

HAMILTON WEST TOWN BELT MASTERPLAN

TE MAHERE MATUA MOO TE
TAATUA HAUAURU

2019 - 2049

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Hamilton City Council

Resilio Studio

Hamilton City Council
Private Bag 3010
Hamilton 3240
New Zealand

10 West Tce
Auckland City Central
Auckland 1042
New Zealand

www.hamilton.govt.nz

www.resilio.nz

+64 7 838 6699

+64 21 591 279

info@hcc.govt.nz

info@resilio.nz

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Waitawhiriwhiri Gully

Waitawhiriwhiri Stream

Prodrive Driving Range

Beetham Park

Beetham Park Training Field

Beetham Park Carpark

Richmond St Community Groups

Edgecumbe Park

Hamilton West Cemetery

Fred Jones Park

Old Boys Rugby Club

Willoughby Park

FMG Stadium Waikato

Fraser Tech Park

Fraser Tech RFC

Mill Street Field

Stadium Bowling Facility

Hamilton Squash & Tennis Club

Boundary Rd

Hinemoa Park

Norton Road Roundabout

Mill St

FRANKTON

3 KM
IN LENGTH

54 HA
IN AREA

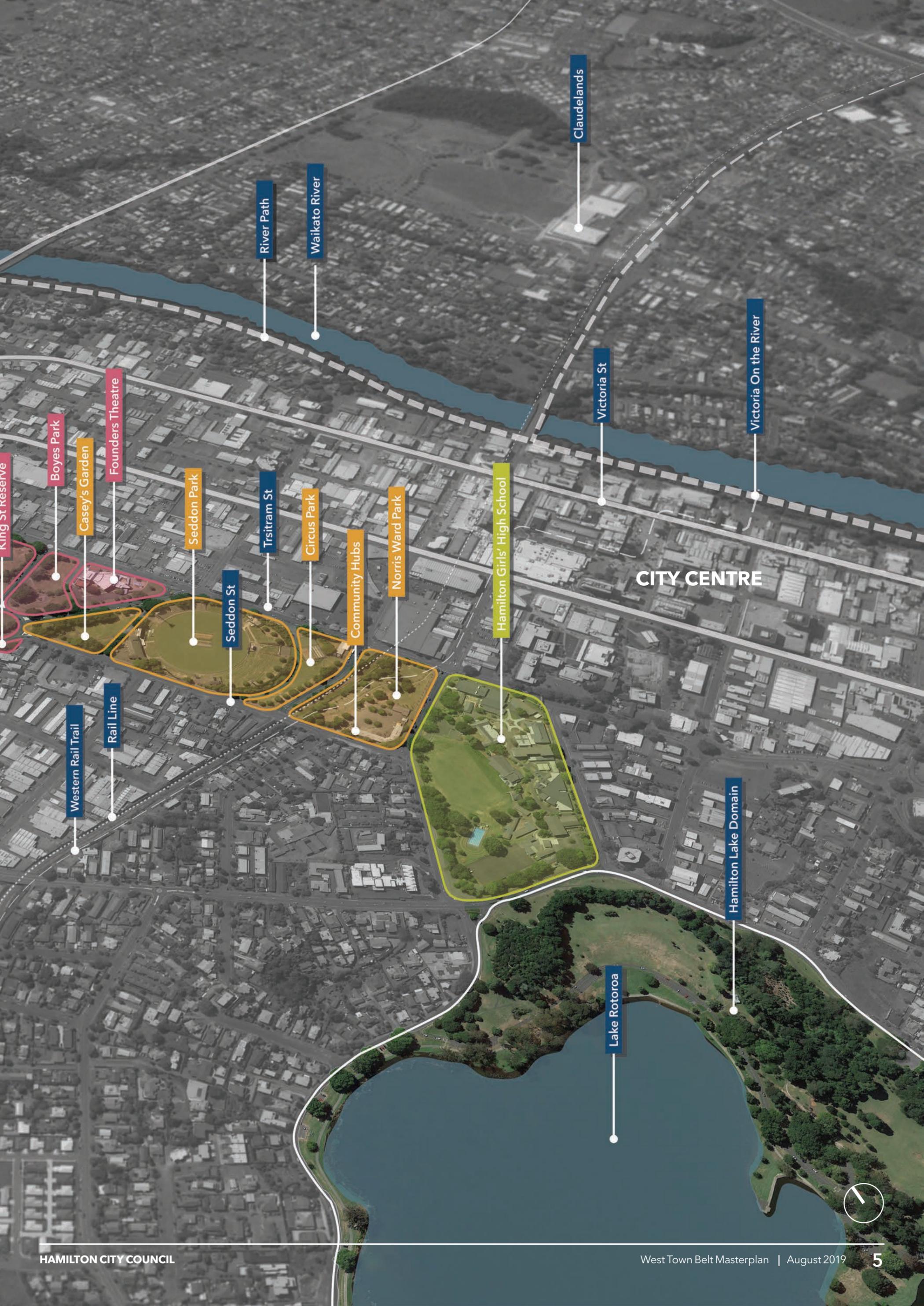
10 PARKS
NEIGHBOURHOOD & SPORTS

1 CEMETERY
HISTORIC HAMILTON WEST CEMETERY

2 STADIA
FMG STADIUM WAIKATO & SEDDON PARK

GREEN LINK
BETWEEN LAKE ROTOROA & THE WAIKATO RIVER

1 GULLY SYSTEM
EXTENDING FROM THE WAIKATO RIVER TO DINSDALE



CITY CENTRE

Claudlands

Victoria On the River

Victoria St

Waikato River

River Path

Founders Theatre

Casey's Garden

Boyes Park

King St Reserve

Seddon Park

Tris tram St

Circus Park

Norris Ward Park

Community Hubs

Seddon St

Hamilton Girls' High School

Western Rail Trail

Rail Line

Hamilton Lake Domain

Lake Rotoroa



EXECUTIVE SUMMARY

Koorero whakahiato

The Hamilton West Town Belt Masterplan is a 30-year vision setting the direction for the future of the West Town Belt.

At 54 hectares and 3 kilometres in length, the West Town Belt (WTB) is one of Hamilton's largest continuous open spaces. The WTB has a range of open space functions, including active and passive recreation, community use, elite sports and sports tourism as well as heritage sites such as the Hamilton West Cemetery and Waitawhiriwhiri Gully.

Over time, the function and use of the WTB has changed dramatically. While some of these changes have been positive, there are a number of challenges to be addressed, particularly its fragmented state, in order for the WTB to reach its potential.

The Masterplan outlines a 30-year plan to guide development of the WTB. The masterplan aims to:

- **Create a place for all people to enjoy;**
- **"Stitch" the WTB back together so open spaces values can be enhanced;**
- **Ensure the WTB is a fit for purpose open space in the face of future demand and growth in Hamilton; and**
- **Improve integration of uses and access across the entire WTB.**

The vision for the WTB is to create "a dynamic, connected and treasured inner-city destination for everyone".

To progress towards the vision for the WTB, the Masterplan has five key design moves, which provide an overarching framework for future development:

- **Integrating the Belt**
- **Connecting the Belt**
- **Greening the Belt**
- **Enhancing the Belt**
- **Activating the Belt**

Due to the size, scale and complex nature of the WTB, the masterplan is organised into six character areas within the WTB which provide a focus for future developments. Each character area has a set of desired outcomes and specific open space and streetscape projects which could be undertaken to achieve the overall vision. These

projects would be further refined through Council's future budgeting and planning processes.

The masterplan has been informed by a wide range of information, including community input, best practice landscape and urban design, and a 'placemaking' approach. The Te Aranga Maaori design principles and national and international research have also been incorporated.

1 VISION
TO GUIDE US

8 OUTCOMES
TO DRIVE US FORWARD AND MEASURE OUR SUCCESS

5 KEY DESIGN MOVES
THAT WILL UNLOCK THE POTENTIAL OF THE WTB

6 CHARACTER AREAS
TO DEFINE WHERE AND HOW WE DO THINGS



01

INTRODUCTION & BACKGROUND

KOORERO WHAKATAKI

- 1.1 Introduction
- 1.2 Where is the West Town Belt?
- 1.3 Why do we need a masterplan?
- 1.4 Historical context
- 1.5 Existing site characteristics
- 1.6 How was the masterplan prepared?
- 1.7 How does the masterplan work?
- 1.8 How will the masterplan be delivered?

1.1

INTRODUCTION

The West Town Belt (WTB) Masterplan is a non-statutory document that sets out a 30-year framework to guide the direction of this highly valued, inner-city open space.

PURPOSE

Masterplans are effective tools for large, complex sites with multiple interests and stakeholders. The preservation of the unique urban park character is at the heart of the WTB Masterplan.

The masterplan has been developed to:

- Present a clear and compelling long-term vision for the future of the WTB over the next 30 years
- Elevate Hamilton's awareness and appreciation of the WTB.
- Consider the WTB and its surrounds as an integrated whole (as opposed to responding to one issue or function at a time).
- Set out how it can (as opposed to will) develop and redevelop into the future.
- Establish a vision, objectives and strategies to coordinate and manage change over time.
- Identify, unify and prioritise key projects and areas for investment over an extended time period into one comprehensive plan to ensure unified outcomes.

The WTB Masterplan has been developed in conjunction with stakeholders and the community to define what is important about the WTB and how its character and qualities can be conserved, improved and enhanced.

HOW TO USE THIS MASTERPLAN

The masterplan is intended to inform current and long-term decision-making for the WTB and the adjoining street network. The masterplan is to be used by Hamilton City Council, key stakeholders and the community.

The masterplan does not supersede existing Reserve Management Plans or Hamilton City Operative District Plan provisions.



1.2

WHERE IS THE WEST TOWN BELT?

The WTB is located to the west of central Hamilton. It is a corridor of open space linking the Hamilton Lake Domain and Waikato River, and a green buffer between Frankton, Maeroa and the central city.

THE ROLE OF THE WTB IN HAMILTON

The WTB provides an important open space function as it:

- Frames the city centre and creates a green “gateway” or threshold along its western edge.
- Provides large, generally flat areas of open space that can be used for a variety of recreational purposes within walking distance to the economic, educational and social hub of the city.
- Contributes significantly toward a “green amenity” and a healthy environment.
- Provides a biodiversity link in an increasingly urbanised landscape.

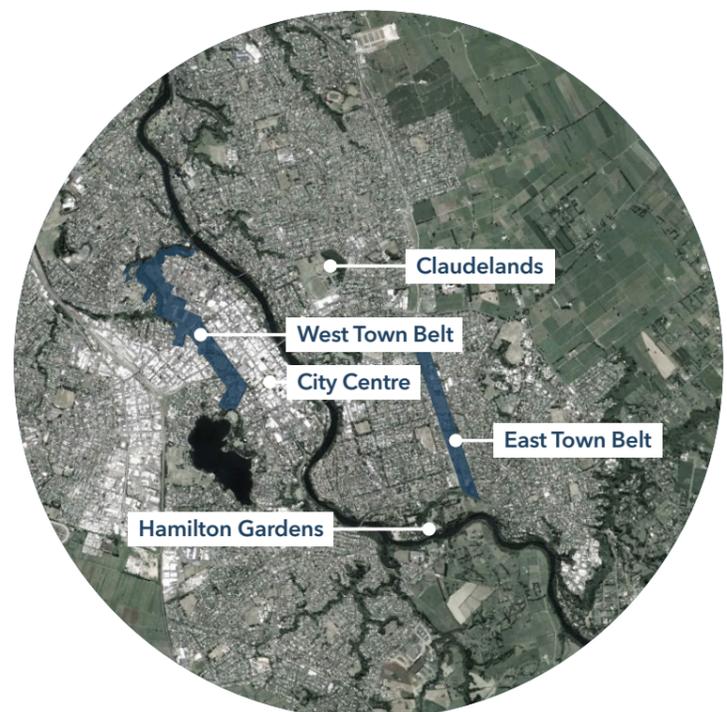
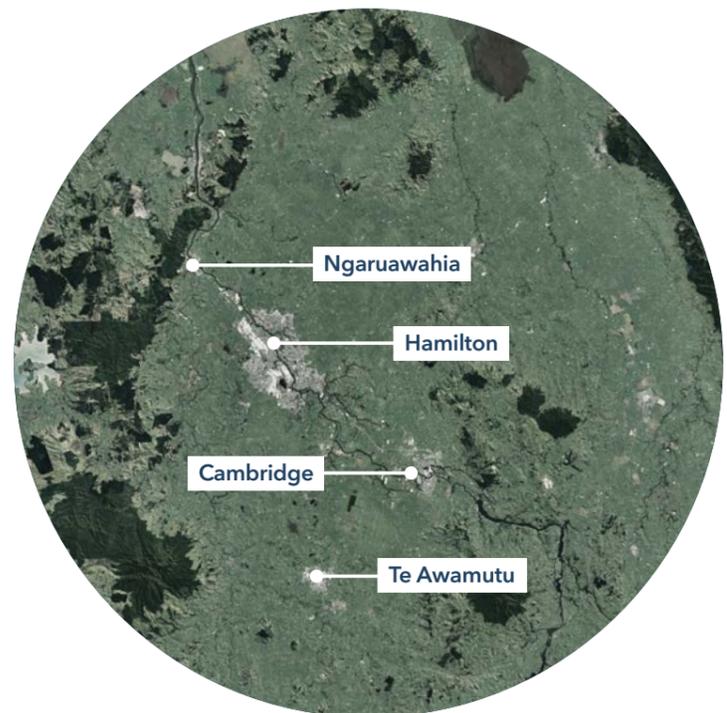
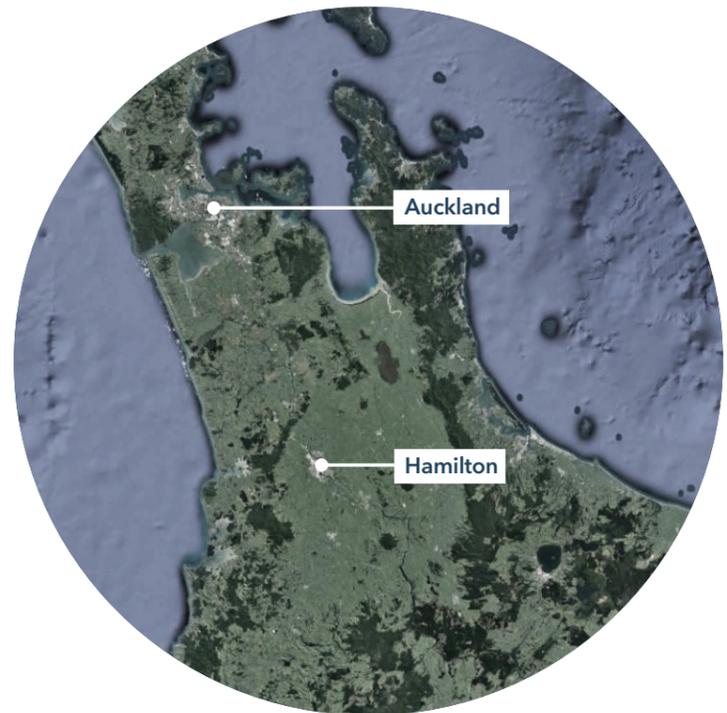
Despite its size the WTB is largely unknown in its entirety. Most people know of and use the individual parks and facilities - like Norris Ward Park and the FMG Stadium Waikato - but are unfamiliar with the larger corridor of open space underpinning these individual spaces and places.

MASTERPLAN SITE

The masterplan site covers the full extent of land between the Hamilton Lake Domain and the Waikato River. This includes:

- **Adjoining streets:** the function and design of the surrounding streets affect access to, from and within the WTB and including streets will ensure that future transport projects consider the masterplan and vice versa.
- **Hamilton Girls’ High School:** Whilst a designated Ministry of Education site, the school grounds and adjoining streets provide a critical link between the Hamilton Lake Domain with the WTB. Any future projects on the Hamilton Girls’ High School grounds may have an impact on the public realm.

Hamilton Lake Domain and the open space along the Waikato River are subject to the Hamilton Lake Domain Management Plan (2017) and Riverside Reserves Management Plan (2007).



LOCATION MAP



APPROXIMATELY 1: 7500 @ A3

0 100 200 300 400 500M



1.3

WHY DO WE NEED A MASTERPLAN?

The WTB was originally planned to be a critical open space alongside Hamilton's central city. Over time, population growth within the central city and the absence of a singular vision has meant inconsistent decision making has occurred within the WTB. This has led to its original intent being compromised.

It is widely accepted that open space in any city is essential not only for the character and function of the city but the physical, emotional and spiritual health and wellbeing of its people, as well as providing important ecological functions.

Nestled between the Hamilton city centre and Frankton, the WTB is home to many activities, and recreation and community-based organisations. Over time, the function and use of the WTB has changed. This change will continue into the future; sport and community groups grow and decline, recreation trends evolve, demographics change and buildings come to the end of their lives. Although many changes have been positive, there are a number of challenges to be addressed now and in the future. In particular, addressing its fragmentation and ensuring our growing urban population have easy, safe and pleasant access to quality open space.

1864

THE ORIGINAL WTB

In 1864 the West and East Town Belts were surveyed and set aside for recreation purposes to provide green open space for the pleasure and health of citizens. A town belt was a common approach in the early 19th century as a means of providing relief for citizens from the overcrowding of cities. Town belts can be found across New Zealand including Wellington (established 1841), Dunedin (1846) and neighbouring Cambridge (1880).

The size, shape and function of the WTB has changed since its inception. The facing image depicts the original WTB on an 1895 plan.

TODAY

THE CURRENT WTB

The WTB has largely retained its open space function, however, at present, only 29% of the 54ha is publically accessible.

Under the Operative Hamilton City District Plan, the WTB is zoned Open Space and the stadia sites zoned Major Facilities, reflecting their associated commercial uses.

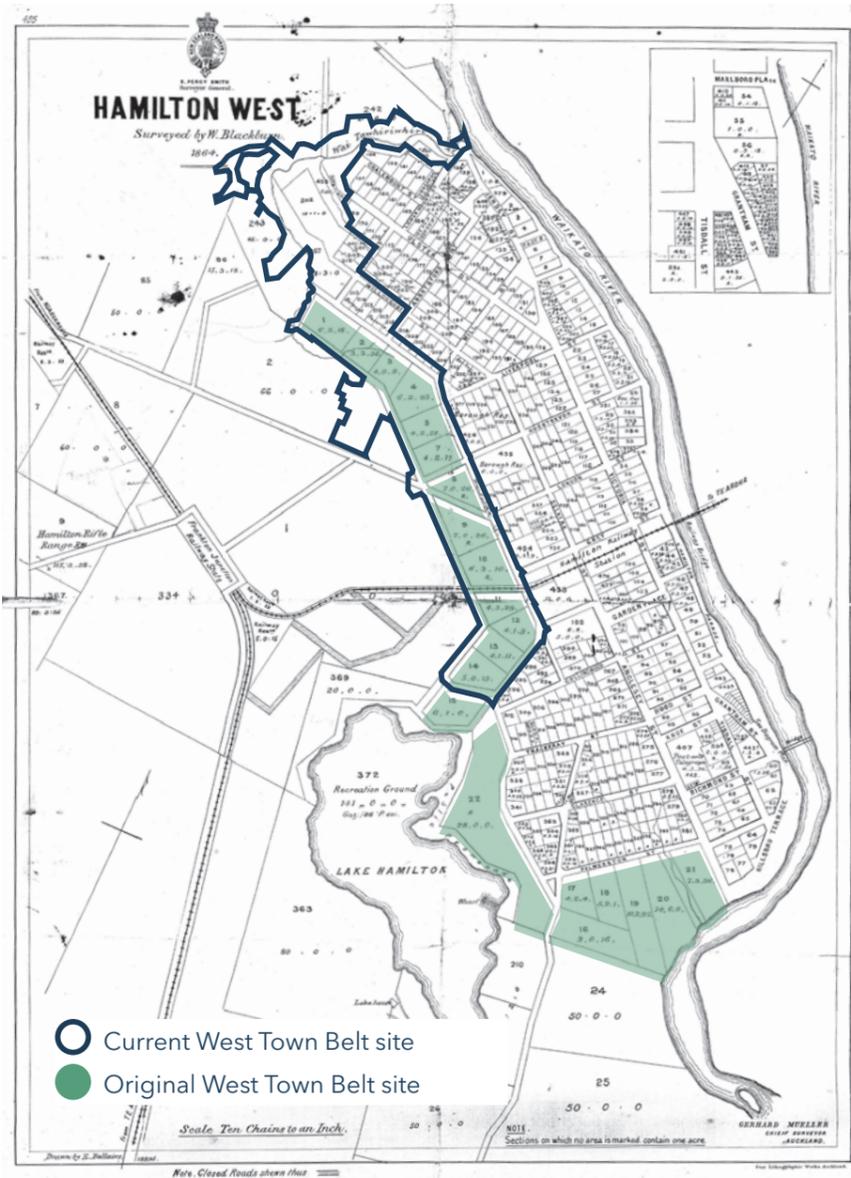
The WTB is subject to four management plans (under the Reserves Act 1977) and a cemeteries plan directing the day-to-day uses, management and general intent of reserves. The reserve management plans for each site were developed at various times and a number are now under review or will be shortly up for renewal, in particular the Twin Stadia Plan 2007.

2049

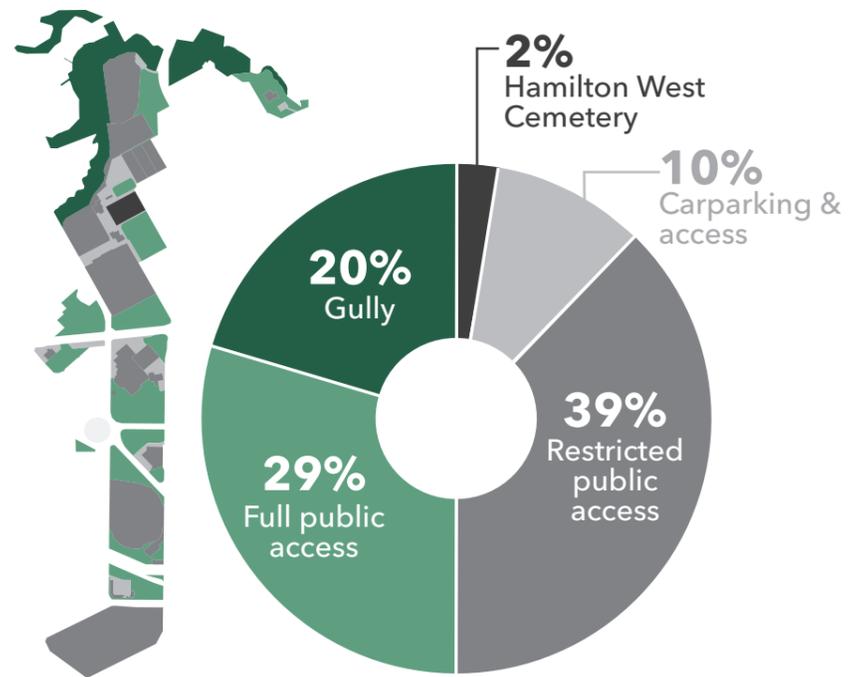
THE FUTURE WTB

This masterplan is based on a series of critical assumptions around the future of Hamilton over the next 30 years. Increasing residential growth across Hamilton, future rail corridors for mass transit and investment in the central city and environmental pressures means that large urban open spaces like the WTB need to perform better.

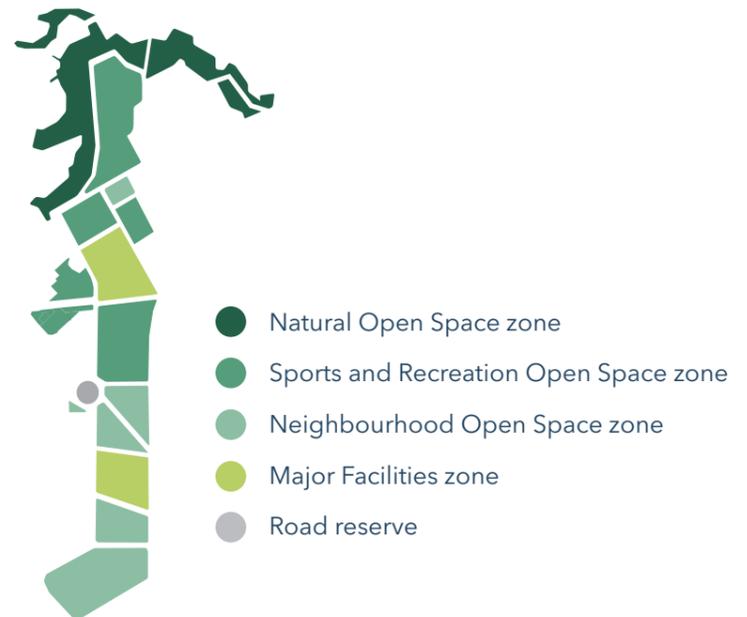
1895 HAMILTON SURVEY PLAN



2019 ANALYSIS OF EXISTING LAND USES



OPERATIVE HAMILTON DISTRICT PLAN ZONES



RESERVE MANAGEMENT PLANS



2049 HAMILTON INTO THE NEXT 30+ YEARS

- 27%** MORE PEOPLE LIVING IN THE CENTRAL CITY
- FEWER BACKYARDS**
APARTMENT LIVING REQUIRES ACCESSIBLE PUBLIC OPEN SPACE
- CITY INVESTMENT**
= MORE PEOPLE WORKING, PLAYING + STAYING IN THE CITY
- 5 MIN** WALK BETWEEN THE WTB & MOST CENTRAL INTENSIFICATION AREAS
- 73%** OF HAMILTON'S POPULATION WANT TO BE MORE ACTIVE

1.4 HISTORICAL CONTEXT

The WTB has a rich, multi-layered history. However, there remains very little information revealing or informing users about the site's history. Revealing and celebrating the WTB's heritage helps us to value and treasure the WTB. A full history is set out in **Appendix A**.

MANA WHENUA

Within the WTB are areas of great significance to Maaori. Including paa on the Waitawhiriwhiri stream, food sources, relationship with the Lake Domain and ridgeline walking routes.

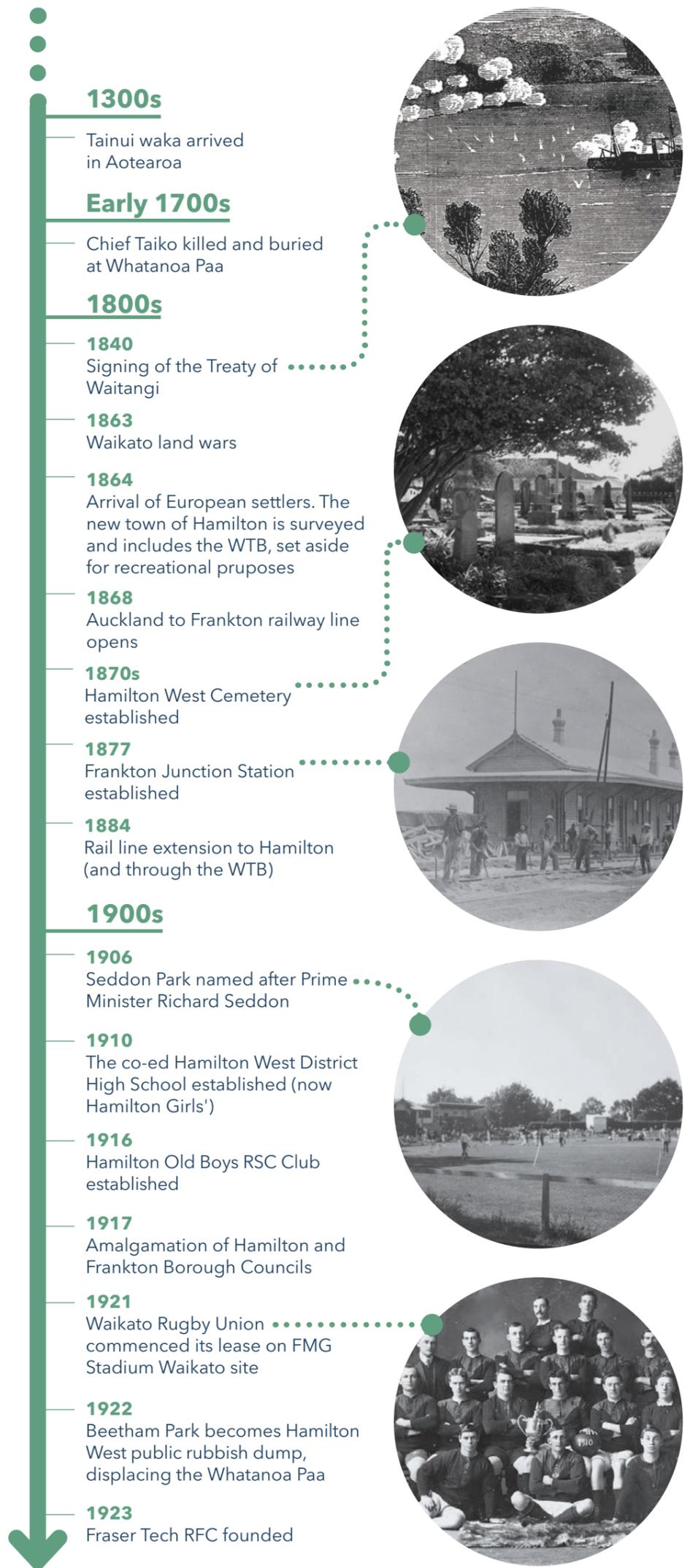
The Tainui waka arrived in Aotearoa/New Zealand in the 1300s. The Tainui Iwi (made up of Waikato-Tainui, Ngati Maniapoto, Raukawa and Hauraki) held mana tangata over much of what is now known as the Waikato Region. Waikato-Tainui tribes held mana whenua (guardianship of the land) over a significant area of the central Waikato region.

Five hapu occupied Kirikiriroa (Hamilton): Ngaati Hauaa, Ngaati Maahanga, Ngaati Wairere, Ngaati Korokii and Ngaati Tamainupoo. Ngaati Maahanga occupied most of the western side of the Waikato River.

Whatanoa Paa and its urupaa (burial ground) was situated on what is now Beetham Park. The Paa was originally occupied during the early 1700s by chief Taiko of Ngaati Te Ao, a sub-tribe of Ngaati Wairere. Taiko was killed and buried at this location, marking the use of the paa as an urupaa. The Whatanoa urupaa influenced the location of the subsequent Hamilton West Cemetery which opened in 1864. Although the Hamilton West Cemetery remains mostly intact today, Chief Taiko's remains at the neighbouring urupaa were exhumed in 1922 to make way for the Hamilton West public rubbish dump. Construction over time has meant there is now no evidence of the original Paa site.

COLONIAL HISTORY ONWARDS

With the signing of the Treaty of Waitangi in 1840, European contact increased markedly. The Hamilton West Borough was planned in 1864 and the WTB was surveyed and permanently reserved as recreation-ground for sports activities and facilities.



From the 1860's, Hamilton steadily grew and with it came rail, roads, infrastructure, cemeteries and schools to meet the needs of the growing population. While the WTB continued to function as an open space, the need for more land to service the growing city impacted on the WTB and changed how we use it today.

THE INFLUENCE OF SPORT

The WTB has been a home for organised sport since its inception in 1864. In addition to rugby and cricket, the site has also accommodated croquet, hockey, football, netball, tennis, athletics, bowling and many others.

The Seddon Park site was first designated for recreational use in 1864 with it's first major cricket game occurring in February 1914.

Hamilton Old Boys RSC Club was the first club to establish a base on the WTB in 1916; Fraser Tech RFC was founded on its current site in 1923; and, Waikato Rugby Union (WRU) commenced its lease in 1921 on what is now FMG Stadium Waikato. Over time, this part of the WTB has been some of New Zealand's historic sporting events, including the anti-apartheid demonstrations during the 1981 Springbok tour.

From 2008 to 2012 Hamilton hosted a leg of the V8 super car motor racing event. The event resulted in significant physical changes to the WTB and adjoining streets.

THE INFLUENCE OF THE ARTS

In addition to sports, the WTB has been home to the Arts. The Founders Theatre was officially opened in 1962 and hosted large theatre performances, civic events, and a range of national and international artists. The theatre was closed in March 2016, but remains on the WTB pending the construction of the new theatre on the River. There are two notable fountains in the Founders Theatre grounds: The Reflecting Pool (1963) and the Centennial Fountain (1978).

PARK NAMES

The names of some individual parks across the WTB also hold heritage value and significance. Casey's Garden is named after Simon Casey, a project leader who passed away in 1981 during the construction of the former playground he was overseeing. Norris Ward Park was renamed in 2015 to recognise the deeds of prominent Hamiltonians, Hensleigh Carthew Marryat Norris and Arthur Grenville Ward.

- 1925**
Rugby Park opened, later renamed FMG Stadium Waikato
- 1928**
Substation built on the corner of Tristram and Bryce Sts (now WEL network)
- 1947**
Frankton Ladies Croquet Club on Hinemoa Park
- 1956**
Seddon Park first used for First Class Cricket
- 1962**
Founders Theatre opens
- 1963**
Reflecting Pool as opened by Prime Minister K J Holyoake
- 1966**
Norton Road roundabout established
- 1972**
Hamilton West public rubbish dump closes
- 1975**
Last recorded burial at Hamilton West Cemetery
- 1978**
The Centennial Fountain opened by Mayor Ross Jansen
- 1981**
Anti-apartheid protest at Rugby Park during the 1981 Springbok tour.
- 1991**
Seddon Park becomes a Test cricket venue
- 1992**
Seddon Park hosts two cricket world cup matches
- 2000s**
- 2001**
FMG Stadium Waikato re-opens
- 2004**
Mill St widening works commence, splitting Fraser Tech Park and shaving approximately 9m off Hinemoa Park.
- 2008 - 2012**
V8 Super Car motor racing event held in Hamilton, altering the WTB
- 2015**
Seddon Park holds three ICC Cricket World Cup matches
- 2016**
Founders Theatre closes

1.5 EXISTING SITE CHARACTERISTICS



WEL Network building and cricket nets.



Table Tennis Club, Edgcumbe Park.



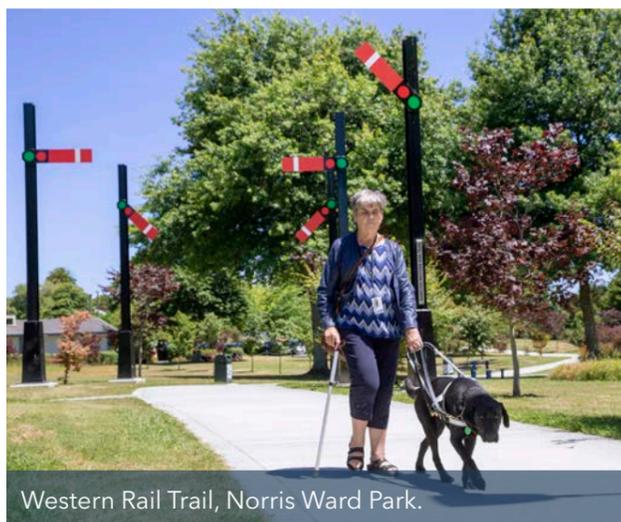
One of the many varied park signs.



Footpath along Norton Rd, adjoining Casey's Garden.



Carpark outside community groups, Norris Ward Park



Western Rail Trail, Norris Ward Park.



Seddon Park.



Hamilton Old Boys RSC v. Fraser Tech RFC.



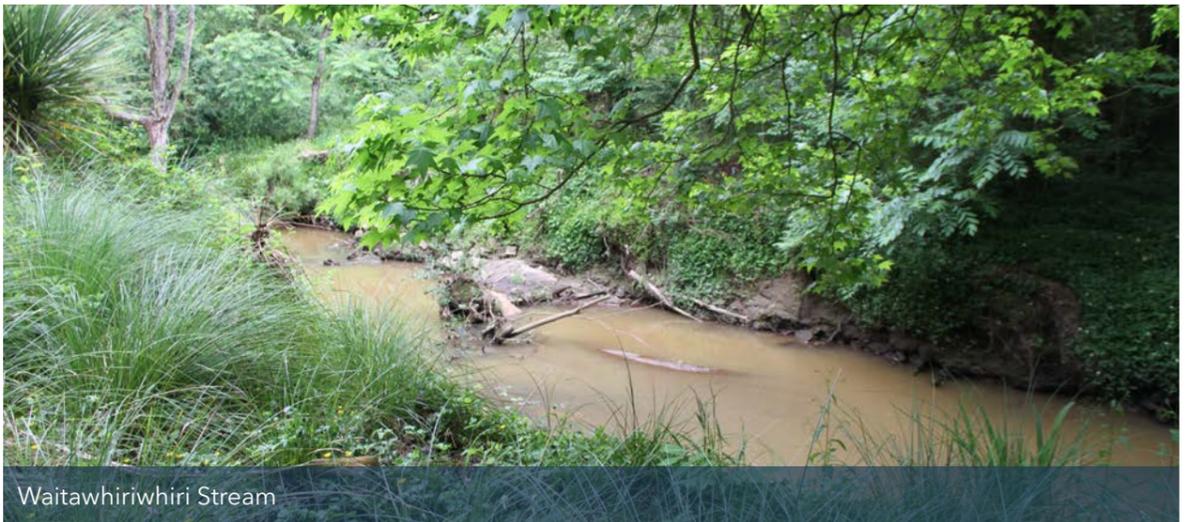
FMG Stadium Waikato.



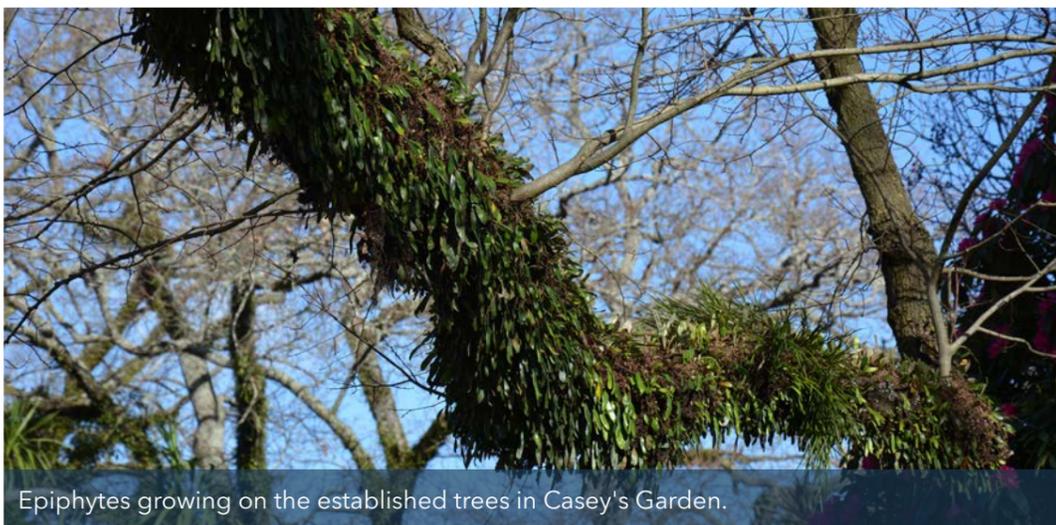
Prodrive driving range, Beetham Park.



Annual planting beds, Norton Rd Roundabout



Waitawhiriwhiri Stream



Epiphytes growing on the established trees in Casey's Garden.



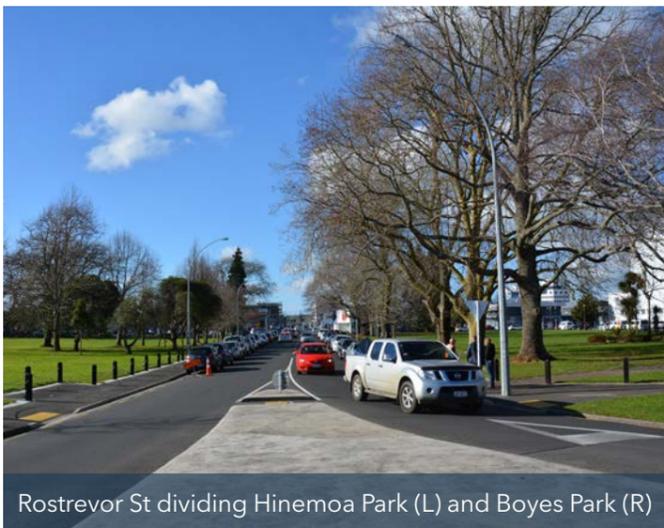
Amenity planting along the Waikato Rail Trail, Norris Ward Park.



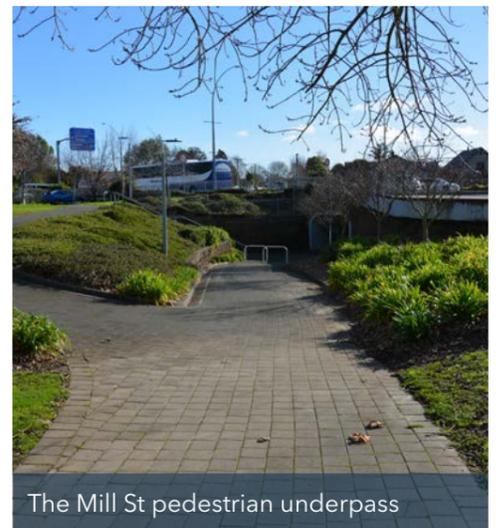
Narrow footpath along Tainui St and visual connection to the WTB blocked by the building on Norris Ward Park



The entrance to Edgumbe Park from Ulster Street



Rostrevor St dividing Hinemoa Park (L) and Boyes Park (R)



The Mill St pedestrian underpass

1.6

HOW WAS THE MASTERPLAN DEVELOPED?

The masterplan has been developed in line with Council's existing strategic intent for parks and open spaces. It is designed to compliment other plans and strategies already in existence, and guide future decision making.

THE WTB MASTERPLAN HAS BEEN INFORMED BY:

- Review of previous and existing plans, projects and policies relevant to the WTB site and surrounding area (**Appendix B**);
- Site analysis, including mapping of key site features and characteristics and site walkovers (**Appendix C**);
- Engagement with mana whenua, key stakeholders and the community (**Appendix D**)
- Alignment with best practice landscape architecture, planning and urban design practice; and
- A "placemaking approach" to establish an understanding of the WTB as a place where people visit, play and work (**Appendix E**).

STRATEGIC CONTEXT

The masterplan is a non-statutory supporting document to the Hamilton Open Spaces Plan 2013 and is an input into future strategies and plans.

The Open Space Plan 2013 guides the 50-year strategic direction for all of the city's parks and open spaces and has a vision that "Our open space network connects communities and is valued by our people".

This Plan and vision sets the parameters for the WTB Masterplan. Refer to **Appendix B** for the Open Space Plan's vision, principles, goals and priorities.

The masterplan also supports other similar, direction-setting Hamilton City Council strategies, including the:

- Local Indigenous Biodiversity Strategy (LIBS)
- Play Strategy 2019
- Hamilton Age Friendly Plan 2018
- Disability Policy and Action Plan 2016
- Hamilton Central City Safety Strategy 2018 to 2020

Transport elements of the masterplan are expressed

within the Hamilton City Council Access Hamilton Strategy and Biking Plan 2015 - 2045. Access Hamilton has three areas of focus which are Transport Choice, Accommodating Growth and Safety. For the masterplan, these objectives support the mode shift from private vehicle use towards public transport, biking and walking.

At the time of writing, a Mass Transit Plan for Hamilton is currently under development, investigating where future corridors for mass transit (such as passenger rail and high-frequency bus and/or light rail links) would be located within the city. These corridors are not yet identified, however, they are likely to be within proximity to the WTB and will likely have an impact on the development and use of surrounding land uses, including the WTB.

The masterplan also provides an opportunity to inform the future Waitahwhiriwhiri Integrated Catchment Management Plan (ICMP) and will act as a companion document to the Central City Transformation Plan, aligned by shared proposals at the interface between the WTB and city centre.

MANA WHENUA VALUES

Mana whenua values have been incorporated into the Masterplan by way of the Te Aranga Maaori Design Principles. The Te Aranga Maaori Design Principles are a set of outcome-based principles founded on Maaori cultural values. They were established collectively in 2006 by organisations such as the Ministry for the Environment, Te Puni Kookiri and Maaori professionals working across the public realm design disciplines (e.g. landscape architects, architects and urban designers), the resource management sector and representatives of iwi/hapuu organisation from across Aotearoa/New Zealand.

The key objective of the Te Aranga Maaori Design Principles is to enhance the protection, reinstatement, development and articulation of mana whenua cultural landscapes and to enable all of us (mana whenua, mataawaka, tauiwi and manuhiri) to connect with and deepen our collective appreciation of "sense of place". The principles enable the development community (which includes councils) to understand how we all can positively engage with mana whenua and shape our built environment.

Throughout the preparation of the masterplan, mana whenua have been engaged with. During Phase One: Pre-Concept Engagement process mana whenua representatives supported the use of the Te Aranga Maaori Design Principles in the masterplan and requested the inclusion of Kanohi ki te Kanohi - face to face.

As projects are identified, prioritised, explored and delivered throughout the WTB site, the Te Aranga Maaori Design Principles will be applied (alongside the general design principles, refer to section 4.2). This will ensure that mana whenua continue to be engaged with, and are involved in any co-design processes and/or detailed discussions.

The use of the Te Aranga Maaori Design Principles do not replace the any other existing and/or legal requirements for Council and other parties to engage with mana whenua.

TE ARANGA MAAORI DESIGN VALUES

Rangatiratanga

The right to exercise authority and self-determination within one's own iwi / hapuu realm.

Kaitiakitanga

Managing and conserving the environment as part of a reciprocal relationship, based on the Maaori world view that we as humans are part of the natural world.

Manaakitanga

The ethic of holistic hospitality whereby mana whenua have inherited obligations to be the best hosts they can be.

Wairuatanga

The immutable spiritual connection between people and their environments.

Kotahitanga

Unity, cohesion and collaboration.

Whanaungatanga

A relationship through shared experiences and working together which provides people with a sense of belonging.

Matauranga

Maaori / mana whenua knowledge and understanding.

TE ARANGA MAAORI DESIGN PRINCIPLES



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.

COMMUNITY ENGAGEMENT

Community and stakeholder engagement has been a key component of the WTB Masterplan process and will continue to be as projects are implemented.

The masterplan was developed in consultation with a range of stakeholders, including mana whenua and groups who have particular interest in the WTB.

We undertook two distinct phases of engagement:

- **Phase One - Pre-concept engagement (August 2018)**

We asked questions prior to developing the design for the masterplan to gauge the community's interest in the WTB, understand key concerns and desires, and expectations for the Masterplan.

- **Phase Two - Public consultation (April - May 2019)**

Sharing the draft concept design to gather feedback to inform the final masterplan.

Over the course of the engagement Council held a range of events including public open days, online surveys, focused workshops, school visits and presentations to a wide range of groups.

We heard from more than 300 people over both phases and it was clear from the feedback that the Hamilton community is passionate about the WTB. Overall, people are supportive of the masterplan and it's proposed strategies and options. A number of changes were made to the masterplan following each phase, in particular, ensuring that pedestrian and cycling connections and the enhancement of open space were key priorities.

We've collated this feedback into a summary report which can be found in **Appendix D**. Refer to section 2.1 to see how we have used the feedback to inform the masterplan.

FEEDBACK FROM THE COMMUNITY:

"I think the overall plan is exciting and will bring the open spaces together for everyone to enjoy in future years"

"definitely need to future proof for changing environmental and infrastructural needs."

"While the WTB has a lot of intersecting roads it would be good to see the priority reversed where possible"

"This plan makes a compelling change to get the WTB as a key destination and connection park network, and works in the multiple users really well"

"I like the piece in the vision that refers to the WTB being a 'destination'. I think that is important. Rather than it being somewhere you may pass through, it actually becomes a vibrant spot that you navigate to with purpose"

"It will be great for Hamilton to have their version of Hagley Park or the many great parks in London"

"The most important factor to remember is making it accessible, user friendly, well-lit and beautiful"

"Give priority to activities that get people from diverse backgrounds to do things together and connect"



Phase One open day, August 2018, Norris Ward Park



Community feedback on the future WTB.



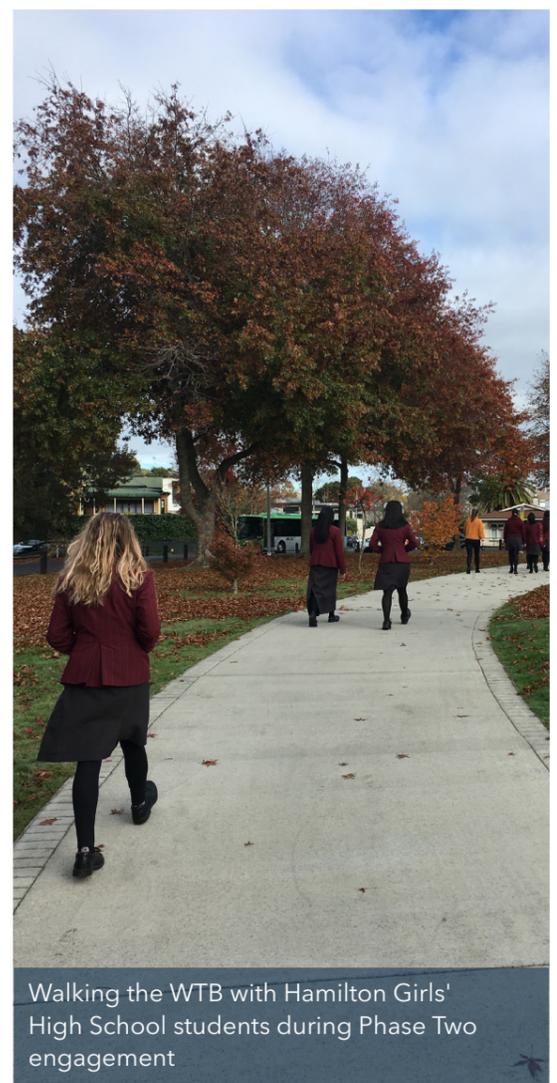
One of the Phase One stakeholder workshops at Hamilton City Council



Phase One open day.



Phase Two open day, June 2019, Pit Lane, Hinemoa Park



Walking the WTB with Hamilton Girls' High School students during Phase Two engagement



Community feedback on what is important



Community feedback during Phase One

1.7

HOW DOES THE MASTERPLAN WORK?

The masterplan is a living document for the Council, stakeholders and the community to use to guide development of the WTB. Delivering on the masterplan will be achieved over time and by a range of organisations and people.

A LIVING MASTERPLAN

To ensure the masterplan remains relevant and is championed through on-going development by both the public and private sector it is recommended that review of the masterplan is carried out at regular intervals (minimum of every five years) and for the masterplan vision to evolve as projects are carried out.

DELIVERY MECHANISMS

Due to varied land, asset and building ownership across the site, the masterplan will be delivered by numerous incremental changes, project by project, initiative by initiative, and through both "bottom up" as well as a "top down" Council-led approach.

The "bottom-up" approach involves community groups and the public leading actions that align with the intent of the masterplan. This will help to reinforce the value of the WTB, and lead to outcomes such as:

- An increased sense of guardianship from the public and kaitiakitanga.
- Ensuring a place-making approach (including Tactical Urbanism - refer to Appendix E).

Council can support these actions to ensure a consistent approach but does not need to lead them.

The top down approach led by the Council, in conjunction with other government agencies, combined with ground level/bottom up approach with key stakeholders and land owners to deliver the masterplan will require a combination of delivery mechanisms:

- Leadership: By the council, to facilitate and deliver best practice public projects. Develop business cases to set costs and be part of Council forward budgets.
- Collaboration: Collaboration between many agencies, individuals, groups specific to each opportunity.
- Partnership: Working in partnership - public to

public, public to private - with land owners and developers identifying key private projects through early discussion, input and review.

- Other government agencies to ensure efficiency and coordination of outcomes.

SHARED OWNERSHIP

In addition to the initial key stakeholder and public consultation carried out as part of the preparation of the masterplan, it is recommended that mana whenua, key stakeholder and community buy-in and ownership of the masterplan is sought through further consultation on a project-by-project basis.

Delivery of the Te Aranga Maaori Design Principles (refer section 4.2) also sets out how and when mana whenua should collaborate on projects.

VISION

LONG-TERM OUTCOMES

KEY DESIGN MOVES



Integrate the Belt



Connect the Belt



Green the Belt



Enhance the Belt



Activate the Belt

CHARACTER AREAS

Site specific application of key design moves across six Character Areas



Hamilton Girls'



Cricket & Culture



WTB Heart



Rugby & Recreation



Whatanoa



Waitawhiri-whiri

MASTERPLAN DELIVERY

PRIORITISATION PLAN

FUNDING

Long-Term Plan funding

Community delivery

Private sector delivery

Volunteering (external charitable trust support)

DESIGN PROCESS

- General Design Principles
- Te Aranga Maaori Design Principles

1. Site investigation
2. Concept design
3. Detailed design

IMPLEMENTATION

Council

Stakeholders

Community

Combination of all three

02

SUMMARY OF FINDINGS

KOHINGA AROMATAWAI

- 2.1 Site analysis and engagement findings
- 2.2 Key constraints for the West Town Belt
- 2.3 Key opportunities for the West Town Belt

2.1

SITE ANALYSIS AND ENGAGEMENT FINDINGS

This section is a summary of our site analysis and conversations with mana whenua and the community. It highlights what we know about the WTB and informs the key constraints and opportunities set out below. Full site analysis and engagement summary is set out in **Appendix C and D**.

OPEN SPACE

WHAT WE FOUND OUT

- The overall open space functions are limited but the community sees significant potential if investment was made.
- People don't realise that parts of the WTB are publicly accessible parks that they can use.
- There is a low variety of informal recreation opportunities currently available.
- Many buildings, structures and facilities have not been designed for an open space context and/or developed in an ad-hoc manner, creating blank facades and fractured, residual park space.
- The WTB is relatively 'built out' making much of it inaccessible by the general public.
- There is an oversupply of car parking.
- There is a conspicuous lack of park assets and facilities (especially play spaces, public toilets and public art).
- People feel unsafe using parts of the WTB.
- People enjoy the leafy, green and open parts of the WTB, especially the large established trees.
- The WTB has a varied and rich heritage that many people want to know more about and celebrate.

ENVIRONMENT

WHAT WE FOUND OUT

- The WTB is predominantly flat and easy to access by foot or bike.
- The WTB plays an important role in the biodiversity and broader ecology of the area and functions as a green link between the Hamilton Lake Domain and Waikato River.
- The WTB primarily sits within the Waitawhiriwhiri water catchment and approximately 20% of the WTB is comprised of impermeable surface.
- The WTB is prone to poor drainage during the winter months, rendering some parks unusable for parts of

the year.

- The health of the Waitawhiriwhiri Gully and stream is poor.
- Vegetation across the WTB is varied and there is a comparatively low quantity of native trees. Areas of mature, established vegetation are highly valued for ecological and aesthetic reasons (such as in Casey's Garden).
- The WTB provides habitat for a range of species including birds, lizards and fish in the Waitawhiriwhiri Stream.
- People enjoy connecting with nature in an urban setting.

MOVEMENT

WHAT WE FOUND OUT

- The WTB is five minutes walking distance from most of the central city and Frankton Village.
- There are more than 15 bus stops and the Bryce St Public Transport hub is within five minutes walk.
- How people move to and through the WTB has a significant influence on the overall perception, use and enjoyment of the WTB.
- The current relationship between the surrounding street network and the internal WTB path network is weak with limited options for moving between the two spaces.
- Pedestrian and cyclist movement to and through the WTB is hindered by obstructions (such as stadiums, train line and the gully), poor connections (such as all roads or fences) and constricted/narrow access (such as narrow footpaths, dominant street parking, and unsafe underpasses).
- Walking and cycling networks are disconnected and infrastructure is, overall, not designed in a way that prioritises people of all ages and abilities to walk and cycle.
- Site orientation and wayfinding is difficult due to a lack of signage.
- Walking through some parks are challenging (such as Beetham Park)
- People love using the Western Rail Trail and see it as a benchmark for future paths and connections.

PEOPLE

WHAT WE FOUND OUT

- Many people do not know what or where the WTB is.
- People who live or work close by frequently use the WTB for activities such as group activities, training, lunch breaks, as a commuting route and walking their

dogs.

- The amenity values of the WTB are also used and appreciated in a passive sense - "enjoyment by osmosis".
- Pockets of the WTB are relatively well-used but as a whole park space, the WTB is underused for informal recreation because of a lack of park infrastructure (paths, seats), perceptions of unsafe spaces, and poor pedestrian and cycle access.
- 15 primary lease-holders use Council facilities - four community based, six sport-based and five arts-based.
- Many lease-holders sub-lease to other groups and/or provide community space for events.

STADIA

WHAT WE FOUND OUT

- Both stadia have long histories on the WTB that people want to celebrate.
- Public perception of the stadiums is mixed - those who frequent them love them, whilst others perceive them as obstacles or exclusive use areas.
- Our stadia compete with the increasing number of venues around New Zealand which puts pressure on what we can deliver here in Hamilton.
- Accommodating the peaks and troughs of events is a given for stadiums and something that has both positive and adverse impacts on the WTB surrounds.
- Both stadia are on constrained sites (due to roads, rail lines, fields and open space) which limit opportunities for development.
- Both stadia are inward facing, creating physical and visual barriers with the public realm (both the streets and rest of the WTB).
- Both stadia rely on the close proximity of the city centre and contribute to the local economy.
- The WTB plays an important role in the identity and function of the stadia (such as the close proximity of training fields and event spaces).
- Commercial/elite sport have strong expectations of exclusive use and access to public open space.
- Fencing, especially around public fields, can erode wider public access and use (including visual legibility of space).

WAIATAWHIRIWHIRI STREAM AND GULLY

WHAT WE FOUND OUT

- The Waitawhiriwhiri Stream has been recognised as one of the most degraded in Hamilton.
- The Waitawhiriwhiri Stream is significant to mana

whenua who see its restoration potential.

- Bank stability, particularly in areas above Beetham Park, and stream erosion prevents access and degrades water quality.
- Ecological values are mixed and invasive plant species are prolific.
- The gully accommodates significant stands of vegetation and native habitat for birds, lizards, fish and insects.
- Local communities, particularly those that adjoin the gully, care about its health and have made significant contributions to its revegetation, (particularly in Edgecumbe Park).
- The gully is a place for immersive natural experiences.
- People want better access to the gully.

HAMILTON WEST CEMETERY

WHAT WE FOUND OUT

- The Hamilton West Cemetery (opened in 1869) is defined as an archaeological site under the Heritage New Zealand Pouhere Taonga Act 2014.
- The site has strict archaeological limitations, limiting physical enhancement or change.
- The cemetery is relatively isolated from the rest of the WTB and there is a low level of public awareness of the site - although it is part of the Hamilton Heritage Walk.

WILLOUGHBY ST CLOSED LANDFILL

WHAT WE FOUND OUT:

- The landfill operated between 1922 and 1973.
- Prior to the operation of the landfill, mana whenua had a long history of occupation in the Waitawhiriwhiri area, including Whatanoa paa site and an urupaa.
- The area is now Beetham Park and the site of ProDrive Golf (driving range) and a fully fenced playing field managed by H3.
- The park has low amenity and few informal recreation opportunities.
- At present, there are no immediate risks associated with the landfill below Beetham Park but there are significant land use constraints because of it.
- Continued settlement of landfill material restricts the type of activities which can be undertaken on
- The use of Beetham Park is compromised in winter when the ground gets water-logged. This becomes difficult to maintain with mowers and is inaccessible by pedestrians.
- Beetham Park is an important northern connection point/entrance point for the WTB and has potential to physically link to the Waitawhiriwhiri Gully below.

2.2 KEY CONSTRAINTS

Key constraints for the WTB are based on the site analysis and community feedback. Constraints are not bad in and of themselves but they create boundaries and require us to think up creative ways of working with them.



Historical legacies

Some past decisions have generated situations that are now challenging to address, mitigate and/or remedy, e.g. destroyed paa sites, the Willoughby St closed landfill, physical constraints established by the former V8 Passing Red site, changes to Mill St and the positioning of enclosed fields.



Limited land and use opportunities

Much of the WTB site is comprised of established uses and designs which limits opportunities for new and different uses or immediate change. This is exacerbated when land and buildings are parceled into individual ownership and lease arrangements.



Conflict between public and exclusive-use

Tensions between the demands of different uses and user groups mean difficult trade offs may have to be made, e.g. sporting groups have specific requirements for their sporting codes and sometimes these conflict with informal uses and park amenity.



Fixed buildings, sites and long term leases

Some sites, structures and buildings have fixed sizes, shapes and/or character, e.g. Hamilton West Cemetery, the stadia, the WEL Network building and some rugby fields.



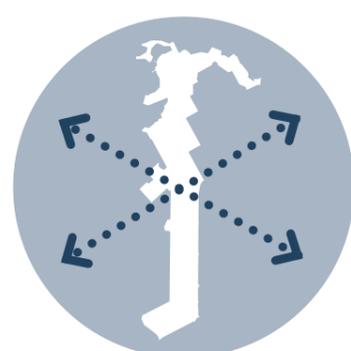
Waitawhiriwhiri Stream and Gully

Land stability, large areas of invasive plants and pests, poor and unsafe access, inaccessible topography, the Ulster St culvert and lack of community ownership and engagement all significantly constrain the integrity and character of the gully system.



Broader environmental challenges

The WTB is only part of a much larger environmental catchment so the masterplan has a limited ability to address larger issues relating to water, ecology and challenges relating to climate change.



Connection with the wider open space network

Connecting the WTB with other open spaces in Hamilton through challenging environments such as car-dominated streets, less compatible areas such as industry, and the difficult topography of the Waitawhiriwhiri Gully.

2.3

OVERALL OPPORTUNITIES

Overall opportunities for the WTB are based on analysis and community feedback, and take into account the constraints. These opportunities inform the masterplan's vision, long-term outcomes and key design moves.



Improve the quality of public open space

Improve the amenity, encourage greater use and enjoyment of the WTB by:

- Providing a network of open space activities and destinations, such as playgrounds, skate parks and outdoor event spaces.
- Providing park furnishings that support and encourage occupation such as park benches, public bathrooms, drinking fountains, bike racks, improved path network and paving and improved amenity planting.
- Ensuring any future built form does not create or exacerbate fragmented spaces.
- Maintaining and enhancing visual connectivity through and between spaces throughout WTB.



Increase the quantity of publicly open space

Where possible, increase publicly accessible open space. Consider reclaiming areas such as the Founders site, reviewing closure (incl. partial) of roads, reorganisation of park uses and community facilities to couple and consolidate functions, and shifting and/or removing fences, and altering lease areas.



Leverage public outcomes from private projects

Leverage off key private projects to enhance public realm outcomes by ensuring value for money and shared benefits, e.g. the Pan Pasifika Hub, NDCA proposal, Seddon Park entry and the Hamilton Girls' High School Performance Health and Wellbeing Centre.



Create a central heart for the WTB

From Casey's Garden to Hinemoa Park are a cluster of spaces with particularly high amenity values. This creates an opportunity to establish a focal point and heart for the WTB which could include destination spaces such as play spaces, picnic spots, event areas.



Raise the profile of the WTB

Use the masterplan process and resulting plan to increase awareness and positive public perception about the WTB as a key destination in the city. Elevate the status of the WTB to a nationally recognised urban park and public open space.



Deliver on and inform plans and strategies

Deliver on other council (HCC and other) plans and strategies such as the Local Indigenous Biodiversity Strategy, Play Strategy and Central City Transformation Plan, to avoid duplication, ensure strong integration and win-win outcomes.



Community and Council cohesion

Improve communication and collaboration between Council, leaseholders and community groups to enhance social cohesion, create efficiencies, understand aspirations and capacity, and deliver on the masterplan outcomes.



Create a site-wide path network

Create a path network to link the WTB from the Hamilton Lake Domain to the Waikato River. This will open up the WTB to pedestrians and cyclists, link up activities and uses across the site and generate higher levels of activity.



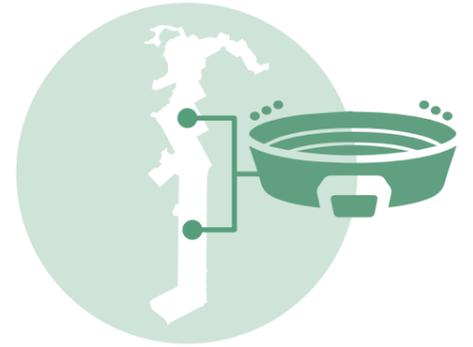
Utilise the street network to create and improve physical connections to and from the WTB

Enhance the existing path network and increase pedestrian priority on streets linking to the WTB; improve access to the WTB and strengthen connection with wider transport and open space network.



Connect with the city, suburbs, river and lake

Increase connectivity with the city centre by improving pedestrian and cycling crossing facilities at intersections and along streets. Explore opportunities to create a street-based green connection to the Waikato River as well as Claudelands and the East Town Belt.



Enhance and integrate the both Stadia

Enhance the iconic stadiums, their projects and events so they make a positive contribution to the public realm (both the open space and the street), activate public spaces, avoid ad-hoc placement of buildings and structures, and increase community use.



Improving the Waitawhiriwhiri Gully

Explore opportunities to restore the ecological integrity of the Stream and Gully with the WTB site by stabilizing banks along the stream edge and over the closed landfill; strengthening existing Significant Natural Areas; revegetating the gully walls and floor; and improving access and connectivity along and into the gully and increasing community engagement and ownership.



Improve ecological quality and links

Leverage the size, shape and location of the WTB to enhance the biodiversity values of central Hamilton. Integrating more native planting and wildlife habitat into the WTB and incorporating Water Sensitive Design (WSD) outcomes where possible.



Enhance the Willoughby Street closed landfill

Explore opportunities for land uses that are compatible with the landfill site and the unique and challenging site conditions it poses. Opportunities should be complementary to the adjoining gully and acknowledge the former Paa and urupaa site. This could include introducing native wetland planting to Beetham Park.



Integrate the Hamilton West Cemetery

Develop an edge treatment around the Hamilton West Cemetery that is responsive to the character and heritage status of the cemetery and allows intervisibility and connection with adjacent spaces.



Reveal, explain and celebrate the history of the WTB

Take an active approach to revealing, explaining and where appropriate, celebrating the multi-layered history of the WTB. Historical narratives should include (but not be limited to) the long history of settlement and occupation by Maaori, more recent European settlement, and the sports, arts and recreation history.



03

THE MASTERPLAN

TE MAAHERE MATUA

- 3.1 West Town Belt vision
- 3.2 Long-term outcomes
- 3.3 Masterplan overview
- 3.4 Key design moves

3.1

WEST TOWN BELT VISION

A connected, treasured and dynamic inner-city open space destination which everyone enjoys.

3.2

LONG-TERM OUTCOMES

The long-term outcomes outline how the WTB should look and perform 30 years from now.

Well used:

The WTB is an inviting open space destination where locals and visitors spend time together and participate in a range of activities.

Well connected:

The WTB connects with the wider network of walkways, cycle ways and open spaces and is safe and convenient to access and move through

Highly valued:

The WTB is highly valued and its culture and heritage are celebrated.

Healthy living:

The WTB enables people to lead active lifestyles and play, and provides opportunities to connect with nature.

Healthy environment:

The WTB has a diverse natural environment and is a healthy, thriving ecosystem

An engaged community:

Mana whenua, stakeholders and community are highly engaged and work with council to achieve the best results for the WTB.

Positive return on investment:

The WTB provides a positive return on investment.

3.3

MASTERPLAN OVERVIEW



KEY

- West Town Belt site
- Primary pedestrian and cycling route
- Secondary pedestrian and cycling route
- Key external street connections
- Waitawhiriwhiri Character Area
- Whatanoa Character Area
- Rugby & Recreation Character Area
- WTB Heart Character Area
- Cricket & Culture Character Area
- Hamilton Girls' Character Area

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3.4

KEY DESIGN MOVES

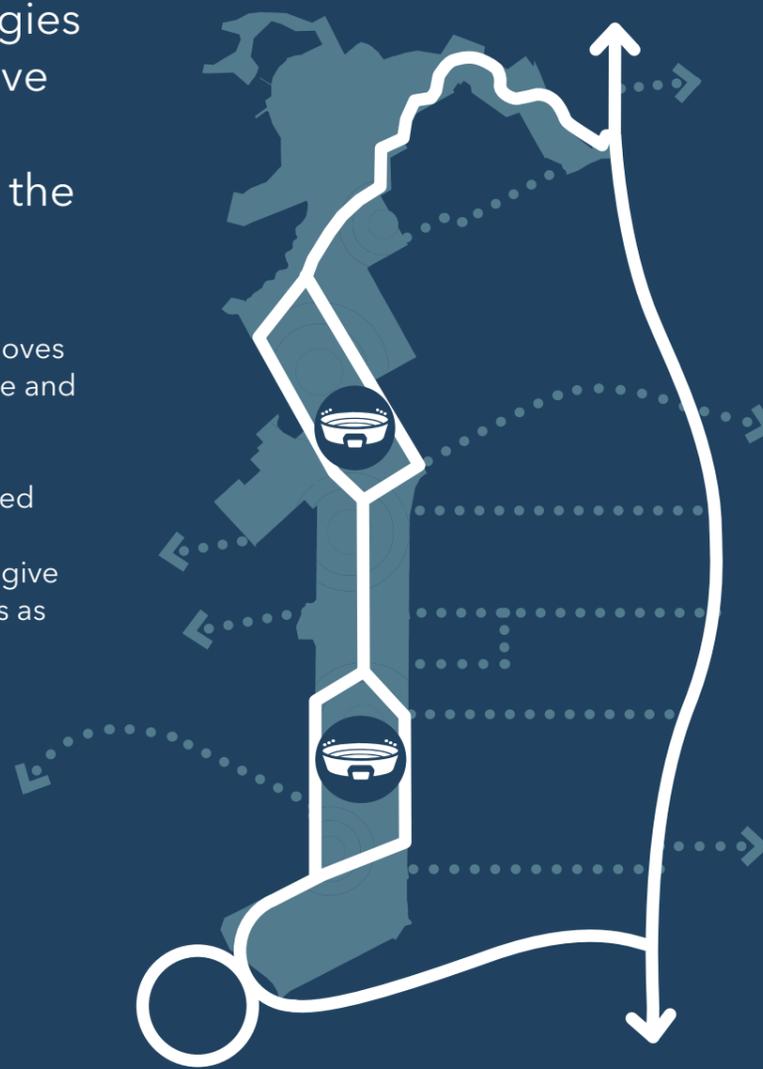
The key design moves frame the overall strategies and projects that will give effect to the vision and long-term outcomes of the WTB.

At the heart of all the key design moves is that the WTB is a place for people and nature.

The key design moves are to be used as an integrated whole. They are interdependent and projects must give effect to as many key design moves as possible.

INTEGRATING THE BELT

Integrate the WTB with the city centre and wider Hamilton.

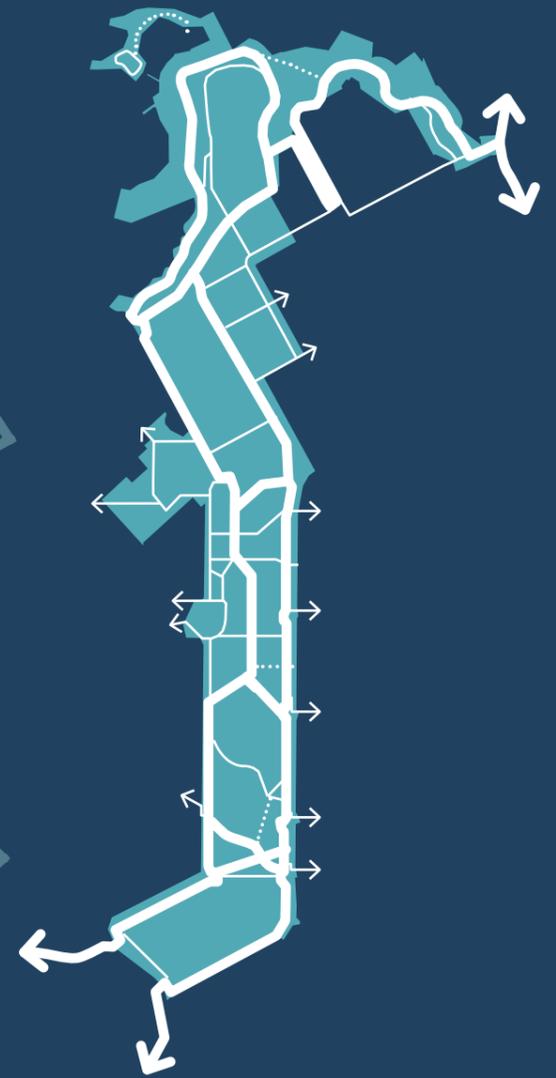


WHAT THIS LOOKS LIKE

- Creating a continuous +/- 10km pedestrian and cycling loop connecting the Hamilton Lake Domain, River Path/Te Awa River Ride and city centre.
- Connecting the WTB with nearby open spaces to create a green network of parks
- Connecting the WTB destinations and events with the city centre, and vice versa
- Extending the green park character from the WTB out into the city street network.
- Raising the profile of the WTB among the Hamilton community as a fun, open space for everyone.
- The WTB is seen as the 'Central Park' of Hamilton, especially for future central city residents.

CONNECTING THE BELT

"Stitch" the WTB back together to create and strengthen physical, visual and cultural connections.



WHAT THIS LOOKS LIKE

- Providing a consistent path network through and to/from the WTB to enable easy, convenient, safe and pleasant movement of people of all ages and abilities.
- Creating and enhancing visual connections across the WTB to enable legibility and orientation.
- Establishing a network of consistent and informative signage to enable wayfinding and discovery of the WTB.
- Providing ways for people to understand the special features and stories of the WTB and appreciate their significance within the wider Hamilton landscape and to mana whenua.

GREENING THE BELT

Strengthen and reinforce open space character, amenity and biodiversity values.



WHAT THIS LOOKS LIKE

- Trees, vegetation and natural areas tell a cohesive story about natural and cultural values of the WTB.
- Growing and strengthening the WTB as an ecological link with the Hamilton Lake Domain, Waitawhiriwhiri Gully, Waikato River and adjoining Significant Natural Areas.
- Greening the streets to enhance the 'park feel' in the WTB and creating a 'green threshold' as people move in and out of the city centre.
- Incorporating low-impact stormwater devices where and when possible to improve water quality.

ENHANCING THE BELT

Create an inviting, safe and fun WTB with a range of informal activities for everyone.



WHAT THIS LOOKS LIKE

- Enhancing the special characteristics of the WTB to create a unique sense of place.
- Increasing and diversifying open space activities to encourage greater use and enjoyment.
- Developing Hinemoa Park, Boyes Park, Founders Site and Casey's Garden as the heart of the WTB.
- Creating welcoming park entrances and providing a cohesive suite of park assets and furnishings that support and encourage people to stay and enjoy the WTB.

ACTIVATING THE BELT

Engage the community and collaborate to generate activation.



WHAT THIS LOOKS LIKE

- Stadia are well used and valued by the community, both during events and at off-peak times.
- Encouraging and supporting temporary events as a way of activating open space (markets, performances, pop up play).
- Increasing engagement, collaboration and communication between the community and the Council.
- Supporting community groups to maximise their location and value to the community.
- Encouraging collaboration and communication between community groups to build social capital and encourage the sharing of resources.
- Ensuring built form positively relates to and activates the surrounding open space and development focuses on

04

PROJECTS BY CHARACTER AREA

NGAA WHAKARITENGA MAHI
MOO IA WHAITUA

4.1 Introduction to projects

4.2 Design principles

4.3 List of projects

- Hamilton Girls' Character Area
- Cricket and Culture Character Area
- WTB Heart Character Area
- Rugby and Recreation Character Area
- Whatanoa Character Area

4.1

INTRODUCTION TO PROJECTS

Projects are generally coordinated by Character Area, although some projects overlap with others, or are site wide (rather than site specific).

CHARACTER AREAS

Due to the size, scale and complex nature of the WTB, the masterplan has been organised into six Character Areas:

- Hamilton Girls'
- Cricket and Culture
- WTB Heart
- Rugby and Recreation
- Whatanoa
- Waitawhiriwhiri

Each Character Area is comprised of spaces that share similar characteristics, environments, uses and functions. Each Character Area also has its own set of constraints and opportunities which require different approaches to design, management and maintenance.

The site-wide key design moves sit over the top of the Character Areas, unifying them and ensuring that the overall ambitions of the Masterplan remain intact.

Projects within each Character Area can be implemented sequentially and/or in parallel. This allows for different scenarios to be tested, decision-making processes and allocation of funding.

Most projects can be implemented individually without dependencies on other projects and/or Character Areas to be completed.

NEXT STEPS

In the short term, the WTB Masterplan will be used to inform current projects and programmes to ensure they are aligned to the vision, long-term outcomes, design principles and character areas contained in this document.

The masterplan will be used to develop a Prioritisation Plan which will make progress towards the outcome areas, and in the long term, contribute to the vision of the WTB being a connected, treasured and dynamic, inner-city open space destination for everyone to enjoy.

This Prioritisation Plan will be incorporated into the development of projects and programmes contained in Council's 2021-31 10-Year Plan. Monitoring of progress on the masterplan will also be undertaken and reported back to the community on a regular basis.

It is hoped that the WTB Masterplan provides additional clarity to the various stakeholders who are based on or close to the WTB. Council looks forward to engaging in continuing dialogue with sports and community organisation, other key partner and the wider community.

CHARACTER AREAS AND INTENTS



Waitawhiriwhiri Character Area



A key connection between the Waikato River and WTB, and functions as the ecological heart of the WTB.

Whatanoa Character Area



A community and recreation hub set in restored parkland and celebrated heritage locations.

Rugby & Recreation Character Area



Waikato's premier sporting and cultural location, supported by surrounding sports fields that bridge the leafy, green and ecological 'hearts' of the WTB.

WTB Heart Character Area



The leafy green inner-city open space destination and heart of the WTB. Accommodates a diverse mix of community activities, sports and informal recreation.

Cricket & Culture Character Area



Waikato's premier cricket destination and intimate civic park with a community arts focus, set within leafy green parkland (and possible public transport hub).

Hamilton Girls' Character Area



Hamilton Girls' High School is a key connection between the WTB and Hamilton Lake Domain, and reinforces the leafy green park character of the WTB.

Key

- Informal recreation function
- Play function (incl. skate)
- Organised sports clubs
- Stadium destination
- Community hub
- Events function
- Community arts function
- Ecological function
- Important connection function

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4.2

DESIGN PRINCIPLES

The design principles are about how we design projects on the WTB. While the key design moves direct the outcomes we want to see on the WTB, the design principles are the finer grain considerations that guide the delivery. Every time a project is selected, these principles should inform the planning, project investigation and implementation.

TE ARANGA MAAORI DESIGN PRINCIPLES



Mana

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

Attributes: Recognises Te Tiriti o Waitangi / The Treaty of Waitangi and the Wai 262 Ko Aotearoa Teenei framework for Treaty Partnerships in 21st Century Aotearoa New Zealand as the basis for all relationships pertaining development.

Provides a platform for working relationships where manawhenua values, world views, tikanga, cultural narratives and visual identity can be appropriately expressed in the design environment

High quality Treaty based relationships are fundamental to the application of the other Te Aranga principles



Whakapapa

Outcome: Maaori names are celebrated.

Attributes: Recognises and celebrates the significance of mana whenua ancestral names

Recognises ancestral names as entry points for exploring and honouring tuupuna, historical narratives and customary practises associated with development sites and their ability to enhance sense of place connections



Taiao

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

Attributes: Sustains and enhances the natural environment

Local flora and fauna which are familiar and significant to mana whenua are key natural landscape elements within urban and/or modified areas

Natural environments are protected, restored or enhanced to levels where sustainable mana whenua harvesting is possible



Mauri Tuu

Outcome: Environmental health is protected, maintained and/or enhanced.

Attributes: The wider development area and all elements and developments within the site are considered on the basis of protecting, maintaining or enhancing mauri

The quality of wai, whenua, ngaahere and air are actively monitored

Water, energy and material resources are conserved

Community wellbeing is enhanced



Mahi Toi

Outcome: Iwi/hapu narratives are captured and expressed creatively and appropriately.

Attributes: Ancestral names, local tohu and iwi narratives are creatively reinscribed into the design environment including: landscape; architecture; interior design and public art

Iwi / hapū mandated design professionals and artists are appropriately engaged in such processes



Tohu

Outcome: Mana whenua significant sites and cultural landmarks are acknowledged.

Attributes: Iwi/hapuu mandated design professionals and artists are appropriately engaged in such processes

Supports a process whereby significant sites can be identified, managed, protected and enhanced

Celebrates local and wider unique cultural heritage and community characteristics that reinforce sense of place and identity



Ahi Kaa

Outcome: Iwi/hapu have a living and enduring presence and are secure and valued within their rohe.

Attributes: Mana whenua live, work and play within their own rohe

Acknowledges the post Treaty of Waitangi settlement environment where iwi living presences can include customary, cultural and commercial dimensions

Living iwi/hapuu presences and associated kaitiaki roles are resumed within urban areas



Kanohi ki te kanohi - Face to face

Outcome: Engagement, discussions and agreements are made directly with reconised iwi and hapuu.

Attributes: Recognises Waikato-Tainui as critical partners at every step of the masterplan's lifespan

Provides a clear pathway for an ongoing, direct and meaningful collaboration between council and mana whenua on all aspects of the masterplan

Direct and early dialogue is prioritised between both parties

GENERAL DESIGN PRINCIPLES



Engagement and collaboration

Stakeholders and the public are engaged with Council and each other throughout the implementation and ongoing evolution of the WTB masterplan. Where possible, Council, project partners, stakeholders and the community collaborate to achieve the best outcomes.



Accessible and equitable for the entire community

Provide all people with equity of opportunity and access by removing barriers where possible. Equitable access maximizes civic participation in the community by identifying and removing barriers that prevent people from knowing about, using and/or participating in a service, facility, open space or decision making process provided by Council or others.



Protect and enhance natural and heritage features and values

Identify, conserve and protect what is special about the WTB to ensure communities can access and enjoy them and that they remain intact for future generations to enjoy.



Relevant to community needs and expectations

Respond positively to the natural environment and to local community values and needs.



Safe and user friendly environment

The WTB's network of paths, facilities and open spaces are located and designed to provide a safe and user friendly environment.



Feasible and viable

Promote realistic projects that are cost effective with multiple pathways for implementation and consider parks maintenance and whole of life asset costs.



Socially and environmentally sustainable

Enhance individual and community wellbeing, welfare and equity within and between generations. Ensure protection of biological diversity and maintain essential ecological processes and systems. Reflect changing demographics and the effects of climate change.



Innovative

Promote innovative and individual design responses (rather than generic design responses) that are unique to each site, situation and community.

4.3

LIST OF PROJECTS

The WTB projects provide an overview of works needed to deliver the long term outcomes and fulfill the vision. Projects are indicative and subject to further work including prioritisation, funding, site investigations and detailed design.

SITE SPECIFIC PROJECTS

1. Hamilton Lake Domain viewshaft
2. Hill St/Ruakiwi Rd intersection improvement
3. Hill St greening and pedestrian connection
4. Hamilton Girls' High Performance potential Health and Wellbeing Centre
5. Lake Domain Dr shared footpath connection
6. Tainui/Ruakiwi/Lake Domain Dr/Lake Rd intersection upgrade
7. Tainui St greening and pedestrian connection
8. Tainui/Seddon/Ward intersection upgrade
9. Ward St greening and pedestrian connection
10. Ward/Tristram intersection upgrade and Western Rail Trail connection to city
11. Multi-purpose arts-based community facility
12. Tristram St pedestrian connection
13. Seddon Rd greening and pedestrian connection
14. Norris Ward park enhancement
15. Bryce St closure project (currently under consideration, in relation to Project 17 NDC proposal)
16. Potential passenger rail station
17. Northern Districts Cricket (NDC) cricket expansion and Circus Park upgrade
18. Bryce / Tristram intersection upgrade
19. Seddon Park main entry project
20. Seddon Park street frontage enhancement
21. Tristram St pedestrian connection
22. Norton / Tristram / London intersection upgrade
23. Norton Road pedestrian connection
24. Casey's Garden enhancement
25. Tristram St greening and pedestrian connection
26. Boyes Park shared path project
27. Founders Theatre project
28. Boyes Park project
29. Rostrevor / Tristram intersection upgrade
30. Rostrevor St Enhancement (park link)
31. Norton Rd Roundabout & King St Corner improvements
32. Hinemoa Park project
33. Heritage Transformer building project
34. Squash & Tennis Club project
35. Pan Pasifika project
36. Seddon Rd greening and pedestrian connection
37. Hinemoa / Pit Lane project
38. Mill St boulevard and pedestrian enhancement
39. Old Mill St greening and pedestrian connection
40. Fraser Tech RFC grounds
41. West 'Pit Lane' carpark project
42. Norton / Mill intersection upgrade
43. Mill St Connection and underpass upgrade
44. Fraser Tech Park project
45. Mill St field and events space
46. Seddon Rd greening and pedestrian connection
47. Upper Tristram / Stadium greening and pedestrian connection
48. FMG Stadium Waikato enhancement projects
49. Tristram / Willoughby intersection upgrade
50. Hamilton Old Boys RSC Grounds
51. Willoughby Park enhancement
52. Rugby and Recreation shared path connection
53. Willoughby / Richmond St greening and pedestrian connection
54. Hamilton West Cemetery enhancement
55. Richmond St Community Hub and Beetham car park consolidation
56. Ulster St greening and pedestrian connection
57. Beetham Park Training Field
58. Beetham Park Wetland and walkway enhancement
59. Prodrive Driving Range project
60. Waitawhiriwhiri Crest walk
61. Restore and maintain the Waitawhiriwhiri Gully
62. Waitawhiriwhiri Stream corridor restoration
63. Waitawhiriwhiri / Willoughby closed landfill restoration
64. Stokes Cres reserve enhancement & connection project
65. Potential Ulster St underpass connection
66. Edgecumbe / Ulster / Charlemont Park entrance project
67. Edgecumbe Gully restoration
68. Edgecumbe Park project
69. Waikato River path connection

OTHER PROJECTS

- Establish a WTB project reference group to guide future projects and reviews (including representatives from all Council units)
- Investigate a West Town Belt Management Plan (Reserves Act 1977) to replace the suite of existing management plans
- Twin Stadia Management Plan
- Projects to facilitate improved communication between community and council groups located on the WTB
- When leases come up for renewal, discuss with leaseholders the opportunities to improve and enhance open space outcomes, including reviewing lease boundaries.
- Undertake work in collaboration with mana whenua to identify the range of opportunities, their prioritisation and details of how the Te Aranga Maaori Design Principles will be specifically applied to masterplan projects. An indicative plan is set out in **Appendix F**.

INDICATIVE PROJECT BOUNDARIES



APPROXIMATELY 1: 7500 @A3





HAMILTON GIRLS' CHARACTER AREA

Hamilton Girls' High School is a key connection between the WTB and Hamilton Lake Domain, and reinforces the leafy green park character of the WTB.

DESIRED OUTCOMES

- Tainui St and Ruakiwi Rd are the key pedestrian and cycling links connecting the WTB with the Hamilton Lake Domain.
- The WTB and Hamilton Lake Domain are easily accessible and well-used by Hamilton Girls' High School students and staff.
- Hamilton Girls' High School is accessed via convenient and safe pedestrian and cycle connections.
- There are strong visual connections between the WTB and Hamilton Lake Domain.
- The interfaces between Hamilton Girls' High School and adjacent streets and public spaces are visually permeable and inviting.
- Streets in and around Hamilton Girls' High School and the Lake Domain are leafy and green and contribute to the character and amenity, user experience and comfort and ecological function of the area.
- The future High Performance Health and Wellbeing Centre is a significant and integrated part of the WTB that provides diverse and complimentary activities to the WTB.

INDICATIVE PROJECTS

1. Hamilton Lake Domain Viewshaft

Create visual connection from Hill St into the Hamilton Lake Domain through the removal of a few select trees within Hamilton Lake Domain.

2. Hill St/Ruakiwi Rd intersection Improvements

Improve pedestrian, cycling and safety connections by introducing pedestrian crossing on Ruakiwi Rd and slowing traffic speeds through Ruakiwi Rd and Hill St intersection (e.g sharpening the radius of the corners).

3. Hill St Greening and Pedestrian Connections

Improve pedestrian and cycling connections and safety by reducing vehicle speed limit to 40 kph, widening footpaths, rationalising parking, introducing raised pedestrian crossings to align with school entrances and introducing street trees, rain gardens and/or amenity planting.

4. Hamilton Girls' High Performance Potential Health and Wellbeing Centre

- Future recreation facility within Hamilton Girls' High School grounds. The facility could include gym, swimming pool and sports fields with a focus on getting girl's moving and promoting healthy lifestyles.
- Connecting and working with the community and sharing and coordinating facilities and uses with other leaseholders through the WTB.
- Built form relates positively to adjacent the open spaces and streets including an 'active' edge along Tainui St / Ruakiwi Rd, strong corner treatment, and visually permeable fencing.

5. Lake Domain Dr Shared Footpath Connection

Shared path connection along the southern edge of Lake Domain Drive to improve pedestrian and cycle access into the existing Hamilton Lake Domain path network.

6. Tainui/Ruakiwi/Lake Domain Dr/Lake Rd intersection upgrade

Improve pedestrian and cycling connections and safety across Ruakiwi Rd by replacing free left turns and traffic island with signalised intersection to slow traffic and prioritise pedestrians.

7. Tainui St Greening and Pedestrian Connection

Improve pedestrian connections along key WTB connection by widening footpath, and rationalise parking, and introducing street trees and amenity planting to soften streetscape, provide shade and reduce traffic speed.

8. Tainui/Seddon/Ward intersection Upgrade

Improve pedestrian and cycling connections and safety through the realignment of roadway and introduction of raised pedestrian crossings.

9. Ward St greening and Pedestrian Connection

Improve streetscape for pedestrians by widening footpath, rationalise parking, introducing street trees, rain gardens and/or amenity planting.

10. Ward/Tristram intersection Upgrade and Western Rail Trail/Te Araroa Trail Connection to City

Improve pedestrian and cycle connections through the intersection to connect Ward St and with the Western Rail Trail, Te Araroa Trail and Norris Ward Park with Hamilton Girls' High School improving safety and accessibility into adjacent character areas and broader neighbourhoods.

KEY

-  Existing kerblines
-  Existing fences
-  Existing buildings
-  Building/facility entrance
-  Main park entrance (includes park furniture such as signage, wide path entrances, bike stands, amenity planting).
-  Proposed primary WTB path
-  Proposed secondary park path
-  Indicative new buildings/potential development area
-  Removed buildings/structures
-  Existing car park
-  Indicative potential car park
-  Bus stops
-  Existing trees to remain
-  Trees that could be removed
-  Indicative new trees
-  Temporary event space
-  Enhanced pedestrian crossing
-  Signalised pedestrian crossing
-  Active edge on future buildings
-  Corner articulation for future buildings

SCALE APPROXIMATELY 1: 2000@ A3

REFER TO
CRICKET & CULTURE
CHARACTER AREA

8 Tainui/Seddon/Ward Intersection Upgrade

9 Ward St Greening and Pedestrian Connection

10 Ward/Tristram Intersection Upgrade & Western Rail Trail Connection to City.

7 Tainui St Greening and Pedestrian Connection

6 Tainui/Ruakiwi/Lake Domain Dr/ Lake Rd Intersection Upgrade

4 Hamilton Girl's High School High Potential Performance Health and Well-Being Centre

5 Hamilton Lake Domain Dr Shared Footpath Connection

3 Hill St Greening and Pedestrian Connections

2 Hill St/Ruakiwi Rd Intersection Improvements

1 Hamilton Lake Domain Viewshaft

Significant Natural Area (SNA) under the Operative Hamilton City District Plan



CRICKET & CULTURE CHARACTER AREA

Waikato's premier cricket destination and an intimate civic park with an community arts focus, set within leafy, green parkland

| Possible public transport hub.

DESIRED OUTCOMES

- Norris Ward Park is a high-quality and multi-functional open space where community facilities and activities mix with informal recreation activities.
- Any future community facilities are purpose-built and cater for a range of arts-based community uses that compliment Norris Ward Park.
- Norris Ward Park is known by the public as a safe, convenient and fun place for people to meet, socialise, and spend time together in the park.
- Norris Ward Park is a safe and green gateway between the city centre and the Western Rail Trail and Te Araroa Trail.
- Seddon Rd, Tristram St and intersections are developed as primary pedestrian and cycling links creating north/south connections along the WTB.
- The surrounding street network complements and facilitates the open space functions of the Norris Ward Park and provides a seamless interface between the city centre and the WTB, particularly along the Western Rail Trail and Te Araroa Trail.
- Streets in and around Norris Ward Park are leafy and green and contribute to the character and amenity, user experience and comfort and ecological function of the area.
- The potential for a future railway development is considered and future proofed into the design and development of Norris Ward

INDICATIVE PROJECTS

11. Multi-purpose Art-based Community Facility

If the Council-owned buildings are removed (in full or partial), consideration should be given to providing a purpose-built community facility for predominately arts purposes. Built form needs to compliment and enhance Norris Ward Park, address Seddon Rd and Ward St, and provide a direct viewshaft between Tainui St and Norris Ward Park to link the WTB to the Hamilton Lake Domain. Built form should include flexible, multi purpose outdoor space to accommodate both facility-related car parking and community-based events such as markets, performance areas etc. to activate the parkland.

12. Tristram St Pedestrian Connection

Improve streetscape for pedestrians and cyclists to encourage access to and around the WTB and enhance pedestrian experience. As a section of the primary WTB path route and to accomodate peak foot traffic during stadium events, widen footpath along Tristram St.

13. Seddon Rd Greening and Pedestrian Connection

Improve pedestrian connections along key WTB connection by widening footpath, re-organising street parking, adding crossing points and introducing street trees, rain gardens and/or amenity planting, to enhance the pedestrian experience and encourage greater use.

14. Norris Ward Park Enhancement

Norris Ward Park is enhanced as a civic space and park recognising the relationship with the city centre, public transport hubs and Western Rail Trail and Te Araroa Trail connections.

15. Bryce St Closure Project (currently under consideration, in relation to Project 17 NDCA proposal)

If Bryce St is closed off to vehicles, this creates an opportunity to transform Bryce St into a pedestrian and cyclist focused space linking to the NDCA project and Seddon Park which would encourage a space for cycling and walking and enhance connections to event opportunities for cricket and community events; [or](#)

If not closed, improve streetscape for pedestrian and cyclists by widening footpaths, re-organise parking, providing separated cycleways, introducing street trees, rain gardens and/or amenity planting to enhance pedestrian safety and experience. For both options, consideration of potential passenger rail stations must be taken into consideration.

16. Potential Passenger Rail Station

In the future a new commuter train station may be required in central Hamilton. This would include widening the rail corridor to accommodate double tracking of lines. This project has the potential to integrate Norris Ward Park, Circus Park and Seddon Park with pedestrian connections, e.g. pedestrian crossing across rail line. Depending on analysis (yet to be undertaken), a future station could be located in the vicinity of Norris Ward Park. The location shown does not exclude other options within Hamilton being investigated.

17. Northern Districts Cricket Association (NDCA) cricket expansion and Circus Park upgrade

NDCA project approved by Council resolution and dependent on the closure of Bryce St. Includes outdoor nets, indoor nets, office space and public realm upgrades. Outcomes must include enhancement of the public spaces and connectivity. Depending on final design, the project could include Project F - Seddon Park main entry project to ensure consistency.

18. Bryce / Tristram intersection Upgrade

Improve pedestrian safety and connections across Tristram St to/from WTB and the city centre. The intersection design is dependant on the design Bryce St.

19. Seddon Park Main Entry Project

Upgrade Seddon Park main entrance to celebrate the iconic stadium, integrate with the adjacent public space and Circus Park to create a cohesive, welcoming public realm. Design may need to accommodate Project 17 - NDCA. This could include removal of existing cricket nets and opening a portion of Seddon Park up as a public walking route during non-event days.

20. Seddon Park Street Frontage Enhancement

Increase visual connection between the stadium and Seddon Rd and Tristram St streetscapes through vegetation management, fencing treatments, viewing areas and storytelling to activate the stadium edge.

21. Tristram St Pedestrian Connection

Improve streetscape for pedestrians and cyclists to encourage access to and around the WTB and enhance pedestrian and cyclist experience. As a section of the primary WTB path route and to accomodate peak foot traffic during stadium events, widen footpath along Tristram.

22. Norton / Tristram / London intersection Upgrade

Improve pedestrian and cyclist connection through intersection. Explore raised crossing options across Tristram St to improve safety and removal of the separated free left turn from Norton Rd to Tristram St.

23. Norton Road Pedestrian Connection

Improve pedestrian and cyclist connections by widening footpath, introducing raised pedestrian crossings to align with park and stadium entrances and introducing street trees, rain gardens and/or amenity planting to enhance pedestrian experience reduce vehicle speeds along Norton Rd.

24. Casey's Garden Enhancement

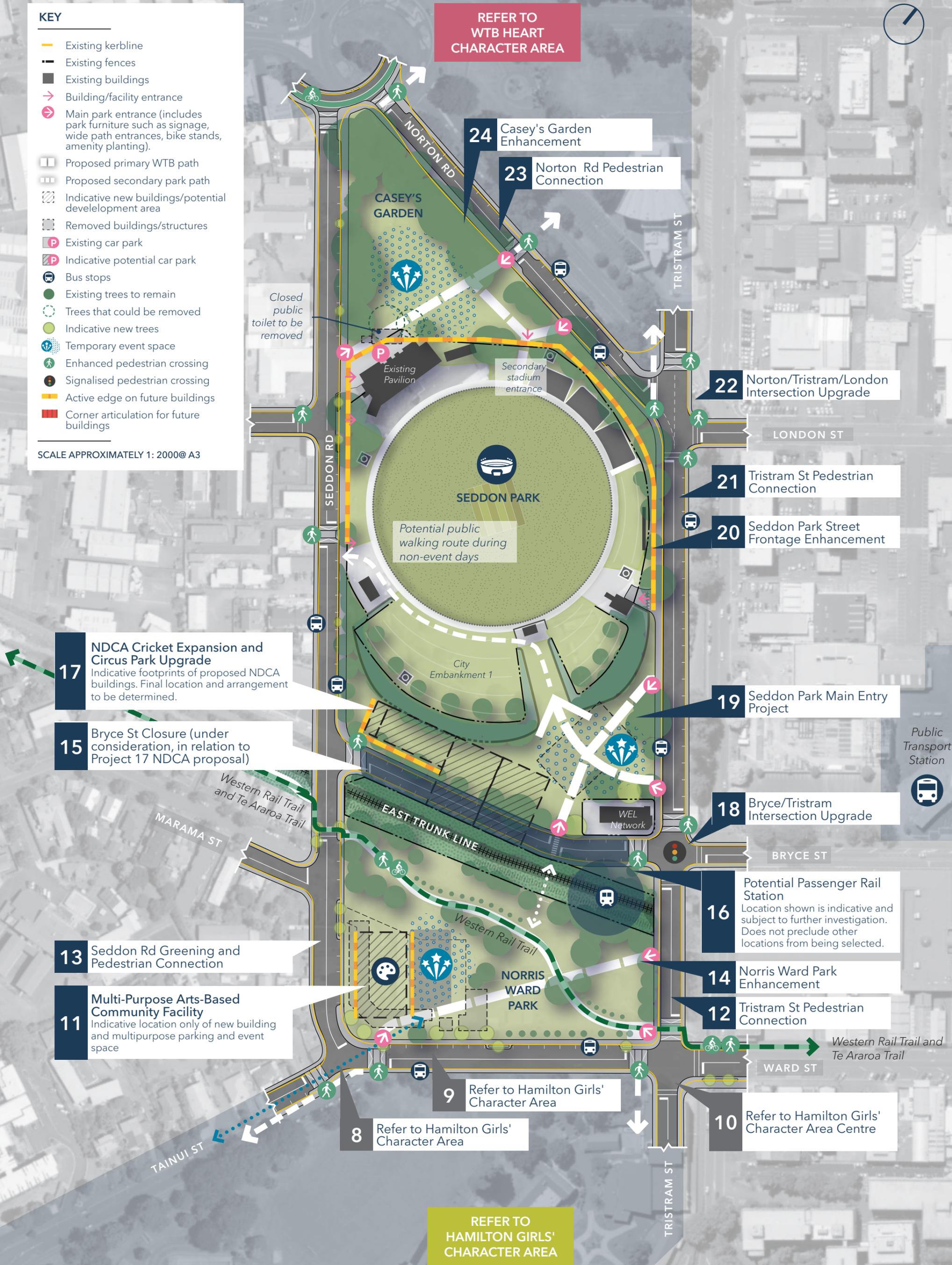
Casey's Garden is maintained as a public park to increase public use and enjoyment and enhanced. The central open space continues to provide area for temporary events associated with the stadium. Consideration given to upgrading the Simon Casey memorial and play space and enhancing park entry and exit points. A shared path connection is created between Seddon Rd and Boyes Park as part of the primary path route through the WTB.

KEY

-  Existing kerbline
-  Existing fences
-  Existing buildings
-  Building/facility entrance
-  Main park entrance (includes park furniture such as signage, wide path entrances, bike stands, amenity planting).
-  Proposed primary WTB path
-  Proposed secondary park path
-  Indicative new buildings/potential development area
-  Removed buildings/structures
-  Existing car park
-  Indicative potential car park
-  Bus stops
-  Existing trees to remain
-  Trees that could be removed
-  Indicative new trees
-  Temporary event space
-  Enhanced pedestrian crossing
-  Signalised pedestrian crossing
-  Active edge on future buildings
-  Corner articulation for future buildings

SCALE APPROXIMATELY 1: 2000@ A3

REFER TO
WTB HEART
CHARACTER AREA



17 NDCA Cricket Expansion and Circus Park Upgrade
Indicative footprints of proposed NDCA buildings. Final location and arrangement to be determined.

15 Bryce St Closure (under consideration, in relation to Project 17 NDCA proposal)

13 Seddon Rd Greening and Pedestrian Connection

11 Multi-Purpose Arts-Based Community Facility
Indicative location only of new building and multipurpose parking and event space

9 Refer to Hamilton Girls' Character Area

8 Refer to Hamilton Girls' Character Area

REFER TO
HAMILTON GIRLS'
CHARACTER AREA

24 Casey's Garden Enhancement

23 Norton Rd Pedestrian Connection

22 Norton/Tristram/London Intersection Upgrade

21 Tristram St Pedestrian Connection

20 Seddon Park Street Frontage Enhancement

19 Seddon Park Main Entry Project

18 Bryce/Tristram Intersection Upgrade

16 Potential Passenger Rail Station
Location shown is indicative and subject to further investigation. Does not preclude other locations from being selected.

14 Norris Ward Park Enhancement

12 Tristram St Pedestrian Connection

10 Refer to Hamilton Girls' Character Area Centre

Public Transport Station





WTB HEART CHARACTER AREA

The leafy green inner-city open space destination and heart of the WTB. Accommodates a diverse mix of community activities, sports and informal recreation.

DESIRED OUTCOMES

- Hinemoa Park, Boyes Park and the Founders Theatre site are the leafy green 'heart' of the WTB, functioning as the focal point of informal recreation.
- The parks are high-quality, multi-functional open spaces where cultural facilities and activities mix with informal recreation activities.
- The character area is known by the public as a safe, accessible and fun destination for people to meet, socialise, and spend time together.
- Play, skate and playground spaces for all ages and abilities including preschool, school age and youth age play as well as spaces for families.
- Existing and future community and cultural facilities integrate with the surrounding open space and contribute towards a safe, enjoyable and well-used spaces.
- King Street Corner open space values are enhanced and the space is integrated into the WTB open space network.
- Pedestrians and cyclists easily, safely and enjoyably move through the character area (north/south and east/west), facilitated by an enhanced Rostrevor St.
- Car parking areas are consolidated/removed to encourage shared parking resources between community groups and increased green space.
- The V8 Super Cars Pit Lane site is an integrated part of the character area and provides open space opportunities.
- The site's history is maintained, celebrated and integrated with future uses of the parks (including but not limited to, the scheduled Transformer building, Centennial Fountain, Dame Hilda Ross Fountain and Founders theatre site)
- Norton Rd, Seddon Rd, Tristram St, Rostrevor St and Mill St are leafy and green and contribute to the character and amenity, user experience and comfort and ecological function of the area.
- The Norton roundabout is well integrated with the WTB and facilitates safe, convenient, easy and enjoyable movement of pedestrians and cyclists between the WTB and Frankton.
- Tristram and Seddon Sts, including the intersections, are key pedestrian links creating north/south connections along the WTB and enhance the pedestrian journey to and from the stadia.
- The street network and its crossing points facilitate the central north/

INDICATIVE PROJECTS

25. Tristram St Greening and Pedestrian Connection

Improve east/west pedestrian connections across Tristram St, aligning with the Vialou St walkway, and north/south primary WTB connections by widening footpath to accommodate events, and introducing street trees, rain gardens and/or amenity planting.

26. Boyes Park Shared Path Project

An accessible, direct and safe 3m (min) wide shared path connection linking Casey's Garden to Hinemoa Park to achieve the central WTB path network. Includes enhanced park entrance/exit points.

27. Founders Theatre Project

The future of Founders Theatre is yet to be determined. Options for the site could include but not be limited to:

1. Retention of the building for community use (which would require building works to remedy health and safety risks) and associated parking; or
2. Partial building demolition and repurposing suitable parts of the building for other community uses, including retention any heritage elements, and reduction of car park; or
3. Complete demolition of building and reduction of car park, and return land to open space (which may include informal recreation opportunities). An additional option to retain and reuse some of the materials from the building for future development of the park.

In all options, ensure the Dame Hilda Ross Fountain and any other relevant built form with heritage values, is maintained, celebrated and integrated with the future uses of the parks.

28. Boyes Park Project

Together with Project 32 - Hinemoa Park Project, forms part of a destination park that includes:

- Play skate and playground spaces for all ages and abilities including preschool, school age and youth age play as well as spaces for families.
- Adaptive re-use of the Centennial Fountain should be incorporated.
- Shared path connection with Projects 24, 26, 30, 32, 37 and 38.
- Enhanced park entrance/exit points.

29. Rostrevor/Tristram intersection Upgrade

Improve pedestrian connections. Intersection design is dependent on the design for the Norton Rd roundabout and Rostrevor St to increase safe use.

30. Rostrevor St Enhancement (park link)

Integrate Boyes Park/Founders site with Hinemoa Park to 'stitch' the WTB Heart character area together. Improve pedestrian and cyclist safety and connections. Extent of pedestrianisation is dependent on activities in adjoining parks (including future uses).

31. Norton Rd Roundabout & King St Corner improvements

Improve pedestrian and cycling safety and connectivity around the

roundabout (and thereby improving access to the WTB) and at road crossing points. Enhance King St Corner Reserve to integrate with WTB.

32. Hinemoa Park Project

Together with Project 28 - Boyes Park Project, forms part of a destination park that includes:

- Play, skate and playground spaces for all ages and abilities - including preschool, school age and youth age play as well as spaces for families.
- A central north/south shared path connection with Projects 26, 27, 32, 37 and enhanced park entrance/exit points.
- Improved physical and visual connections through the removal of former lawn bowls facilities and the removal and pruning of select trees.
- Opportunities to incorporate wetland planting in low lying, boggy areas though the spine of the southern end of the site to address ground conditions and enhance biodiversity.

33. Heritage Transformer Building Project

The future of the transformer station (Scheduled heritage building under the District Plan) and surrounding parkland (including two established totara trees) is yet to be determined. Two primary options could include:

1. Minor retrofit and restoration to maintain, enhance and diversify existing community uses; or
2. Re-configure the building to accommodate open space-appropriate uses that open up onto the park, while retaining heritage values.

34. Squash & Tennis Club Project

Allow for the possible future expansion of the facilities. If and when the facilities are modified they should open up onto the park space to create physical and/or visual connections with adjacent public spaces.

35. Pan Pasifika Project

Pan Pasifika hub includes a pasifika fale (a traditional building for social and performance activities and other community-based activities and buildings. Project outcomes need to ensure that:

- New and proposed buildings, boundary treatments (e.g. fencing) and surrounding landscaping opens up onto Hinemoa Park to create strong physical and visual connections with adjacent public spaces, including outdoor event spaces;
 - Parking areas are designed to have a low impact on the stormwater and integrated with the park context; and
- Trees scheduled under the Operative District Plan are retained and protected.

36. Seddon Rd Greening and Pedestrian Connection

Improve pedestrian and cycling connections along primary WTB connection by widening footpath, introducing a raised pedestrian crossing points, street trees, rain gardens and/or amenity planting.

KEY

-  Existing kerbline
-  Existing fences
-  Existing buildings
-  Building/facility entrance
-  Main park entrance (includes park furniture such as signage, park furniture such as signage, wide path entrances, bike stands, amenity planting).
-  Proposed primary WTB path
-  Proposed secondary park path
-  Indicative new buildings/potential development area
-  Removed buildings/structures
-  Existing car park
-  Indicative potential car park
-  Bus stops
-  Existing trees to remain
-  Trees that could be removed
-  Indicative new trees
-  Temporary event space
-  Enhanced pedestrian crossing
-  Signalised pedestrian crossing
-  Active edge on future buildings
-  Corner articulation for future buildings

SCALE APPROXIMATELY 1: 2000@ A3

REFER TO RUGBY & RECREATION CHARACTER AREA

REFER TO CRICKET & CULTURE CHARACTER AREA

36 Pan Pasifika Hub
Indicative buildings and parking shown. Final design and lease area to be determined

35 Seddon Rd Greening and Pedestrian Connection

33 Heritage Transformer Building Project

31 Norton Rd Roundabout & King St Corner Improvements

37. Hinemoa / Pit Lane Project
The V8 Super Cars Pit Lane is reintegrated into Hinemoa Park, subject to future Council decisions relating to car parking in the Pit Lane area. The future state needs to ensure that a safe and direct primary north/south pedestrian path is achieved (in alignment with Projects 32, 36, 38), enable temporary events to be held and that open space values are enhanced. Creative uses of the concrete pad are encouraged (e.g. community gardens, hard-surface play spaces) and temporary car parking (relating to open space uses) can be accommodated.

The Mill/Tristram corner of open space: future path connections should be rationalised to align with street projects, in particular, events at the stadiums. Park entrances to be enhanced and play spaces to be considered. Character and amenity of this corner is maintained and enhanced through retention of established trees.

38. Mill St boulevard and pedestrian enhancement
Improve the amenity and pedestrian connections along and across Mill St including improving pedestrian/cycling crossing facilities, formalised pedestrian/cycle path along former Pit Lane site and introducing a row of trees with amenity planting along the middle of Mill St. Final location and scope of traffic lights will be subject to detailed investigation and design.





RUGBY & RECREATION CHARACTER AREA

Waikato's premier sporting and cultural location, supported by surrounding sports fields that bridge the leafy, green, and ecological hearts of the WTB.

DESIRED OUTCOMES

- FMG Stadium Waikato, surrounding open space and street network work together as a cohesive whole, operating as a flexible and adaptable open space that accommodates a range of activities and allows multiple users to happily coexist, including parking and fan zones for significant events.
- Pedestrians and cyclists easily, safely and enjoyably move through the character area (north/south and east/west).
- The streets surrounding the Character Area are leafy and green and contribute to the character and amenity, user experience and comfort and ecological function of the area.
- Tristram St is pedestrianised, leafy and green with high quality public realm that forms part of the entrance to the stadium and the primary pedestrian path connection for the WTB.
- Willoughby Park is maintained and enhanced as a space for informal recreation and community events.
- Fraser Tech Park is a leafy green, high-quality and multi-functional open space supporting sports facilities, particularly rugby.
- The severance of Mill St is addressed through primary pedestrian connections facilitating safe, convenient, easy movement between the two sites and the wider WTB.
- The streets surrounding Fraser Tech park are leafy and green and contribute to the character and amenity, user experience and comfort and ecological function of the area.
- Car parking relates to open space and major facility activities.

INDICATIVE PROJECTS

39. Old Mill St Greening & Pedestrian Connection

Improve pedestrian and cyclist connections along key WTB connection by widening footpath, parking, and introducing street trees, rain gardens and/or amenity planting.

40. Fraser Tech RFC grounds

Continues as a hub for community and sporting uses. If and when the facilities (including parking and landscaping) are modified options should be explored to reinforce the open space context though enhanced physical and visual connections with adjacent public spaces, improved park entrances, wayfinding signage, enhanced edge treatment, direct pedestrian and cyclist access from Mill St to/from the underpass below.

41. West Pit Lane Carpark Project

Formalise carpark arrangement on the existing Pit Lane concrete pad established by the V8 Super Car event. Create new vehicle entrance off of Old Mill St. Incorporate clear, safe separated pedestrian access points and vegetation in containers (including trees) to improve open space character, amenity and micro-climate of the site.

42. Norton / Mill Intersection Upgrade

Improve pedestrian connections across Mill St and Norton Rd.

43. Mill St Connection and Underpass Access Upgrade

Enhance key pedestrian access by: Creating a direct, safe, appealing and accessible pedestrian connection access from Hinemoa Park to Fraser Tech field, Wye Ave and Avon St via the Mill St underpass.

- Add and enhance park entrances and direct pedestrian connections between Mill St and the Mill St underpass.
- Improve pedestrian connectivity access, park entrances and open space amenity at Old Mill St.

44. Fraser Tech Park Project

Continues to be an active, sports-based open space. Character and amenity are enhanced through improved path connections and entrance points, wayfinding, provision of park amenities and landscaping, particularly trees and native planting around the Waitawhiriwhiri Gully edges behind the changing rooms.

45. Mill St Field & Events Space

Maintenance and enhancement of Mill St Field as a multi-functional open space for temporary events. Enhanced pedestrian connections and park amenity along the western and eastern edges of the field to improve the stadium entrance and an east/west path connection along southern stadium edge. Must ensure sports field function is not compromised.

46. Seddon Rd Greening & Pedestrian Connection

Improve pedestrian connections along key WTB connection by widening footpath, rationalise parking, and introducing a raised pedestrian crossing, street trees, rain gardens and/or amenity planting.

47. Upper Tristram / Stadium Greening & Pedestrian Connection

Improve pedestrian environment outside the stadium and strengthen entrance to the stadium by widening footpath, rationalise parking, introducing street trees, rain gardens and/or amenity planting, and raising the street and/or changing the surface of the carriageway.

48. FMG Stadium Waikato Enhancement Projects

- Maintain and enhance existing stadium functions. Allow for future expansion in a way that is compatible with and enhances adjacent public spaces and uses.
- Key projects include the upgrade and enhancement of the Greenzone (e.g. corporate boxes and hospitality space) and the WEL Network Stand (including establishing an active edge along the southern side, facing Mill St).
- Increase visual connection between the stadium and surrounding open space and streetscapes through vegetation management, appropriate fencing treatments, viewing areas and storytelling.

49. Tristram / Willoughby Intersection Upgrade

Improve pedestrian connections at intersection through the introduction of a signalised crossing, raised pedestrian crossing and signage. The intersection design is dependant on the design for Tristram St.

50. Hamilton Old Boys RSC Grounds

Continues as a hub for community and sporting uses. If and when the facilities (including parking, fencing and landscaping) are modified options should be explored to reinforce the open space context though enhanced physical and visual connections with adjacent public spaces (e.g. wayfinding, signage, enhanced park entrances). Options for removal (or part removal/enhancement) of the boundary fence to encourage public access from Seddon St should be considered

51. Willoughby Park Enhancement

Maintained as a sports field and peripheral open space is enhanced to provide for informal recreation opportunities, temporary events and pedestrian and cycling connection to project 52.

52. Rugby and Recreation Shared Path Connection

An accessible and safe 3m (minimum) wide shared path connection is created through the Character Area, between Tristram St and Beetham Park, and along the edge of the Waitawhiriwhiri Gully and Hamilton Old Boys field to connect Seddon Rd footpaths with the WTB. Must ensure sports field functions are not compromised.

53. Willoughby / Richmond St Greening & Pedestrian Connection

Improve pedestrian and cyclist connections along key WTB connection by widening footpath, review parking, and introducing a raised pedestrian crossing points, street trees, rain gardens and/or amenity planting.

KEY

-  Existing kerbline
-  Existing fences
-  Existing buildings
-  Building/facility entrance
-  Main park entrance (includes park furniture such as signage, wide path entrances, bike stands, amenity planting).
-  Proposed primary WTB path
-  Proposed secondary park path
-  Indicative new buildings/potential development area
-  Removed buildings/structures
-  Existing car park
-  Indicative potential car park
-  Bus stops
-  Existing trees to remain
-  Trees that could be removed
-  Indicative new trees
-  Temporary event space
-  Enhanced pedestrian crossing
-  Signalised pedestrian crossing
-  Active edge on future buildings
-  Corner articulation for future buildings

SCALE APPROXIMATELY 1: 2000@ A3

REFER TO
WAITAWHIRIWHIRI
CHARACTER AREA

REFER TO
WHATANOA
CHARACTER AREA

53 Willoughby / Richmond St Greening & Pedestrian Connection

52 Rugby & Recreation Shared Path Connection

51 Willoughby Park Enhancement

50 Hamilton Old Boys RSC Grounds

FRED JONES FIELD

WILLOUGHBY PARK

H.O.B Club rooms

Existing Stadium Parking

Brian Perry Stand

FMG STADIUM WAIKATO

49 Tristram / Willoughby Intersection Upgrade

48 FMG Stadium Waikato Enhancement Projects
1 = Stadium Gates

Potential Greenzone upgrade / expansion (incl. corporate boxes etc)

46 Seddon Rd Greening & Pedestrian Connection

Ecological planting

47 Upper Tristram / Stadium Greening & Pedestrian Connection

43 Mill St Connection and Underpass Upgrade

42 Norton / Mill Intersection Upgrade

44 Fraser Tech Park Project

FRASER TECH PARK

45 Mill St Field & Event Space

MILL ST FIELD

38 Refer to WTB Heart Character Area

41 West Pit Lane Car Park Project

40 Fraser Tech RFC Grounds

FRASER TECH GROUNDS

39 Old Mill St Greening and Pedestrian Connection

REFER TO
WTB HEART
CHARACTER AREA



WHATANOA CHARACTER AREA

A community and recreation hub set in restored parkland and celebrated heritage locations.

DESIRED OUTCOMES

- The Whatanoa Character Area - Beetham Park, Prodrive Driving Range, the Richmond St community buildings, training field and car park - works together with the Willoughby and Waitawhiriwhiri Character Areas as a cohesive open space.
- Whatanoa Character Area operates as a flexible and adaptable open space that accommodates a range of activities and allows multiple users, including the wider public, to happily coexist.
- Council and the community work together to rationalise community facilities and car parking which maximise publicly accessible open space while accommodate various users needs.
- The site's heritage is revealed in creative ways to the public.
- Richmond Rd and Ulster St are 'leafy and green'. They contribute to the open space character and amenity, user experience and comfort, and ecological functions of the area. They form part of the primary pedestrian and cycling links connecting the WTB with the Waikato River Path.
- Hamilton West Cemetery is maintained and enhanced and is integrated into the open space network.
- Pedestrians and cyclists easily, safely and enjoyably move through the character area (north/south and east/west).

INDICATIVE PROJECTS

52. Rugby and Recreation Shared Path Connection

Refer to Rugby & Recreation Character Area

53. Willoughby / Richmond St Greening & Pedestrian Connection

Refer to Rugby & Recreation Character Area

54. Hamilton West Cemetery Enhancement

Recognise, protect and enhance the historic heritage of the Hamilton West Cemetery. Enhance the boundary treatment of the cemetery to improve visibility between public space. Incorporate features that enhance the useability of the cemetery with nearby seating, appropriate planting, water connection to include a tap for washing hands and easier maintenance.

55. Richmond St Community Hub and Beetham Car Park Consolidation

- Retain community buildings. Explore opportunities to consolidate and strengthen the four buildings as a community hub. This could include the consolidation of car parking into a shared, central parking area (freeing up land adjoining Beetham Park to be used for public open space uses), removal / reorganising fencing to open up to park, addition of path and landscape planting to increase park amenity and biodiversity values.
- Consolidate and reconfigure Beetham Park car park to provide better cross-park connectivity and increase open space.

56. Ulster St greening and pedestrian connection

Improve pedestrian and cyclist connections and enhance visual connections with open spaces along key WTB connection by:

- Widening footpath and rationalise parking;
- Introducing a signalised pedestrian crossing opposite Beetham Park and/or at the Richmond St intersection; and
- Introducing street trees, rain gardens and/or amenity planting.
- Wayfinding signage.

57. Beetham Park Training Field

Retain training field in immediate future and consider reorganising fencing along the eastern boundary to accommodate connection and heritage-based projects. Long term, investigate options for removing fencing and/or field and opening up for informal recreation.

58. Beetham Park Wetland and Walkway Enhancement

Explore opportunities to vegetate the closed landfill site and address boggy surface conditions with native plants that can grow, thrive and create habitat on the unique and challenging conditions. The site can also accommodate the pedestrian path network to increase its useability.

59. ProDrive Driving Range Project

ProDrive continues to operate as a commercial entity. Projects to grow public open space and enhance the interfaces with adjacent public spaces should be considered:

- Shifting the north western fence into under-used corners of the driving range to create more open space along the Gully Crest Walk (Project 61).
- Reorientating the existing building to open up sight-lines along the northern edge.
- Upgrading the car park to accommodate open space related activities and use.

60. Waitawhiriwhiri Crest Walk

A safe and accessible 3m wide (min) pedestrian path established along the crest of the Waitawhiriwhiri Gully to provide an alternative connection between the Rugby & Recreation Character Area and Ulster St.



60 Waitawhiriwhiri Crest Walk

REFER TO WAITAWHIRIWHIRI CHARACTER AREA

59 ProDrive Driving Range Project

PRODRIVE DRIVING RANGE

58 Beetham Park Wetland & Walkway Enhancement

BEETHAM PARK

REFER TO WAITAWHIRIWHIRI CHARACTER AREA

52 Rugby & Recreation Shared Path Connection

BEETHAM PARK TRAINING FIELD

56 Ulster St Greening & Pedestrian Connection*

57 Beetham Park Training Field

Potential lease reduction area

Crest of Gully

Indicative Whatanoa Paa site

Reconfigured shared parking space (indicative shape)

53 Willoughby / Richmond St Greening and Pedestrian Connection

55 Richmond St Community Hub & Beetham Car Park Consolidation
 A: Phoenix House with possible expansion area
 B: Bridge Club
 C: Plunket
 D: Waikato Kindergarten Association

HAMILTON WEST CEMETERY

54 Hamilton West Cemetery Enhancement

REFER TO RUGBY & RECREATION CHARACTER AREA

KEY	
	Existing kerbline
	Existing fences
	Existing buildings
	Building/facility entrance
	Main park entrance (includes park furniture such as signage, wide path entrances, bike stands, amenity planting).
	Proposed primary WTB path
	Proposed secondary park path
	Indicative new buildings/potential development area
	Removed buildings/structures
	Existing car park
	Indicative potential car park
	Bus stops
	Existing trees to remain
	Trees that could be removed
	Indicative new trees
	Temporary event space
	Enhanced pedestrian crossing
	Signalised pedestrian crossing
	Active edge on future buildings
	Corner articulation for future buildings

SCALE APPROXIMATELY 1: 2000@ A3



WAITAWHIRIWHIRI CHARACTER AREA

A key connection between the Waikato River and WTB, and functions as the ecological heart of the WTB.

DESIRED OUTCOMES

- The Waitawhiriwhiri Gully is recognised for its undeveloped 'wild nature'.
- The ecological function of Waitawhiriwhiri is maintained and enhanced and contributes significantly toward the Local Indigenous Biodiversity Strategy.
- The stream banks and gully walls are restored, stabilized and maintained.
- Victoria and Edgecumbe Streets are the key pedestrian and cycling links connecting the WTB with the Waikato River Path.
- There are strong visual connections between the WTB and Waikato River open space.
- The local community are engaged and involved in the ongoing restoration and management of the Waitawhiriwhiri Gully.
- The WTB masterplan informs the ICMP for the Waitawhiriwhiri Stream and Gully.
- Pedestrians and cyclists easily, safely and enjoyably move through the character area (north/south and east/west).

INDICATIVE PROJECTS

56. Ulster St greening and pedestrian connection

Refer to *Rugby & Recreation Character Area*

61. Restore and maintain the Waitawhiriwhiri Gully

- Investigate of alternative management strategies to address areas overwhelmed by invasive species and significant site constraints such as steep gully slopes, erosion and fragmented private property ownership.
- Strengthen Significant Natural Areas (SNAs) identified in the Operative District Plan through revegetation of the gully walls and floor.
- Engage with and support the local community (including neighbouring schools) to be involved in the ongoing restoration and management of the Waitawhiriwhiri Gully.

62. Waitawhiriwhiri Stream Corridor Restoration

- Restore and stabilize stream banks, including the removal of unsightly stormwater outlets to improve safety and amenity.
- Plant stream edges and floodplain with appropriate native species to improve biodiversity, habitat and water quality.
- Remove barriers to the movement of fish, if any, to improve quality and function of stream environment.
- Replace existing maintenance access track with pedestrian and cycle connection along the valley floor connecting Seddon Rd with Ulster St to improve safety and accessibility along stream corridor
- Improve gully entrance/exit points for pedestrian/cyclists (e.g planting, signage, park furniture etc)

63. Waitawhiriwhiri / Willoughby Closed Landfill restoration

- Restore and stabilize gully walls and plant with native plants and habitats that can grow and thrive on the unique and challenging conditions.
- Investigate formalising the existing 4WD track along the banks of the Gully, into a pedestrian track to create a mid-point park connection between the lower gully stream and the upper Beetham Park. This should connect with the Gully Crest walk and wider path connections and include appropriate signage.

64. Stokes Cres Reserve Enhancement & Connection Project

Provide opportunities for informal recreation activities, including path connections and play spaces. Investigate a trail track from Stokes Cres Reserve into the Gully. Engage with and support the local community (including neighbouring schools) to be involved in the ongoing restoration and management of the Waitawhiriwhiri Gully.

65. Potential Ulster St Underpass Connection

In the long term, investigate viability of a safe pedestrian and cycling connections under Ulster St to link the Beetham Park side of the Gully with Edgecumbe Park.

NEXT PAGE:

66. Edgecumbe / Ulster / Charlemont Park Entrance Project

Enhance pedestrian entrance and parking area from Ulster and Charlemont St including the creation of an easy to identify, safe and accessible entrance/exit point to Edgecumbe Park and the rest of the WTB.

67. Edgecumbe Gully Restoration

Continue to work with local community to maintain and enhance the ecological function of Edgecumbe Gully.

68. Edgecumbe Park Project

When lease expires, consider relocating table tennis facility to open up Edgecumbe Park and encourage greater informal recreation uses:

- If the facility remains, consideration should be given to opening the building to the surrounding park space to create physical and/or visual connections, improve compatibility with the surrounding open space and improve public safety, particularly within the car park.
- Enhance the park entrance to create an identifiable and inviting entrance/exit point, improved pedestrian and cycling access between street and park, clear linkages with the River Path
- The closed public toilets at the table tennis facility are reopened on the edge of Edgecumbe Park facing Edgecumbe St to improve public safety and awareness of the facility, particularly for those using the river paths.

69. Waikato River Path Connection

Improve pedestrian and cyclist connections between the WTB and the Waikato River to create safe, easy, convenient and enjoyable movement between the two areas. This is a critical connection between the River and WTB and this needs to be given appropriate consideration. Improved connections should include as a minimum widened footpaths, pedestrian crossings (e.g. signalised), greening (street trees, rain gardens and/or amenity planting) and signage (wayfinding and interpretive).



64 Stokes Cres Reserve Enhancement & Connection Project

56 Ulster St Greening & Pedestrian Connection

65 Potential Ulster St Underpass Connection

REFER TO WHATANOA CHARACTER AREA

Proposed upper gully path (along crest)
Lower gully path (along valley and existing gravel maintenance track)

63 Waitawhiriwhiri / Landfill Restoration

Existing maintenance track. Potential to be upgraded as pedestrian track to link lower and upper gully paths.

62 Waitawhiriwhiri Stream Corridor Restoration

Inaccessible area due to steep topography

Waitawhiriwhiri Stream flood zone
Waitawhiriwhiri Stream

Crest of Gully
Approximate extent of Whatanoa Paa site

61 Restore and Maintain Waitawhiriwhiri Stream and Gully

REFER TO RUGBY CHARACTER AREA

- KEY**
- Existing kerbline
 - Existing fences
 - Existing buildings
 - Building/facility entrance
 - Main park entrance (includes park furniture such as signage, wide path entrances, bike stands, amenity planting).
 - Proposed primary WTB path
 - Proposed secondary park path
 - Indicative new buildings/potential development area
 - Removed buildings/structures
 - Existing car park
 - Indicative potential car park
 - Bus stops
 - Existing trees to remain
 - Trees that could be removed
 - Indicative new trees
 - Temporary event space
 - Enhanced pedestrian crossing
 - Signalised pedestrian crossing
 - Active edge on future buildings
 - Corner articulation for future buildings

SCALE APPROXIMATELY 1: 2000

SCALE APPROXIMATELY 1: 2000@ A3

KEY

-  Existing kerbline
-  Existing fences
-  Existing buildings
-  Building/facility entrance
-  Main park entrance (includes park furniture such as signage, wide path entrances, bike stands, amenity planting).
-  Proposed primary WTB path
-  Proposed secondary park path
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-  Removed buildings/structures
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-  Indicative potential car park
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-  Indicative new trees
-  Temporary event space
-  Enhanced pedestrian crossing
-  Signalised pedestrian crossing
-  Active edge on future buildings
-  Corner articulation for future buildings

SCALE APPROXIMATELY 1: 2000@ A3



Gully land outside of WTB site

67 Edgumbe Gully Restoration

65 Potential Ulster St Underpass Connection

WAITAWHIRIWHIRI GULLY

Waitawhiriwhiri Stream flood zone

Waitawhiriwhiri Stream

EDGEKUMBE PARK

68 Edgumbe Park Project

69 Waikato River Path Connection

66 Edgumbe / Ulster / Charlemont Park Entrance Upgrade

Lower gully path (along valley and existing gravel maintenance track)

Proposed upper gully path (along crest)

Upper Crest of Gully

56 Ulster St Greening & Pedestrian Connection

WAIKATO RIVER PATH

WAIKATO RIVER

WAIKATO RIVER PATH

VICTORIA ST

CARDRONA RD

ULSTER ST

CHARLEMONT ST

EDGEKUMBE ST

06

APPENDIX

TAAPIRITANGA

- A Historical context
- B Hamilton City Council Open Spaces Plan 2013
- C Site analysis
- D Engagement summary
- E Placemaking approach

APPENDIX A

HISTORICAL CONTEXT

MAAORI HISTORY

Within a wider cultural and geographic context, the Tainui waka arrived in Aotearoa/New Zealand in the **1300s**. The Tainui iwi (made up of Waikato-Tainui, Ngati Maniapoto, Raukawa and Hauraki) held mana tangata (the power and status gained through one's leadership talents, strength of character, from basic human rights, or by birthright) over much of what is now known as the Waikato Region. Waikato-Tainui tribes held mana whenua (guardianship of the land) over a significant area within the central Waikato region.

In Kirikiriroa (Hamilton), five hapu occupied the area including Ngaati Hauaa, Ngaati Maahanga, Ngaati Wairere, Ngaati Korokii and Ngaati Tamainupo.

Ngaati Maahanga occupied the majority of the western side of the Waikato River. Within the WTB, there are a number of sites and areas of great significance to Maaori. These include three known paa on the Waitawhiriwhiri stream, the stream as a food source, relationship with the Lake Domain and ridgeline walking routes.

Early contact between Maaori and European in Kirikiriroa involved missionary settlements and trade, with the Waikato River being used as a primary trade route and transport corridor.

Whatanoa Paa: Originally a small fortified Paa, Whatanoa was occupied by a chief named Taiko during the early **1700s**. Taiko was killed in hand-to-hand combat by Haanui of Ngaati Wairere at this location. His death thereafter marked the use of the paa as a burial ground for burying the ancestors of Ngati Ngamurikaitaua and Ngati Te Ao (sub-tribes of Ngaati Wairere). Upon the arrival of European settlers in **1864**, Whatanoa is included as part of the 1864 Hamilton West survey; its location creating the adjoining Hamilton West Cemetery which later opened in 1864.

In **1922**, Frankton Borough Council declared the site and neighbouring area (now Beetham Park) for use as the Hamilton West Public rubbish dump (now known as the Willoughby Street Closed Landfill). Waharoa Te Puke and the elders of Ngati Wairere exhumed the burial grounds and transferred the remains to Taupiri Maunga /mountain.

By **1945** the Whatanoa Paa was completely destroyed by expansion of the rubbish dump - which then closed in **1972**.

COLONIAL HISTORY ONWARDS

With the signing of the Treaty of Waitangi in 1840,

European contact increased markedly. The New Zealand Land Settlement Act was passed in 1863, which made it possible for land to be confiscated from Maaori if they were seen to be in rebellion. 1.2 million acres of land was confiscated across what is now known as the Waikato Region. All of the land within Kirikiriroa was confiscated. Kirikiriroa was later renamed to Hamilton (after Captain John Charles Fane Hamilton)

Creation of Hamilton Borough: The Hamilton West Borough was planned in **1864**. Part of the Borough's boundary was defined by the WTB - which ran around Lake Rotoroa and east to the River. The WTB was a green separation between the city and its surrounding countryside. Land within this town belt was permanently reserved as recreation-ground and set aside for sports activities and facilities.

Amalgamation of the Hamilton and Frankton Boroughs: in **1917** the two boroughs amalgamated, reflecting the growing population.

Hamilton West Cemetery: In the **1870's** Hamilton West Cemetery was established by early settlers and located next to Whatanoa Paa and urupa. It's the resting place of 1,612 people and has considerable historic significance for Hamilton. The last recorded burial at the cemetery was in **1975**.

Transport and infrastructure: In **1868** the railway line between Auckland and Frankton opened. The establishment of the at Frankton Junction station in **1877** and line extension to Hamilton (and through the WTB) in **1884** brought about population growth, economic development and increased use of the WTB.

In **1917** the Hamilton Transformer Building on Hinemoa Park was opened and provided electricity to the amalgamated Hamilton Borough. The building is a Scheduled B heritage building under the Operative District Plan. In **1928** the electrical substation was built on the corner of Tristram and Bryce Sts.

The Norton Road Roundabout was established in **1966**. It was partially removed in **2008** for the V8 super car series and reconstructed in **2014**.

In **1989** Mill St widening works commenced, splitting Fraser Tech Park into two and shaving approx. 9m off Hinemoa Park.

Willoughby Street closed landfill: (refer to Whatanoa paa above). In the **1920s** Beetham Park Gully land became the city refuse site, filling in some of the Waitawhiriwhiri Gully banks. The 5.4 ha site closed in **1972**. The Council continues to manage the of landfill off-gassing and leachate discharge.

Education: In **1910** the then co-ed Hamilton West District High School established on the current Hamilton Girls' High School site. It became a Girls school in **1955**. The WTB is currently used by students for PE and as part of the walking route to nearby Sonninghill boarding hostel.

THE INFLUENCE OF SPORT ON THE WTB

Since its 1864 conception, the WTB has been a home for organised sport. In addition to rugby and cricket, the site has also accommodated croquet, hockey, football, netball, tennis, athletics, bowling and many others.

Seddon Park: First designated for recreational use in **1864**. In **1906** the ground was named after former New Zealand Prime Minister Richard Seddon ((1845-1906).

It was first used for First Class cricket during the **1956/57** season, hosted its first international cricket match in **1981** and became a Test cricket venue in **1991** when New Zealand played Sri Lanka. In **1992** it hosted two matches as part of the Cricket World Cup and in **2015** three ICC Cricket World Cup matches. Seddon Park is now the home of cricket in Hamilton and is recognised as one of the cricket world's best "boutique" grounds.

Rugby: Hamilton Old Boys RSC Club was the first club to establish a base on the WTB in **1916**. Fraser Tech RFC was founded on its current site in **1923** although the site has been altered significantly since this time.

Waikato Rugby Union (WRU) commenced its lease in **1921** on what is now FMG Stadium Waikato. In **1925**, Rugby Park opened. The stadium has been home to some of New Zealand's historic sporting events including the **1981** Springbok Tour protest.

In **2001** the FMG Stadium Waikato opened as Waikato Stadium. During the redevelopment a waharoa or gateway was commissioned. The carvings on the gateway symbolise the ancient traditions and landmarks of the Tainui, and in particular Ngaati Wairere.

Bowling and Croquet: From **1947 - 1974**, southern Hinemoa Park was home to the Frankton Ladies Croquet Club. The Hamilton City Bopwling club occupied the northern end from **1993 to 2007**.

V8 Super Cars: From **2008 to 2012** Hamilton hosted a leg of the V8 super car motor racing event. The event resulted in significant physical changes to the WTB and adjoining streets including the removal of mature street trees, large concrete pads along the edge of Fraser Tech and Hinemoa Parks (currently used for informal commuter parking) and low earth bunds along Norton Rd on Boyes Park and the Founders site.

THE INFLUENCE OF THE ARTS ON THE WTB

Founders Theatre: Officially opened on 17 November **1962** by then Mayor Dr D Rogers. The 1,249 seat theatre had seen some of New Zealand and the western world's best pop, folk, country and jazz performers. Founders was officially closed in March **2016** due to health and safety concerns. The Council passed a resolution stating the theatre demolished if the new Regional Theatre in Victoria St is built.

Next to Founders Theatre are two notable fountains: The Reflecting Pool (near the theatre's main entrance on Tristram St) and Centennial Fountain (close to the Norton Rd roundabout). The Reflecting Pool was opened by the Prime Minister K J Holyoake on 19 November **1963**, erected in the memory of Dame Hilda Ross.

Centennial Fountain was officially opened on 1 September **1978** as a memorial to the 'city's first century'. Mayor Ross Jansen spoke, stating: "A city, obliged to finance a myriad of services, could sometimes afford to put money towards an object of beauty."

PARK NAMES

The names of some individual parks across the WTB also hold heritage value and significance. Park names of note include:

Norris Ward Park - Ward Park became Norris Ward Park in November **2015**, recognising the deeds of World War I veterans and prominent Hamiltonians, Hensleigh Carthew Marryat Norris and Arthur Grenville Ward.

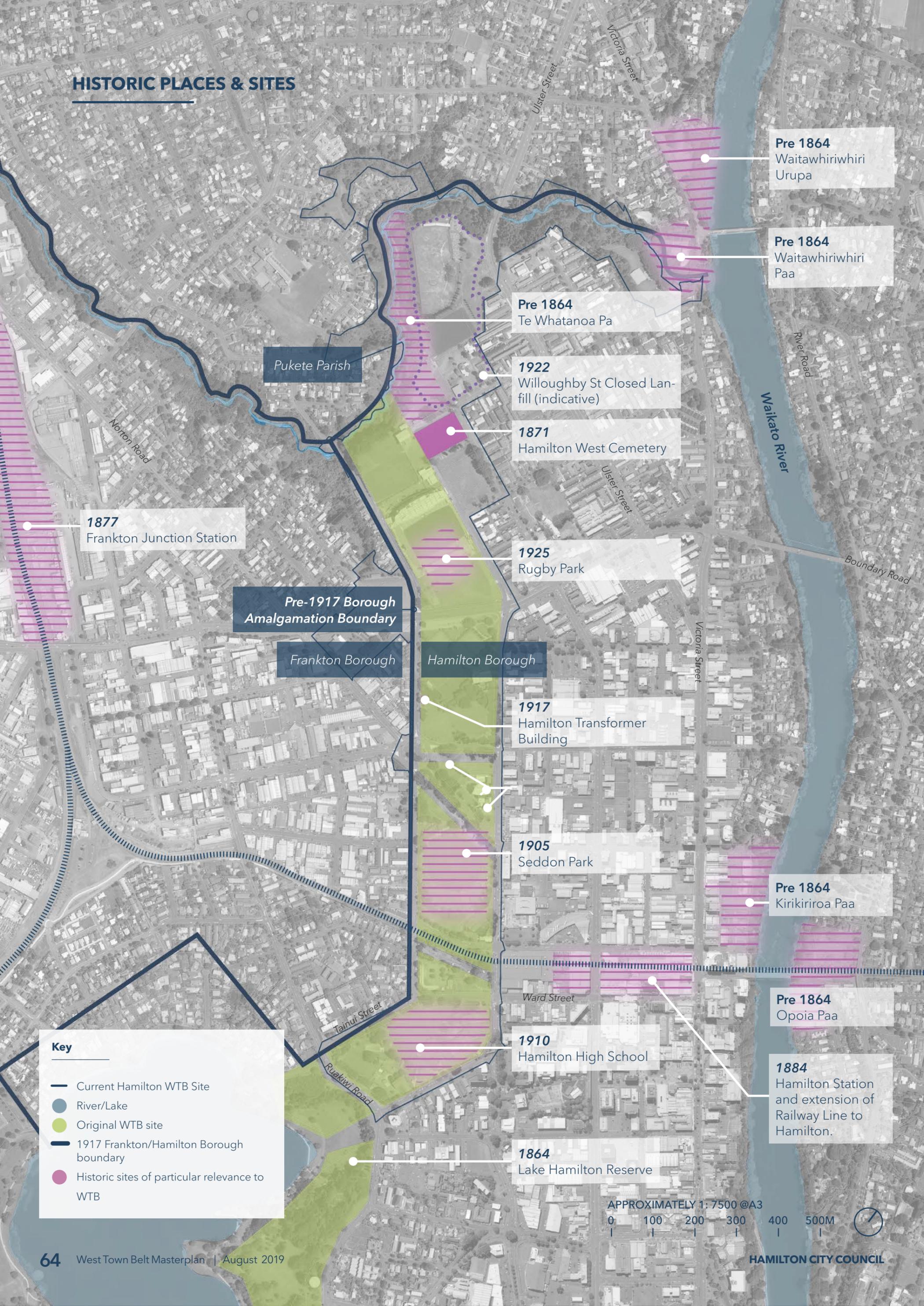
Casey's Garden - The park is named after Simon Casey. The site was originally developed as a playground in the late 1930s. In the **1981**, people were employed under the Project Employment Schemes to upgrade this corner of Seddon Park, including laying the existing pathway, upgrading the existing playground, sculpture and planting. Casey was an overseer of the working group. Casey passed shortly after the project's completion and the park was named in his memory.

Circus Park: It was used as the main venue location for circuses visiting Hamilton and named to avoid confusion with the Seddon Park cricket ground. It was also colloquially referred to by some locals as Elephant Park.

Boyes Park - Named after Mr G. Boyes, Secretary of the former Domain Board.

Hinemoa Park - Hinemoa Park was originally named after the adjacent Hinemoa St, now known as Tristram St.

HISTORIC PLACES & SITES



Pre 1864
Waitawhiriwhiri
Urupa

Pre 1864
Waitawhiriwhiri
Paa

Pre 1864
Te Whatanoa Pa

1922
Willoughby St Closed Lan-
fill (indicative)

1871
Hamilton West Cemetery

Pukete Parish

1877
Frankton Junction Station

1925
Rugby Park

**Pre-1917 Borough
Amalgamation Boundary**

Frankton Borough

Hamilton Borough

1917
Hamilton Transformer
Building

1905
Seddon Park

Pre 1864
Kirikiriroa Paa

Pre 1864
Opoia Paa

1884
Hamilton Station and extension of
Railway Line to
Hamilton.

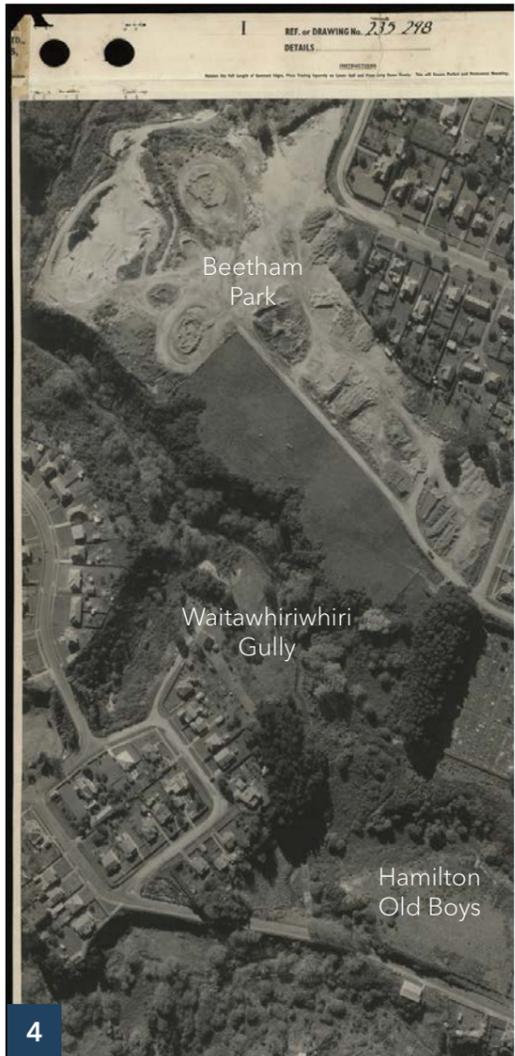
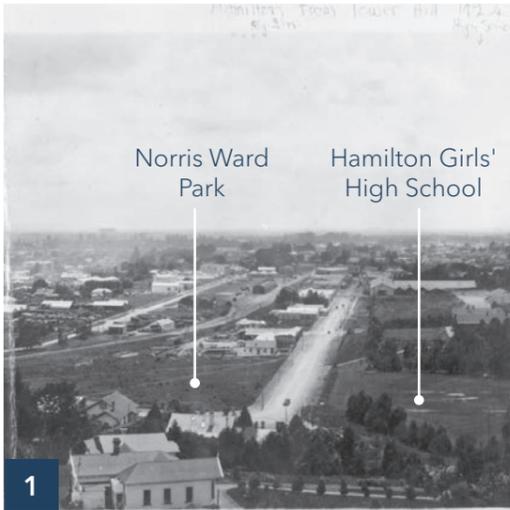
1910
Hamilton High School

1864
Lake Hamilton Reserve

Key

- Current Hamilton WTB Site
- River/Lake
- Original WTB site
- 1917 Frankton/Hamilton Borough boundary
- Historic sites of particular relevance to WTB





1. Looking east along Ward St. The Hamilton Borough Council had begun to establish its works depot on Norris Ward Park, 1924.

2. Memorial plaque to Simon Casey, Casey's Garden.

3. 1951 Whites Aviation aerial of Hinemoa Park, Boyes Park and Seddon Park.

4. Aerial photograph depicting the Waitawhiriwhiri Gully and the now closed Willoughby St landfill, 1963.

5. Redevelopment of Seddon Park, 1953.

6. Springbok Tour protests, 1981

7. Centennial Fountain, Boyes Park with Founders Theatre in the background.

8. The 1924 Hamilton Borough Council Transformer Station, photographed 2018.

APPENDIX B

OPEN SPACES PLAN

2013

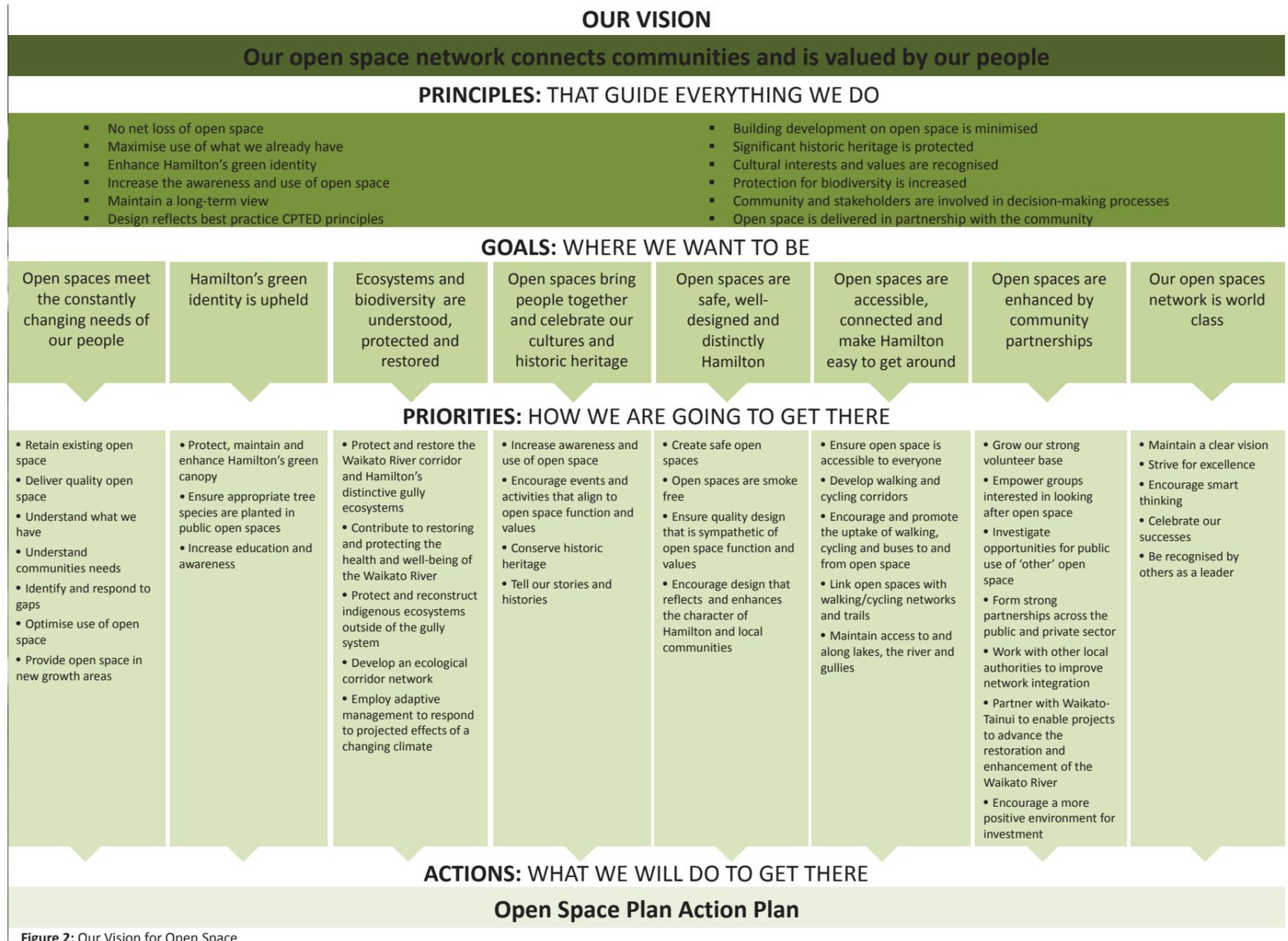


Figure 2: Our Vision for Open Space

APPENDIX C

SITE ANALYSIS

OPEN SPACE CHARACTER

The combination of individually managed parks collectively create a town belt of mixed character, functionality and quality.

On a plan, the corridor form of the WTB is exceptionally clear. However, on the ground, the WTB is experienced as a series of distinct, separate parks and spaces. This has been further reinforced by decisions being made in an isolated manner with little consideration of how buildings, fields, fences, amenities and park spaces work together as a whole.

Land allocation

Despite underlying zones and management plans, how the WTB - as a public open space - is used by people 'on the ground' is an important issue to resolve.

Site analysis has shown us that 29% of the 54ha is fully open and accessible 24/7 to the public for open space use.

OPEN SPACE BUILDINGS AND ASSETS

Overall, the WTB is extensively developed and comprised of a range of buildings, infrastructure, parking, paths and access and other assets and facilities. Park vegetation is covered in the environment section.

Buildings

Buildings include the stadia (and their associated structures), club rooms, public amenities (including changing facilities and toilets), and different community buildings.

Buildings vary in quality, function and ownership. Some are fit for purpose while others are not. A number of buildings require earthquake strengthening. The Electrical Power Board building on Hinemoa Park is a protected heritage structure (Schedule B, Operative District Plan).

Most buildings were also built in eras where principles of good urban design and Crime Prevention Through Environmental Design (CPTED) had not been developed. Consequently, a number of buildings don't relate very well to their open space context. For example, they have blank facades, are located away from the street or facing the wrong way.

All buildings are occupied by clubs and organisations. Overall, most buildings are used at high to full capacity on weeknights and Saturdays, especially over the summer months with outdoor sport. Lower use occurs during week days, Sundays and over winter.

There are no public toilets on the WTB that are open all hours. The changing room facilities at Fraser Tech Park and Beetham Park toilets and changing rooms are only opened for sporting games and events.

Infrastructure

Developed infrastructure includes parts of the city's road network, the East Trunk Line rail corridor, as well as utility services (wastewater, water, stormwater, telecommunications, and power). The WEL Network building on the corner of Bryce and Tristram Sts is one of the most prominent utility buildings on the WTB, particularly as it blocks physical and visual connections to the Seddon Park main gate.

Parking

Car parking and vehicle access on the WTB (not the road reserve) occupies approximately 10% of land. In general, parking areas are scattered across the WTB, are inefficiently designed and some are unsafe at night.

The demand for parking fluctuates across the WTB. Off-peak, most parking areas are underutilised much of the time. Peak demand is driven by activities occurring infrequently such as tournaments, game days and celebrations. This presents challenges on how to address temporary overflow parking pressures.

Under the Reserves Act 1977, car parking on recreation reserves should relate to the reserve activity. Across the WTB, car parking is typically coupled with the community/recreation facility.

The exception to this is the parking on the former Passing Red site on Fraser Tech Park and Hinemoa Park. Public parking on Passing Red site is an unplanned activity that occurred after the V8 Super car event when it was decided that removing the parking pad and returning to its underlying open space purpose was cost prohibitive.

Paths and access

The WTB is comprised of a random distribution of paths and accessways. The quality, location and design of these assets varies depending on the park's age, the range of activities it accommodates and adjoining footpaths in the road reserve. Many paths are not always direct, well-connected or suitable for all ages and abilities. There are also a number of "desire lines" across the WTB indicating popular but unformed pedestrian routes.

The best path connection is the Western Rail Trail which is also part of the Te Araroa Trail. However, the connection terminates at the Tristram/Ward Sts intersection and does not assist pedestrians or cyclists to connect to the city centre.

Park assets and facilities

Park assets and facilities within the WTB include sports facilities such as tennis courts and fencing, furnishings such as park benches, rubbish bins and bollards as well as other features such as lighting and signage.

Given both its overall size and proximity to the city centre and surrounding residential areas, there is a conspicuous lack of park assets and facilities within the WTB, especially play spaces and public art. The assets and facilities that are there are of mixed type, quality and condition.

ANALYSIS OF EXISTING USES, AMENITIES & FACILITIES



Key

- Hamilton West Town Belt site
- Open space
- Fields, lawns and courts
- Waitawhiriwhiri Gully
- P Car parking on the WTB
- Buildings on the WTB
- Footpaths within open space
- 🚶🚲 Key walking and cycling routes

Existing public open space assets

- 🚶 Paths
- 🪑 Seats and picnic tables
- 🚻 Public toilets/changing facilities
- 🚻 Recently closed public toilets
- 🎡 Playgrounds
- 🏟️ Playing fields / courts
- 🗿 Fountains
- 📍 Cultural references
- 🌱 Community planting areas

APPROXIMATELY 1: 7500

0 100 200 300 400 500M





1-3. The varied open space character across the WTB (L-R, Boyes, Edgecumbe and Hinemoa Parks)

4-6. Infrastructure on the WTB (L-R, The Main Trunk Line along Norris Ward Park, utility boxes along

Tristram St, WEL Network building viewed from Circus Park)

7-9. Various buildings on the WTB (L-R, Waikato Society of Potters, Table Tennis Club and the

former Stadium Bowling shed)

10-11. Inconsistent park signage.

12. Norris Ward car park

SITE ANALYSIS: PARK USERS & COMMUNITY

By identifying and understanding key user groups and their requirements, we can understand what changes need to occur. This also involves thinking about who isn't already represented by existing user groups - who else could be using the WTB, now and in the future?

CURRENT USER GROUPS

The current users of the WTB cover a broad range of groups and individuals reflected in the diversity of activities currently on the site.

Organised sport and community groups

There are fifteen primary lease-holders use Council facilities - Four community based, six sport based and five arts-based. Many lease-holders sub-lease to other groups and/or provide community space for events.

Each lease is unique but in general, exclusive leases give certain autonomy to clubs to make decisions about their buildings and its use. Some clubs own the buildings they occupy.

Group/Organisations	Building ownership	Lease expiry
Community Occupancy Leases		
Artmakers Community Artists Trust	Council	30 June 2025
Arts for Health Community Trust	Council	30 June 2025
Hamilton Community Men's Shed Trust	Council	22 Sept. 2025
The Waikato Society of Potters Inc	Council	30 June 2020
Hamilton Amateur Radio Club Inc	Council	30 June 2026
K'aute Pasifika Trust	Council	TBC
Hamilton Squash & Tennis Club	Group	30 May 2025
Fraser-Tech Rugby Football Club	Group	30 Dec. 2048
Hamilton Old Boys Rugby & Sports Club	Group	30 April 2021
Hamilton Contract Bridge Club Inc	Group	1 April 2030
Phoenix House Charitable Trust	Group	31 October 2022
Waikato Kindergarten Association - Richmond Early Education Centre	Group	31 October 2021
Royal NZ Plunket Trust	Group	30 October 2030
Waikato Table Tennis Association Inc	Group	30 March 2027
Commercial Lease		
Prodrive Golf - Driving Range	Council	30 June 2025

Informal recreation - individuals and groups

- Walkers, runners, cyclists, for informal play, dog walkers, people seeking nature/respice.

Passive Users

The amenity values of the WTB are also used and appreciated in a passive sense. The fact the WTB presents opportunities to observe (even in passing) green spaces in what is otherwise an urban environment provides passive users with what is termed "enjoyment by osmosis".

Local businesses, workers and central city residents

- Commuters walking and biking through the WTB for work or study.
- Informal break-out spaces for lunch, morning and afternoon tea.
- Places to congregate for small-scale, informal events by local community and health organisations.
- An extension (or replacement) back yard.

Stadium management and visitors

- H3, the arm of the Council managing both Seddon Park and FMG Stadium Waikato.
- Sporting organisations such as Northern Districts Cricket Association, Chiefs Rugby, and Waikato Rugby Union.
- Sports teams and support crews, stadium visitors and fans.
- Media, event supporters and volunteers, associated temporary businesses, such as food trucks.

Limitations for park users

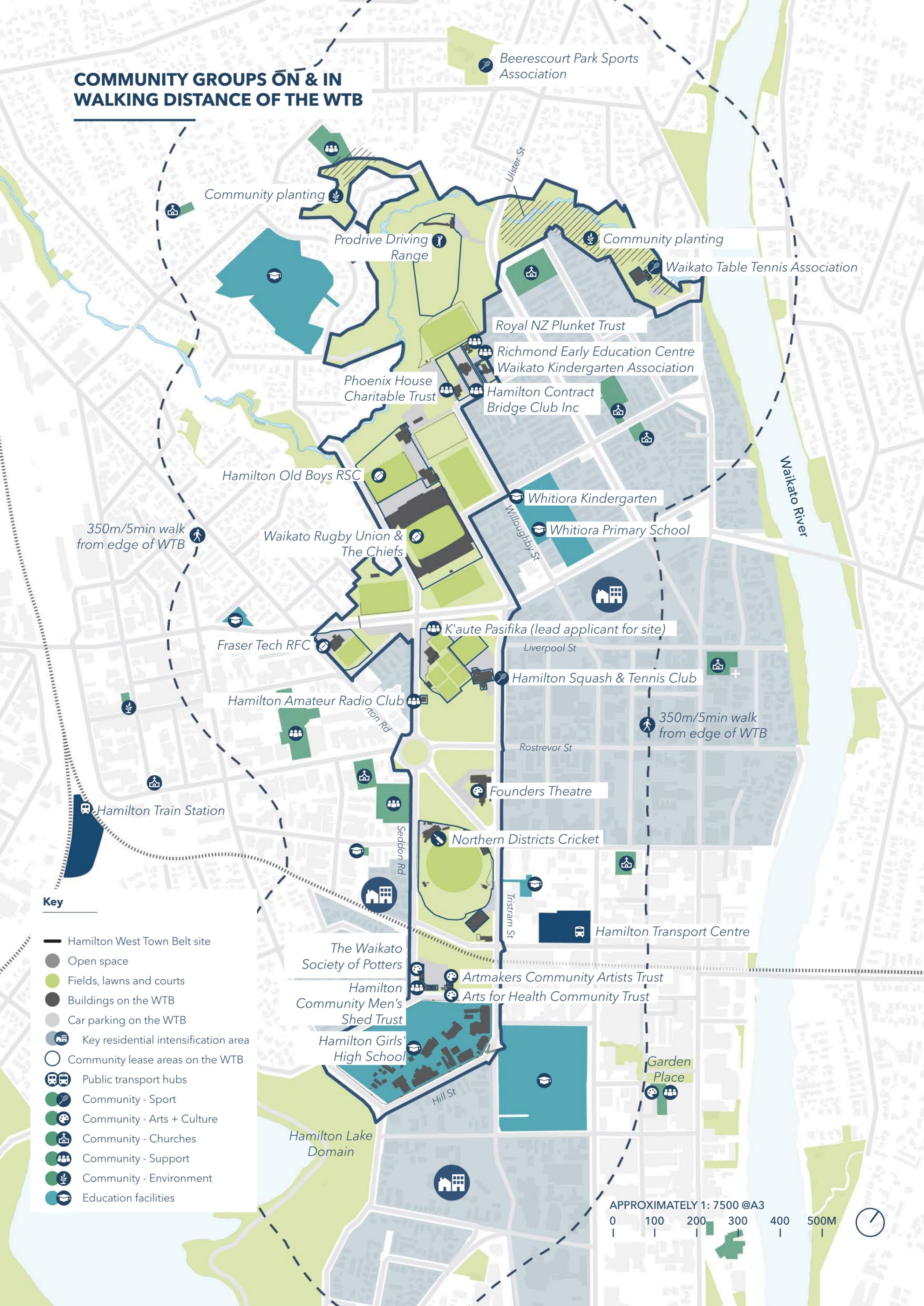
Based on site walkovers, observation and the feedback obtained from the community and current lease holders, the WTB is relatively well-used by the Hamilton community in specific areas but is not widely, or used to its full potential. Some of the reasons for this include:

- Lack of park infrastructure (paths, seats) and amenities.
- Perceptions of poor safety.
- Difficult to access.
- No reason for going (i.e. no destinations or activities)

POTENTIAL / FUTURE USERS

Looking at the analysis map, the walking distance of the WTB to the city centre, residential areas, education hubs, and community groups suggests there are many opportunities for more people to use the WTB more often.

COMMUNITY GROUPS ON & IN WALKING DISTANCE OF THE WTB



Beerescourt Park Sports Association

Community planting

Prodrive Driving Range

Community planting

Waikato Table Tennis Association

Royal NZ Plunket Trust

Richmond Early Education Centre
Waikato Kindergarten Association

Phoenix House Charitable Trust

Hamilton Contract Bridge Club Inc

Hamilton Old Boys RSC

Whitiara Kindergarten

Whitiara Primary School

350m/5min walk from edge of WTB

Waikato Rugby Union & The Chiefs

Fraser Tech RFC

K'aute Pasifika (lead applicant for site)

Hamilton Squash & Tennis Club

350m/5min walk from edge of WTB

Hamilton Amateur Radio Club

Founders Theatre

Northern Districts Cricket

Hamilton Train Station

Hamilton Transport Centre

The Waikato Society of Potters

Artmakers Community Artists Trust
Arts for Health Community Trust

Hamilton Community Men's Shed Trust

Hamilton Girls' High School

Garden Place

Hamilton Lake Domain

Key

- Hamilton West Town Belt site
- Open space
- Fields, lawns and courts
- Buildings on the WTB
- Car parking on the WTB
- Key residential intensification area
- Community lease areas on the WTB
- Public transport hubs
- Community - Sport
- Community - Arts + Culture
- Community - Churches
- Community - Support
- Community - Environment
- Education facilities

APPROXIMATELY 1: 7500 @A3

0 100 200 300 400 500M



SITE ANALYSIS: ENVIRONMENT

The WTB has a rich environment of various natural features and conditions that influence its ecology and biodiversity. The natural environment creates an important biodiversity link in this urban area and between two significant natural features - Lake Rotorua and the Waikato River.

GEOLOGY, SOILS AND LANDFORM

Hamilton City is located in a basin comprising sedimentary materials, primarily of rhyolitic and pumice sands, silt, peat and volcanic ash. These sediments were laid down by the ancestral Waikato River. Around 15,000 years ago, the Waikato River started to cut down through these sediments, creating its present channel and exposing springs along the river banks. These springs undermined the river banks and caused slips, eventually eroding their way inland and giving rise to the complex network of streams flowing through steep-sided gullies such as the Waitawhiriwhiri Gully.

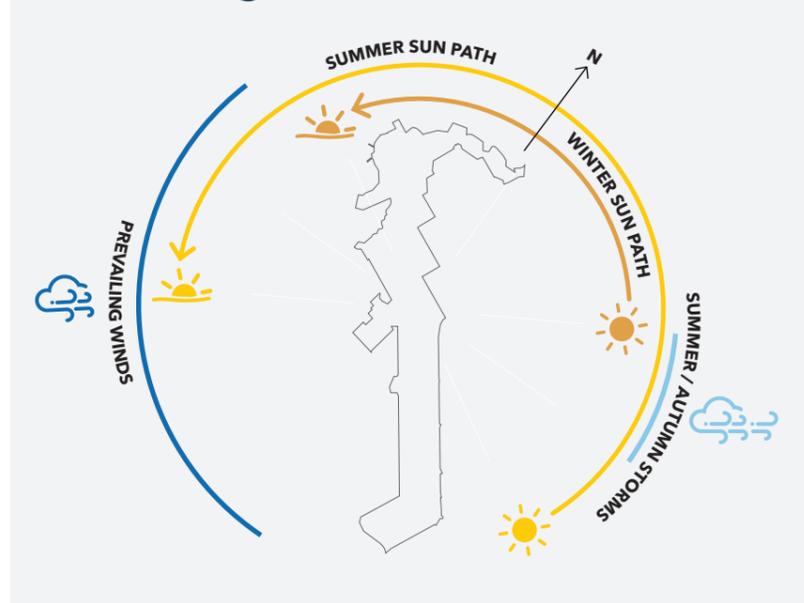
The WTB has a predominantly flat landform bookended by steep, incised Waitawhiriwhiri Gully to the north and the Lake Road ridgeline to the south. The gully banks are inaccessible in some areas and there is a significant height difference between the stream and upper edge.

A small knoll in Hinemoa Park is one of the few landform features in the remainder of the site. The largely flat nature of the WTB limits opportunities for long sightlines and elevated views - which can impact how people view and use the WTB.

CLIMATE AND PREVAILING WEATHER CONDITIONS

Hamilton city sits within the central north island climatic region. The region is sheltered by high country to the south and east and has less wind than many other parts of New Zealand. Being inland, a wide range of temperature is experienced. Warm, dry and settled weather predominates during summer. Typical summer daytime maximum air temperatures range from 21°C to 26°C, rarely exceeding 30°C. Winters are cool and this is normally the most unsettled time of the year. Typical winter daytime maximum air temperatures range from 10°C to 14°C. Frosts occur in clear, calm conditions in winter. Sunshine hours average 2000 to 2100 in most places. Southwesterlies prevail.

Prevailing Weather Conditions



WATER

The WTB primarily sits within the Waitawhiriwhiri water catchment. Approximately 20% of the WTB is comprised of impermeable surface (including buildings, parking, paths). The gully system naturally processes stormwater runoff. Primary stormwater pump stations are located below ground within the Gully Corridor. Presently, an Integrated Catchment Management Plan has yet to commence, but intends to outline a whole-stream approach for maintenance and enhancement of the Waitawhiriwhiri Gully. When it does, outcomes set out in the WTB Masterplan can be considered as part of the Plan. The ICMP for the Waitawhiriwhiri Catchment is the final ICMP to be completed for Hamilton.

In addition to the gully stream system, there are areas along the WTB prone to flooding and/or with poor drainage during the winter months - in particular Beetham Park, Hinemoa Park and Circus Park.

LANDSCAPE ECOLOGY AND BIODIVERSITY

Hamilton is one of New Zealand's most modified areas with only 1.6% of the indigenous vegetation remaining. At least 20% of its indigenous flora is threatened or extinct, and more than 50% of its indigenous bird species have gone.

Council is preparing a Local Indigenous Biodiversity Strategy (LIBS) with a goal of achieving 10% habitat cover across Hamilton to improve ecological functions and resilience within urban areas. A number of community groups are also actively engaged in maintaining and enhancing the ecology of Hamilton (and the WTB).

The Waitawhiriwhiri Gully plays a significant role in the biodiversity of the WTB, and forms part of the broader

ecology surrounding the Waikato River. Also significant is part of the WTB adjoining Hamilton Lake Domain.

VEGETATION

There are four main types of vegetation across the WTB:

Parkland Trees

Large parts of the WTB comprise parkland trees. In particular, there are large areas of older, predominantly exotic trees surrounding Hamilton Girls' High School, Casey's Garden, Founders Theatre, Boyes Park, Hinemoa Park and Willoughby Park. Many

Amenity Gardens

A few small pockets of amenity planting around buildings such as Founders Theatre, Seddon Park and along the Maple Grove that lines the Western Rail Trail. The most prominent amenity planting are the annual beds in the Norton Road roundabout.

Native Revegetation

Native revegetation has occurred along Waitawhiriwhiri Gully. There has been a consolidation of revegetation in Edgecumbe Park, Beetham Park, and Hinemoa Park and progressive revegetation in other areas where undesirable trees, shrubs, vines, and weeds have established footholds. Presently there is a focus on restoration of the side gully in the Stokes Crescent area.

Community volunteer planting has made the most significant contribution to Edgecumbe Park, and includes rare species such as Swamp Maire. Other notable native trees include the totara outside the Heritage Radio Communications building on Seddon Road as well as the scheduled trees identified in the Operative District Plan.

Successional Vegetation

Along the Waitawhiriwhiri Gully are tracts of early succession planting; fast growing species that establish after indigenous forest is cleared. Species include Australian Blackwood, Willow and Eucalyptus.

WILDLIFE

The WTB provides habitat for a range of species including birds, lizards and fish in the Waitawhiriwhiri Stream. The management of these species is critical to ensure a sustainable and desirable level of biodiversity. While there have been no specific ecological studies of wildlife across the WTB, studies within the adjoining natural areas of the Hamilton Lake Domain, Waitawhiriwhiri Gully and Waikato River indicate that pest species (flora and fauna) need to be managed in order for native species to thrive.

Birds

Native birds present in the Waitawhiriwhiri gully including

Ninox novaeseelandiae novaeseelandiae (morepork)
Halcyon sancta vagans (New Zealand kingfisher)
Zosterops lateralis lateralis (silveryeye)
Rhipidura fuliginosa placabilis (fantail)
Gerygone igata (grey warbler)(Innes 2000).

However, the widespread native nectar-feeding bird, *Prothemadera novaeseelandiae novaeseelandiae* (tui) is a rare visitor to Hamilton City. Tui are an icon for restoration success and a comparison with other North Island cities show demonstrate that it may be necessary to have almost 100 hectares of quality habitat within Hamilton City, or 1000 hectares within 10 kilometres of the City, to support resident tui.

Bat Habitat

Bat studies show that the Hamilton Lake Domain and Waikato River are habitat for native bats. However, no bats have been found in the WTB. This may be the impact of excessive light spill from the neighbouring central city and in particular, the stadium lights.

Dogs

Dog's impact the local environment in two key ways - they disrupt habitat for a range of other animals such as native birds and lizards and when not managed properly, their excrement can an impact on water quality.

Dog walking is an important informal recreation activity within open spaces. Part of Beetham Park (adjoining Ulster St) is a designated off-leash dog exercise area but not fenced. Dogs are specifically excluded from the Hamilton West Cemetery.

Pests

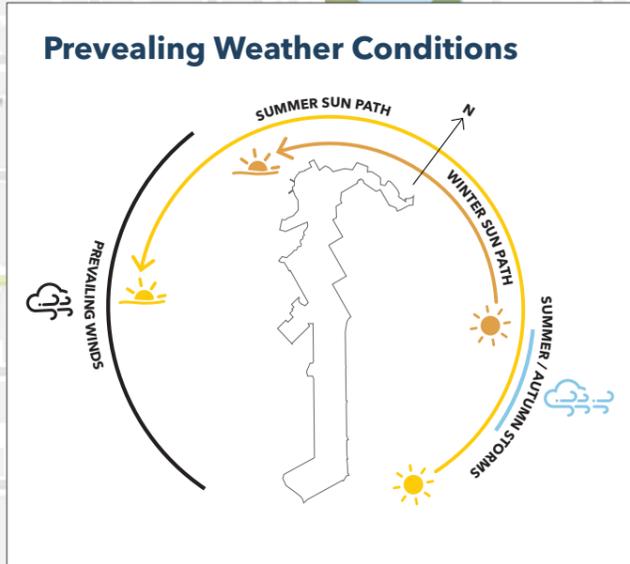
Pest species known to exist in the WTB include mammalian pests such as *Rattus rattus*, *Rattus norvegicus* (rats), *Mustela ermina* (stoats), *Mustela furo* (ferrets), *Trichosurus vulpecula* (possums), *Erinaceus europaeus occidentalis* (hedgehogs) and *Oryctolagus cuniculus* (rabbits). It is recommended that an animal pest control programme is developed and implemented to support the ecological restoration objectives for the WTB.

ECOLOGY, VEGETATION AND WATER

Stokes Cres Reserve
 Waitawhiriwhiri Gully + Stream
 Approximate extent of closed landfill
 The Waitawhiriwhiri Gully continues on for 6.5km to Dinsdale

Key

- West Town Belt Site Extent
- Water**
- Waikato River and Lake Rotoroa
- Impervious surface on the WTB
- Poorly drained areas
- Waitawhiriwhiri catchment
- Vegetation**
- Open space - lawn
- Significant Natural Area (District Plan)
- SNA ecological area of influence
- Scheduled Trees (District Plan)
- Parkland trees
- Mature parkland trees
- Native trees
- Redwood forest
- Early - Mid succession vegetation
- Waikato River riparian vegetation
- Amenity gardens





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1. Native maire tawake (*Syzygium maire*) in the Waitawhiriwhiri Gully is a rare plant to find in the Hamilton Gully network.
2. Established Totara trees (*Podocarpus totara*), Hinemoa Park

3. Epiphytes growing on the established trees in Casey's Garden
4. Community planting in Waitawhiriwhiri Gully
5. The maple grove in Norris Ward Park

6. Waitawhiriwhiri Stream
8. Established Oak and London Plane trees
9. Annual planting beds, Norton Rd Roundabout

SITE ANALYSIS: MOVEMENT & CONNECTIVITY

The movement and connectivity of pedestrians, cyclists, public transport and private vehicle use within and around the WTB has a significant influence on the perception, use and enjoyment of the WTB as an open space.

The current relationship between the surrounding network and the internal WTB path network is weak with limited options for moving between the road network and open space network.

WALKING INFRASTRUCTURE

Walking infrastructure is the network of paths and crossing points. - The provision and quality of the street path network around the WTB varies. In most instances, footpaths border most parks but there are few park paths.

- Quality varies from 1m wide to occasionally a 3m wide path.
- In many instances there is a lack of connection between the street path and the open space paths.
- signage and wayfinding

The underpass at Mill St and bridge on Tristram St for pedestrians and cyclists have been installed to mitigate the severance of the respective road corridor. The underpass is relatively well used by Fraser Tech Rugby and local residents but not widely known or used by the wider community. It's similar situation for Girls' High and Wintec Students for the Tristram Bridge.

CYCLING INFRASTRUCTURE

Cycling infrastructure around the WTB is of mixed provision and quality. There are some on-road cycling facilities along Mill St, Ulster St and Norton Road. The Western Rail Trail is the WTB most popular off-road shared path. Its increasing patronage and local case studies from around New Zealand indicate that these safe, convenient, accessible shared path systems are successful means to achieving the city's strategic goals.

The balance of the WTB and the adjoining are not designed in a way that meets the Bike Plan objectives and therefore existing cycling activity is limited.

PUBLIC TRANSPORT INFRASTRUCTURE

There are over 15 public bus stops within walking distance of the WTB. The Public Transport Hub on Bryce St is also within five minutes walk of the WTB and services local, regional and national bus trips.

ARTERIAL, COLLECTOR AND LOCAL ROADS

The WTB is framed by several major and minor arterial roads which impact access to and between the WTB. Mill St and Ulster St are the two major arterial roads that dissect the WTB. Mill Street is a main arterial road and an important cross-city transport corridor. Mill Street is four lanes wide (20m including median lane) separating Hinemoa and Fraser Tech Rugby from Waikato Stadium. The width and traffic volume of Mill Street limits movement across the Town Belt.

Tristram Street is currently identified as the key north/

south traffic route for vehicles within the CBD. This creates a barrier between how people move between the Central City and the WTB

Future transport projects include investigating the strategic function of the north/south connections through the city and confirming their functions. This means that potentially Tristram Streets function could change to a more intensively used corridor; which may exacerbate connectivity issues already found along the street

ON-STREET CAR PARKING

Almost all streets surrounding the WTB provide on-street parking (except for Mill and Ulster Sts have no to limited on-street parking). The quality of parking varies.

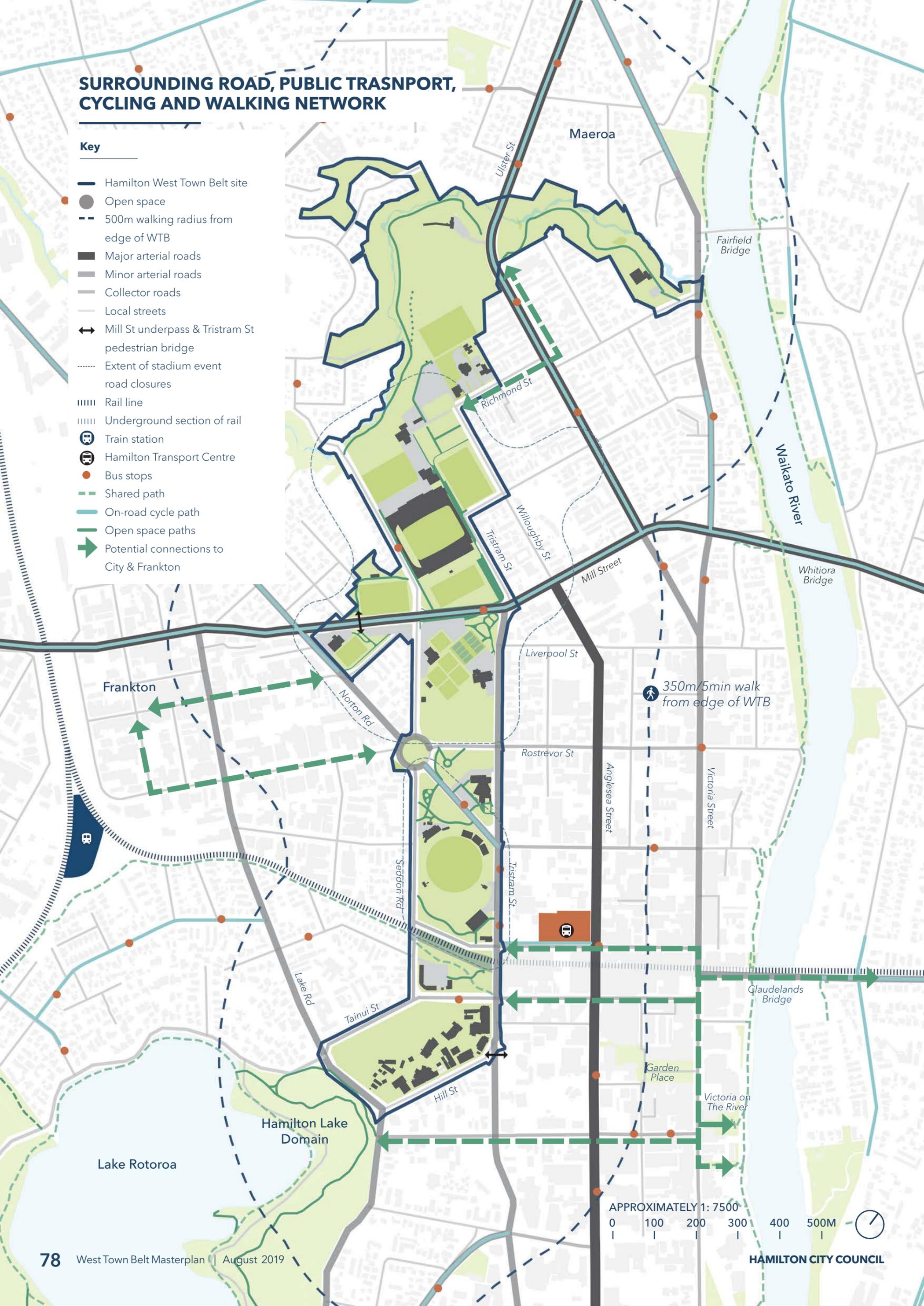
Continuous parking along the street combined with narrow footpaths create a low-quality pedestrian environment. This is exacerbated when open space elements like overgrown vegetation, bollards and signage also clutter or narrow the footpath space.



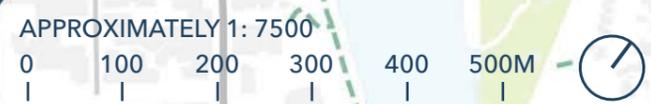
SURROUNDING ROAD, PUBLIC TRANSPORT, CYCLING AND WALKING NETWORK

Key

-  Hamilton West Town Belt site
-  Open space
-  500m walking radius from edge of WTB
-  Major arterial roads
-  Minor arterial roads
-  Collector roads
-  Local streets
-  Mill St underpass & Tristram St pedestrian bridge
-  Extent of stadium event road closures
-  Rail line
-  Underground section of rail
-  Train station
-  Hamilton Transport Centre
-  Bus stops
-  Shared path
-  On-road cycle path
-  Open space paths
-  Potential connections to City & Frankton



 350m/5min walk from edge of WTB

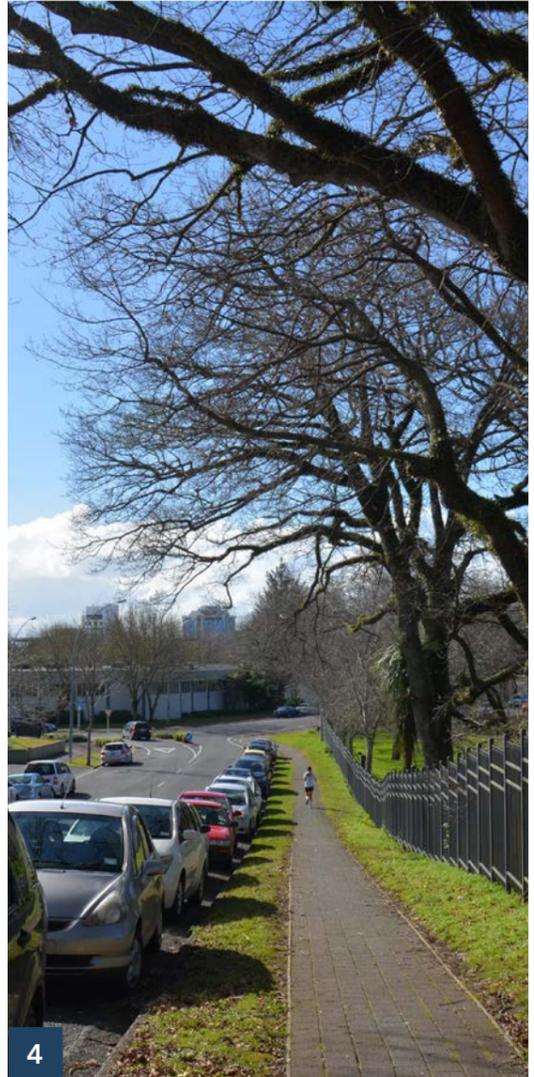




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- 1. Waikato Rail Trail through Norris Ward Park
- 2. Wide pedestrian crossings at Norton and Tristram
- 3. Western Rail Trail crossing on Seddon Rd
- 4. Narrow footpath along Tainui St and visual connection to the WTB blocked by the building on Norris Ward Park
- 5. Universally accessible crossing point at the Western Rail Trail
- 6. Footpath along Norton Rd, adjoining Casey's Garden
- 7. Rostrevor St
- 8. Mill St underpass

SITE ANALYSIS: STADIA

Seddon Park and the FMG Stadium Waikato are significant attractions and destinations on the WTB. Stadia are exciting facilities and make significant contributions to cities and the cultural activities they host. However, the nature of stadiums means that they also have a unique set of challenges

Hamilton City Council is the administering body for and manager of both stadiums. The two stadia are classified as 'Recreation reserve' under the Reserves Act 1977 and subject to the Twin Stadia Management Plan (2007). The Council has the duty to administer, manage and control the reserves and Stadia and in doing so, maintain and enhance the stadia reputations as preeminent sporting and event centres of regional, national and international importance.

Some of the key challenges for both staidums are:

- Remaining competitive with the increasing number of grounds around New Zealand.
- Being large physical structures that can often be 'out of place' in a residential or open space environment.
- Accommodating the peaks and troughs - at the busiest peak time, stadiums need to accommodate the safe and efficient flow of thousands of people in a short time-frame, provide entertainment and catering facilities and give spectators the best views of a game. Off-peak, stadiums need to fit in with the surrounding environment, ideally be of use to the community make a positive contribution to the surrounding public realm.

For these reasons, stadia need to be managed proactively and take an innovative and integrated approach to maintaining and them as viable, iconic and community-friendly facilities.

SEDDON PARK STADIUM

Seddon Park is ranked as one of the world's top boutique cricket venues. The circular grass banks, leafy surrounds and white picket fences make it well-known for its 'village green' feel. The open space values of neighbouring Casey's Garden and mature street trees on Tristram, Seddon and Bryce Sts also contribute to the overall amenity of Seddon Park.

Seddon Park is the headquarters for Northern Districts Cricket (NDC) Association and the Northern Knights and Northern Spirit.

Seddon Park has capacity for 10,500 people. It hosts up to 25 cricket games per year and can also host special entertainment events and other community sports events. In addition, Seddon Park has three function spaces that can be booked by the public.

The plans on the facing page depict how the areas directly adjoining the stadium turn into temporary event space to accommodate the wide array of player, fan and media needs.

Current identified projects

- NDC expansion project into Circus Park and Bryce St. This includes two outdoor nets, one set of indoor nets, office space and public realm upgrades.
- Strengthen and enhancing the main entrance from Bryce and Tristram Sts -connecting the Park to the CBD.
- Ongoing stadium upgrades to critical items such as the light poles, grounds maintenance, stands and facilities, and maintenance sheds.

Key issues

- The stadium is constrained by roads which limits areas for expansion and requires innovative approaches to change and development.
- The inward facing stadium creates physical and visual barriers from the public realm (both the streets and the WTB).
- Ensuring that future development makes a positive contribution to the public realm and avoids ad-hoc placement of buildings and structures.

FMG STADIUM WAIKATO

FMG Stadium Waikato is predominately a rugby stadium but also hosts the likes of rugby league, rugby sevens and football. Hamilton Old Boys Rugby RFC and Fraser Tech RFC neighbour the stadium. Combined, these create a hub for rugby and related field sports.

The stadium is surrounded by four fields, two of which are managed by H3 (Willoughby and Beetham), one managed by Hamilton Old Boys RFC (Fred Jones Park) and one managed by Fraser Tech RFC (Fraser Tech Field). Sharing of these facilities and associated car parking is common practice among the three groups.

FMG Stadium Waikato has a total capacity of 25,800, excluding any temporary seats on the goal line at Tristram St.

The stadium hosts 12-20 significant sporting events per year, and provides numerous function spaces that are used consistently for business, private meetings and functions.

The plans on the facing page depict how the areas directly adjoining the stadium turn into temporary event space to accommodate the wide array of player, fan and media needs.

Future aspirations

- WEL Network Stand upgrade to include patron facilities, corporate hospitality and commercial space.
- Greenzone upgrade.
- Investigation of establishing up to three artificial turfs (all of which would be fenced for field maintenance).
- Enhancing the main entrance points.
- Ongoing stadium upgrades to critical items such as; stands, facilities, lighting, and grounds maintenance.
- Improving the safety, legibility and convenience of pre- and post-match pedestrian routes. This includes the link with the city centre, Mill Street and Ulster Street.

Key issues

- Constrained site limits areas for expansion.
- Balancing public open space use of fields with commercial/elite sport needs (especially artificial turfs).
- 'Inward' facing stadium and a physical and visual barrier to the WTB.
- Ensuring that future development makes a positive contribution to the public realm (both the open space and the street), and avoiding ad-hoc placement of buildings and structures.
- Ensuring that fencing, especially around public fields, does not erode wider public access and use (including visual legibility of space).



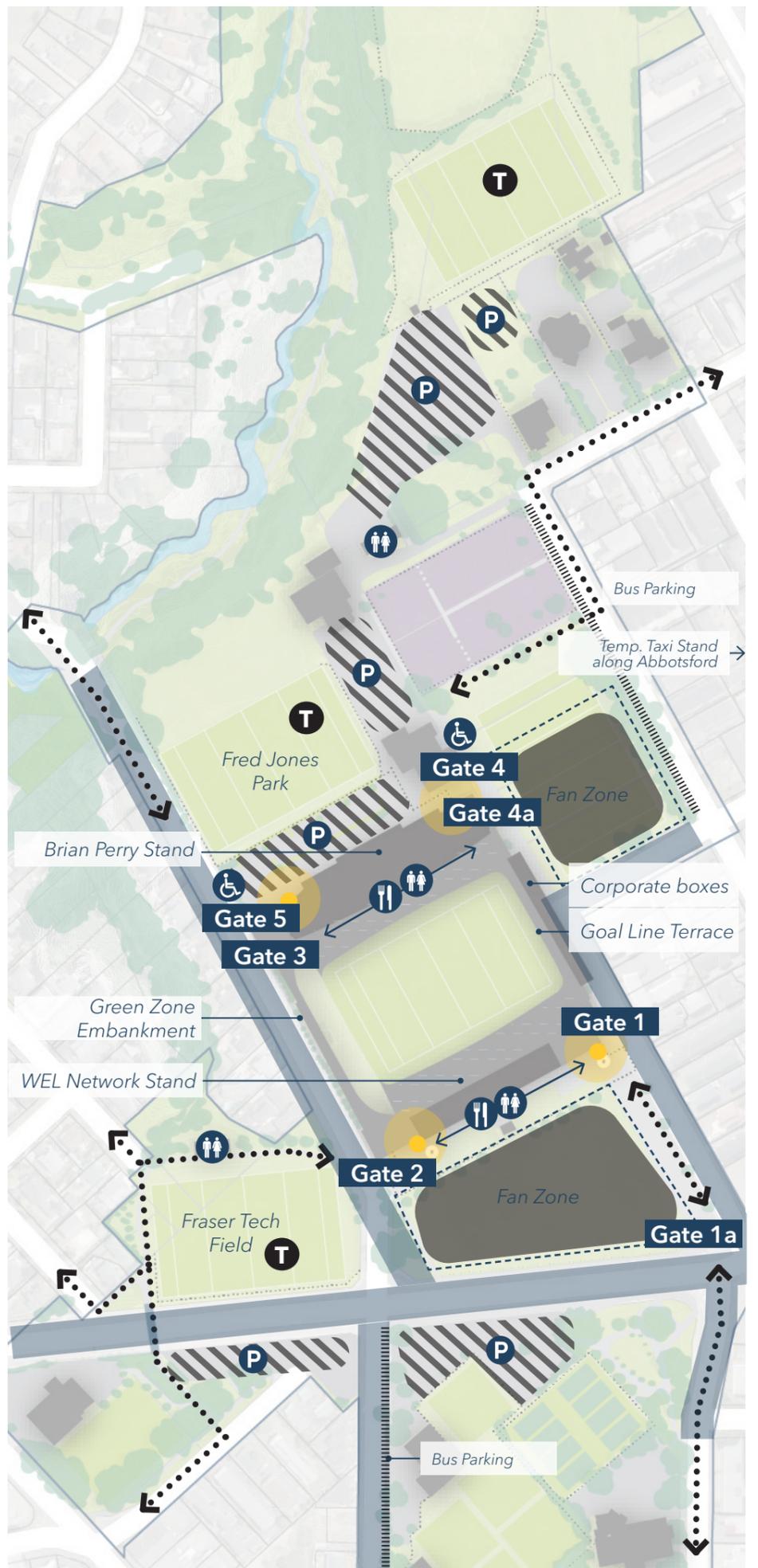
FMG Stadium Waikato: Existing day-to-day conditions



Key

- Hamilton West Town Belt site
- Open space
- Trees
- Existing Buildings
- Existing car parking
- Fencing
- Lights
- P Temporary/overspill car parking

FMG Stadium Waikato: Event day expansion



- Road closure
- Temporary fencing
- Main pedestrian routes
- T Training fields
- P Fan zones
- T Hospitality and Toilets

SITE ANALYSIS: HAMILTON WEST CEMETERY

The Hamilton West Cemetery opened in 1869. It is defined as an “archaeological site” under the Heritage New Zealand Pouhere Taonga Act 2014 but not afforded heritage protection in the Operative District Plan.

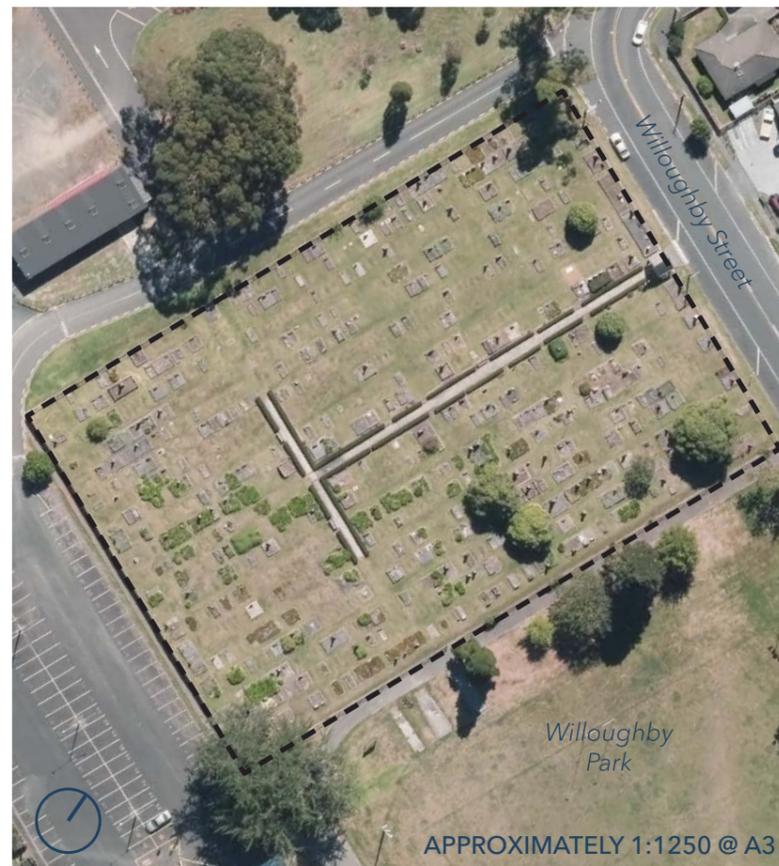
As a closed heritage cemetery, it is subject to the Hamilton East and Hamilton West Cemeteries Conservation Plan 2013. This Plan identifies the heritage values of the respective sites and includes recommendations for protecting these values.

Key recommendations relevant to the Masterplan include the development of a comprehensive maintenance plan and design guidelines to ensure heritage values are not degraded or lost with public space improvements such as signage, furniture and other built amenities.

In relation to the WTB, the cemetery is isolated from the wider open space context and not close to any areas of high amenity or informal recreation spaces. Council's cemetery staff have been working to communicate the important and interesting stories to the wider community through events and tours but there are opportunities to enhance the physical presence of the cemetery and encourage less formal discovery and enjoyment of the site.

Given the archaeological limitations, the masterplan focuses on addressing the edges of the cemetery to uncover ways in which it can be better incorporated into the surrounding open space network and made more inviting to the wider public.

These edge treatments can include simple interventions like replacing the existing 1.8m high close boarded wooden fence along the western boundary, with a lower, permeable fence that matches the fencing on the other boundaries.



SITE ANALYSIS: WILLOUGHBY ST CLOSED LANDFILL

As mentioned in Section 2.4, Whatanoa Paa (Ngaati te Ao, Ngaati Ngamurikaitaua) was the burial site for local chief Taiko during the early 1700's. The burial site was removed by Ngaati Wairere elders in 1922 to make way for the Hamilton West Public rubbish dump. By 1945 the Whatanoa Paa was completely destroyed by expansion of the rubbish dump.

The pou currently found on Beetham Park references this important site to Maaori.

The former landfill site is approximately 5.4 ha, bound by the Hamilton West Cemetery, the Waitawhiriwhiri Stream and Ulster St, occupied the Paa site. The landfill closed in 1973.

The area is now the site of Beetham Park and the ProDrive Golf driving range. There are also a number of community facilities, residential houses and motels surrounding the site on Ulster and Richmond streets, some of which have been built over areas once used for waste disposal.

The Council obtained resource consent in 2007 to manage the discharge of leachate into the Waitawhiriwhiri stream and gas emissions for 35 years. Works were undertaken in 2010 to minimise any direct discharge into the stream in order to mitigate both environmental and cultural effects.

At present, there are no immediate risks associated with the site, there are significant constraints associated with the landfill and any development of the reserve will need to be sensitive to the risks and operational requirements of the closed landfill. This includes public health and safety risks and environmental risks and the access and management of landfill content. The key issues relating to the closed landfill are cap and cover, leachate, landfill gas and settlement.

Developments and activities suitable on an old landfill

- Passive recreation activities not requiring significant buildings, flat playing surfaces and/or large/complex supporting infrastructure

Developments and activities NOT suitable on an old landfill

- Unsuitable and/or complex developments opportunities and activities.
- Buildings and facilities on areas of land on top of the landfill footprint.
- Any structures requiring piles that would penetrate the landfill.
- Large flat surfaces such as high grade playing surfaces, large concrete pads or rigid footpaths such as skate parks.
- Land uses sensitive to contamination such as food growing.

Cap and cover

- The cap and cover is a significant constraint for water sensitive design solutions and the establishment of vegetation including specimen trees and revegetation. If and when the roots penetrate the cover and enter the landfill content there is an increased likelihood that leachate and landfill gas will compromise the health of the plant. An unhealthy plant is more vulnerable to disturbance through windfall or flooding. Should this occur there is a risk that fallen trees will expose the underlying refuse, which could in turn present a risk to park users

Technical Investigations required

- An investigation into the existing and likely settlement rate of the landfill to understand potential future uses of the site over time.
- Assessment of the stability of the gully slopes in the vicinity of the closed landfill beneath Beetham Park.

SITE ANALYSIS: WAITAWHIRIWHIRI STREAM & GULLY

The Waitawhiriwhiri Gully is one of four major gully systems in Hamilton and is a distinctive and unique area within the WTB. It is a long, fragmented system that extends from the Waikato River to the east to the city's western boundary at Dinsdale. The Waitawhiriwhiri Stream has been recognised as one of the most degraded in Hamilton.

Within the WTB, the Waitawhiriwhiri Gully has two distinctive areas separated by Ulster St. Edgumbe Park is located to the east of Ulster St and the Waitawhiriwhiri Gully is located to the west. Edgumbe Park is characterised by:

- Steep incised banks heavily vegetated with a range of native and exotic species resulting from consistent volunteer programmes and ongoing management and maintenance.
- Meandering, well-maintained paths.
- A modified stream that hinders fish passage, although eels are believed to migrate to and from Lake Rotoroa via this stream.
- Poor water quality.
- Tree canopies and other vegetation shading sections of the stream.
- A large grove of Redwood trees adjacent to Ulster St.

The area of Waitawhiriwhiri Gully between west of Ulster St is characterised by:

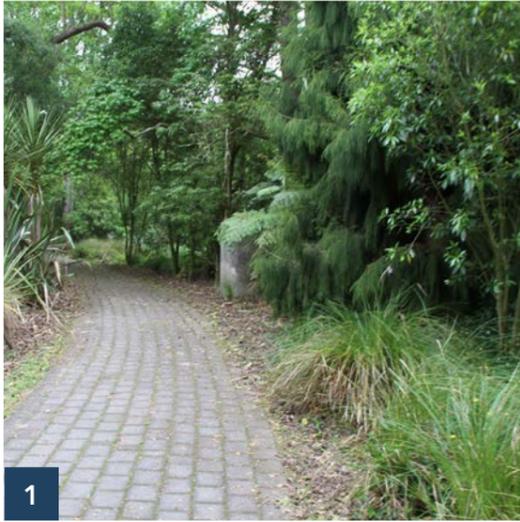
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- Steep incised banks and erosion, particularly along the Beetham Park landfill site where retaining structures are required to manage slips.
- Early successional vegetation with a wide range of exotic species as well as invasive plant species, including vines and groundcovers like convolvulus, honeysuckle and tradescantia.
- Stream shading generally low.
- Poor water quality.
- Visually intrusive drainage and sewerage structures that are in parts of the system.
- An maintenance access track of varying quality.

The Waitawhiriwhiri Gully has the potential to contribute significantly to the character and function of the WTB and to broader ecological outcomes for Hamilton. It accommodates significant stands of vegetation and native habitat for birds, lizards, fish and insects, as well potential for passive recreation and immersive natural experiences.

Lessons learnt from Edgumbe Park suggest that successful development of Waitawhiriwhiri Gully will require engagement and a degree of involvement from adjoining property owners and the local community.

Technical investigations required

- As noted above, an Integrated Catchment Management Plan is intended to outline a whole-stream approach for maintenance and enhancement of the Waitawhiriwhiri Gully. In the interim, the masterplan can help promote and bring forward its maintenance and enhancement.
- Assessment of the stability of the gully slopes in the vicinity of the closed landfill beneath Beetham Park.
- Audit of culverts and other structures to assess suitability for fish passage.
- Consolidation of lessons learnt from the ecological restoration undertaken in Edgumbe Park and progressive restoration of native vegetation within those areas currently in early stages of succession. This could involve investigation of alternative management strategies to address areas overwhelmed by invasive species and significant site constraints such as steep gully slopes, erosion and fragmented private property ownership.



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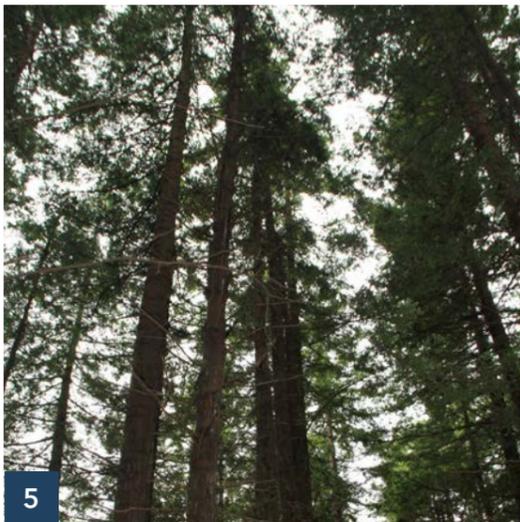
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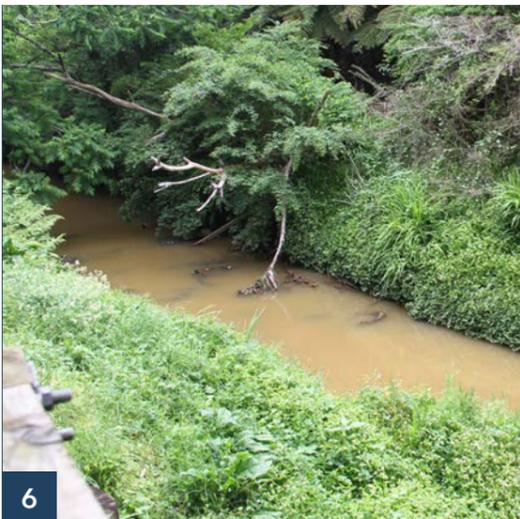
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- 1. Native revegetation planting in Edgecumbe Park
- 2. Exposed landfill along the Gully access track.
- 3. Looking north at the Edgecumbe Park entrance

- 4. Gravel access track, stream-side from Ulster St.
- 5. The Redwood stand at Edgecumbe Park
- 6. The Waitawhiriwhiri stream

- 7. Typical example of the steep Gully slope and invasive weeds mixing with other NZ native vegetation.

APPENDIX D

ENGAGEMENT SUMMARY

Hamilton City Council staff undertook two phases of engagement to inform the West Town Belt Masterplan. Below is an overview of the process and a summary of findings.

ENGAGEMENT PROCESS

The engagement process was separated into two phases. Phase One engagement was undertaken from 22 August to 3 September 2018 and provided key stakeholders and the community with an opportunity to give feedback on the initial, pre-concept stage of the Masterplan. The main intention of this phase was to start a conversation with the community and understand how they use and view the WTB. Gathering this initial information from was critical to setting the direction of the subsequent Draft Masterplan.

The Phase One methods included:

- Public Open Day, Saturday, 25 August 2018;
- Two workshops with key stakeholders and interest groups;
- Presentations to various groups; and
- Online Survey.

Phase Two engagement was undertaken from 29 June 2019 - 27 May 2019 and provided key stakeholders and the community with an opportunity to give feedback on the Draft Masterplan. The intention of this phase was to present back to the community what we heard from them in the first phase, get feedback on the draft vision, long-term outcomes, key design moves, obtain specific direction about projects within the Character Areas, and understand if we had missed anything.

The Phase Two methods included:

- Public Open Day, Saturday 11 May 2019;
- Seven workshops with stakeholders and interest groups;
- Workshops with Hamilton Girls' High School students (SSEP programme);
- Presentations to various groups; and
- Online survey, including hard copies at HCC, Central City and St Andrews Libraries.

WHO WE SPOKE WITH

Over the course of the Masterplan, Council engaged with more than 330 people and 28 organisations.

Engagement with Mana whenua had been ongoing since the project commenced in June 2018. Waikato-Tainui and Te Haa o Te Whenua o Kirikiriroa (THaWK).

To ensure that the voice of the community was balanced, we spoke to individuals and organisations representing our disability and older persons community.

The draft Masterplan was also presented to the Hamilton City Council Urban Design Advisory Panel. The Panel (comprised of experienced practitioners in the fields of urban design, landscape architecture, architecture, engineering and planning).

KEY FINDINGS

Overall, public feedback was consistently positive and constructive. The community are supportive of an overarching plan for the WTB and commended the Council for taking the initiative.

PHASE ONE

In Phase One, the key questions we asked the community were:

1. How do you currently use the WTB?
2. What do you value about the WTB?
3. What do you think needs to change on the WTB?
4. What do you want the WTB to be like in 30 years from now?

Current Use and Perception

Current use of the West Town Belt is limited. When the town belt is used it is because:

- It is in a convenient location to people's homes, work or other destination
- It provides a green, natural area for respite and natural beauty
- It contains destinations that attract use (predominantly the stadia and club venues)
- It is part of a bigger transport network (especially the Western Rail Trail) so that people use it unintentionally as part of a journey.
- Certain parks/areas provide paths and park amenities.
- Key reasons for not using the WTB, or not using it to its full extent, included:
 - people are unaware that exists. People are generally more familiar with a singular park or set of parks.
 - The difficulty getting to it and navigating through it. The busy roads that frame and dissect the WTB are significant barriers to park use and enjoyment.

People typically get to the WTB via private vehicle and by walking. Cycling was relatively common but a frequent response from participants was that cycling was less safe and then once in the WTB, the WTB itself was not set up to accommodate cycling (i.e. a lack of paths)

Norris Ward Park is one of the most well-used open spaces in the WTB (excluding the Hamilton Girls High School site). Casey's Garden was one of the least used spaces.

What people value the most:

People were asked what they like about the WTB in its current state. The purpose for this question was to understand what elements or experiences should be retained and enhanced in the masterplan. The general themes were:

- Spaces that were well connected, fit for purpose, safe and pleasant
- Variety of spaces, activities and community facilities
- Natural, green park qualities:
- Location in relation to its context (city centre, Hamilton Lake Domain, Waikato River)
- Cultural and social features such as the sporting history and Founders Theatre.
- In general, people love that the West Town Belt is a big area of open space and see it has having significant potential.

What people most want to change:

People were asked what they disliked about the WTB in its current state. The purpose for this question was to understand what elements or experiences need to be improved and changed through the masterplan design. The general themes were:

- It felt unsafe and/or was unsafe to access (actual and perceived)
- Visually and spatially fractured/Poor connectivity; It doesn't 'read' like an open space and there's not wayfinding aids.
- Lack of diverse public uses and attractions and therefore not serving the wider community well. Such as community facilities not being fit for purpose, an absence of creative expression and dominance of the stadiums.
- Lack of knowledge and awareness
- Uninteresting and inconvenient
- Conspicuous lack of basic park amenities and not green or 'park-like' enough
- Steep topography along the gully as it disrupted sight lines and severed connection with Maeroa.

Aspirations for the WTB:

People were asked to think thirty years into the future and imagine coming back to the West Town Belt and dreaming of what they would like it to be. The purpose of this question was to get people to think big and break away from the status quo. Thinking thirty years ahead reflects the duration of the Masterplan but also encourages people to think about the future generations and legacy for our future Hamilton.

- The key aspirations for the WTB were:
- Well connected
- Reflects the diverse people and communities of Hamilton

- Diverse array of spaces
- Natural and Green
- Responds to future growth
- Well utilised; full of people on a daily basis; a clear visitor destination

PHASE TWO

In Phase Two a broader set of questions were posed. In summary, the following feedback was obtained:

Areas for support

- Support for the vision, goals, principles and key design moves as written in the draft Masterplan. Some consistent comment included the desire for a more ambitious and transformational Masterplan, retention of community facilities and prioritising safety and accessible connections.
- Support for the Character Areas and their intent. The character areas reflected Phase One suggestions that park 'precincts' would be a helpful way of clarifying the intent of the WTB and enabling a range of uses to exist. Workshop feedback in particular suggested the need to combine the nine areas into six.
- Accessibility through the park for pedestrians and cyclists is critical
- Safety in the WTB needs to improve in order for better usage from the community.
- Improve the accessibility of stadia - make them feel park of the WTB, not just spaces that are activated on game days
- Parking spaces throughout the WTB could be better utilised - if this was done, everyone's parking needs could be met with existing sites.

People were asked to rank a list of outcomes for the West Town Belt in terms of their perceived priority. The overall priority list for all respondents was as follows (highest priority is listed as #1, lowest priority listed at #8):

1. Provide better connectivity through active transport (cycling and walking)
2. Strengthen and grow open space areas
3. Increase formal and informal recreational opportunities
4. Strengthen and increase biodiversity and access to natural areas
5. Embrace and enhance diverse cultural activities
6. Improve how stadia relate to the public spaces and provide for the community
7. Improved park infrastructure (picnic tables, rubbish bins etc)
8. Improve heritage visibility and understanding

Option outcomes

The community were asked four questions relating to specific potential projects on the WTB and asked to choose what option they supported:

Norris Ward Park:

Option A was selected; that new purpose-built arts-based community facility with multi-purpose parking/events area (e.g. markets).

Norton Road Roundabout

Options for Norton Road Roundabout were evenly split. The common theme was a desire to make the roundabout more pedestrian and cycling friendly. Alternative suggestions included removing the roundabout entirely and creating more open space; reducing traffic flow and speed down Rostrevor Street; and Investigating options for an overpass/underpass to help pedestrians

Former V8 Supercar site

Option B was selected for the Former V8 Supercars Pit Lane: to Maintain reinforced concrete for parking on the West Side of Seddon Road, and return the remainder to green space, providing more open space whilst still allowing for overflow parking for events. Option three suggested the addition of a skate park on the site. Consistent feedback from the community, including the skate community, supported a skate park located in the heart of the WTB, in the vicinity of Boyes Park, Founders Theatre and the southern half of Hinemoa Park.

The Urban Design panel supported Option B should be adopted. The retention of the existing car parking at the northern end of this site goes against good Urban Design principles and against the goals of the long-term aspirations of the WTB. It is a barrier to the desired connectivity that is fundamental to the Master Plan.

Beetham Park

For Beetham Park, Option A was selected; Continue to operate Beetham Park as a golf driving range - this currently works given the limitations placed on how a former landfill site is used. However there was also strong support for returning the area to publicly accessible open space, at the very least, the balance of Beetham Park. There was also strong support to see the fenced training field removed in the long term to open the park up to the public.
Areas for change

Readability suggestions

There were a number of suggestions, particularly from the workshops, that suggested changes to improve readability and clarify key messages. These included matters such as:

- shortening the document
- clarifying the implementation process
- expanding on the key design moves
- A better understanding of how community organisations should use the masterplan in their own long-term planning.

These suggestions were incorporated into the final document.

The draft masterplan was also presented to the Hamilton City Council Urban Design Advisory Panel. Feedback was supportive of the masterplan and made suggestions about how to improve it. These included:

- The project is an ambitious and significant opportunity to reinvigorate an important network of existing open spaces and facilities which frames the inner city but has overtime suffered from a lack of a coordinated approach.
- The masterplan is considered an excellent document, well researched and thoughtfully put together. The panel acknowledges the significant body of work and the comprehensive effort by the client team to integrate the wide range of facilities and uses into a coherent form to better guide the future development of the HWTB.
- The panel also acknowledges and strongly supports a continued transparent process which considers best practice responses in terms of identifying a preferred direction consistent with a long-term strategy.

INTERNATIONAL ASSOCIATION FOR PUBLIC PARTICIPATION SPECTRUM OF PARTICIPATION

Role	Decision maker and delivery	Co-decision-maker and co-delivery	Influence		
Level of Engagement	Decision maker	Collaborate	Involve	Consult	Inform
	Council	Project Partners	Key Stakeholders	Community Stakeholder	Wider Community
Participants	<ul style="list-style-type: none"> Hamilton City Council units: <ul style="list-style-type: none"> - Open Spaces and Facilities - Transport - H3 - City Planning - 3 Waters Elected Members 	<ul style="list-style-type: none"> Mana Whenua Waikato Regional Council Central Government agencies Balance of Hamilton City Council 	<ul style="list-style-type: none"> Local groups and organisations that lease Council facilities and/or open space Local groups and organisations that regularly use facilities and/or open space Elite sports agencies Utility providers Active advocacy and community interest groups 	<ul style="list-style-type: none"> Adjoining residents and landowners/businesses Park users that infrequently use the WTB and/or facilities Interested members of the public 	<ul style="list-style-type: none"> Wider Hamilton and Waikato community Visitors
Goal	<ul style="list-style-type: none"> To ensure that consultation objectives are achieved. Lead communications Final decision making Project delivery 	<ul style="list-style-type: none"> To work together with partners in each aspect of decision making To form possible, workable solutions and options To collaborate in the delivery of outcomes 	<ul style="list-style-type: none"> To work with directly with key stakeholders throughout the process to ensure that their concerns and aspirations are consistently understood and considered To provide balanced and objective information to assist in understanding the problem, alternatives, opportunities and /or solutions 	<ul style="list-style-type: none"> To work with community stakeholders to ensure that their concerns and aspirations are understood and considered To obtain public feedback on analysis, alternatives and / or decisions To understand the broader community needs and then seek feedback 	<ul style="list-style-type: none"> To keep the public informed outcomes for the WTB and its facilities and assets
Commitment	<i>"Our decisions will be informed by the community input".</i>	<i>"We will look to you for advice and innovation, and incorporate this into our options decisions as much as possible. We look to you to partner on delivery".</i>	<i>"We will listen to you and involve you in our decision making process, and provide feedback as to how that input influenced the decision".</i>	<i>"We will listen to you, consider your feedback in our decision making process".</i>	<i>"We will keep you informed".</i>
Methods of Engagement	Co-design workshops / meetings / Hui / site walk overs / Council briefings and meetings	Co-design workshops / site walk overs / meetings / Hui / site walk overs	Codesign workshops / public open days / meetings at facilities / pilot projects	Public open days / workshops / online survey	Public open days / online survey

APPENDIX E

PLACEMAKING FOR PUBLIC SPACES

Placemaking is a multi-faceted approach to the planning, design and management of public places. Placemaking capitalizes on a local community's assets, inspiration, and potential, with the intention of creating public spaces that promote people's health, happiness, and well being. Placemaking is both a process and a philosophy and is inherently political due to the nature of place identity.

"Placemaking inspires people to collectively re-imagine and reinvent public spaces as the heart of every community. Strengthening the connection between people and the places they share, placemaking refers to a collaborative process by which we can shape our public realm in order to maximize shared value. More than just promoting better urban design, placemaking facilitates creative patterns of use, paying particular attention to the physical, cultural, and social identities that define a place and support its ongoing evolution." Project for Public Spaces, 2019

Placemaking principles

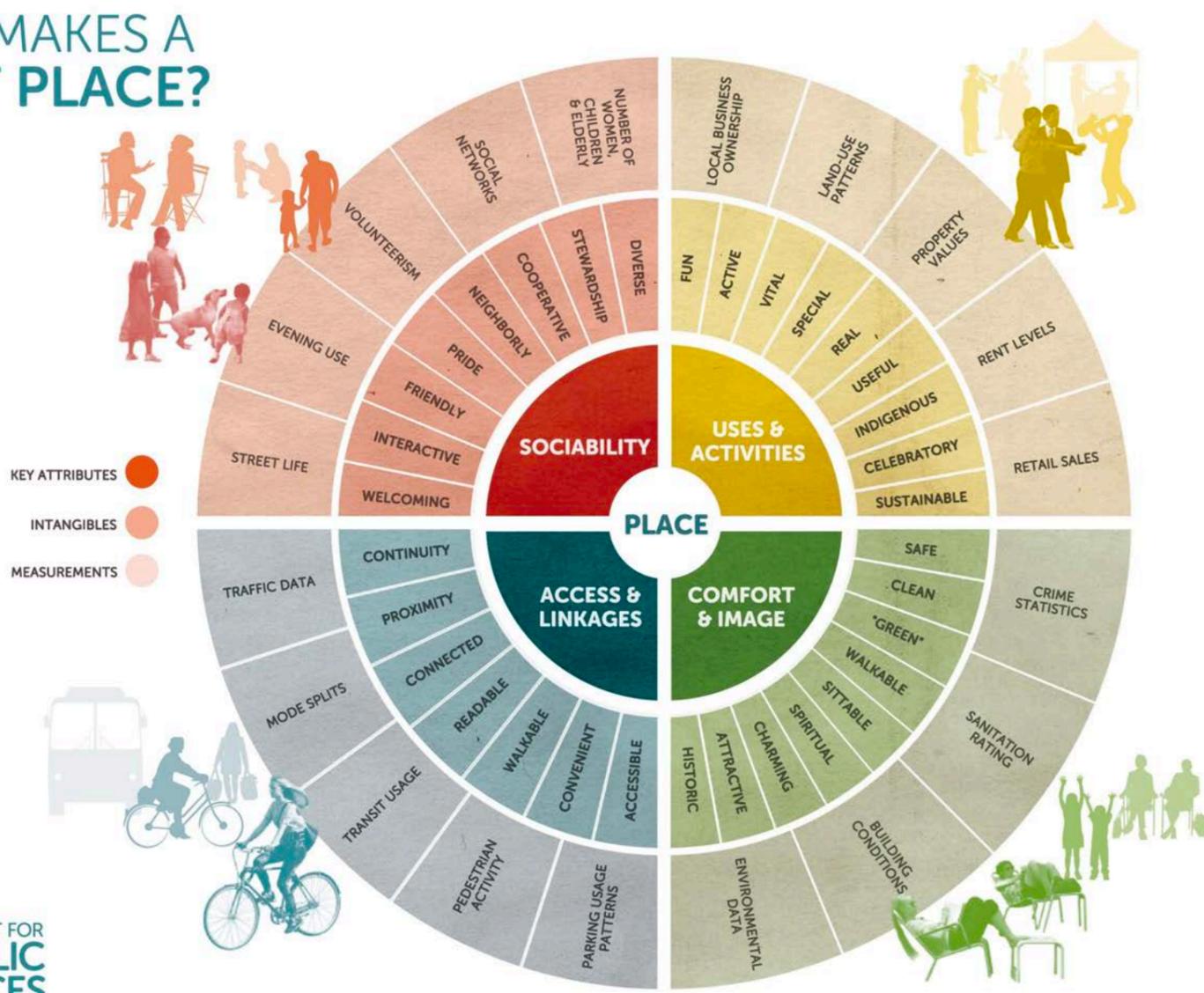
1. The community is the expert
2. Create a place, not a design
3. Look for partners
4. They always say "It Can't Be Done."

Tactical urbanism

Placemaking can involve a wide range of engagement methods. 'Tactical urbanism' - often described as the 'lighter, quicker, cheaper' approach to placemaking - is one of these methods. It involves implementing a number of temporary 'trial interventions' or 'tactical demonstrations' to test designs with the community in real time. Traditional consultation typically involves presenting community members what they are going to receive. Conversely, trial interventions test a design such as a street closure, in a low-cost, low-risk and low-commitment way which allows the community to try the design out for themselves and provide invaluable feedback. The aim is that these trials are measured for effectiveness and those solutions that work are implemented more permanently and those that don't are discarded.

Trial interventions have the potential to create a win-win solution for the community, particularly in areas of contention where the solution is not immediately obvious or the stakeholders lack alignment. Trialing a temporary intervention before implementing a permanent outcome gives all parties involved the confidence the solution is right and affords the opportunity to promote the project and the schools activities through the design process.

WHAT MAKES A GREAT PLACE?



Example of tactical urbanism approach to placemaking

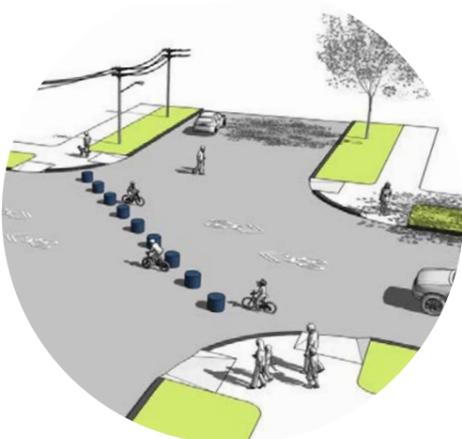
INCREASING TIME AND INVESTMENT REQUIRED FOR IMPLEMENTATION



Demonstration Event

A small event staged over a short period of time (1 day - 1 week) to test a proposed use or a series of alternate uses. Successful features and lessons learnt are incorporated into the next phase of the project. The areas of the design that don't work are refined and re-tested through more permanent projects.

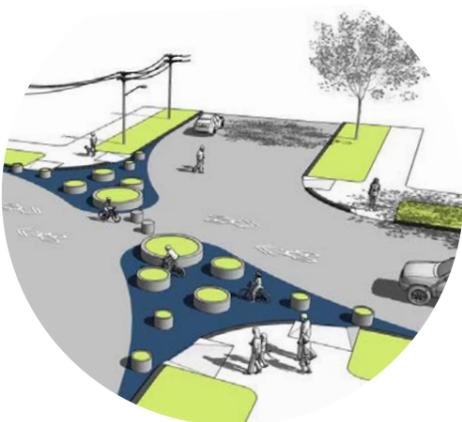
Example_ A local street is closed on a Friday and a street party is held to trial and socialise the concept with project partners, key stakeholders and community.



Pilot Project

A more permanent installation (1 week - 1 month) to test and refine uses tested during the demonstration event and/or a new project requiring a slightly longer period of time to test.

Example_ A local street is for an extended period of time is held to test functionality of design and weather or not new patterns of behaviour start to emerge in response to the pilot project.



Interim Design

A semi permanent installation (1 month - 1 year) is implemented on site to refine the design and/or to provide functional outcomes for the community as soon as possible.

Example_ A local street is closed for a year to to refine provide a longer period of time to refine the design and to assess cost benefit of a permanent installation.



Permanent Installation

The permanent installation of a design.

Example_ A foot path is made permanently wider by shifting the kerb into the existing road vehicle lane.

GLOSSARY

KUPUTAKA

Active Edge

A building frontage that directly interacts with an adjacent space, allowing people to move between spaces easily.

Amenity

A feature that provides comfort, convenience or pleasure, such as calm streets, attractive buildings, public spaces and trees.

Connectivity

Extent to which urban forms permit (or restrict) movement of people or vehicles in different directions.

CPTED Principles

Crime Prevention Through Environmental Design. A proactive crime prevention strategy used by planners, architects, police and others. CPTED advocates that design and effective use of the built environment can reduce the incidence and fear of crime.

Legibility

The ease with which people can find their way around an urban space.

Modal shift

Change in the habitual pattern of transport use. It typically refers to a shift to public transport, cycling and walking.

Open space (public and private)

Public open space includes reserves, parks, walkways, beaches, playgrounds, urban squares, sports fields and so on. This outdoor space is free to use and shared by the public. Private open space is outdoor space that is privately owned, such as private gardens.

Paa

A Maaori village or defensive settlement, but often refers to hillforts - fortified settlements with palisades and defensive terraces - and also to fortified villages.

Pedestrianisation

A reduction or removal of vehicle access to a street or area to promote increased use of pedestrians

Place-based

Planning and development based around a specific location. It takes a holistic approach to social, economic, environmental, and cultural well-being.

Public realm

Spaces and places that are open and freely accessible to everyone, regardless of their economic or social conditions. These spaces can include streets, laneways and roads, parks, public plazas, waterways and foreshores.

Rain Garden

A designed depression storage or a planted hole that allows rainwater runoff from impervious urban areas, like roofs, driveways, walkways, parking lots, and compacted lawn areas, the opportunity to be absorbed.

Urupaa

A Maaori burial ground, cemetery or graveyard.



FURTHER INFORMATION

hamilton.govt.nz/westtownbelt

Hamilton City Council

Garden Place, Private Bag 3010, Hamilton

 /HamiltonCityCouncil

 @CouncilHamilton

 07 838 6699

hamilton.govt.nz