

Notice is hereby given that an ordinary Meeting of the Council will be held on:

Date: Thursday 25 August 2016
Time: 1:30pm
Meeting Room: Council Chamber
Venue: Municipal Building, Garden Place, Hamilton

Council

OPEN ATTACHMENTS

ATTACHMENTS UNDER SEPARATE COVER

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PROPOSED

FERRYBANK DEVELOPMENT PLAN

HAMILTON CITY RIVER PLAN



**“Te Awa Waikato - Tooku awa
koiora me oona pikonga, he
kura tangihia o te maataamuri”**

King Tawhiao

The Waikato River - the river
of life, and each curve more
beautiful than the last

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	Ferrybank Development Plan August 2016
	Prepared for Hamilton City Council By Wraight Athfield Landscape and Architecture McIndoe Urban PAUA Architects Ltd. The Stafford Group Tonkin + Taylor

MAYOR'S INTRODUCTION



The Hamilton City River Plan sets a vision and outcomes to transform the way we use and view the 16kms of Waikato River running through Hamilton. The River Plan is about transforming Hamilton's future.

The Ferrybank Development Plan is a major project in the River Plan and provides the blueprint for how this historic area will become Hamilton's premier river destination.

This Plan builds on and celebrates the natural environment and maximises all the opportunities in this part of the city to deliver a variety of experiences and activities for everyone. It demands high quality, iconic buildings and unique built features, creating a Hamilton only experience. The transformational initiatives and design features integrate with the vision and outcomes of the River Plan and the Central City Transformation Plan, bringing together major strategic plans that deliver the Hamilton Plan.

Successful delivery of the Ferrybank Development Plan is about partnerships, working with the private sector, Waikato Tainui, and our philanthropic partners and our community.

The Ferrybank Development Plan is a plan unique to Hamilton, to our waterfront, and delivering the projects in it as part of the River Plan will transform Hamilton's future.

JULIE HARDAKER

Mayor of Hamilton

August 2016



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REPORT INTRODUCTION

The Ferrybank Development Plan is a major project of the Hamilton City River Plan. This document is a strategic master plan that will guide future development. The Ferrybank Development Plan will be enabled by the District Plan and Reserve Management Plans.

The Ferrybank Development Plan is underpinned by the following qualities:

1. Integrated - seeks to reconcile the multiple and sometimes opposing interests connected with the site;
2. Tailored - recognises the unique character, heritage, cultural and physical qualities of the site;
3. Realistic - takes the ideas and aspirations of the community and translates them into specific project actions;
4. Achievable - sets out priorities and outline staging and delivery targets.

The plan will be used to guide future decision making around:

- How land can be redeveloped and what types of activities are needed to realise the full potential of the area and to attract private investment;
- What facilities, services and infrastructure should (and need) be provided;
- How natural features and other elements which define the identity of the area could be protected or enhanced;
- How the plan can be effectively implemented over time including an assessment of the proposal against other relevant statutory plans and documents.

The Development Plan does not include the architectural design of individual buildings, but provides selection of sites and defines appropriate scale and form to guide the detailed design of buildings.

The study area is located on land held by the Council in various ways including: unformed road; municipal endowment land and reserve land. Some adjustments to ownership, District Plan and Reserve Management Plans will be required to facilitate the changes to this area.

The Vision and Strategy for the Waikato River (2008) and the Hamilton City River Plan been primary directional documents in the development of this plan. It is recognised in the plan that the river is the defining natural feature of Hamilton and the core green space in the open space network providing a range of opportunities for social interaction, engagement and movement. The plan acknowledges, references and preserves significant historic and heritage assets within the Ferrybank area.

The river frontage is within the High Flood Hazard Area (Proposed District Plan) and has been designed to be resilient to flooding through the establishment of robust terraces and built elements within the frequently flooded zones. Future detailed design will also require adherence to the Regional Policy Statement in particular with recognition of the dynamic nature of the river ecosystem corridor, habitat and the influence of climate change on the Waikato River and gully system. As the area is located within the Waikato River Corridor, consent for any activity on the river and its banks will be needed from the Waikato Regional Council.

The Ferrybank Development Plan was developed through a 3 stage process which involved: 1) request for expressions of interest, which established a short-list of 3 teams to prepare; 2) a concept design which was reviewed and a selection made by an evaluation panel; and 3) detailed development plan, involving consultation with interested and affected parties with feedback guiding the development and refinement of the concept design, and with design principles and guidelines to assist future site planning, land use, built form and landscaping.

The structure of this document covers the vision and description of the development concept outlining the nature and location of activities, describes how culture and heritage values are addressed, provides urban design guidelines with regard to the proposed built form, public realm and landscape, and outlines the staging strategy to take the proposals into implementation.



EXECUTIVE SUMMARY

Overview description

A unique destination hub is created at Ferrybank which offers a strong tourism and recreation precinct to support the Hamilton Business District— commercial district adjacent to it. This will help grow the visitor economy and build on the recreational needs of locals via river edge open space and high quality parklands. Building on the strengths of the existing parklands and activities this plan develops the river edge open space and integrates additional activities to create a sophisticated riverfront environment that will attract people and provide a variety of opportunities for them to experience the river and riverside parklands in many different ways. It is a draw-card for Hamiltonians and visitors, complementing activity in other parts of the central city.

Underlying the quality recreational and tourism amenities are commercial activity to offer attractive revenue streams and to support commercial and residential development which can help underwrite the public open spaces. The commercial sites are well integrated into the high quality open spaces created and offer new development opportunities to support inner city living and entertainment demand.

These commercial opportunities offer important partnership with Waikato-Tainui and commercial operators to help activate the Hamilton City River Plan and Hamilton City Centre Transformation Plan.

The Ferrybank Development Plan document outlines the vision and concept. It comprehensively describes the characteristics of the site, and includes the urban design guidelines that will guide all aspects of the design of the various components of the plan. It includes direction for implementation and concludes with a summary of consultation undertaken.

This plan will be achieved by integrating commercial development opportunities, partnership with the commercial sector and community organisations, and ongoing coordinated planning in collaboration with those who have an ownership stake, and will continue to use and activate Ferrybank.

The Ferrybank Development Plan will deliver significant transformations for Hamilton and introduce new and enhanced recreational activity; local tourism experiences; as well as hospitality and living opportunities.

Transformational initiatives

- A bustling and generously proportioned **riverside promenade** to create a destination river edge site for events, tour boat mooring, rowing and general recreation use. Edged with multiple connections down to the water on one side and waterfront destination and club buildings on the other., it is both a shared pathway and a base for everyday river edge use by the rowing clubs and others.;
- A **variety of commercial sites** including new buildings at the edge of Grantham Street and along Victoria Street to enable high quality inner city owner occupied apartments and potentially short term commercial accommodation serviced apartments to meet market demand and strengthen the residential use of the area, well supported by food and beverage.
- A **Waikato River Centre** located on the Riverside Promenade, this is an iconic building and key river edge destination incorporating commercially operated food and beverage services, ticketing booking services, visitor information and an interactive pay for attraction to tell the stories of the river, Waikato-Tainui river history and offering attractive function venues;
- A **river cycle and pedestrian bridge** to link Hamilton East to the city centre and integrating Parana and Memorial Parks into the Ferrybank Precinct;
- A **destination playground** which offers a high quality free attraction for all ages to support local needs and visitors. This play opportunity extends down towards the river where there are additional play space adjoining the Waikato River Centre.; and
- An enhancement to the existing amphitheatre shaped **events lawn**. Supported by the new playground and historic band rotunda, this lawn provides a new destination for local events and recreational use with new connections to the River

These six transformational initiatives are further supported by a comprehensive set of open space, connection and activity initiatives.

Design features

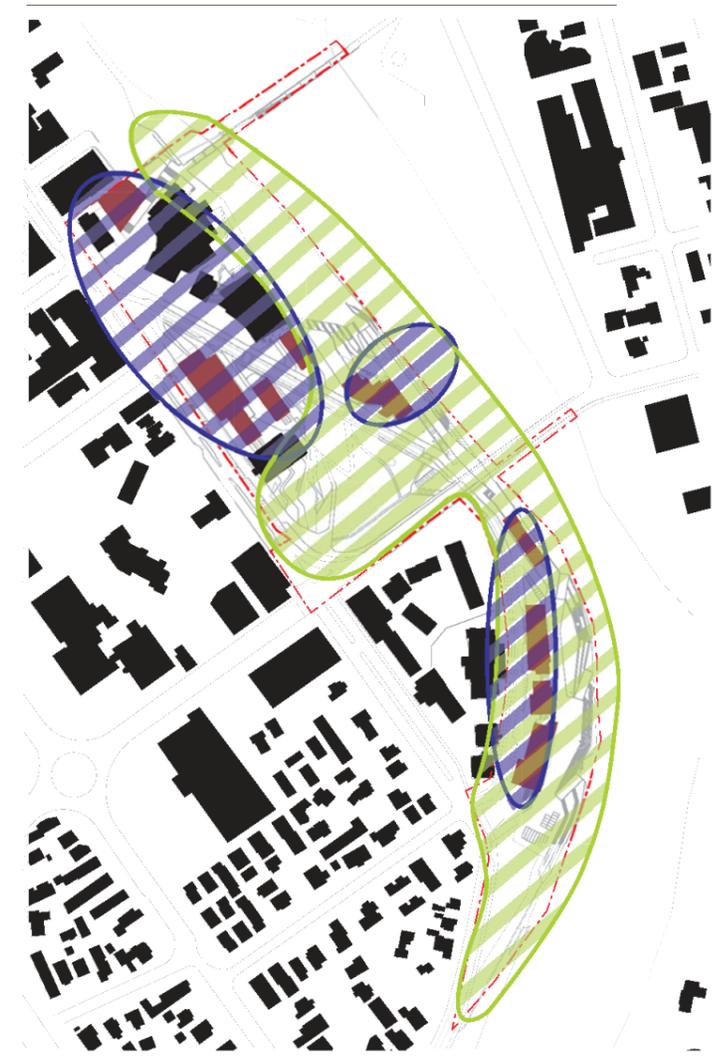
- The plan expresses and celebrates a series of terraces derived from the sloping contours of the site and which link the city and river. The integration of building and open space development with these terraces provides a diverse range of spaces and activities for people of all ages, at all times of day, for everyday uses and for events.
- Buildings and public open spaces are closely integrated. Buildings connect, shape, and support adjacent public open space and activity, and open spaces connect and contribute amenity, activity, outlook and value to buildings.
- An authentic sense of place is achieved by recognising and responding to the local ecology and unique Waikato-Tainui and European cultural history of the site. The plan recognises layers of history and the influence of river flows by locating river connections in the landing places used by both Maori and early European settlers.
- Buildings, including those along and close to Victoria Street, are located on sites historically occupied by buildings. This provides connections to memories of place, reduces further disturbance of the ground, and maintains the open parkland setting.
- Accessibility is assured with a range of new and varied paths within the area include a generous riverside promenade, the new pedestrian cycle bridge connecting to Memorial Park, and a new clip-on extension of the south edge of the Victoria Bridge. The River Promenade links a collection of activities, event spaces, buildings and destinations along the riverside.
- River edge buildings, including the Waikato River Centre, provide for a range of rowing, recreational, cultural, community, tourism, and food and beverage activities. The commercial and recreational activities within these buildings draw from and support the use of public open space.
- Buildings close to Victoria Street provide for high value residential and community activities, where occupants will establish a constituency for the area, and provide a custodial presence day and night.

- Riparian planting and ecology is restored to capture and filter stormwater before it enters the river. Robust local plant species are proposed on river's edge with exotics in the parkland and streets in character with existing landscapes.
- Existing mature vegetation is generally retained, with selective thinning and removal of lesser specimens and species to open up views to the river and enhance safety.
- Flexible and functional spaces provide multiple opportunities to occupy the river edge and accommodate a range of changing uses.
- Physical and visual connections between all buildings and the public open space are promoted.
- Vehicle movement is managed with traffic calming along Grantham Street and parking in places that are unobtrusive but conveniently accessible to destinations. Shared spaces accommodate flexible uses potentially including parking and servicing for major events. More parking than existing is provided, recognising that people will use and access the river edge in various ways and at different times.
- Flooding is addressed by ensuring all spaces and structures within the flood zone are sufficiently robust and resilient to cope with flooding, allowing for demountable facilities within the flood zone and placing flood sensitive activities above it.

Making it happen

- Significant transformation requires effort and investment over many years and this will be achieved in partnership with Iwi, the private sectors and community. The potential for partnership in both cultural and commercial realms has strongly informed the plan. This includes the cultural, education and tourism opportunities relating to the Waikato River Centre, and the high value commercial opportunities relating particularly to the potential Victoria Street buildings.
- This is an appropriate and realistic vision for Hamilton, incorporating outcomes that are technically achievable in this demanding riverside environment, able to be implemented in stages, and sufficiently flexible to facilitate adjustment of scale and scope in response to ongoing user requirements and constraints.
- Commercial returns from development sites can assist with project funding. The focus activity for Victoria Street and Riverview Terrace buildings is quality residential, including long and short stay apartments with the potential for hotel accommodation. Large scale commercial development is not encouraged here in order to maintain the vitality of the city centre.
- Expectations for high quality building, landscape, open space outcomes are set by a comprehensive set of design guidelines for all parts of the area. These define aspirations and critical outcomes, and will help to ensure consistency of high quality design in each project.

Proposed Opportunities and Activity



KEY

- Commercial opportunity 
- Recreational opportunity 
- Existing building 
- Proposed building 

SCALE

SITE PLAN
1: 5,000 @ A3





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CHAPTER 1_ VISION AND CONCEPT

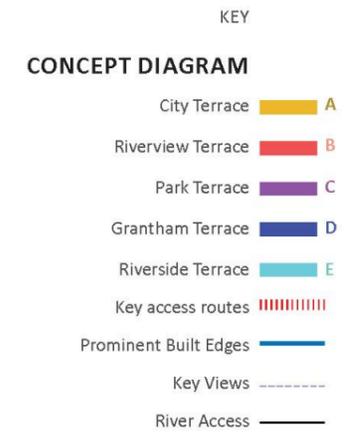
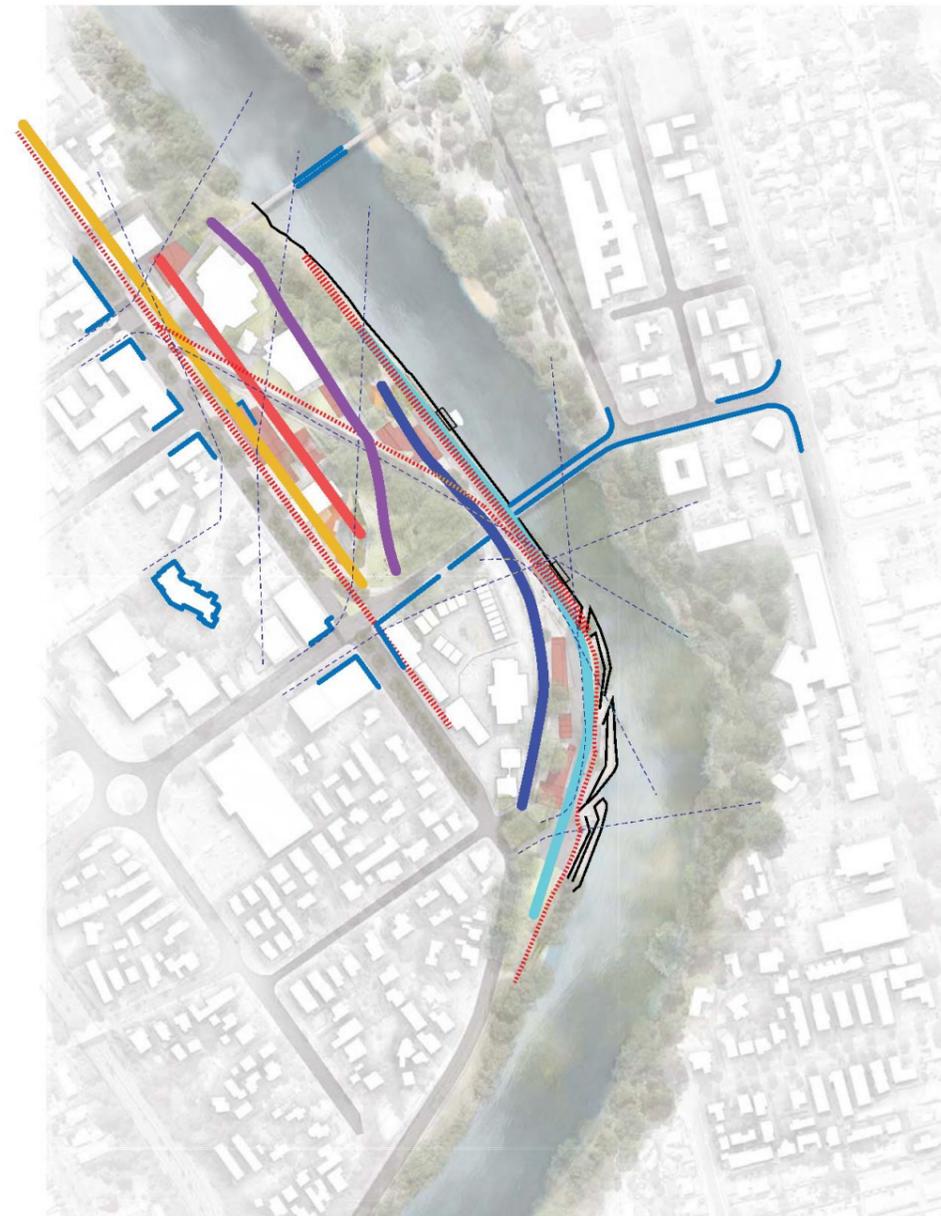
THE VISION

- ✓ ICONIC DESTINATION
- ✓ CONNECTED PLACES FOR PEOPLE
- ✓ VARIETY OF ACTIVITY
- ✓ RIVER PROMENADE

This site demands a sensitive response to river context, setting and heritage, a clear organisational structure to enhance wayfinding and access, and iconic buildings, spaces and riverside activities that will make this Hamilton's premier public destination.

The vision is based on six interrelated concepts:

- 1 Expression and celebration of a series of terraces derived from the sloping contours of the site and which link the city and river.
- 2 Celebrate Waikato-Tainui and European settler's relationships to the river and tell the River's cultural and ecological stories;
- 3 Diverse scaled and interrelated built and landscape places for people of all ages, at all times of day, for everyday use and events;
- 4 River promenade linking a series of event spaces, buildings and destinations;
- 5 A bold and dynamic architecture that provides for the occupation, activities and events that in combination will make this an iconic destination; and
- 6 A network of connections improving access to and within this area, and complementing activity in other parts of the city.



CONCEPT DIAGRAM - ILLUSTRATING THE TERRACES

CHAPTER 1_ VISION AND CONCEPT

PRINCIPLES

These high level principles drive the development of the design concept, and indicative built form and landscaping response.

Integrated building and public realm

Ensure design integration: designing buildings and the public realm together; achieving coherence and relationship in all public realm projects as they are delivered over time.

Locate and design buildings to shape high quality open spaces and contribute to activity at the edges of and within those spaces.

Authentic sense of place

Develop the memorability of open spaces and paths with special elements/treatments that are site specific — in response to this place, its ecology and unique cultural history.

Integrate cultural reference through both the design process and the design response.

Accessible - choice of pathways for all

Develop the number of routes, spaces and settings to provide the public with multiple opportunities for how they access and use any space.

Provide for a range of mobility capabilities and ensure pedestrian priority at the river edges.

Managed vehicle movement and parking

Locate a choice of car parking and parking time limits in places that are conveniently accessible to destinations but unobtrusive. Design shared spaces to accommodate flexibility of use, and potentially including parking, and servicing for events.

High quality building aesthetic and quality

Express the Waikato River/Te Awa Waikato Centre as a building that will be known for its exceptional architecture and regarded as a key destination within the city.

Demonstrate design coherence, compositional and formal relationships between buildings so that while they must relate to their specific site and may express a particular function, they read as a family.

Utilise a 'kit of parts' approach to achieve design coherence and provide for change and adaptability.

Provide for visual interest and variation allied with repetition and rhythm to provide aesthetic coherence and capture economies of scale in construction.

Restored ecology

Restore a planted and filtering river edge capturing and cleansing stormwater before it enters the river.

Select robust local species to recognise the indigenous landscape and challenging riparian growing conditions, augmented with exotic species on the park and streets in character with existing landscapes.

Flexible and functional

Provide for flexibility and agility in the use of both internal spaces and the public realm, and consider how buildings and spaces may be adapted to allow for changes in use, and added to for growth.

Provide multiple places for people and activities within the public realm, including a range of informal sitting opportunities maximising interaction with the River's edge.

Optimise physical and visual connections

Enhance connections and views through the configuration and design of buildings, open spaces and pathways.

Ensure buildings positively address the spaces in which they sit.

Optimise opportunities for public access and interaction on multiple levels between buildings and the adjacent terraced landscape.

Ensure a sense of human scale at the edges of all buildings and wherever possible enable and support occupation and activities in adjacent outdoor spaces.

Development Opportunity

Provide appropriate and complementary commercial opportunities in Ferrybank to stimulate development in Hamilton central city and support active and safe use of open space.

Resilient and robust

Ensure all components and elements are resilient, robust and fit for purpose.

Ensure specific flood resilience to components within the flood zone.

Place sensitive facilities and services above the flood zone.

Provide for temporary and mobile facilities which may be moved as required out of the flood zone.

FERRYBANK DEVELOPMENT PLAN

THE TERRACE LANDINGS

The Waikato River/ Te Awa Waikato edge comprises a series of terraces and has thereby been named 'The Terrace Landings'. The proposal works with this natural topography in developing a series of terraces that transition from the level of the city to the river's edge. This extends from Victoria Street and the City Terrace, through the intermediate level River view and Park terraces down to the Grantham and Riverside terraces. At these lower levels a finer grain of terraces, The Landing Terraces, relate to the changing levels of the river. Grantham Street traverses diagonally between the terraces, providing connections and access between them.

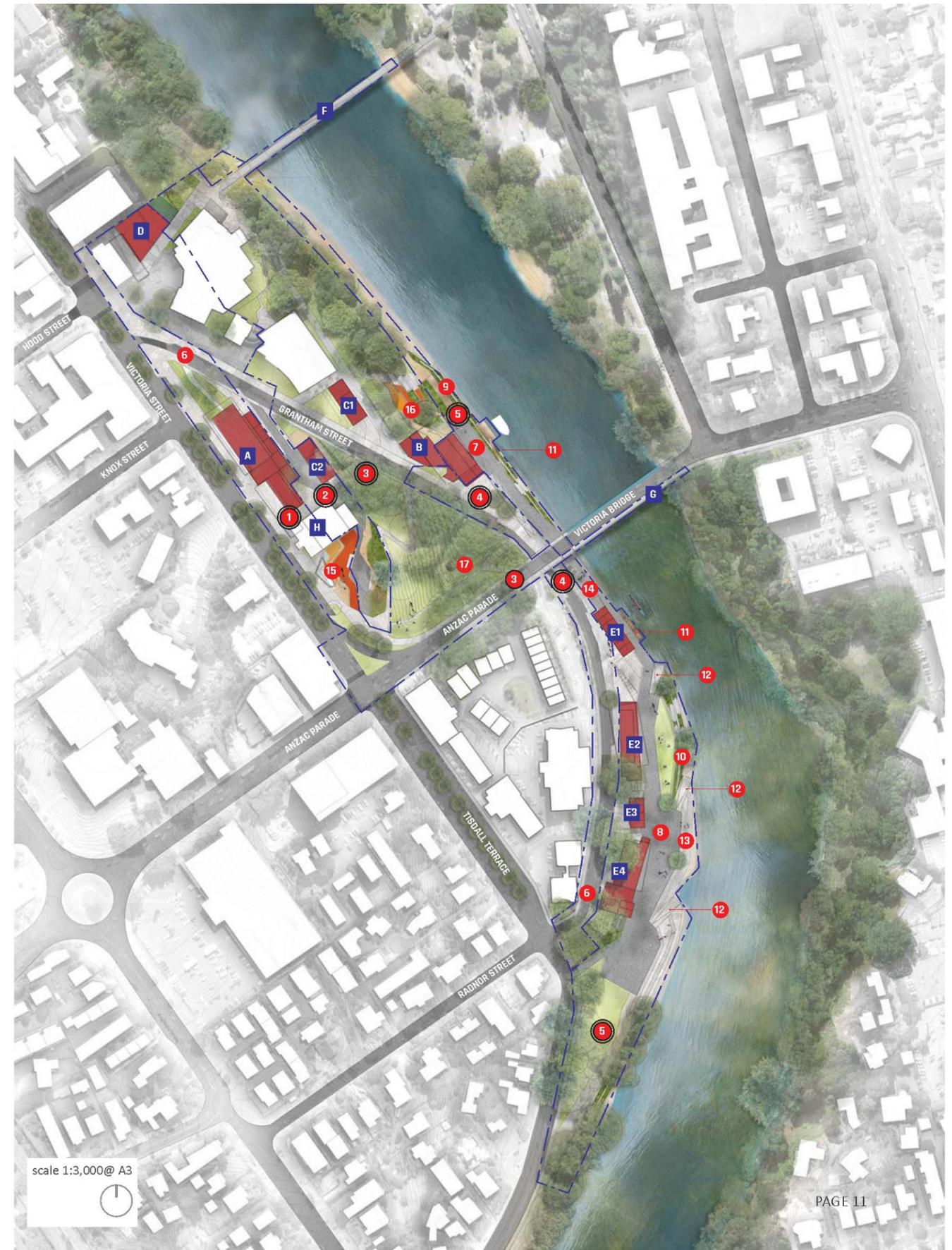
The terraces are interlinked to provide a pathway system that gives direct access and views (as well as meandering pathways and circuits) to encourage exploration and engagement with the landscape, river and built infrastructure.

New buildings are to be integrated within the landscape of the Ferrybank and Roose Commerce Park in a manner that helps define, connect and activate the terraces between the city and the river — supporting, enabling, and celebrating a range of existing and new activities. A particular architectural approach is proposed for buildings in response to their context and function. However rather than design solutions, these are proposed design 'armatures' incorporating an architectural 'kit of parts', sufficiently robust and agile to cater for a range of likely activities. These can be developed in response to the specific needs and interests of a range of stakeholders, and incorporate layers of specific identity and expression in consultation with those stakeholders. In addition, they are conceived as a series of projects that can be implemented progressively in response to emerging public, cultural, market or funding opportunities.



KEY PLAN TERRACE

- KEY
- ### LANDSCAPE + PUBLIC REALM
- Site boundary - - - - -
 - Approximate Terrace Boundary Line - - - - -
 - City Terrace 1
 - Riverview Terrace 2
 - Park Terrace 3
 - Grantham Terrace 4
 - Riverside Terrace 5
 - Grantham Street 6
 - Ferrybank River Promenade 7
 - Roose Commerce Park River Promenade 8
 - Ferrybank Ecological Terraces 9
 - Roose Commerce Ecological Terraces 10
 - Pontoons 11
 - Boat Ramp 12
 - Landing Terraces 13
 - Roose Wharf 14
 - City Terrace Destination Playground, linked to Riverside Play Space 15
 - Events lawn and connection to Anzac Parade 16
- ### SUPPORTING BUILDINGS + STRUCTURES
- Victoria Street Buildings A
 - Waikato River Centre B
 - Park Terrace Building C1
 - South Riverview Terrace Building C2
 - North Riverview Terrace Building D
 - River Buildings incl Rowing Clubs (04#) E1 E2 E3 E4
 - Pedestrian/ Cycle Bridge F
 - Victoria Bridge clip on, including crossings over Anzac Parade G
 - Celebrating Age / Community Centre H



scale 1:3,000@ A3

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CITY TERRACE

A broad civic scaled footpath on Victoria Street with generous provision for parking extends, a new high quality interface between the city and Ferrybank. Views from city to river, accentuated and framed by new buildings and landscape signal access towards the river and filter movement through to the Park and the river beyond.

Victoria Street is modified to accept angled parking along the eastern edge and the tree lined medians are extended through to Anzac Parade.

The new building frontages and City Terrace Destination Playground will create an active edge to the Ferrybank and Victoria Street interface.



KEY PLAN_ CITY TERRACE

OPEN SPACE

City Terrace Destination Playground

On the City Terrace a new destination playground is co-located with the Celebrating Age Community Centre and the Events Lawn. This is proposed as a terraced landscape play space that provides visible activity at the city interface. Visually linked to this is the Riverside Terrace children's playground which is located just north of the Waikato River/Te Awa Waikato Centre. A pedestrian crossing for safe passage across Grantham Street is proposed.

This suite of play opportunities will complement playgrounds elsewhere in the city. The playground is proposed to be designed as a 'natural' play space. This playground type utilises the parkland setting and existing topography to develop a site specific play experience that will include active, imaginative and cognitive play using natural materials and forms. As a natural play space, it will have a distinctive local landscape character with stylised elements that will attract attention from the street. Because of this unique character, and range of different play facilities, this facility will create a draw for a new demographic to the area. In conjunction with the new Riverside Play space, and enhanced linkages to other recreational spaces within Ferrybank and Memorial Park, this will add diversity and 'critical mass' to the circuit of complementary recreational activities in the area.

Victoria Street

New streetscape on Victoria Street would be considered as part of a whole of street approach, considering both sides of the street, primarily for the area south of Hood Street. This will allow the planned street trees to be implemented as part of a coordinated package. The selection of trees will reflect the traditional European trees, long-established in Anzac Parade, at the Band Rotunda park and Memorial Park, as well as those along Grey Street in Hamilton East. This will provide a contextual and cohesive theme in the broader neighbourhood. The nature of these European trees and their foliage enhances a sense of both majestic and intimate scale, of texture and permanence. Changes include new street trees, and 60 degree parking that will increase the amount of parking available for the park, the Celebrating Age Community Centre and the new playground. The footpath is widened to provide a new promenade along the eastern edge of Victoria Street, with regular crossing opportunities for pedestrians reflecting the style of Victoria Street, North of Hood Street.

BUILDINGS

Victoria Street Buildings

A new built edge is proposed along the eastern side of Victoria Street between the Celebrating Age Community Centre, and the Grantham Street Gateway to Ferrybank. Comprising 2 buildings- the Victoria Street Building and the Riverview Terrace building- this development sits into the edge of the City Terrace, enhancing this end of Victoria Street by spatially defining, fronting and activating the street. At its North end it defines a generous open space at the entrance to Grantham Street and the Waikato Museum. The building configuration will facilitate filtered views and new access ways between the city and river.

4 levels above the street, and some 60-80 metres in length, the Victoria Street building has commercial opportunities and would be ideally suited for high quality residential as its predominant use, with a mix of community tenancies and supporting hospitality at street level. This would include a substantial café/ restaurant offering an opening out to the sunny North end Grantham Street gateway landscape. In combination with the other new Riverview Terrace buildings in this cluster, this development would create a significant and unique urban scale residential community overlooking the river, offering high value to the site and contributing 24/7 activity and passive surveillance benefits to Victoria Street and the adjacent parkland spaces.

Although contemporary in expression, the Victoria Street building recalls the presence of the former River View Hotel that used to front Victoria Street in this area.

The Celebrating Age Community Centre Building

This existing building, and the range of community activities it supports, is seen to be of high value to the development.

The form and scale of the building is seen as appropriate in combination with the larger new Victoria street building to the north, and with limited shading to the new playground to its south. Its modest height enables views and a sense of river connection for St Peters Cathedral behind. It has good potential to open out on its upper levels toward the playground, and its lower levels to be developed with north facing frontage to the new Riverview Terrace below. The range of community activities the building supports are in high demand and seen as an excellent complement to the playground and other existing and emerging recreational activities along the river.



MODEL PERSPECTIVE CITY TERRACE



V1 New pedestrian and cyclist link through to Hamilton East is created with the new bridge linkage beside to the Waikato Museum.



V2 A new active frontage on Victoria Street with the proposed Victoria Street Buildings. New street tree planting as well as medium tree planting is provided.



V3 New destination playground connects Victoria Street to the Events Lawn and provides an active entry into the broader river parkland environment.

Note: All images are artist impression only

- KEY
- LANDSCAPE + PUBLIC REALM**
- Site Boundary ———
 - Approximate Terrace Boundary Line ———
 - City Terrace ①
 - Grantham Street ⑥
 - City Terrace Destination Playground ⑮
- SUPPORTING BUILDINGS + STRUCTURES**
- Victoria Street Buildings A
 - Pedestrian and Cycle Bridge F
 - Celebrating Age/ Community Centre H

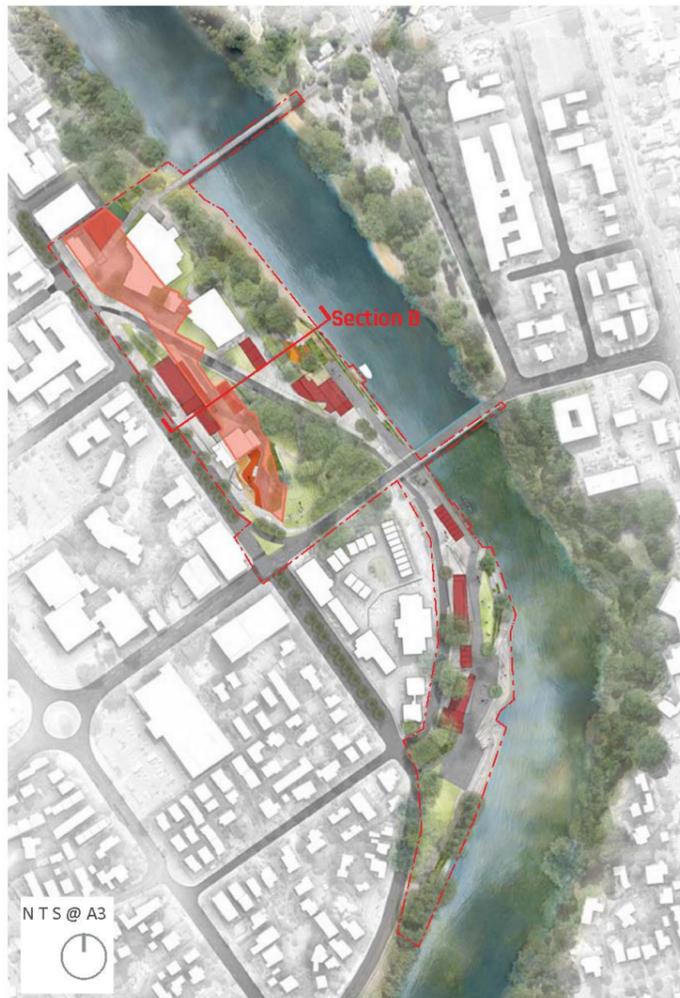


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CHAPTER 1_ VISION AND CONCEPT

RIVERVIEW TERRACE

The Riverview Terrace is the next terrace down into the river valley from the City Terrace. It aligns approximately with the level of the western frontages to the Museum and the ANZ Centre, as well as the existing service/ parking access to the Celebrating Age Community Centre. The Victoria Street buildings and the City playground span between, and connect these upper Terraces.



KEY PLAN_ RIVERVIEW TERRACE

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OPEN SPACE

Public Realm

Riverview Terrace is around two levels down from Victoria Street, on the approximate level of the existing lower service access-way to the Celebrating Age Community Centre. It provides a new community courtyard and service/ parking access for the Victoria Street and Riverview Terrace buildings. It also enables potential new north facing occupation to new lower level uses for the Celebrating Age Community Centre Building (as detailed on Page 12, City Terrace).

The Riverview Terrace incorporates a high quality shared vehicle and pedestrian access route to the Victoria Street, Riverview Terrace and Celebrating Age Community Centre buildings, as well as a connecting landing from new pathways through to the City Terrace Destination Playground and Events Lawn.

BUILDINGS

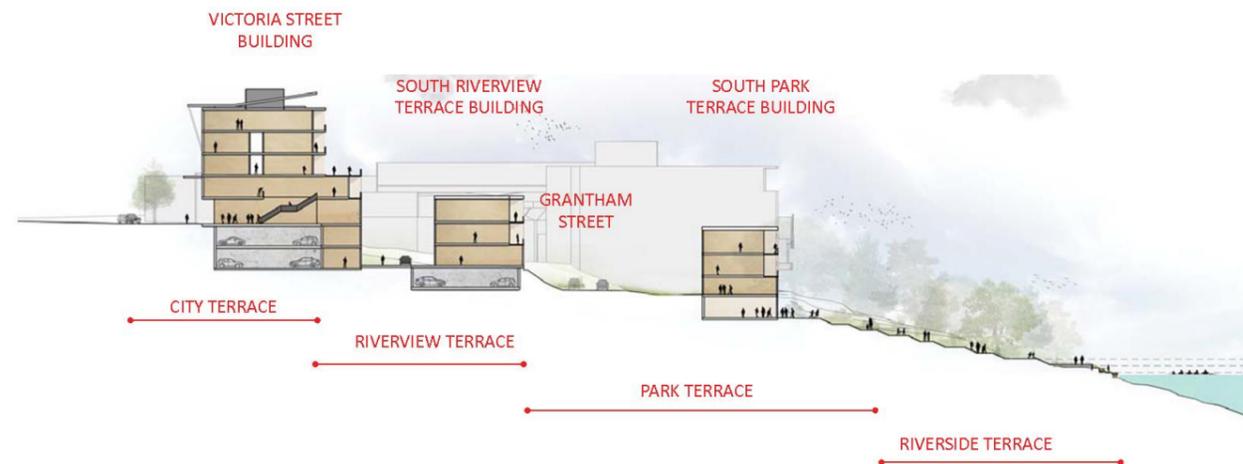
South Riverview Terrace Building

This building steps down the hillside from the Victoria Street Building, forming a new eastern edge to the Riverview Terrace. Along with the Victoria Street building, and the redeveloped Celebrating Age Community Centre, it is accessed and serviced from the terrace in a manner that conceals parking and service from the parkland. It complements the form and activity of the other buildings in this Victoria Street development in providing for high quality river view residential. In combination with the Victoria Street building it will contribute both economic and activity based benefits to the area.

Parking and servicing could be accommodated in the two levels down from Victoria Street accessed from Grantham Street, and these levels would be faced with apartment-scale units looking through the trees over the river, and accessed to 'Riverview Terrace'.

North Riverview Terrace Building

The North Riverside Terrace building is sited to the north of the Museum building. It would suit a boutique 'Arts hotel' associated with, and potentially in support of the Museum and Arts Post buildings. The economic base, value, and demand for this activity in this location would be heightened with the development of the Ferrybank area, the Museum and any development of the area to the north of this site. This building will assist developing an intensity and quality of activity around the Waikato Museum as a city gateway anchor to the precinct as well as contributing to, and drawing from the activity and connections provided by the new pedestrian cycle bridge connecting to Memorial Park and Hamilton East.



SECTION B _ 1:1,000@ A3_VICTORIA STREET BUILDINGS DOWN TO THE WAIKATO RIVER



V4 Model shot looking down Riverview Terrace from the north illustrating the proposed South Riverside Terrace Building.

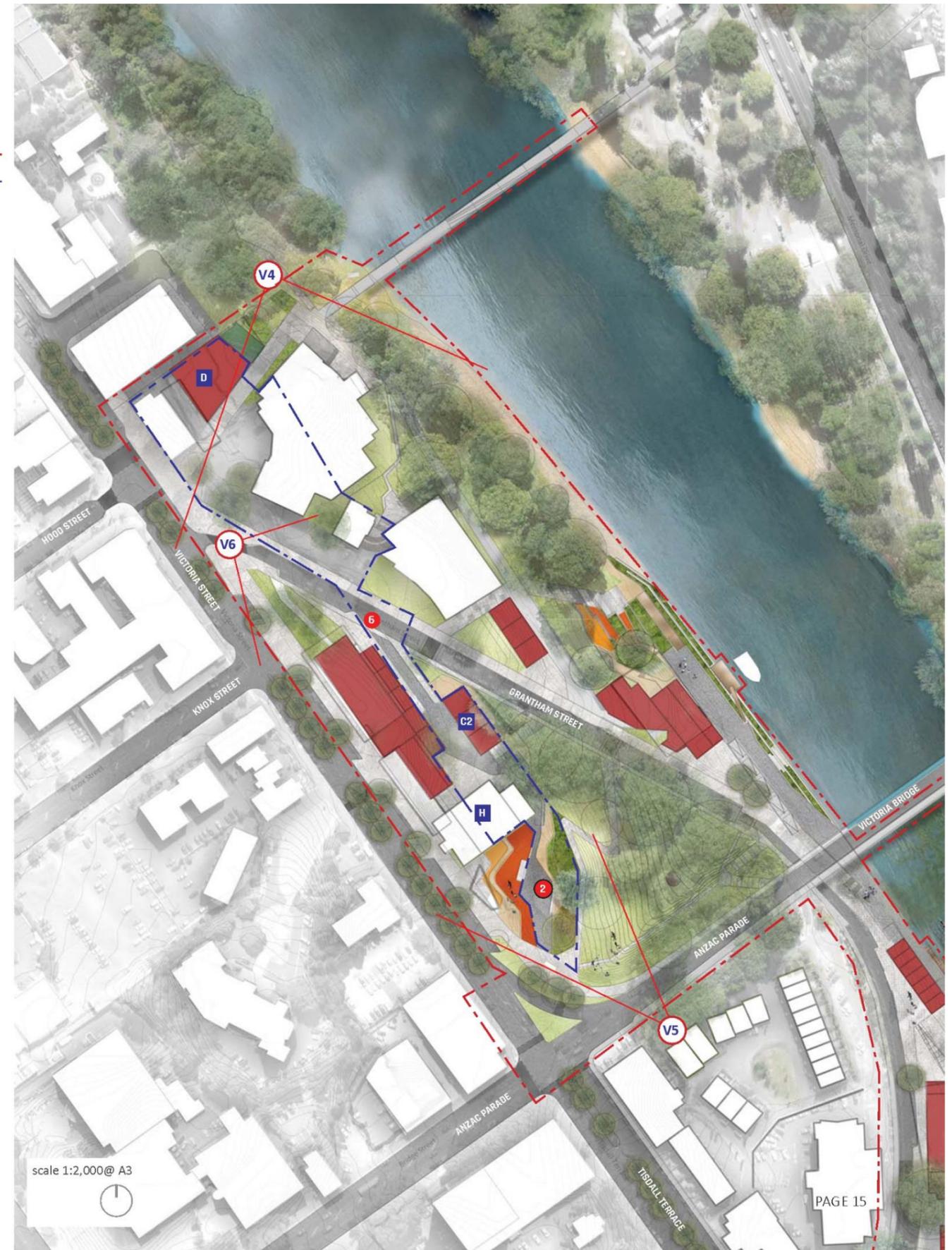


V5 The South Riverview Terrace Building complements the Victoria Street Building and creates scaled, stepped buildings down to the Waikato River.



V6 Multi-modal access and social spaces associated with eastern side of new development on Victoria Street.

- KEY
- LANDSCAPE + PUBLIC REALM**
- Site Boundary ———
 - Approximate Terrace Boundary Line ———
 - Riverview Terrace 2
 - Grantham Street 6
- SUPPORTING BUILDINGS + STRUCTURES**
- South Riverview Terrace Building C2
 - North Riverview Terrace Building D
 - Celebrating Age / Community Centre H



Note: All images are artist impression only

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CHAPTER 1_ VISION AND CONCEPT

PARK TERRACE

Like the Riverview Terrace, the Park Terrace connects laterally along the river embankment. The Park Terrace aligns in level with an early settler lane and connects to the lower levels of the Museum and the ANZ Centre. This terrace extends beyond the site to the north - connecting with the new Park.



KEY PLAN_ PARK TERRACE

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OPEN SPACE

Parkland

The Development Plan retains the broad swathe of parkland between Anzac Parade and the Waikato Museum along the River escarpment. This highly valued landscape of trees, lawns and planting is to be maintained through judicious tree removal of unsuitable trees, pruning to lift canopies and thin overgrown vegetation; thereby opening up views to the river and improving public safety.

The bowl-like lawn between Anzac Parade and Grantham Street is a natural amphitheatre. As a flexible open lawn with trees providing shade, it can be improved with accessible pathways for use as an Event Lawn. The historic band rotunda (as identified within the HCC District Plan as a A-Ranking built heritage site) is retained, with further consideration of its location to be investigated in future detailed design stages.

Riverside Play Space

On the Riverside Terrace a children's play space is located just north of the Waikato River Centre with a visual and physical link towards the City Terrace Destination Playground. A pedestrian crossing for safe passage across Grantham Street is proposed.

BUILDINGS

Park Terrace Building

The Park Terrace Building will complement the existing Museum Building and ANZ Centre that currently occupy this part of the site, and reinforce, activate and draw from the enhanced pedestrian/ cycle link that traverses the Park Terrace at the base of these buildings on the Old Settler's Lane / level alignment.

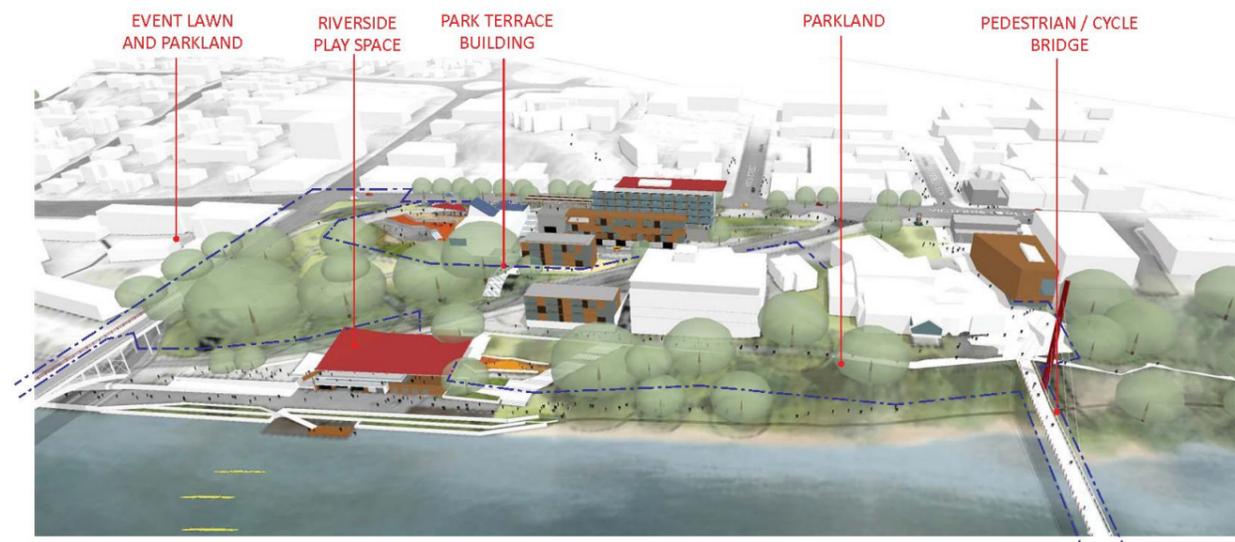
The Park Terrace Building is configured to form a gateway in combination with the Victoria Street cluster, and to moderate the scale and form of the ANZ Centre. With its form and orientation it would be ideal for high quality residential use, contributing additional 24/7 activity to the park. Its ground floor levels fronting Grantham Street and the Museum Terrace would include a component of interactive tenancy such as hospitality, gym, or community amenity drawing from and activating the adjacent pathways.

BRIDGES

Pedestrian / Cycle Bridge and Victoria Bridge 'clip-on'

The new pedestrian bridge would provide a vital link for both pedestrians + cyclists from the city to the east. The bridge will celebrate and mark its presence from Ferrybank area and the city with prominent elegant vertical structures, while respecting the mana of the river, established landscape and neighbouring structures by maintaining a light and slender profile across the river valley.

Further connectivity to Hamilton East will be provided with the provision of an additional clip-on to the south side of Victoria Bridge and improved crossing points along Anzac Parade to this new pedestrian and cycle routeway.



MODEL PERSPECTIVE_ PARK TERRACE



V7 The existing Band Rotunda will remain adjacent to the Event Lawn within the existing Parkland. Vegetation management will improve site views and public safety.



V8 The proposed pedestrian and cycle bridge terminated in Memorial Park on the East bank.



V9 Terraced play space with open views to the river provides riverside activities and forms an active nexus between Waikato River Centre and the other Terraces.

- KEY
- LANDSCAPE + PUBLIC REALM**
- Site Boundary ———
 - Approximate Terrace Boundary Line ———
 - Park Terrace ③
 - Grantham Street ⑥
 - Riverside Play Space ⑩⑬
 - Events lawn, and connection to Anzac Parade ⑰
- SUPPORTING BUILDINGS + STRUCTURES**
- Waikato River Centre B
 - Park Terrace Building C1
 - Pedestrian/ Cycle Bridge F
 - Victoria Bridge clip on G



Note: All images are artist impression only

CHAPTER 1_ VISION AND CONCEPT

GRANTHAM TERRACE

The Grantham Terrace is set at the level of lower Grantham Street as it extends from north of the bridge through to Tisdall Street. As one terrace up from the Riverside terraces, and just clear of the main flood zone, it provides continuous access and overlooks the riverside spaces and activities.



KEY PLAN_ GRANTHAM TERRACES

PAGE 18

OPEN SPACE

Grantham Street

One of Hamilton's earliest streets, Grantham Street cuts diagonally down to the river traversing and connecting the terraces and providing an open invitation to the river's edge. The traffic lane is to be narrowed with parking and single traffic direction retained. This enables a widening of the footpath on the river's side, to provide a quality footpath with slow moving traffic accessing the riverside.

Grantham Street will remain on its existing alignment as the primary connector through the terraces. New structures and constructed riverside spaces are configured to optimise connections to Grantham Street and also to enhance and accentuate key views along the Grantham Street route as it moves down into the river valley.

Although Grantham Street will remain a vehicle route with service access and parking, it will be made more pedestrian friendly both for movements along and crossings across the street at key points. The following measures will ensure this:

- The intersection of Grantham and Victoria Streets is proposed to be adjusted to accommodate a raised table and narrowing of the entry to reduce speed and signal a 'slow street'. Additionally, raised table pedestrian crossings (with paving change) are located at three key locations along Grantham Street, prioritising pedestrian flows and calming traffic, including a key safe crossing between the City Terrace Destination Playground and Riverside Play Space;
- Narrowing of the carriageway, providing side friction from parked cars along the street; and
- Adjustments to the alignment of the intersection at Radnor Street will further deter this route being used as a short cut.

Retaining vehicle traffic provides accessibility and ensures surveillance and serviceability of the area, and lowered speeds will enhance amenity.

BUILDINGS

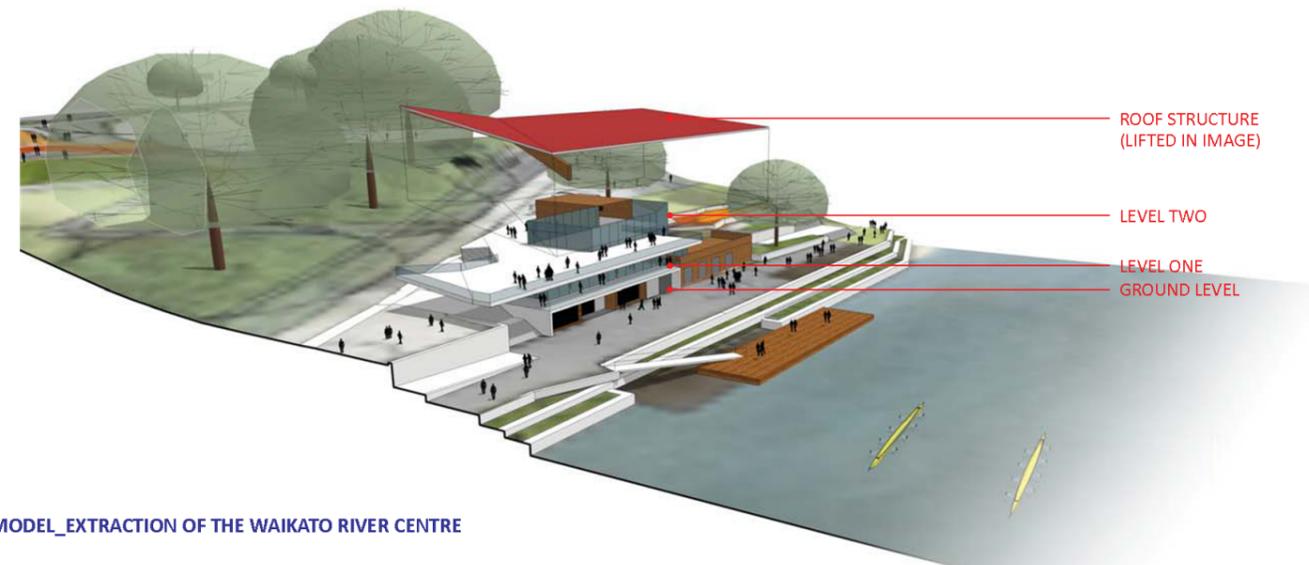
Waikato River Centre

This is an iconic building that fronts the river, providing a key nexus, or landing point between river and city. Built into the hillside, the structure steps up with the landscape over three levels with a continuous roof soaring over, integrating surrounding parkland and providing a strong gesture of welcome.

The Waikato River/Te Awa Waikato Centre will provide a key visitor experience anchor within Ferrybank and Hamilton, complementing other anchors of the Waikato Region. It will tell the story of the river through its architectural expression and via the activities it will host. The Waikato River/Te Awa Waikato Centre will be the region's premier riverside venue, a strong draw and catalyst for a range of activities both within the building and the adjoining riverside and landscape spaces.

As a centre for visitor experience it will include a mix of cultural, education, recreation and tourism based activities as well as additional commercial opportunities including spaces for events/ functions, hosting facilities and supporting café/ restaurant space.

It is envisaged this building will also house the core hosting infrastructure in support of a multitude of landscape and river based events and activities including rowing, waka ama and cultural events. These might include water sport clubs facility, ticketing and concessions, bike rentals, transitional 'pop-up' activities and support for outdoor weekend and night markets and exhibitions along the river promenade, and outdoor performances.



MODEL_EXTRACTION OF THE WAIKATO RIVER CENTRE



V10 The Waikato River Centre acts as a key destination on the Ferrybank River's edge with activities including Ferry cruising, hospitality and promenade.

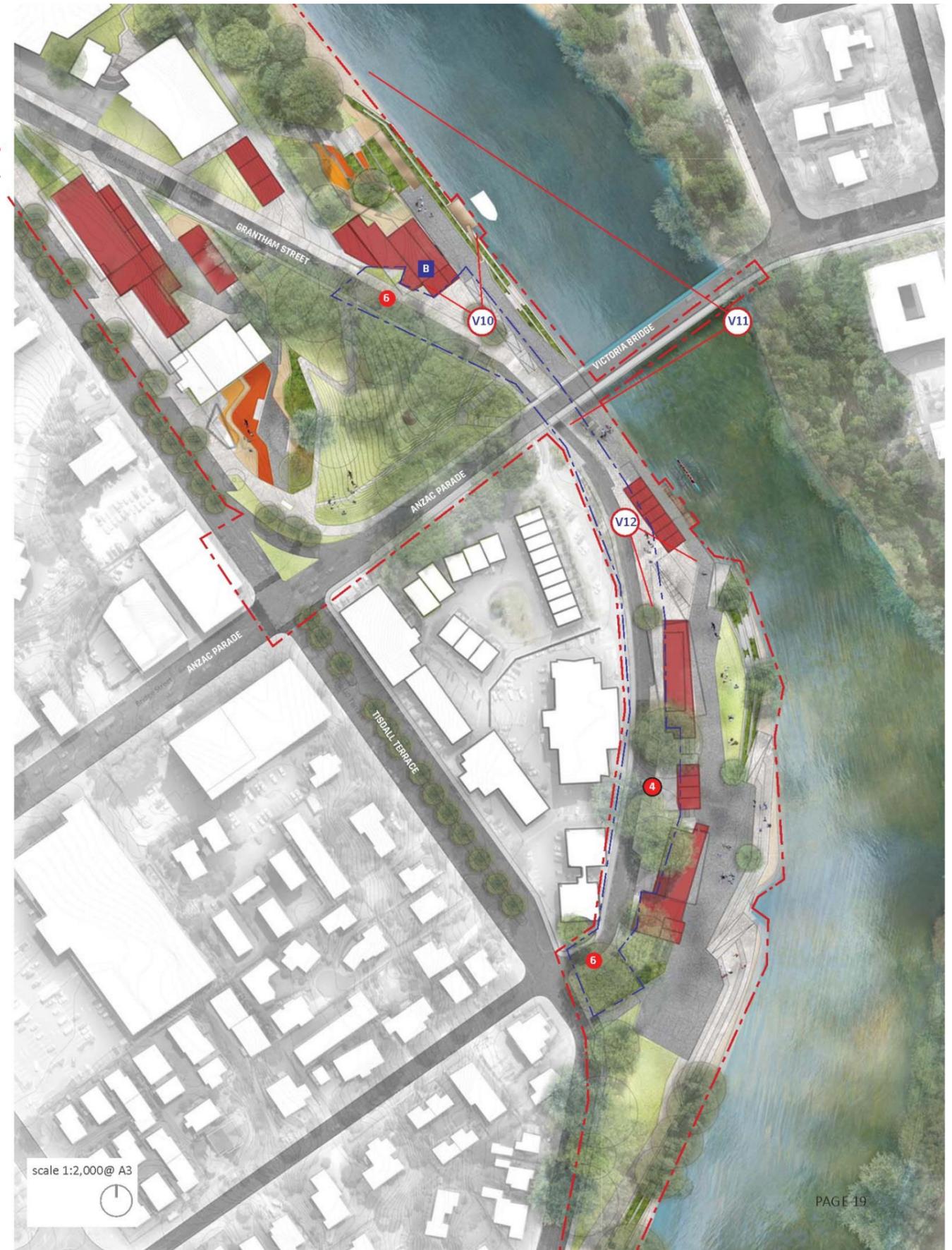


V11 The new Ferrybank Precinct activates the Waikato River's edge. Ecological terraces act to treat site stormwater prior to discharge into the Waikato River, meeting a key principle of restoring ecology.



V12 Vehicular access from Grantham Street to Roose Commercial Park promenade provide access for boats trailers and river activities.

- KEY
- LANDSCAPE + PUBLIC REALM**
- Site Boundary ———
 - Approximate Terrace Boundary Line ———
 - Grantham Terrace 4
 - Grantham Street 6
- SUPPORTING BUILDINGS + STRUCTURES**
- Waikato River Centre B



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Note: All images are artist impression only

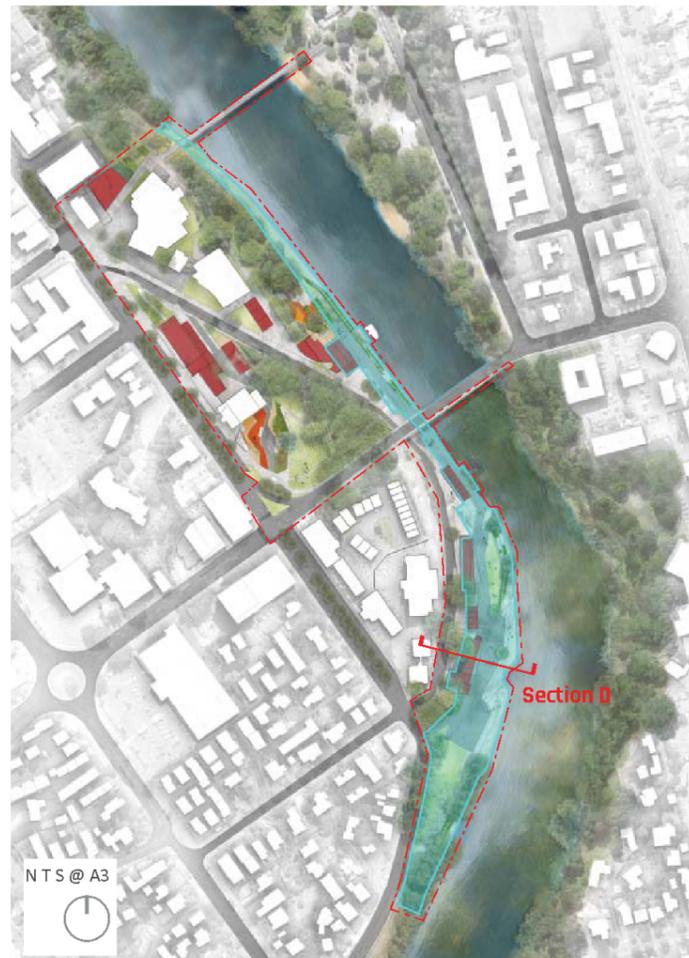
CHAPTER 1_ VISION AND CONCEPT

RIVERSIDE TERRACE

The Riverside Terraces provide a continuous promenade and series of spaces along the river's edge. They extend the length of Ferrybank and Roose Park and beyond.

These terraces are set in relation to the varying level of the river. The Riverside promenade, at approx. 16.50 RL, is set above the normal and frequent variations in river level, but within the 1 in 100 year flood event. As a result, the landscape, building space, and activities on this level are appropriately resilient to handle this level of occasional flooding.

On Roose Commerce Park River Promenade, rowing and Waka Ama take centre stage. Boat storage occupies the river promenade level in buildings. Generous apron space allows ease of boat manoeuvring and the movement of pedestrians and cyclists along with the occasional boat and trailer. New landing terraces and ramped edges provide both audience seating and boat access to the water. Floating pontoons may be added to this edge with the ability to pull up the ramps as necessary to avoid the floods.



KEY PLAN_ RIVERSIDE TERRACES

OPEN SPACE

Adaptable Use

Spaces along the River Promenades are flexible. The Roose Commerce Park and Waikato River Centre buildings provide sheltered spaces for pop-up activities such as night markets or summertime cafés. These can be adaptable uses, adjusted to seasons, events and moveable in a flood.

The Landing Terraces provide good prospect of the river and the activity on it. Interspersed with solid edges are planted ecological terraces, located to pick up the stormwater outlets, collecting and filtering the water by dispersing it along linear planted terraces, prior to it entering the river.

Three boat ramps are disbursed along the Landing Terraces to provide access for boat trailers and trolleys. Adjacent Victoria Bridge the wharf edge follows an historical alignment and adds to the variety of river edge engagement while maximising space in this constrained area. Pontoons provide additional landing and embarkation facility for a variety of boats.

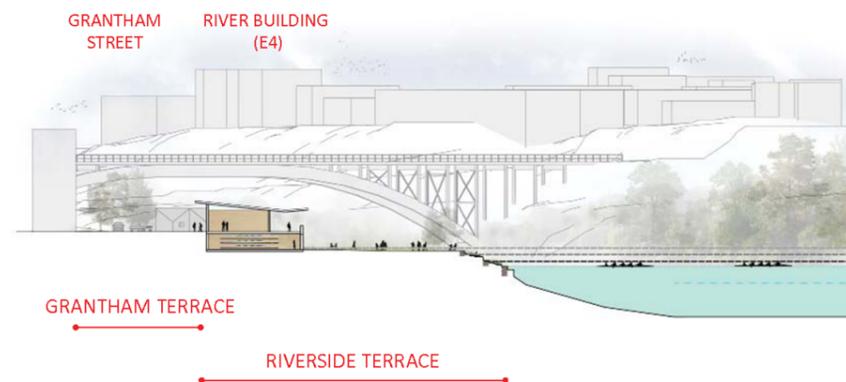
BUILDINGS

River Building including Rowing / Waka Clubs

Upstream from the Waikato River/Te Awa Waikato Centre, within the Roose Commerce Park area, a series of river buildings are proposed. These buildings facing the river promenade have a solid base built into the change in level like a retaining wall, with generous steps down between. The lowest level within the flood zone provides for activities that can be moved in the event of a 1:5 year flood, such as boat storage, gyms, bases for events and related storage, a potential market, and pop up cafés or food outlets. The building spaces above open to the terraces on the lid of the base plinth looking out at the river, and also to the west, providing sunny sheltered outdoor space accessed from Grantham Street. On the upper levels, lighter more glassy structures allow activity within to be visible, taking advantage of this park and river edge location. These spaces will act as beacons when the buildings are occupied at night.

The building spaces above the plinths can be configured in response to demand over time. Two types of structures are indicated in this proposal, a 'pavilion type' for larger format activities such as clubrooms, cafés, events, or other hosting activities, and a 'boat house' type for smaller format activities. These might be separately leasable small business or accommodation units associated with water based recreational activities

The configuration of the buildings allows for retention of the existing trees, and multiple aspects for each building. The gaps between provide framed views, and stepped or ramped access between Grantham Street and the river.



SECTION D_1:1,000 @A3_ RIVER BUILDINGS E4



V13 Robust surfacing and edging materials are proposed on the River Promenade that can tolerate flood events.



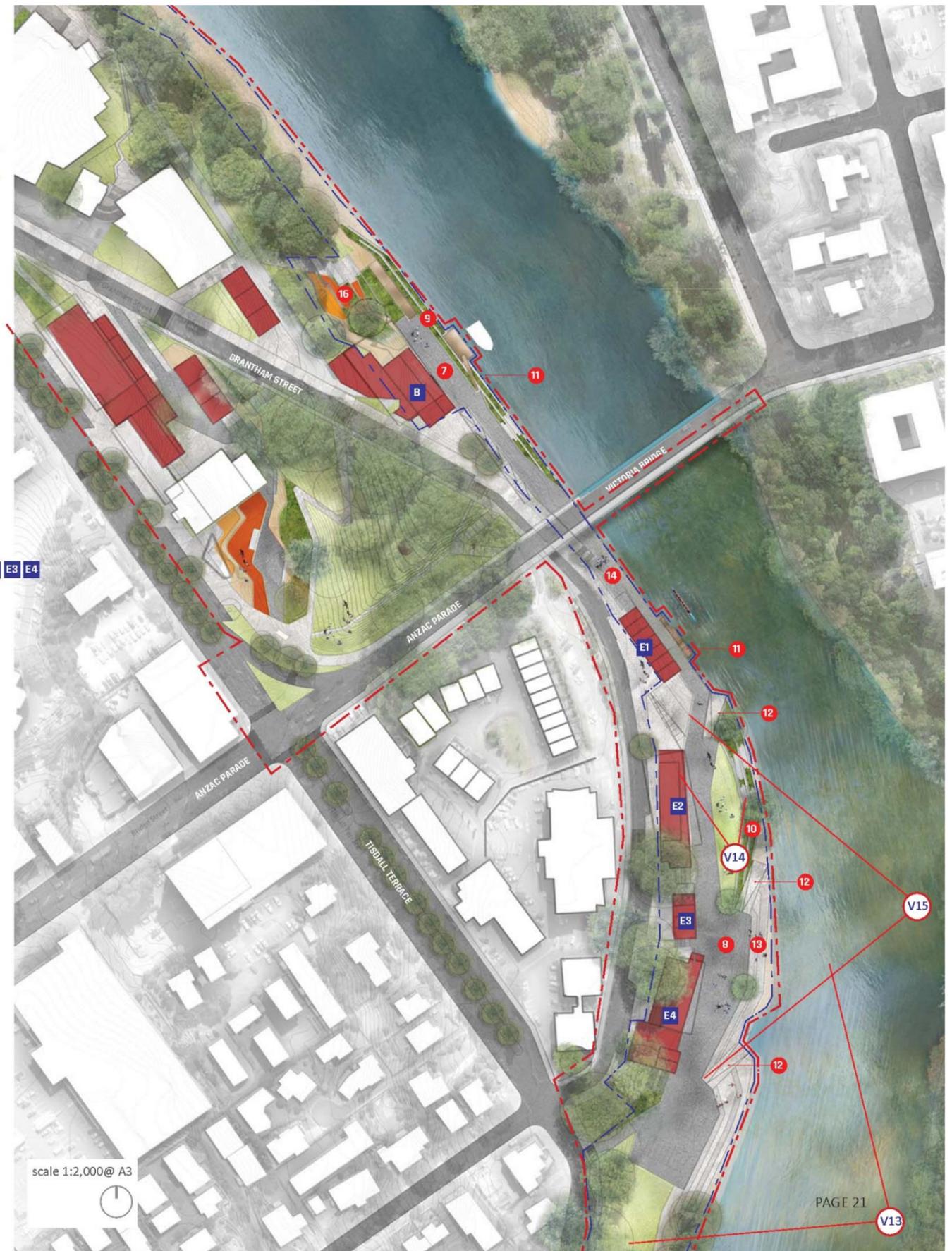
V14 A mix of durable hard and soft surfacing create flexible, user friendly spaces, as well as catering for a broad demographic of users and activities.



V15 There are provisions for structured recreation such as rowing preparation and access to storage, boot-camps and gym training.

- KEY
- LANDSCAPE + PUBLIC REALM**
- Site Boundary ———
 - Approximate Terrace Boundary Line ———
 - Riverside Terrace 5
 - Ferrybank River Promenade 7
 - Roose Commerce Park River Promenade 8
 - Ferrybank Ecological Terraces 9
 - Roose Commerce Ecological Terraces 10
 - Pontoons 11
 - Boat Ramp 12
 - Landing Terraces 13
 - Roose Wharf 14
 - Riverside Play Space 16

- SUPPORTING BUILDINGS + STRUCTURES**
- Waikato River Centre B
 - River Buildings incl Rowing Clubs (04#) E1 E2 E3 E4



scale 1:2,000@ A3



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Note: All images are artist impression only



CHAPTER 2_ SITE CONTEXT AND CONNECTIONS

EXISTING PLANNING CONTEXT

Site character introduction

Ferrybank Precinct is located in central Hamilton on the edge of the Waikato River. The site character is most significantly influenced by:

- The Waikato River
- The site topography; and
- The site's location with Hamilton City.

The following pages analyse the key urban characteristics of Ferrybank and assess how they are likely to be affected - either negative effects mitigated, or positive effects enhanced by the proposals.

Existing planning context

The site is identified on the adjacent plan by the dashed red site boundary and identified within the Hamilton City Council district plan as:

- Central City Zone,
- Destination open space zone; and
- Natural open space zone.

Within this zoning Ferrybank also has a number of key features, including:

- Significant Archaeological, Historical and Cultural Sites,
- Significant trees
- Flood Hazards, and
- Waikato River Bank Stability Areas

Ferrybank Development Plan

To enable implementation of key parts of the Ferrybank Development Plan, changes to a number of other statutory plans and documents will be required. These include the Proposed District Plan, Reserve Management Plans, and in some cases land status changes to Reserve land to allow for commercial development opportunities on those lands. This is discussed within the implementation section of this report.

Existing Site Plan
scale 1:4,000 @ A3



KEY

PLANNING CONTEXT_ ZONING AND FEATURES

Ferrybank site boundary - - - - -

HCC District Plan Categories
District Plan , Volume 2, Appeal Version
September 2014

Significant Archaeological, Historic and Cultural Sites
Built Heritage (A and B Ranking)

Group 2

Natural Environment
Significant Trees

Waikato River Bank Stability Area

Designations
Natural Hazard Area

Flood Hazard Sub-catchment Boundary

Residential Zones
Residential Intensification Zone

Business Zone
Business 1 Zone - Commercial Fringe

Business 4 Zone - Large format Retail

Recreational Zone
Sports and Recreation Open Space Zone

Neighbourhood Open Space Zone

Natural Open Space Zone

Destination Open Space Zone

Natural Open Space - Waikato River

Other Zones
Central City Zone

Community Facilities

Note: Omitted for clarity of data is

- Waikato River and Gully Hazard Area
- Low flood Area
- Medium Flood Area
- High flood area
- Hamilton East Residential Intensification Area

EXISTING AND PROPOSED LAND USE

Existing land use

Ferrybank is currently principally parkland with the provision for community facilities adjacent to the access spines of Victoria and Grantham Streets.

Parkland and Open Space

The land-uses on the site consist of a mix of exotic trees in lawn and mixed native/exotic planting on river embankments. Vegetation in places is visually dense, sometimes framing but mostly obscuring views. River edge landscape is in poor condition with visible stormwater outlets and vertical retaining walls causing scouring.

Existing Community Facilities

A mix of community facilities in Ferrybank include the Celebrating Age Community Centre, the Museum, Arts Post, and the now closed municipal pool. With the exception of the latter, these provide for a mix of users to the area. However, in some cases the buildings that house the facilities' connection to the surrounding landscape is limited, so the benefits of these users to occupy, activate or provide passive surveillance in the Ferrybank area is currently limited.

Existing Sporting Facilities

The rowing and Waka Ama clubs provide for positive activity to the river edges and the river itself. The buildings however are of variable quality, do not engage well with the surroundings and provide little broader public amenity to their riverside context.

Ferrybank Development Plan

The proposal enables revitalisation to the area and provides for a mix of existing and proposed uses.

Varying building types will accommodate a range of activities, and buildings are integrated with multi-functional open spaces, as well as multiple paths and connections. This configuration, characterised by choice and flexibility, allows various uses to co-exist and for a variety of changing activities.

The proposed range of land-use and activity includes recreational, cultural, community, visitor experience, education and residential. This range has been carefully considered to be commensurate with the significance and amenity of the site in the context of Hamilton city and the river and is seen to complement rather than compete with the range of other activities elsewhere in the city and region.

Existing Land-use



Proposed Land-use



KEY

Public realm and roading :

- Parkland and open space
- Off street parking and vehicle access
- Roads and on street parking
- Pedestrian / cycle bridge

Community facilities :

- Celebrating Age / Community Centre A
- Museum B
- Arts Post C
- Municipal pool (closed) D
- Playgrounds
- Band Rotunda E

Sports facilities:

- Rowing and Waka Ama Clubs (including limited other usage such as hospitality and 'pop-up') F
- Other use:
- Commercial use G
- Mixed use H

SCALE

SITE PLANS
1: 5,000 @ A3



EXISTING AND PROPOSED BUILT CONTEXT

Existing Built Context (Built Coverage approx 11%):

A review of existing buildings on the site identified the following:

- Building density on the site is relatively low at approximately 11%;
- The existing buildings are of variable scale and quality/ condition and house a range of activities. Except for the rowing sheds, there is little consistency in architectural type, use or expression of building;
- Many of the buildings have poor interfaces with each other, the landscape, river, or the street;
- Few buildings contribute positively to the definition or activation of adjacent open space, or to public circulation;
- The east side of Victoria street has little built edge, and is consequently poorly activated and poorly defined as a city street edge;
- The rowing club buildings, while providing for a highly valued range of water recreation, are of marginal quality with variable quality connections with the landscape/ river.

Ferrybank Development Plan (Built Coverage approx 16%):

New buildings are integrated within the landscape in a manner that:

- Provides for a complementary range of activities and economic sustainability;
- Integrates with the terraced landscape;
- Provides interface and activity to adjacent public spaces, streets and pathways;
- Contributes to the spatial structure of the area- defining edges to open spaces and streets and connecting with other built structures;
- Contributes to legibility and wayfinding;
- Integrates and complements the existing and historical urban grain of the area.

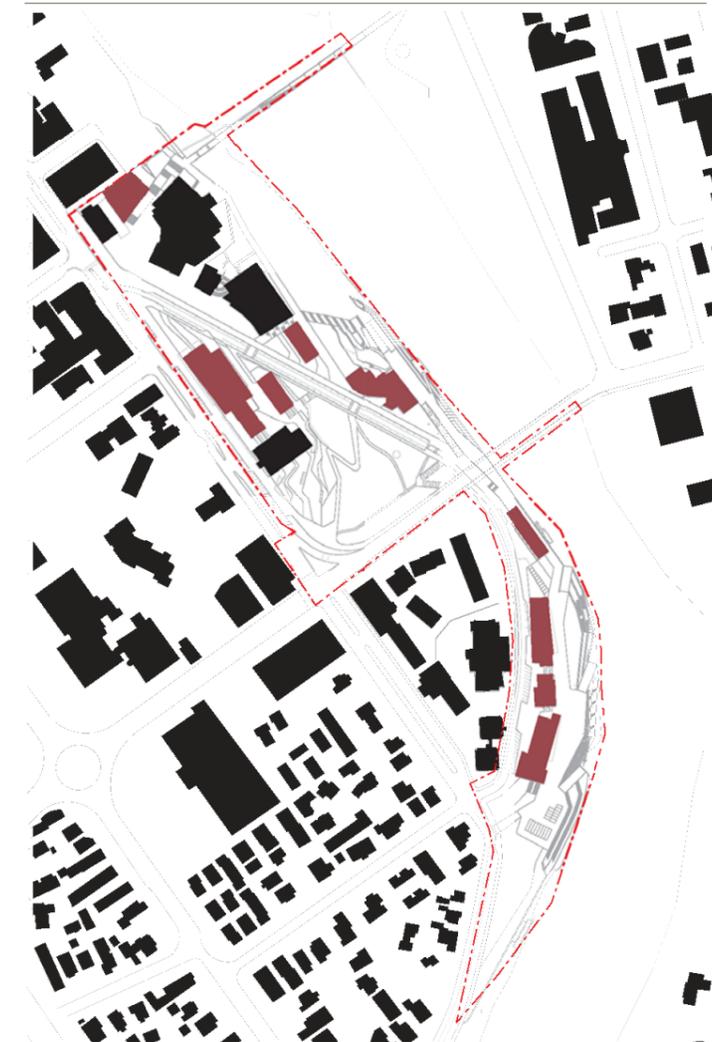


MASSING DIAGRAM / MODEL_ LOOKING EAST FROM THE WEST OF THE SITE

Existing Built Context



Proposed Built Context



KEY

- Existing buildings
(11.09% site coverage)
- Proposed buildings
(15.96% site coverage)

SCALE

SITE PLANS
1: 5,000 @ A3



CHAPTER 2_ SITE CONTEXT AND CONNECTIONS

PROPOSED CONNECTIONS

Existing Context and Connections

Ferrybank is located on the river in landscape setting with a close proximity to both the City and local parks.

There are currently constraints on the existing site connectivity including:

- Poor connection to the City due to an obscured visual link.
- Poor connections along the river which is not currently celebrating Te Awa River Ride.
- Poor connections across the Waikato River to the Memorial Park, Hamilton East, and the Claudelands circuit

Ferrybank Development Plan

Enhance links to Te Awa River Ride

The broad paths each side of the Waikato River within Hamilton City currently serve well for fitness and recreational activities including cycling. With the progressive expansion of the Te Awa cycleway, and the growth in popularity in a range of cycling activities coming not only from Te Awa, but also from the Avantidrome, road cycling and mountain biking in the greater Waikato and Bay of Plenty, it is envisaged that cycling activity along the riverside pathways and in the vicinity of the Ferrybank Development will also intensify and that pedestrians and cyclists will share the spaces here. Ferrybank should be considered as a possible Regional Hub. In addition, the cafés and the fitness facilities will be popular with cyclists, and they will bring further activity, including to the Waikato River/Te Awa Waikato Centre.

Enhance links to Hamilton East _ New Bridge connection

Connections to Hamilton East are strengthened with the planned new pedestrian bridge, and enhanced by the proposed additional pedestrian cycle 'clip on' to the southern edge of the Victoria Bridge.

Enhance the river promenade

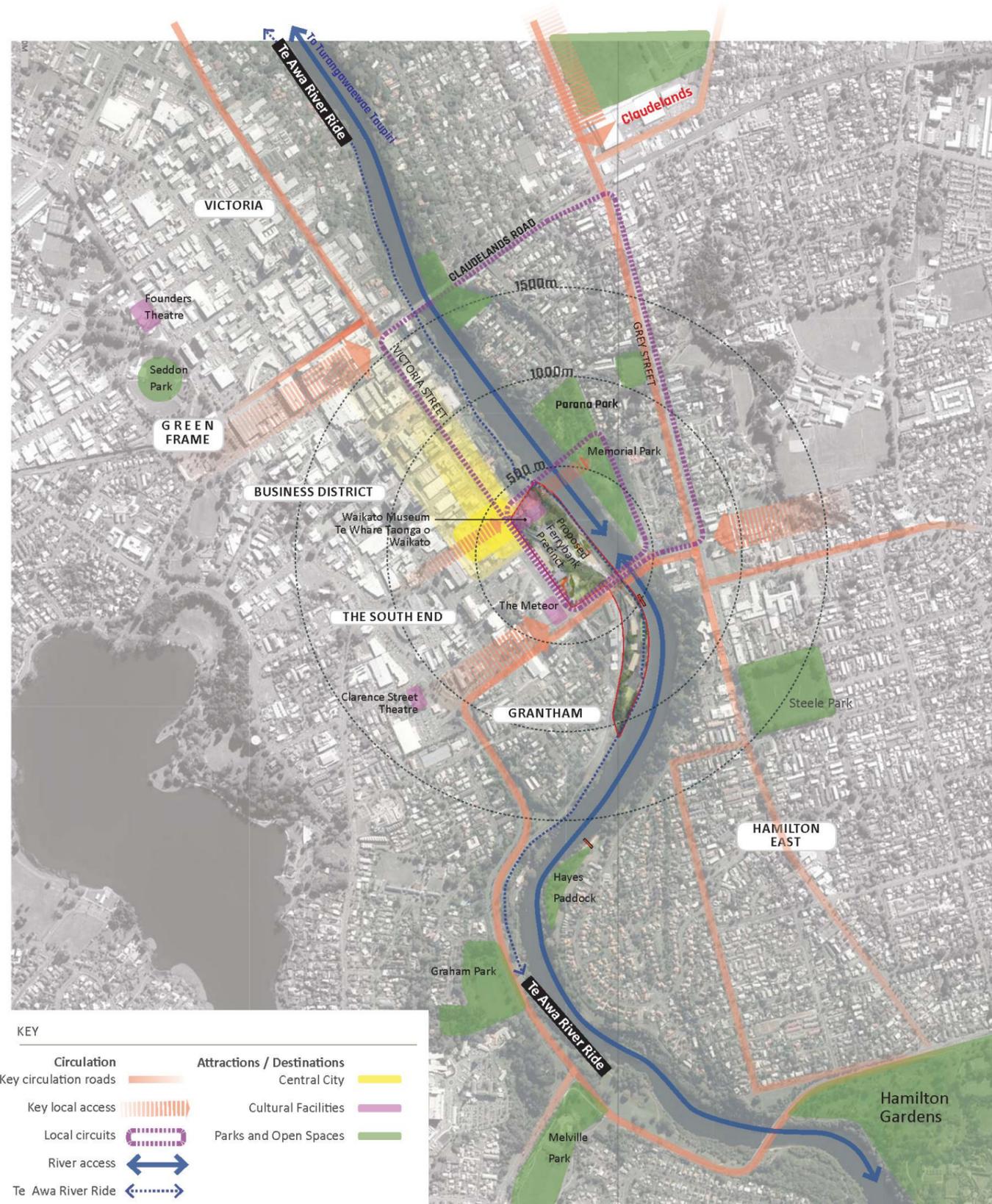
There are many ways to access and use the river with a range of edge conditions including steps, ecological terraces, three ramps, and pontoons. At the same time functional connections are made with a potential art trail and other public art initiatives which complement the arts and cultural precincts, and provide an attraction which will support existing entertainment and food and beverage activities.

A pontoon is proposed at Ferrybank, linked to the river promenade and below a new Waikato River/Te Awa Waikato Centre. Multiple launching ramps within the Roose Commerce Park zone provide opportunities for other types of on-water transport. These landings provide the opportunity to link up the river to Hamilton Gardens and down river to Tūrangawaewae or other future landing sites.

Enhance City connection

Enhanced pedestrian connections to the surrounding arts, cultural and entertainment precincts. The proposal aims to ensure pedestrian activity and quality pedestrian amenity predominates at street level.

Physical connection is enhanced with more and better links up to Victoria Street, including from the Anzac Parade/Victoria Street corner, and north of the Celebrating Age Community Centre.



EXISTING AND PROPOSED ACCESS AND ACCESSIBILITY

Existing Access and Accessibility

There are currently limited pathways for cyclist and pedestrian routes within the Ferrybank site. Grantham Street or the steps down from Anzac Parade are currently the only routes from Victoria Street to the river.

There is limited accessible access to various areas of Ferrybank due to the topographical constraints of the existing path layout.

Ferrybank Development Plan

Increase access opportunities

Multiple additional routes are provided from Victoria Street down to the river, including step access from Victoria Street north of the Celebrating Age Community Centre down steps and terraces to the river edge; and connection from the corner of Victoria Street and Anzac Parade down to the new Waikato River/Te Awa Waikato Centre.

Access provided is to be generous width stairs and ramps and multiple connections from various levels into buildings allowing for easy access, and multiple use of the Centre. Stairs and ramps are sleeved between buildings along Grantham Street, providing framed views to the river, encouraging access and providing choice.

Waikato River access

The proposals provide for many new ways to access and use the river with a range of edge conditions including steps, ecological terraces, three ramps, and pontoons.

There is enhanced access through more ways of accessing the river-front via a fine-grained network, and with more generous paths. This access in conjunction with flexible open space will provide opportunities for the existing everyday activities, and creating an environment that will attract more people and activity;

Connection to the new bridge

The route at the north of the Waikato Museum is enhanced and this provides for connection to a future pedestrian/ cycle bridge.

The new bridge location is located where it will maximise the benefit of connection to the Waikato Museum and Hood Street, and provide for a Ferrybank and Memorial Park recreational circuit. At mid-terrace level, the bridge allows for linkage without significant grade change. This is important for convenient crossing, and easy accessibility for pushchairs, cyclists, scooters, wheelchairs and the like.

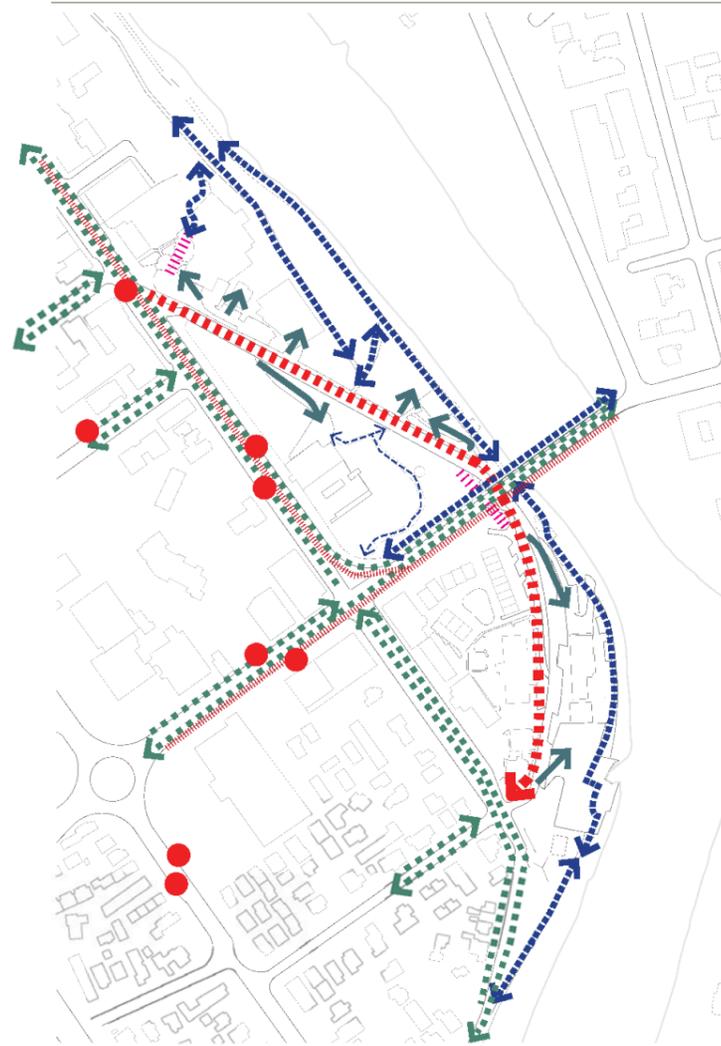
Public transport

It is proposed that the public bus routes remain on Victoria Street with coach stops on Grantham Street added for tourists and group drop off and pick up. Grantham Street thereby has an appropriate street design to accommodate bus manoeuvres.

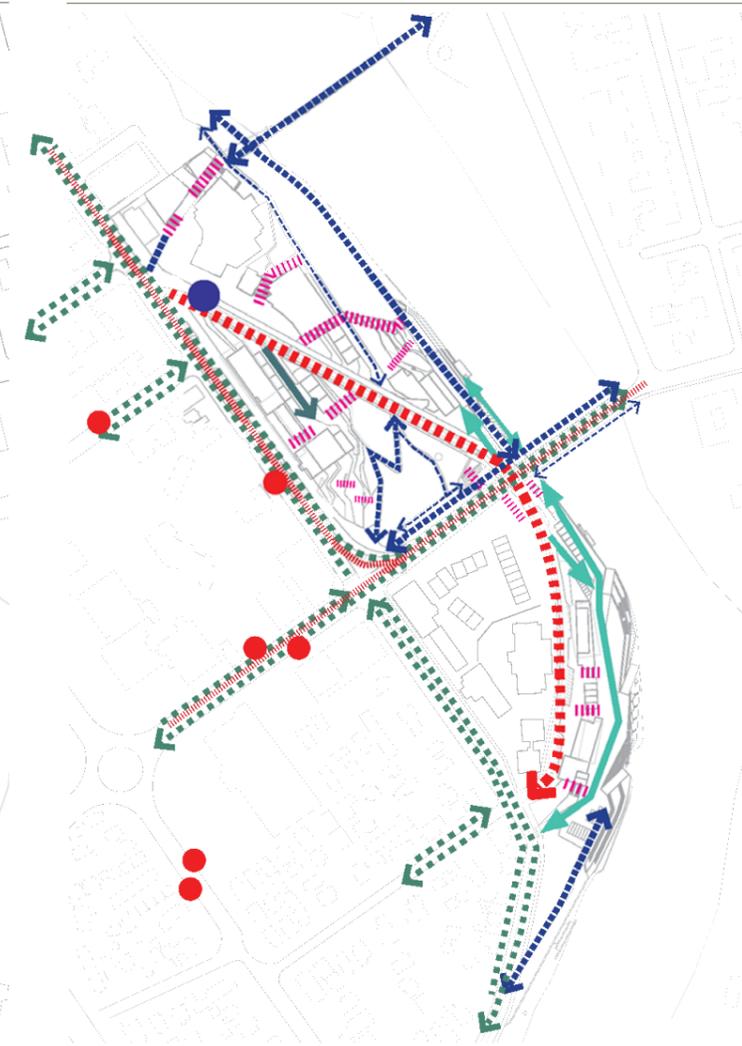
Reflect principles of universal access

Universal Access is provided by a combination of accessible car parking located close to important destinations, inclusion of public toilets, and gently graded ramps and pathways.

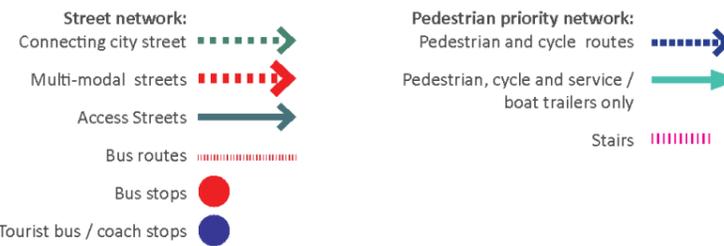
Existing Access and Accessibility



Proposed Access and Accessibility



KEY



SCALE

SITE PLANS

1: 5,000 @ A3



CHAPTER 2_ SITE CONTEXT AND CONNECTIONS

EXISTING AND PROPOSED PARKING PROVISION

Existing parking

The current Ferrybank parking is oversupplied and underutilised with limited on site facilities attracting public use and the topographical constraints limiting the use of site parking for the wider area.

Ferrybank Development Plan

The parking philosophy has three key principles:

- Parking to be managed in relation to adjacent activity.
- Parking time and duration to be managed and able to be adjusted over time as required.
- Parking location and numbers should not dominate use of public open space.

Parking provision

Total on street parking	Existing 135 #	Proposed 160 #	(Difference + 25)
Total off street parking	Existing 72 #	Proposed 72 #	(Same)
Total public parking	Existing 207 #	Proposed 232 #	(Difference + 25)
Bus / coach stops	Existing 04 #	Proposed 04 #	(Same)

Parking - General comments

Parking and servicing are critical components, and parking needs to be accessible, inexpensive, convenient to areas of activity and use, and adjustable for events. But it should be provided and managed in a way that provides good service but does not dominate the river-front.

Business parking should over time be relocated from the public waterfront to other lower value sites of lesser public significance. Commuter car parking is not consistent with riverside recreation and public amenity. Change in expectations of parking users can be by pricing strategies which favour short term parking for visitors and recreational users over long term parking.

Location of parking

Car parking is to be located in places that are conveniently accessible to destinations but unobtrusive. The design of the shared spaces should accommodate flexibility of use potentially including parking. Dedicated parking is located primarily along Grantham Street. Quality parking convenient located close to all destinations is important to ensure accessibility.

Boats and trailers are provided for at Roose Commerce Park on the paved area with overflow over the turf to the south. The configuration and scale of this area can be dialled up or down to suit the optimum balance of service parking and river use on a day to day basis, as well as areas of overflow or overlap on special event days.

Accessible parking will be provided at each terrace level key destinations, and ramp access is provided to and from the river promenade. These ramps provide attractive Universal Access for all users.

Angled parking has been added to Victoria Street, which will increase parking available and facilitate activity there. This is augmented by existing parking in adjacent areas on the City Terrace.

Parking management and flexibility

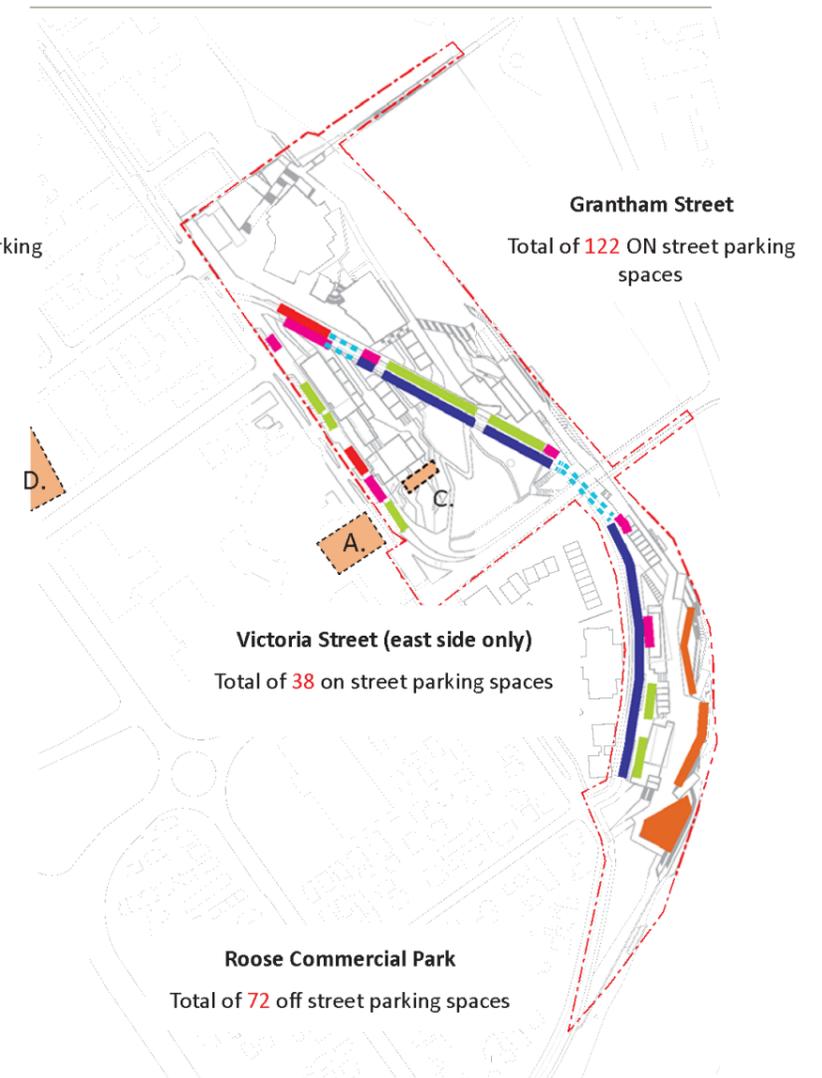
Careful management of parking including appropriate pricing strategies will maximise the level of parking service and ensure conflicts with pedestrian flows and the use of public spaces are minimised or eliminated.

PAGE 28

Existing Parking Provision



Proposed Parking Provision



KEY

- 10 - 30 min parking
- 60 - 120 min parking
- 180 min parking
- all day parking

privately run car parks, and/or public parking linked to specific public building uses

- A. Meteor = 54 spaces
- B. Museum = 65 spaces
- C. Celebrating Age Community Centre = 18 spaces
- D. Knox Street Car Park Parking Structure = 430 spaces

- bus / coach stops
- no stopping

SCALE

SITE PLANS
1:5,000 @ A3



EXISTING AND PROPOSED BOAT AND WATER ACCESS

Existing boat and water access

The current access is limited to the car parks areas serviced off Grantham Street. There are three boat ramps and some beach access.

Ferrybank Development Plan

Access to the River by boat is a critical function of the redeveloped river edge and promenade. Boat and water access is provided via a combination of ramps, terraces and broad steps. These are located parallel to the river flow to avoid impediment to flow and also take advantage of beach areas when water levels permit. The proposal acts to improve the promenade experience whilst also enhancing the boat activities such as boat storage, access, wash down areas and water access.

Boat ramp access

Three new boat ramps are proposed with small beaches at the base of these ramps to provide safe launching and landing at times when river levels are low. Boat ramps are generally located in similar positions to existing ramps and provide access for coach boats and other small craft in good proximity to boat sheds.

Staggered access allows longer rowing boats to be carried down parallel to the shore and river, accommodating varying river levels.

Promenade

The broad river promenade allows mixed use of boats, manoeuvring, and pedestrians and cyclists. The shared space facilities by a generosity of space with good visibility of other users. Lawn areas provide flexible recreational space and boat wash down surface. Overflow parking in events, or marquees can be accommodated on the southern lawn.

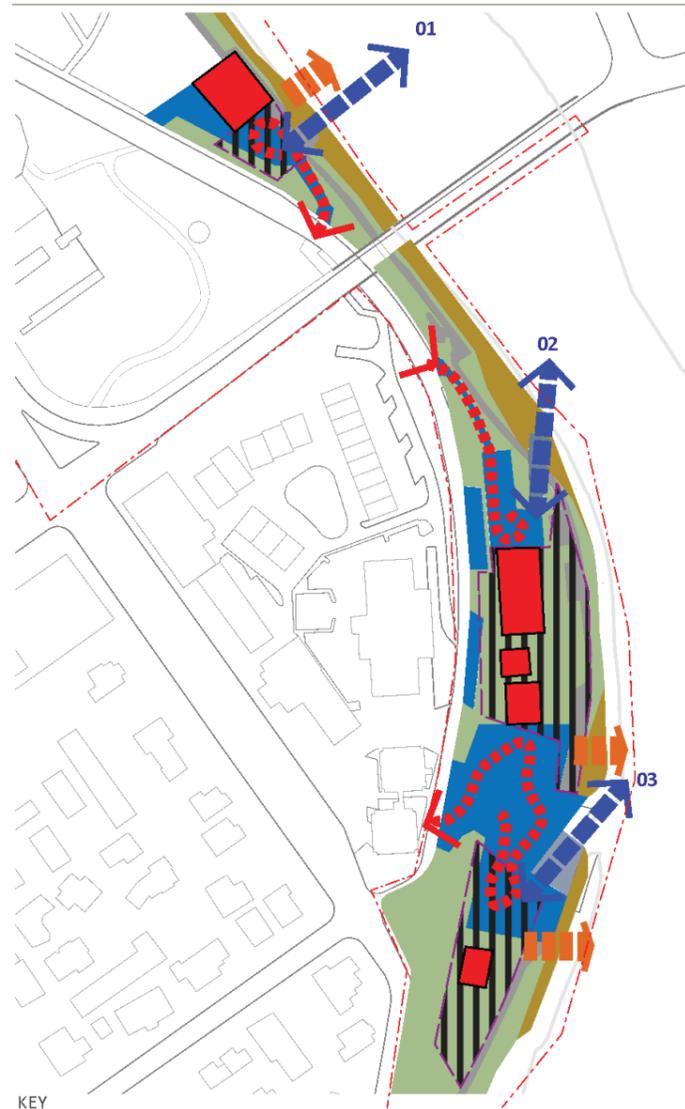
Circulation for vehicles servicing the area is one way and unchanged from Grantham Street.

Rowing Boat and Waka Ama Buildings

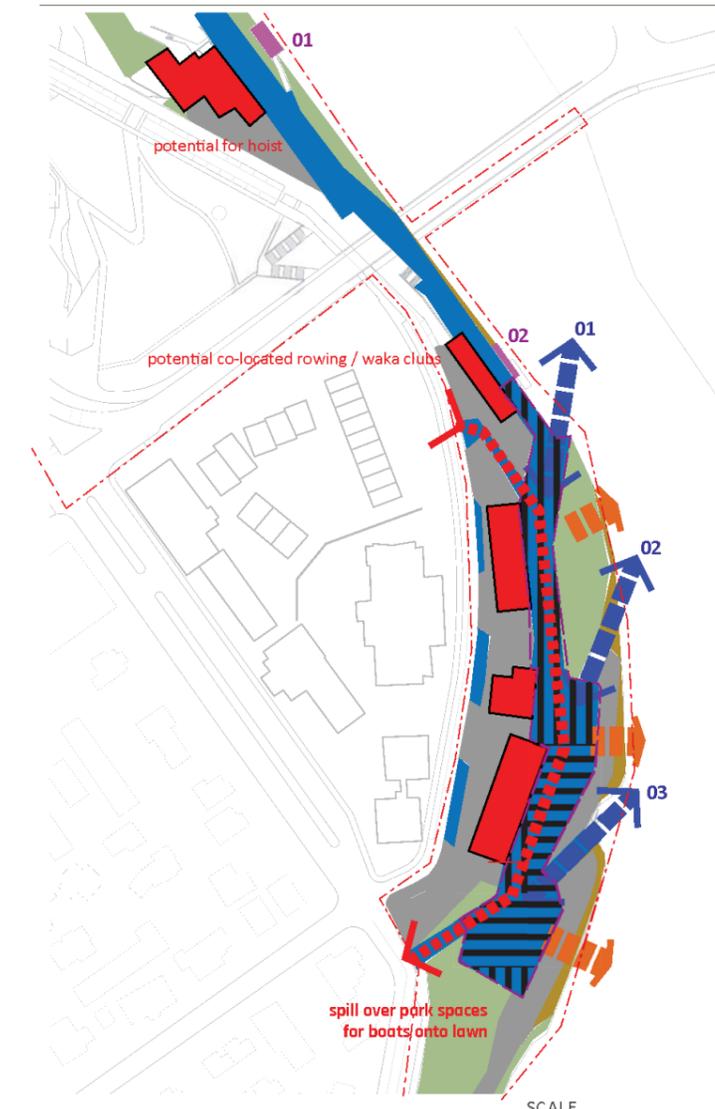
The proposals provide for enhanced and modernised sports facilities and clubhouses. The plinths and pavilions along the edge of Roose Commerce Park provide for new modernised sports facilities and clubhouses. The precise functional and space demands, and scope for potential shared use to optimise facility and performance should be explored at the design development stage.

These are enhanced by providing for secure boat storage, better access to the river with both steps and ramps, and high quality multi-functional space between the buildings and the river to suit a range of functions and sporting operations.

Existing Boat and Water Access



Proposed Boat and Water Access



KEY

- | | |
|--------------------------|--|
| Boat sheds | Beach |
| Boat ramps | External boat storage and manoeuvre areas |
| Beach access | Associated parking areas (including on street) |
| Boat trailer circulation | Hard standing |
| | Lawn and planted areas |

Pontoon 01

SCALE

SITE PLANS
1:2,500 @ A3



CHAPTER 2_ SITE CONTEXT AND CONNECTIONS

PROPOSED MICRO-CLIMATE AND SUSTAINABILITY

Existing micro-climate and site sustainability

The Ferrybank site's micro-climate and the public sense of warmth and shelter are affected by the surrounding landscape and local environmental conditions including prevailing winds, built structure and tree shadow and shade.

Currently the site has a high area of permeable surfaces due to the parkland setting. A number of mature trees and planting are present and of these the number are native species. The site currently relies on a piped subterranean stormwater system that does not aim to treat water prior to its discharge into the Waikato River.

Ferrybank Development Plan

The layout of the Development Plan aims to managed these influences.

Sun paths

Key attributes of the site include the outlook - the views directly across the river are to well-treed parks, and these catch the sun well through the day and into the evening, providing a great atmosphere.

The sports clubs are orientated to catch the evening sun on the Western Grantham Street side of the buildings, and this orientation allows worthwhile activation between the street and the sports and supporting facilities.

The River terraces receive good morning to midday sun throughout the year and the western facing spaces along Grantham and Victoria Streets receive good afternoon sun.

Shelter

The orientation and location of the Ferrybank and Roose Commerce Parks are fortunate in that they are, by nature, sheltered from the prevailing westerly winds. The Park and River Terraces are sheltered from prevailing westerly winds.

Proposed improved site sustainability and ecological benefits

The key environmental drivers are the changing levels and overwhelming power of the Waikato River/Te Awa Waikato and natural riparian vegetation. These drivers are responded to by:

- Respecting the power of the Waikato River/Te Awa Waikato with physically robust interventions along the river edge that align with the river flow;
- Establishing levels that elevate spaces above minor floods, and providing robust construction of all elements and structures that will be inundated by severe flooding;
- Maintaining contours and natural terraces and expressing these as conceptual drivers;
- Ecological repair including removal of weed species in some places and re-introduction of locally indigenous species in the ecological terraces increasing bio-diversity and habitat; and
- Treating storm-water in the ecological terraces.



PROPOSED PLANTING

Existing Planting

The Ferrybank site is principally a parkland setting with existing planting comprising of large scale exotic parkland trees with some native trees along the river and park. Under-planting is predominantly exotic to the city edge and native along the river bank park.

District Plan

Hamilton District Plan identifies trees deemed to be 'significant' based on the assessment methodology of the Royal New Zealand Institute of Horticulture (RNZIH) which addressed a range of criteria including size, importance of position, occurrence, setting, life expectancy, form, historic, cultural and scientific value. This assignment affords the tree protection from inappropriate developments.

Ferrybank Development Plan

Vegetation Management Plan

Vegetation management will align with Hamilton City Council's Vegetation Management Plan, which seeks to more actively manage the river side planting with view opening and preservation in mind. Tree thinning and uplifting the branches of the Significant Trees at Ferrybank will need to be undertaken to open views but maintain good health and form of these trees.

Any pruning or tree removal will need to be undertaken in accordance with Hamilton City Council's Vegetation Management Plan and Infrastructure Technical Specification - Section 7 - Landscape. Any pruning work that is to be undertaken in Significant Trees requires a resource consent.

Site Trees

All trees that are defined in the District Plan as Significant Trees are proposed to be retained. Some non-significant trees are proposed to be removed along Victoria Street, Ferrybank, Roose Commerce Park and Memorial Park (for the bridge landing). New trees are also proposed to be planted in these areas where appropriate. Additional to the noted Significant Trees, the Development Plan aims to retain the trees that contribute to the amenity of the river setting, and recommends planting some new trees including along the edge of Victoria Street.

The parkland mix of exotic and native tree is proposed to be maintained to the city edge. The rivers edge is proposed to be planted in indigenous native species to enhance the ecology and character of the river.



EXISTING PHOTOGRAPHS FROM WITHIN THE EVENT SPACE

Proposed Planting Zones and trees



HCC District Plan Categories

Based on Hamilton City Council District Plan, Volume 2, Planning Maps Zoning and Features - Appeal Version September 2014

Significant Trees

7.1	English Oak	7.11	Japanese Cedar
7.2	English Oak	7.12	London Plane
7.3	English Oak	7.13	London Plane
7.4	Japanese Cedar	7.16	California big tree / Giant Sequoia
7.5	English Beech	7.17	Japanese Cedar
7.6	English Beech		
7.7	Pin Oak (missing?)	73.1	Phoenix Palm
7.8	London Plane	73.2	Phoenix Palm
7.9	Japanese Cedar	73.3	Pheonix Palm
7.10	London Plane	73.4	Karaka

KEY

Crest Zone	—	Levi Zone	—
Kowhai		Kowhai	
Hebes		Flax	
Low Level ground covers		Mingi mingi	
Foot and Hill Zone	—	Riverbank Zone	—
Cabbage trees		Endemic reeds and sedges	
Tree fuscia		Flax	
Tree ferns		Mingi mingi	

Existing trees retained (significant) as identified on HC District Plan	
Existing trees retained (other)	
Proposed new trees	

SCALE

SITE PLANS
1:5,000 @ A3



CHAPTER 2_ SITE CONTEXT AND CONNECTIONS

ADDRESSING TOPOGRAPHY, FLOODING AND GEOTECH

Existing topography and flooding

As a river valley, the site includes steep slopes and terraces. There is over 20m height difference between Victoria Street and the Waikato River promenade.

River levels can vary 2 metres in the normal course of events without considering droughts or floods. Since 1975 the water level at the Victoria Bridge has varied from a maximum of RL 16.7m on 15 July 1998 to a minimum of RL 11.7m on 28 April 2010 (see WRC Graph of "Minimum and maximum level from 1975 to 2015 monitored on Victoria Bridge"), a range of 5m. The graph of minimum water level shows a steady decline of some 0.4m since 1975 which is due to the bed degradation rather than decreasing flow. The WRC graph of "Water level monitored on Victoria Bridge with the minimum flow regime imposed in 2001" of the percent of time water level is exceeded shows that the water level is above RL 13.5m for 10% of the time and below RL11.8m for 10% of the time; a range of 1.7m. The river has a greater flow velocity under the Victoria Bridge than where it widens downstream by the Museum.

Ferrybank Development Plan

Flooding

Resilience to flooding for buildings and elements within the 100 year flood zone is provided by:

- Aligning riverside elements and structures along the riverbank, generally parallel to the water flow;
- Physical robustness of both structure and building fabric capable of withstanding the effects of flooding without damage;
- Use for functions which allow removal of sensitive contents prior to predicted flood events, eg boats, and modular/pop-up café facilities;
- Placement of critical and permanent services and sensitive functions above the flood level; and
- Fail-safe services and systems within the flood zone, with fittings that are variously flood-proof, or sacrificial and readily and inexpensively replaced.

Geotechnical

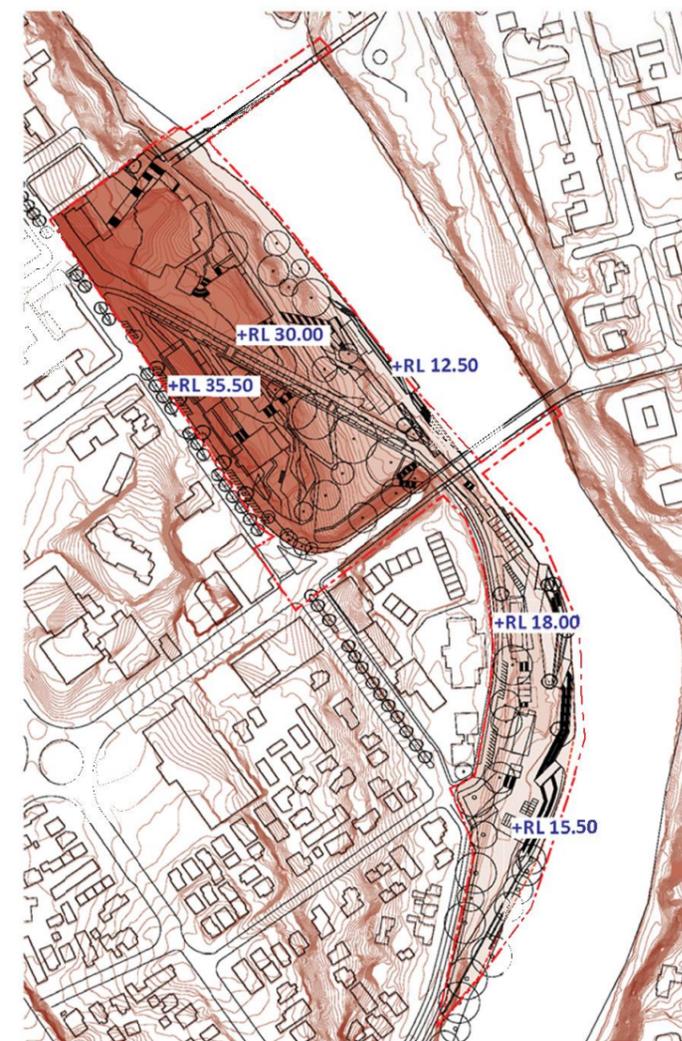
Previous investigations have revealed that there are no significant subsurface or hydraulic features that would preclude development at Ferrybank and Roose Commerce Park:

- It is considered that the buildings proposed for this location will have suitable foundation conditions, noting that some may require engineered solutions.
- The proposed low intensity / low impact structures at the river edge are not expected to have any significant impacts on river flows and dynamics.

Detailed subsurface investigations would be undertaken at the next stage of design to confirm conditions around and under specific developments, structures and buildings.

PAGE 32

Existing Topography over Proposed Development Plan



KEY

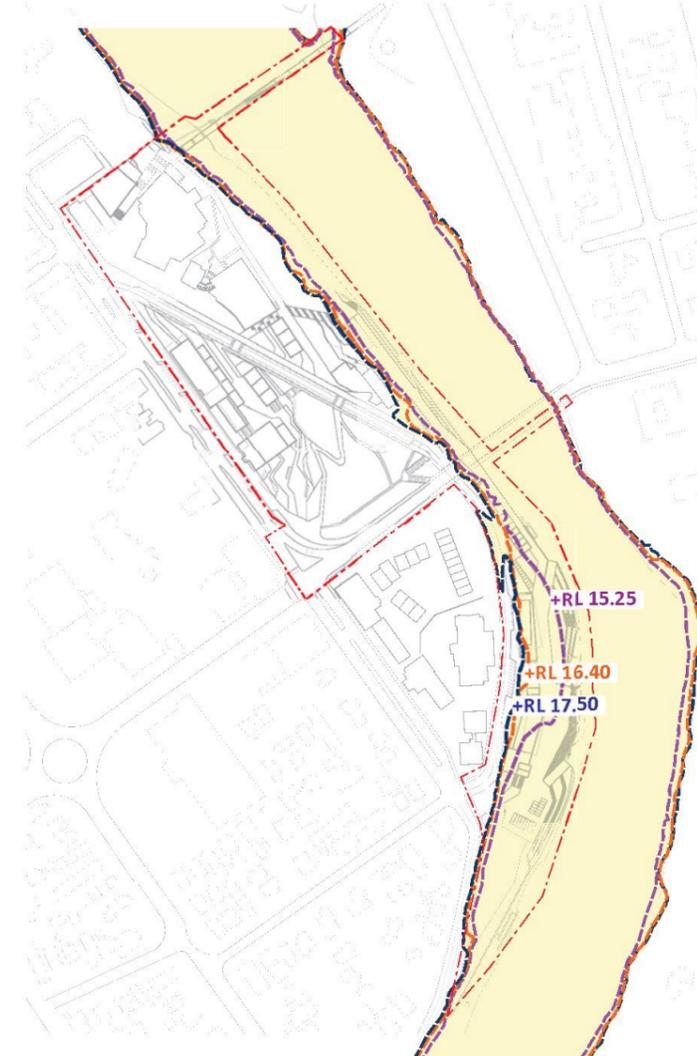
Existing Topography with new base plan
(source HCC GIS database)

- 500mm contours
- 500mm levels
(darker colours are higher RLs,
lighter colours are lower RLs)

Flood Levels
(source Environment Waikato: Annual max. recorded water level (1975-2014) and estimated water level annual exceedance probability)

- 1 in 5 year flood level (RL+15.25m)
- 1 in 50 year flood level (RL+16.40m)
- 1 in 100 year flood level (RL+17.50m)
- Area within the 1in 100 flood level

Key Flood Levels



SCALE

SITE PLANS
1:5,000 @ A3

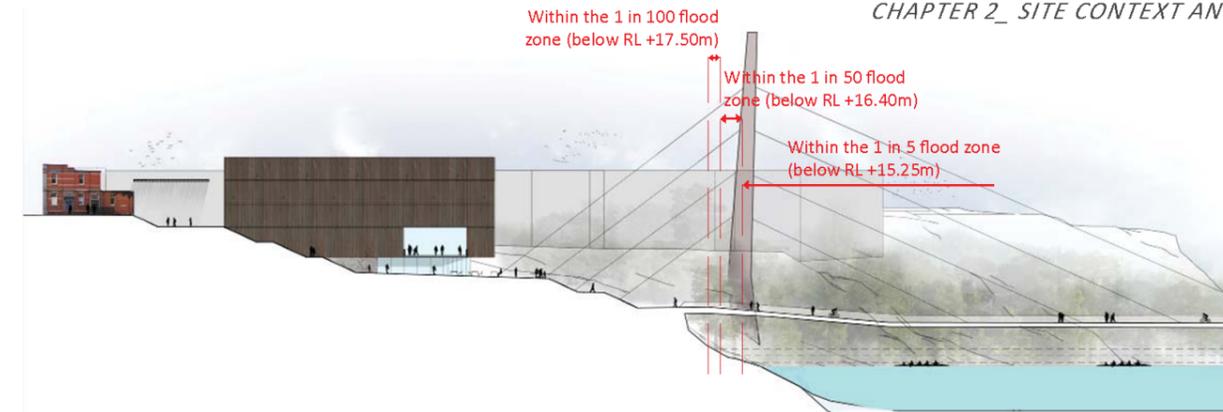
Published geological information indicates the site straddles an area of recent river alluvium along the river bank with older Hinuera deposits forming the steeper river bank and near level surface. A large part of the Ferrybank Development site is on an inside curve of the river and is aggregative (material deposits) compared to the opposite (eastern) side of the river. Some uncontrolled fill may have been used to fill old gullies and behind retaining walls.

This Development Plan takes these hydraulic and geotechnical issues into account with steps, terraces and ramps giving a natural shape to the bank that allows the same access and proximity to the water over the range of levels; the access from these structures not being at fixed level as for jetties or wharfs. The pontoon is strategically sited so as not to impede river flow and allow boat access at various water levels in a quieter section of the river. There are no fixed structures that jut out into the river channel to impede flood flows or allow flood debris to build up against them, and the natural slopes of the river bank are maintained so as not to impede flood flows. There are no piers associated with the pedestrian bridge in the river.

Waikato Regional Council (WRC) Consent

WRC consent will be a matter for investigation at the next stage of design development. However, the proposal should have a respectful 'light touch' which includes a focus on maintaining river flows, accommodating variation in river levels, environmental remediation, and cultural and heritage integration that will allow a strong case to be made for meeting the WRC's Regional Plan assessment criteria (8.1.3) for rivers and lakes. For reference, the Regional Plan requires an assessment of the environment effects of the activity to include:

- the potential effects on bed and bank stability,
- the extent to which the activity will adversely affect areas of significant indigenous vegetation and significant habitats of indigenous fauna,
- the extent to which the activity will adversely affect the natural character of the water body,
- the extent to which the activity will affect neighbouring or downstream properties,
- the extent to which the activity will affect any other lawfully established structure,
- the extent to which the activity affects tangata whenua values,
- the effects on the uses and values of the water body.



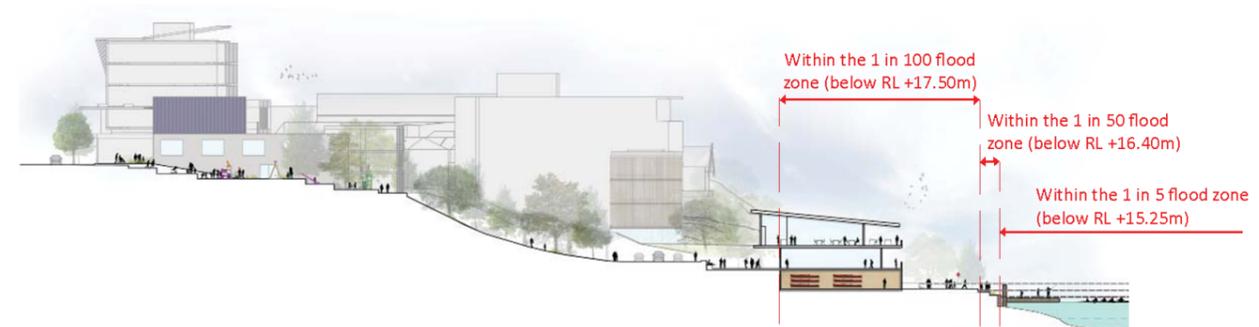
Section A - VICTORIA STREET TO THE RIVER

1:1,000 @ A3



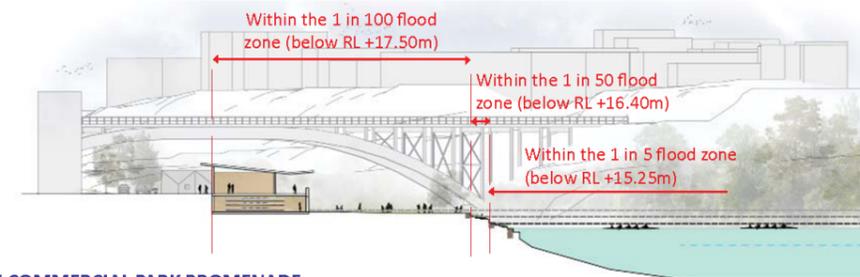
Section B - VICTORIA STREET BUILDINGS - RIVER TERRACES - FERRYBANK RIVER PROMENADE

1:1,000 @ A3



Section C - VICTORIA STREET Terrace - TE AWA WAIKATO / WAIKATO RIVER CENTRE - FERRYBANK RIVER PROMENADE

1:1,000 @ A3



Section D - GRANTHAM TERRACE - ROOSE COMMERCIAL PARK PROMENADE

1:1000 @ A3

CHAPTER 2_ SITE CONTEXT AND CONNECTIONS

HISTORICAL CONTEXT

The Waikato River has a rich cultural history with at least 800 years of inhabitation with Māori from Waikato-Tainui waka in the area for over 400 years.

The Waikato River is recognised as the tupuna (ancestor) of the Waikato-Tainui tribe. Ferrybank was a tauranga herenga waka - a 'resting place and anchorage for waka'.

European settlement of Kirikiriroa (Hamilton) began in 1864 with Ferrybank being an important landing site and area of settlement.

Archaeology

As detailed in the Opus Archaeological Assessment of September 2015, it is anticipated that constructed development in the Roose Commerce Park area is likely to have little archaeological significance owing to previous industrial-scale intervention post-1900. Elements of old wharf structures may have the potential to be retained and interwoven into design responses.

North of Victoria Bridge however, at the lower Ferrybank site, and along upper Grantham Street, development work is likely to uncover some artefacts dating to Hamilton's earliest European history, and possibly pre-European times requiring appropriate archaeological investigation, recording and retrieval. It is possible that the results of the investigations, and the artefacts, are integrated within the Waikato River/Te Awa Waikato Centre, contributing to the sense of history of the location and the development. The Development Plan retains much green space untouched in the area of the Band Rotunda Park, and to the north of the current Ferrybank building.

Many of the proposed new buildings are aligned to sites of previous buildings, tapping into the collective memory and reducing further site disturbance. Interpretation of the history of each site can be incorporated into the new buildings and open space structures, and any further archaeological investigation will inform this.



Ferrybank Landing, 1866



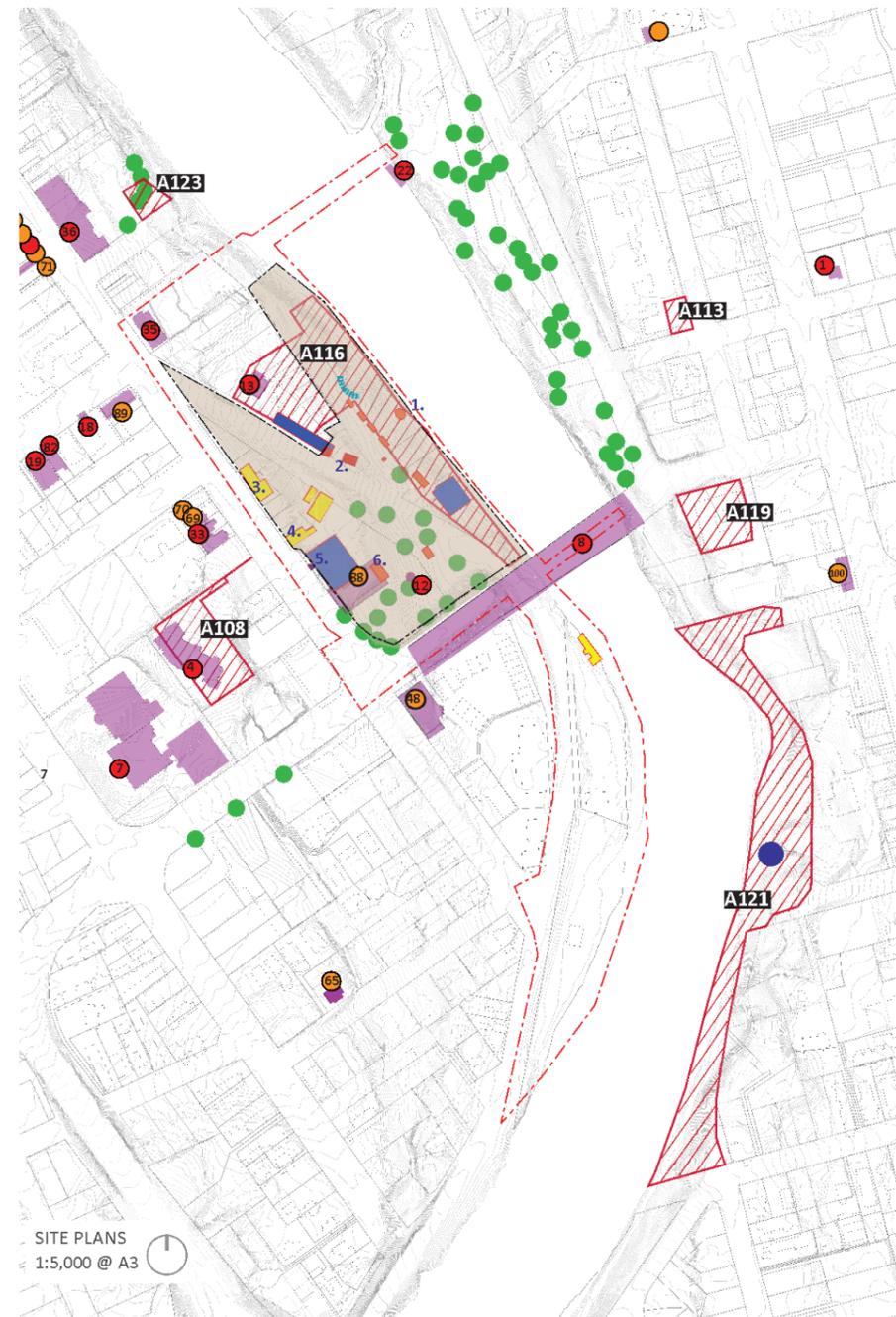
The Rawhiti, 1925



Ferrybank Rowing Club, 1929



The Paddle Steamer, 1870



KEY
PLANNING CONTEXT_ ZONING AND FEATURES

HCC District Plan Categories
District Plan, Volume 2, Appeal Version
September 2014

Significant Archaeological, Historic and Cultural Sites

Built Heritage - A Ranking (Schedule 8A) **NONE PRESENT**

Built Heritage - B Ranking (Schedule 8A) **A119**

Group 1 (schedule 8B) **8**

Group 2 (schedule 8B) **18**

Natural Environment

Significant Natural Areas (Schedule 9C) **NONE PRESENT**

Significant Trees (schedule 9D) **●**

Other Ferrybank Features

Building Footprints 1878 **■**

Building Footprints 1917 **■**

Building Footprints 1948-1961 **■**

Building Footprints 1979 **■**

Possible Borrow Pits **■**

"Nga Tapuwae O Hotumaua" Maori Landmarks on Riverside Reserves Management Plan - April 2003

Development Proposal - Poa (and sign) **●**

Desk-top Archaeological Assessment Prepared by Opus for HCC

High / medium risk area - General area of archaeological potential) **■**

Punt and possible landing site 1.
Dye works 2.
Boarding House 3.
Shop 4.
Town hall 5.
Government stables 6.

Notes on Ferrybank Specific Features

Built Heritage Sites (HC Proposed District Plan)

(H)8	Victoria Bridge	A Ranking
(H)12	Band Rotunda	A Ranking
(H)13	Hamilton Club	A Ranking
(H)35	Former Post office Social Welfare	A Ranking
(H)88	Municipal Baths	B Ranking

Archaeological and Cultural Sites (HC Proposed District Plan)

A116	The Hamilton Punt / borrow pits Group 2
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ADDRESSING CULTURE AND HERITAGE

Ferrybank is a place that can showcase development that is culturally and environmentally sustainable and aligned with Waikato-Tainui's vision and aspirations for the Waikato River/Te Awa Waikato.

Development should reflect and celebrate Hamilton's cultural diversity and unique natural environment and ecosystem.

Response to cultural and built heritage is proposed to be achieved by integrating culture and heritage in the design. The broad structure proposed in the development plan achieves this with terracing to improve landings and engagement with the river, locating new buildings in relation to historic locations such as the wharf and Riverview Hotel that was previously located here, and retaining significant trees.

All proposals are to reference and support the strategies outlined in the Hamilton City River Plan, Waikato Creative Infrastructure Plan and Hamilton Central City Transformation Plan.

Design Consideration

Three key considerations have informed the conceptualisation of this design. **Firstly**, the appreciation of the Waikato River/Te Awa Waikato as a place of activity and a pathway connecting riverside communities. Most immediate are the connections between Ferrybank, Te Taraahi, Opoia and Miropiko, beyond to Te Parapara, Kirikirioa, and further afield to Turangawaewae, Taupiri and Waahi. Building on the proximity of Te Winika within the Waikato Museum, the Waikato River/Te Awa Waikato Centre is enabled as a connecting repository and dissemination of the stories of these places and people. The possibility of a whare waka, a walkway and cycling bridge, and riverboat excursions setting out from Ferrybank heightens and enlivens the river relationship. That Ferrybank is the place where Hamilton's water sports are centred enriches the broader river story.

Secondly there is an environmental and spiritual desire to cleanse and restore the urban overland and reticulated stormwater before re-entering the river system through riparian treatment gardens. The health of the Waikato is a reflection of the relationships we all have with the river. The endeavour to enhance the water purity, water-edge flora, water-life and bird life along the Ferrybank site creates a highly-visible and productive model for replication elsewhere along the Waikato River/Te Awa Waikato.

And thirdly, the discussions and consultation with mana whenua have identified a desire to have a commercial and cultural presence within the Ferrybank Development. The broad range of activities based around water sports and recreation, leisure, hospitality, retail, tourism and residential at the Ferrybank location, provides a momentum upon which development and investment foreseeably delivers a return for the long-term.

Te Awa Waikato

Proposals should be aligned with Waikato-Tainui's vision and aspirations for the Waikato River/Te Awa Waikato

"Te Awa Waikato - Tooku awa koiora me oona pikonga, he kura tangihia o te maataamuri"

King Tawhiao

(The Waikato River - the river of life, and each curve more beautiful than the last.)

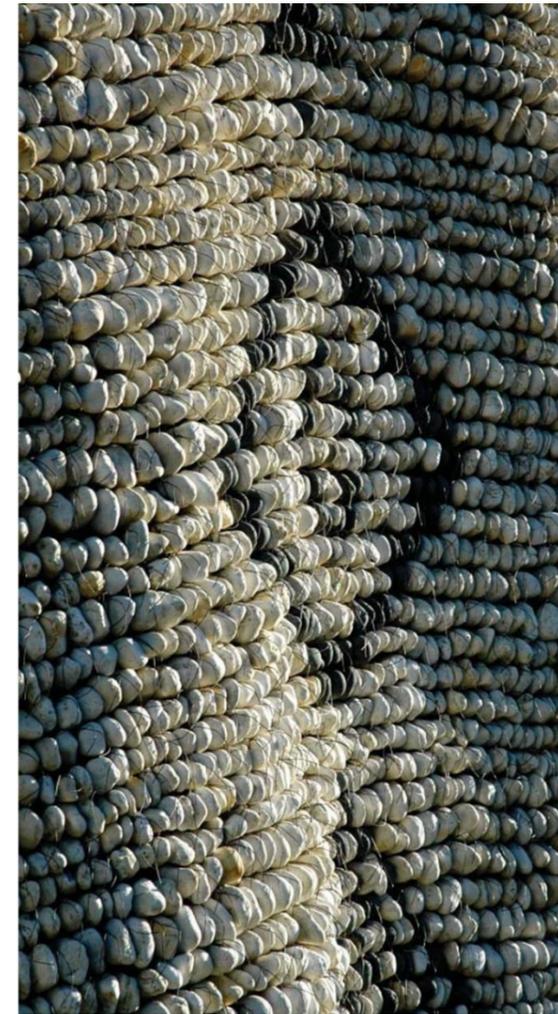
A key imperative in the ongoing development of Ferrybank with Hamilton City, is the full and meaningful dialogue and engagement with Waikato-Tainui and Ngati Wairere in order to further shape the nature of the Ferrybank plans and as to how that development would progress. This imperative relates to the natural association of te mana whenua with the Waikato River/Te Awa Waikato and lands, the intents and requirements of te Tiriti o Waitangi.

It is also importantly recognised that Te Awa Waikato is an ancestor, a tupuna with a spirit and life that connects te whenua, nga tangata me nga iwi from Lake Taupo along its length and breadth through to Port Waikato. This relationship and associated guardianship is encompassed within the Waikato-Tainui Tai Tumu Tai Paru Tai Ao plan, and this document will provide key guidance in further developing of the Ferrybank plan.

Mana Whenua Narrative

In pre-colonial times, Ferrybank was a tauranga herenga waka - a 'resting place and anchorage for waka'. There were many tauranga herenga waka up and down the river. The kaumatua of Te Ha would like to "reinforce the idea that its story needs to be read and understood in the broader context of tauranga herenga waka along the entire length of the awa inclusive of the frequently taken for granted 'role of anchorage' in determining the location of pa or kainga."

The Waikato whakatauki (proverb) - He piko he taniwha, he piko he taniwha - at every bend a chief, which can also mean, at every bend exists a tauranga waka is an appropriate whakatauki to inform the briefs for inclusion of integrated art works in the future design development of the Ferrybank. Opportunities exist for this to occur within major infrastructural elements such as the river edge walls and terraces.



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CHAPTER 2_ SITE CONTEXT AND CONNECTIONS

Responding to culture and heritage inherent in Ferrybank development will provide a strong identity for Hamilton and a sense of place

This can be achieved by:

- Establishing a creative partnership with mana whenua in shaping the built landscape and art-forms responsive to the stories of the people and the river;
- Integrating culture and heritage in the landscape design with terracing to improve landings and engagement with the river, locating new buildings in relation to historic locations such as the wharf and Riverview Hotel that were previously located here, and retaining significant trees;
- Celebrating the unique combination of rowing and Waka Ama and other waterfront events;
- Expressing on this high river park the terraces and plinths that variously recognise and ameliorate the effects of flooding or avoid it entirely; and
- Reinforcing and connecting to the cultural and entertainment precinct at the area at the top of Grantham Street.

Provide opportunities for public art

Finding the activities which can draw a visitor market is critically important and novel and sophisticated public art installations can contribute to this. Furthermore, growing patronage for performing and visual arts in the city will require out of town visitors.

Public art would be developed by accomplished artists, and in partnership with the local community and cultural institutions. There is local interest in such a project with people/groups such as the MESH Sculpture Trust, and the Theatre of the Impossible Trust that may contribute by curation, funding and implementation. These matters would be explored during design development with the development of a place-specific arts vision, concept and implementation strategy.

A variety of terraces, trails and open spaces provide multiple opportunities for public art. Concepts to be explored in development include:

- A sound and light show to activate the river at night. This could express myths and legends and is a dynamic way of conveying cultural heritage;
- Lighting installations on or within the Victoria Bridge which as well as being an attraction, would contribute to amenity and safety after dark;
- An art trail down by the river which will have the added benefit of encouraging walking. Such a trail would ideally have changing exhibits to encourage people to make return visits;

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- A space for outdoor performance (possibly a 80-140 seat amphitheatre) in the Events Lawn to the north of the Victoria Bridge, which complements an art trail and the existing cultural venues in this vicinity; and
- An "under the stars" potentially art house style outdoor cinema experience down at the river bank. This could be located on the grassy area in front of the northern most boat shed/club house, or might be a floating cinema on the river with seating along the river terraces.

Encouraging family friendly evening-night time activity in spring through to autumn via a sound and light show or outdoor cinema can be expected contribute to increased patronage of the existing Central City's bars and restaurants.

Understand Hamilton's uniqueness and identity

Hamilton's unique identity is expressed by a river edge treatment that responds aesthetically to the power of the Waikato River/Te Awa Waikato by aligning with rather than fighting the current, and at the same time provides a base for activities that are synonymous with the Waikato, including rowing and Waka Ama.

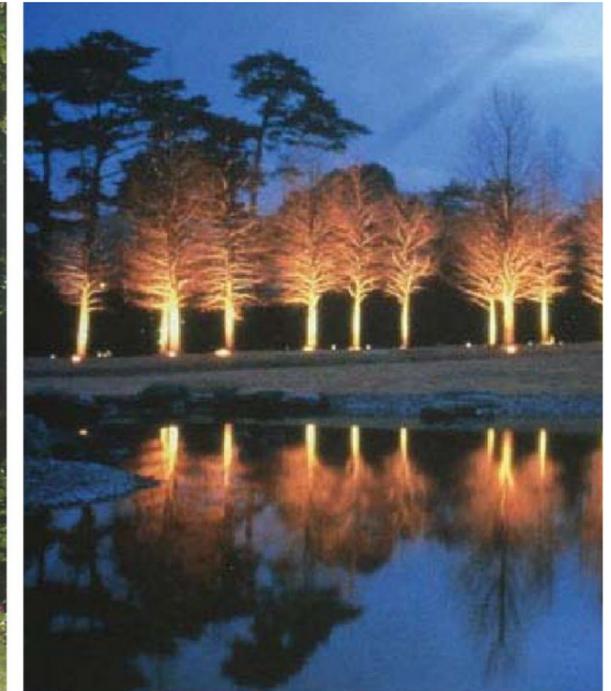
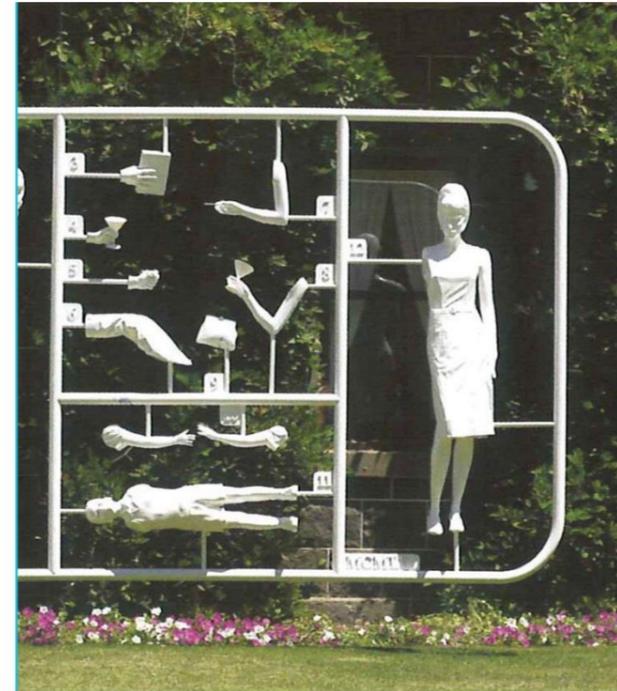
The Development Plan exemplifies Hamilton's growing appreciation of the local natural environment and habitat, its gully restoration and Halo programmes.

Incorporate the Museum and Arts

Ferrybank precinct provides a variety of settings and spaces for arts events, performance and installations. This is by providing physical connections and spaces that facilitate and incorporate arts initiatives, working with the Museum, and mana whenua, cultural and arts organisations and artists to design appropriate facilities to maximise opportunities and potential.

A key component of the Ferrybank precinct design approach is combining the South-End and Ferrybank precincts with the Museum marae area and entrance as part of a pedestrian pathway circuit and experience. The Memorial Bridge design galvanises the connection between Memorial Park - and the park's commemorative purpose and nature - with the repository of the history of Waikato people at the Waikato Museum. The Waikato Museum is incorporated with:

- Introduction of a major cross-river connection adjacent to its entry;
- Potential to open for Te Winika to be in view from this bridge/walkway;
- Potential to open the Museum to the north on to this link, and to the east lower-level supported by the widened riverside pathway at the edge of the Museum Terrace; and
- Potential to utilise some of these enlarged outdoor spaces for museum related displays and events.



PROPOSED ACTIVITY

The project with its public promenade, park enhancements and Waikato River/Te Awa Waikato Centre and associated range of activities for people of all ages and aspirations will provide a new environment that transcends current needs, and will deliver an experience and opportunities previously not available to Hamiltonians.

Current lifestyle needs are provided for by:

- The Waikato River/Te Awa Waikato Centre as the catalyst for increased use, and designing it to be a spectacular river edge pavilion that will attract that use and be the premier event venue of its size and type;
- Landscape, circulation and open space enhancements to improve access to and the quality of experience in this precinct;
- Establishing a robust podium as a base for river-based recreational activities, and on which a food hub and/or some new cafés and restaurants may be established above the flood line;
- Providing the space and supporting infrastructure for pop-up and portable activities to achieve immediate animation, and recognise the seasonal nature of this location;
- Recognising that the baby boomer retirees will be an active, socially and culturally-engaged component of Hamilton into the future, and that these people will be a significant lifestyle and economic part of the Ferrybank precinct;
- Providing opportunities for children's play where currently there are none;
- Co-locating residential development with the Celebrating Age Community Centre and the playground, which provides opportunities to increase use and extend hours of occupation; and
- Co-locating boutique hotel activities with Artspace and the Waikato Museum. This provides opportunities to combine answering a shortfall in hotel accommodation in the city with the repair and development of an arts/ cultural precinct along the city/ river edge.

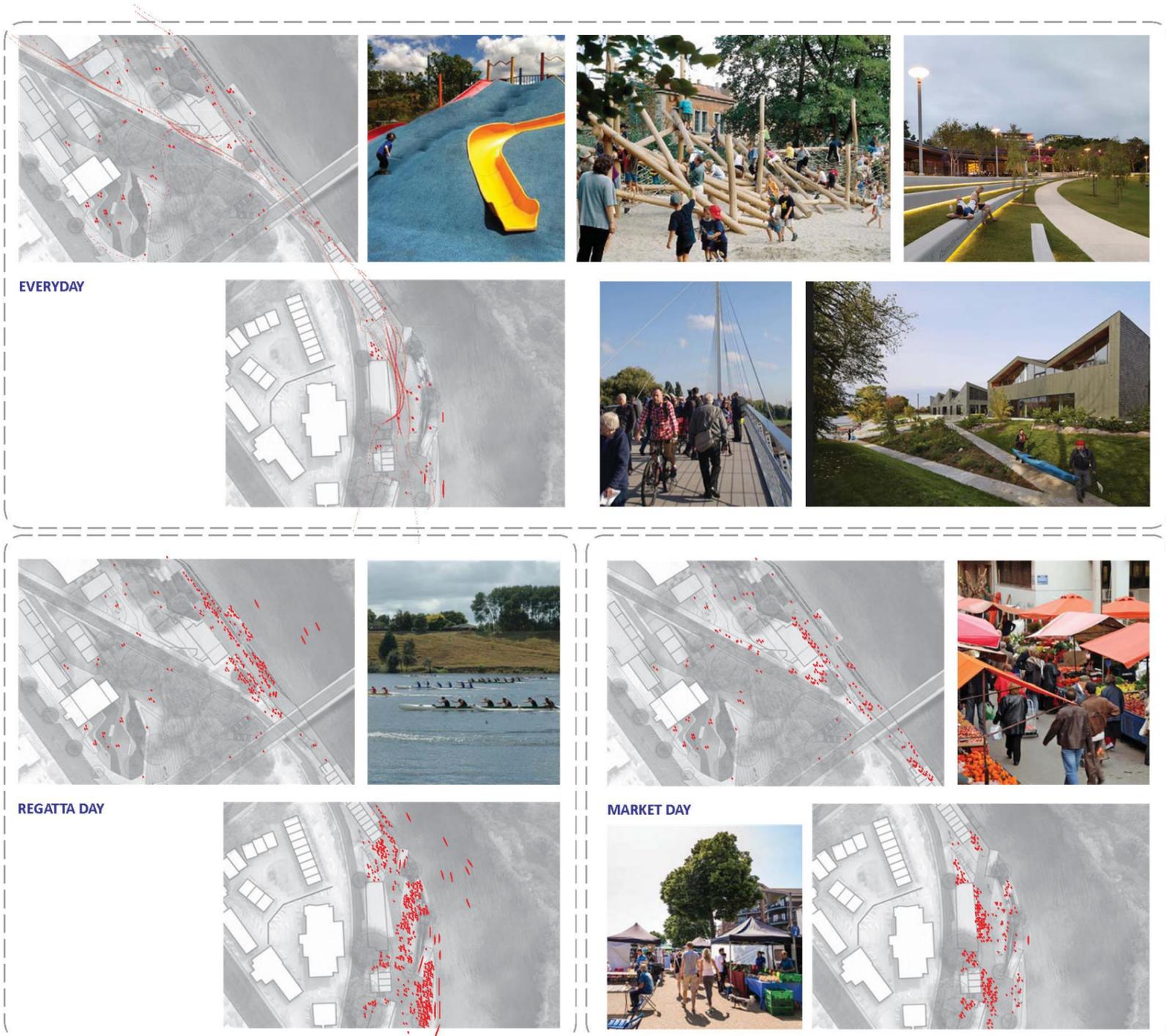
Future aspirations and activities are provided for by ensuring building, open spaces and landscape elements are functionally robust, relatively un-programmed, and therefore inherently suitable for a wide range of uses.

New initiatives that might be explored include a food hub, and intensification of river based educational facilities. There is also the opportunity to deliver a new inner city community with quality apartments in this prime location for older residents looking to sell the large home or farm and move closer to services and facilities.

The application of CPTED principles

Key CPTED initiatives include:

- Providing for after-hours occupation in the area along the river bank that provides informal surveillance.
- Providing for overlook and custodial supervision of Grantham and Victoria Streets with the mixed use building cluster here.
- Developing a high quality ambience and environmental quality that will engender pride of place in users.
- Lighting including spill lighting from pavilion buildings that creates a safe and attractive night-time environment.
- Selective thinning of vegetation along the edges of key areas and paths both to provide views through and enhance personal safety.



CHAPTER 2_ SITE CONTEXT AND CONNECTIONS

PROPOSED VIEWS AND VISTAS

The Development Plan seeks to enhance views and vistas. A variety of enhanced views are provided with:

- Framed axial views down Grantham Street and towards the river;
- Glimpse views between buildings and under trees;
- Elevated terrace views, including from the south end of Victoria Street over Ferrybank; and
- Expansive panoramic views at the river edge.

Axial and glimpse views are particularly important for orientation and wayfinding. Expansive panoramic views are achieved with change to the river vegetation along the southernmost river edge of Roose Commerce Park.

The treatment of views recognises the merits of foreground and mid-ground elements in views of the river adding visual interest, and the experiential benefits of gradual and dramatic revelation including as the viewer moves between and past buildings.

Vegetation management such as selective thinning, tree removal and crown lifting should be undertaken to open and improve key views into and from the site.

Long approach views

In addition, the Development Plan is sensitive and responsive to a series of 'long approach' views into the site from surrounding public spaces and streets. These are important in maintaining and enhancing key city/ river open space connections and vistas as well as drawing interest from afar and extending invitation to the site. Key long approach views include:

A The view/ open space connection from St Peters Cathedral entrance to the river.

The Celebrating Age Community Centre and the playground will be foreground elements and activities in a view that looks through towards the river. It is important that the southern extent of the larger Victoria Building is configured to frame and not impede this visual connection.

B The approach to Ferrybank from the city centre via Victoria Street/ Hood street corridor.

From these approaches the nature and configuration of the open space and the edges defining the Grantham Street entry is critical. Improved foreground landscape, (including elements such as 'Tongue of the Dog'), developed frontage to the Museum, axial views down Grantham, and the new Victoria Street building, with its sunny north end café at ground level will enhance the vista into the site from these approaches. The northern extent of the Victoria Street building is set in relation to the Knox Street corridor. The sculptural vertical structure of the bridge will be visible from Hood Street and help mark the entry to the park and the cross river connection at this point.

D The eastern approach to Ferrybank and Roose Commerce Park from Victoria Bridge

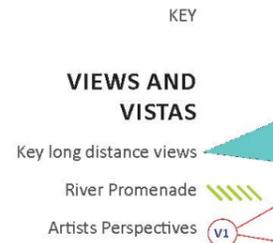
E The south western approach to Ferrybank via Anzac Parade

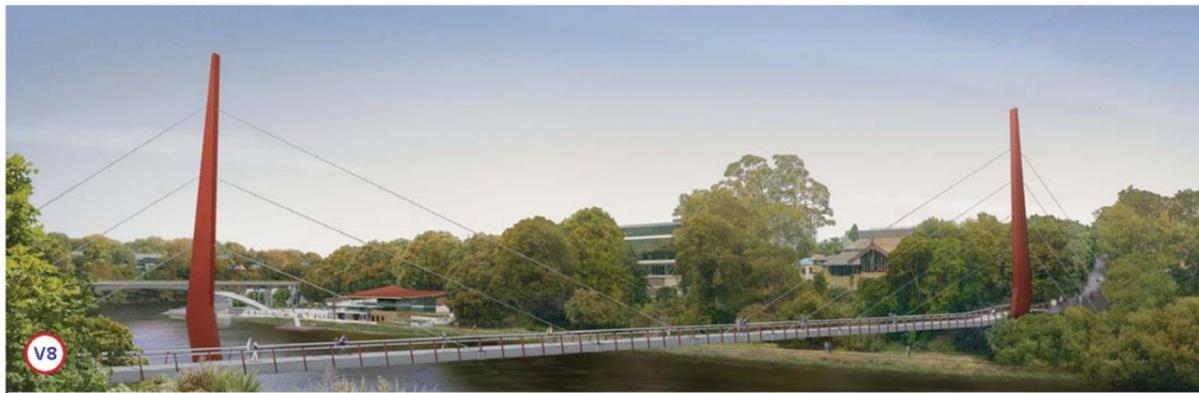
Currently with the density of planting and the Municipal Pool structure in the foreground, this introduction to the park is relatively closed. The proposal opens up the view into the river valley, and contributes a dynamic and active foreground with the new Play space, with new accessible routes into the park. The Victoria Street Buildings with their active frontage, and new streetscape also enhances the vista to the north and invites movement towards the city centre.

F The north eastern approach to Ferrybank and Roose Commerce Park from the Memorial Park via the new Pedestrian/ Cycle Bridge.

G Upstream and Downstream approaches via the river.

The proposed development of river edge, landscape, buildings, pathway and bridge infrastructure are carefully composed to enhance these important approaches and arrivals to the site. The river and the terraced valley edges remain foreground. New buildings are designed into the terraces and step up in scale from river edge to city, and pathways are clear and legible as they filter movements between. By its location and design, the new bridge will complement rather than compete with the Victoria bridge in long views along the river valley. It will also provide new vistas over the river and new landscape to people approaching from the north east.





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Note: All images are artist impression only

CHAPTER 2_ SITE CONTEXT AND CONNECTIONS

PROPOSED SITE MATERIALS

Ferrybank is a unique location with both close spatial and character relationships to the river and the Central City. It is therefore proposed that street furniture and materiality are selected and designed to connect to these spatial and character relationships.

Victoria and Grantham Streets are defined in the City Heart - Hamilton Central City paving upgrade documentation within the HCC Infrastructure Technical Specification: Victoria Street as main street and Grantham Street as central city core. Furniture and materials selections should conform with this document.

Furniture and Material selections for park and river terraces are to be developed in detailed design to relate to the street selections; take into account recent open space developments along the river; and also to define a character that is site specific to Ferrybank.

The Riverside Terrace has specific requirements for engineering and robustness to be resilient when flooding occurs. Surfaces and furniture need to be designed to suit this specific condition. It is proposed that surfaces a mix of asphalt, exposed aggregate concrete paving, lawn and planting. Seating is to be integrated into terraces retaining.

Play elements are to be developed as 'natural' landscaped play spaces to reflect the existing topography and parkland setting. Materially these suites of play elements are to be designed using natural materials, forms and attention-drawing stylised elements that will complement playgrounds around the city but retain the distinct local landscape character and setting.

Maintenance and serviceability

1. Utilise robust and simple structures and surfaces that are capable of withstanding the rigours of daily use.
2. Consider along the River edge locations possible occasional flood events and ensuring maintenance does not become a burden.
3. Consider material robustness and life cycle costing.



STREET FURNITURE AND PAVING STRATEGY DIAGRAM
from HCC Infrastructure Technical Specification_ Section 3 Transportation (p102)

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CITY HEART STREETS



RIVER TERRACES



PLAYGROUNDS





URBAN DESIGN GUIDELINES

CHAPTER THREE

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CHAPTER 3_ URBAN DESIGN GUIDELINES

Intention

The overall intent of the guidelines is to:

- Capture and give effect to the vision of the Ferrybank Development Plan as it is implemented over time; and
- Ensure consistency and high quality of design in each project.

This is in order to achieve the transformational intentions of the plan for this important part of the city. These guidelines will be used in developing detailed design briefs for specific projects, and will be the key reference in professional design quality review. They define aspirations and critical outcomes but are not regulatory. They will be supplemented by the district plan controls and assessment criteria.

Structure and content

This provides both generic guidelines that apply to all projects, and targeted, site-specific guidelines.

1. All guidelines and objectives are to be read in combination with Ferrybank Development Plan which describes the location and general arrangement of initiatives and provides the key guidance for site planning.
2. The objectives apply to all projects within the Ferrybank Development Plan, and along with that plan describe the design intention.
3. Overarching guidelines define overall quality expectations, are generic and apply to all projects and initiatives.
4. Supplementing the overarching guidelines are generic quality guidelines, detailed in two sections, the first set referring to the Ferrybank landscape and open space, and the second set referring to Ferrybank buildings only.
5. Each project or initiative is then subject to location-specific design guidelines, which apply only to that project or a specific location.
6. The scope of guidelines integrates intentions, as well as relevant quality criteria.

Provision for departure from some guidelines

There is some flexibility in the guidelines, and provision for departure from these. This is because there may be many and varied design solutions to deliver aspects of the Ferrybank Development Plan.

Innovative and imaginative design might create inspired solutions that are not predicted but which when examined might be shown to satisfy the requirements of the Ferrybank Development Plan and project intentions and objectives in an exemplary way. In this event, it must be convincingly demonstrated by the designer that the proposal achieves required qualities and satisfies the wider range of high level design objectives. Departure from the guidelines will however require exemplary resolution of architecture and the open space at both the conceptual and detailed design levels.

In assessing any such departures, in addition to relation to the Ferrybank Development Plan and the detailed objectives and intentions of the guidelines, the following will be considered:

- The overall formal and planning elegance of the solution
- Its overall architectural and landscape design quality
- the quality and public relevance of the activities provided, and
- Its relationship to the context of this prime river edge public environment in Hamilton.

Implementation of guidelines

Combined with the Ferrybank Development Plan, the guidelines are the primary frame of reference for designers, Council design reviewers in determining the merits of design approaches, and the Urban Design Panel in undertaking independent design review.

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01. OVERARCHING QUALITY EXPECTATIONS

Overarching Objectives

These high level objectives are the primary reference for expectations of any initiative developed as part of the Ferrybank Development Plan.

- 1** Create a **unique destination** that is a draw-card for locals and visitors, and complements rather than competes with activity in other parts of the central city.
- 2** Provide the **iconic spaces, landscapes and buildings** supported by the riverside activities and events that will make this Hamilton's premier public destination.
- 3** Contribute to **activation** with a curated and managed wide range of changing and seasonal activities supported by permanent occupation and everyday use.
- 4** Provide **attractions for people** of different ages and cultures and with different expectations and levels of mobility, at different times during the day, week and year.
- 5** Celebrate **authenticity**, with the design expressing the richness of history and responding in a sensitive, subtle and sophisticated way to its site and cultural context.
- 6** Display **design excellence** in all aspects of building and landscape with a level of creativity and quality that will draw favourable attention from local, national and international audiences.
- 7** Provide a **network of connections** that improve access to and within Ferrybank.

Overarching Guidelines

These overarching guidelines define overall quality expectations, are generic and apply to all projects and initiatives.

- 1. Consistency**
Maintain consistency with and giving effect to the Ferrybank Development Plan spatial arrangement and intentions for design quality.
This is the primary reference for the planning and activity intentions on any site and ensuring overall, whole of precinct, site planning coordination.
- 2. Design excellence**
Demonstrate outstanding design merit.
This will be distinguished by creativity and imagination, satisfying complex programmatic requirements in an inspired and context-sensitive way, and creating high quality buildings and public spaces that contribute to an appropriate and memorable sense of place. This necessitates integrating all relevant design criteria in the best possible way.
- 3. Design coherence**
Ensure each design solution is coherently designed and demonstrates design integrity.
Design coherence comes from the consistency and cohesion that are provided by a definable integrating design concept. Integration requires that the planning, formal composition, and visual qualities of the building and/or open space are considered as a whole, as well as separately.
- 4. Design integration**
Design buildings and open spaces together to optimise the quality of both building and open space.
Spatial definition, and quality of the interface between buildings and spaces contributes to a high quality and attractive open space.
- 5. Responsiveness to physical and cultural context**
Recognise the particularities of this site with design that reflects local narratives, and complements other spaces and buildings on or near the Ferrybank Precinct.
Integrate cultural reference through both the design process and the design response, and incorporate interpretation of the history of each site into the new buildings and open space structures.
- 6. Public Safety**
Consider CPTED (Crime prevention through environmental design) and IPTED (Injury prevention through environmental design) principles in all design.
- 7. Accessibility and Parking**
Provide multiple choice of routes and means of access including public transportation, and parking provisions to ensure that as wide a range and number of people as possible can get to and enjoy the Ferrybank Precinct.
All buildings and open space provisions need to provide Universal Access. Parking is to support people who visit, live and work here rather than commuters.
- 8. Functionality**
Provide for an appropriate range of events, activities and access, as well as serviceability in a complex and challenging environment.
Activating, programming and fostering public activity is central to the success of this area.
- 9. Resilience and adaptability**
Provide for resilience and flexibility in the design of spaces, places and buildings.
Open spaces and landscape elements should be functionally robust, relatively un-programmed, and therefore inherently suitable for a wide range of future uses. Major spaces and tenancies within buildings should be designed to readily accommodate change of use, with servicing and multiple points of access considered to support this.
- 10. Wayfinding**
Design open space and buildings to allow people to readily find their way to and from destinations and understand where they are within the Ferrybank Precinct.
This relates to the continuity and logic of paths, stairs and ramps, as well as providing visibility of key entrance points and destinations. It involves providing for both axial and glimpse views, and openness at key spaces and destinations.
- 11. Visual richness**
Design to attract and sustain attention while ensuring a unified and coherent overall composition.
Ensure richness of detail is provided in public areas and other parts of buildings that are experienced by the public at close range and for extended periods of time. This may be by formal or surface articulation, expression of a narrative theme, sculptural elements and/or intensive activation. Articulate or eliminate wall surfaces that are out-of-scale and otherwise featureless or plain.
- 12. Feasibility**
Apply innovative design strategies and management approaches to achieve economic viability and sustainability.

LANDSCAPE AND PUBLIC REALM GUIDELINES_ GENERIC QUALITY GUIDELINES

Form and concept

1. Ensure the river promenade, streets, paths and open spaces are memorable both for their quality as well as their riverside setting, and for the vibrant range of activity and the people that will be attracted here.
2. Use the contours and natural terraces of the site as conceptual drivers for the form and expression of the overall design.
3. Establish levels that elevate the river promenade above minor floods and provide robust/resilient construction of all elements and structures that will be inundated by severe flooding.
4. Utilise the wider Hamilton City materials palette on open spaces, streets and pathways and develop the memorability and local character of key open spaces, streets and paths with special, site-specific elements and treatments that respond to the ecology and unique cultural history of the place.

Design coordination

5. Ensure consistency and coherence in the design of standard landscape elements, furniture, details, surface treatments that extend through the entire Ferrybank Precinct while allowing for the special site-specific elements and treatments as detailed above.

Accessibility and choice

6. Develop a high level of choice in the number of routes, open spaces and the external settings within the Ferrybank Precinct to give multiple opportunities for how people may access and use the Precinct.
7. Provide for multiple options of access with a focus on Universal Access, integration with the public transport network, and visitor parking close to key destinations.
8. Provide pedestrian priority along the shared space River promenade.

Shelter and occupation

9. Provide multiple places with a variety of aspects for people to sit, including in the shade or in the sun.
10. Sheltered spaces are important so that people can use the River-front in a variety of weather conditions. The detailed design of spaces should take into account the prevailing winds and when a given public open space is likely to be used most.
11. Consider winter sun and summer shade in location of spaces, furniture and landscape elements to provide comfortable conditions for users.

Planting

12. Utilise existing mature vegetation as an asset, and to provide variously an element of wind shelter and summer shade.
13. Selectively thin and remove lesser species in line with Hamilton City Council's Vegetation Management Plan to open views to the river, provide for sight-lines between key destinations and eliminate potential for concealment next to key areas and paths that can be expected to be used after dark.
14. Consider selective thinning for the enhancement and long term health of identified 'significant trees' as detailed in Section 20 Natural Environments Hamilton District Plan Guidelines.
15. Select appropriate species for the location. In the riparian zones select robust native species to recognise the indigenous landscape and challenging riparian growing conditions. Augmented with exotic species on the escarpment and streets in character with existing Hamilton city landscape.
16. Install riparian planting at the river edge that is native to this edge and its dynamic condition.

Environmental infrastructure and sustainability

17. Support ecological function and biodiversity by including native plants species, plants and trees providing food, shelter and nesting opportunities for local wildlife
18. Undertake ecological repair including removal of weed species in some places and re-introduce locally indigenous native species in the ecological terraces increasing bio-diversity and habitat.
19. Treat storm-water in the ecological terraces.
20. Collect and treat road and parking area stormwater run-off into vegetated raingardens

Maintenance and serviceability

21. Utilise robust and simple structures and surfaces that are capable of withstanding the rigours of daily use.
22. Consider along the River edge locations possible occasional flood events and ensuring maintenance does not become a burden.
23. Consider material robustness and life cycle costing.

Parking provision

24. Provide quality parking conveniently close to key destinations for accessibility.
25. Provide accessible parking at key destinations, with ramp access into buildings as required by New Zealand Standards thereafter to these destinations.
26. Carefully manage parking including with appropriate time duration and pricing strategies to maximise the level of parking service for River-front destinations and ensure conflicts with pedestrian flows and the use of public spaces are minimised or eliminated.

LANDSCAPE AND PUBLIC REALM GUIDELINES

LOCATION-SPECIFIC GUIDELINES

PLAYGROUNDS (CITY TERRACE DESTINATION PLAYGROUND LINKED TO RIVERSIDE PLAY SPACE)

This premium destination playgrounds that will be a major attraction to residents, visitors and tourists.

This suite of play opportunities will complement playgrounds elsewhere in the city. Because of its unique character and range of different play facilities, this facility will create a draw for a new demographic to visit the area. Quality and attributes will be consistent with 'Playgrounds of the Future: Hamilton's Playground Plan'. As a 'Destination Playground' it will:

- be of a quality and in a setting that provides a day out experience for the whole family;
- cater for all ages and abilities;
- be easily accessed by wheel chairs, prams and less mobile caregivers;
- be connected to public transport routes and linked to pedestrian pathways and cycleways where possible;
- be designed using creative principles to tell the story and reflect the character of the Waikato River and local area;
- be designed to celebrate and use the physical landscape to give a unique quality;
- provide adequate shade;
- provide appropriate supporting facilities such as toilets and car parking;
- incorporate CPTED (Crime prevention through environmental design) principles including good surveillance from the street; and
- involve the community in its design as detailed in the Hamilton City Council Playgrounds of the Future plan.

City Terrace Destination Playground

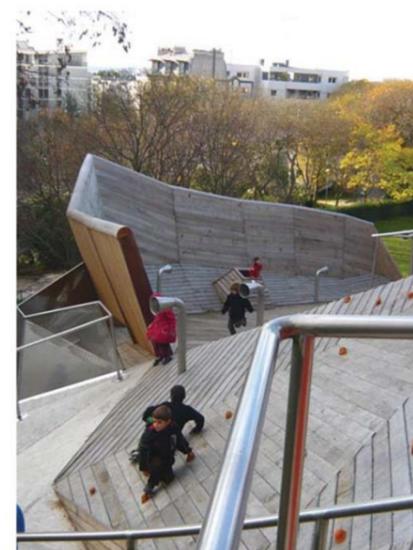
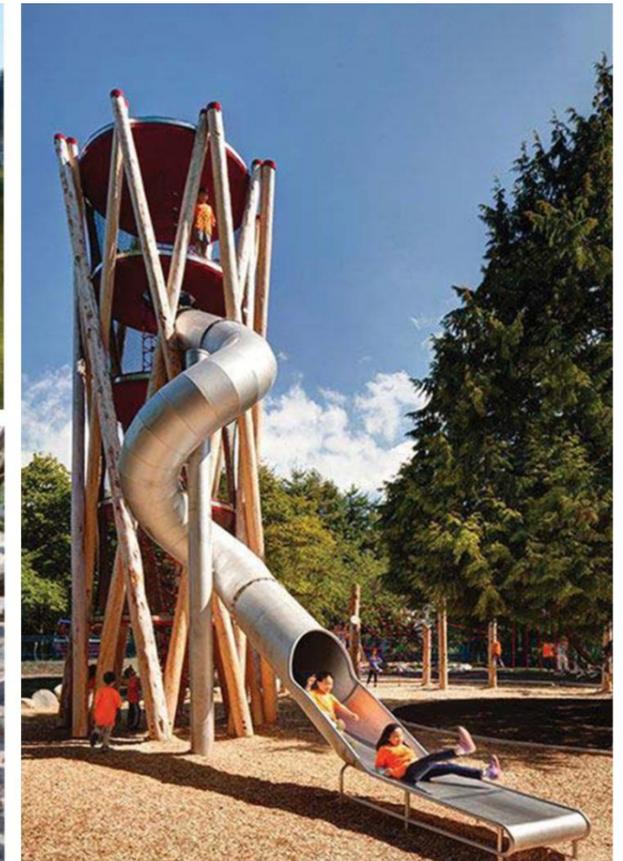
This play scape connects Victoria Street to the Events Lawn, and provide an active entry into the broader river parkland environment

- Utilise contours to strengthen and define the Event Lawn's bowl shaped character.
- Exploit contours as a play feature to add to the character, amenity and recreational potential of the playground.
- Install new large windows in the Celebrating Age Community Centre to front and overlook the playground.
- Provide access to toilets, possibly associated with the Celebrating Age Community Centre building.
- Explore opportunities for water play. All water elements are to design with careful consideration of the cultural importance of water and the important relationship between the Waikato river and Waikato-Tainui.

Riverside Play Space

This terraced play space is an extension of the City Terrace Destination Playground and has open views to the river as well as connecting to and relate compositionally to the Waikato River Centre and parkland river stair access

- Complement and coordinate with the City Terrace Destination Playground including visual as well as physical connection to that space. A pedestrian crossing for safe passage across Grantham Street is required.
- Provide access to public toilets, potentially in the Waikato River Centre.
- Integrate with the river ecological terraces.



CHAPTER 3_ URBAN DESIGN GUIDELINES

RIVER EDGE ACCESS

This is provided with stepped and ramped boat access from the River-front Promenade to the water's edge:

- Integrate many ways to access and use the river with a range of edge conditions including steps, ecological terraces, three ramps, and pontoons as described in the Ferrybank Development Plan.
- Ensure the pontoons are appropriate for the Waikato River. Pontoons are to be:
 - floating, not fixed.
 - of a size less than 15m x 3m.
 - designed using lightweight materials to give minimum draft.
 - accessed by ramps are from the promenade level to minimise slopes.
 - of a design to allow 'making safe' and to exclude public during extreme events.
 - of a design to meet resource and building consent requirements.
- Ensure any pontoon is designed to withstand flood events, either by innovative structural design, and/or the ability to pull it up the ramps to avoid the floods.
- Respect the power of the Waikato River/Te Awa Waikato with physically robust interventions along the river edge that align with the river flow.
- Incorporate robust and durable edges against which the river may rise and fall.
- Provide rowing club access to the river with a combination of ramps, steps and beaches.
- Ensure boat ramps are designed to provide access for boat trailers and trolleys.
- Design new landing terraces for casual and river event audience seating in addition to river edge access.
- Locate the planned new wharf adjacent to Victoria Bridge on the historical alignment of the original wharf.

RIVER ECOLOGICAL TERRACES

These gabion basket retained indigenous reed garden terraces are located to pick up stormwater outlets, and collect and filter the water by dispersing it along linear planted terraces prior to it entering the river.

- Locate and design to provide stormwater filtering and integrate indigenous river edge planting with a level of resilience to fluctuating water levels.
- Design as key visual amenity features.
- Ensure alignments, both vertical and horizontal, are planned to coordinate with possible staged installation along the promenade.
- Integrate potential for the terraces and steps to provide pedestrian access to water's edge where appropriate.

RIVERSIDE TERRACES, INCLUDING THE FERRYBANK AND ROOSE COMMERCIAL PARK PROMENADES

The promenade provides connection and a sequence of changing, rich and interesting experiences along the river edge. It will be a shared pathway. In addition to providing for river access and river sport access, it will be designed to accommodate a range of non-motorised uses including strolling, cycling, roller-skating, scooters, pushchairs and wheelchairs. Rowing and Waka Ama take centre stage on the Roose Commerce Park portion of the River Promenade.

- Establish the Riverside Terrace levels to recognise various flood levels:
 - the 1 in 5 year flood event sets the lowest at 15.25 RL for the River Promenades;
 - the 1 in 50 year flood event is at the level 16.40 RL and the
 - the 1 in 100 year event sets the next level, a floor above at 17.50 RL. This level along Roose Commerce Park connects to Grantham Street, providing direct level access into the first floor spaces with interior and exterior flexible social spaces addressing the street and late sun.
- Recognise historical context and understanding of river flows by locating river connections in the landing places used by both Māori and early European settlers.
- Ensure that this flexible, multi-functional social and movement space that provides physical and visual access to the Waikato River and caters to a broad demographic of users and activities including:
 - structured recreation including rowing, waka ama preparation and access to storage, boot-camp/ gym training
 - informal recreation including walking, jogging, cycling, picnicking, promenading and enjoying proximity to the river
 - growers markets and other special events
- Design generous apron space for ease of boat manoeuvring in combination with the occasional boat and trailer, as well as pedestrian and cyclist movement.
- Ensure robust surfacing and edging materials that can tolerate flood events.
- Include a mix of durable hard and soft surfacing to create flexible, user friendly spaces.
- Ensure any areas for parking here are multi-functional, and can be utilised for a major event. Everyday parking is provided along the street edges. Some multi-purpose paved open spaces in Roose Commerce Park can be managed to provide for additional space if required.



**URBAN TERRACES
(CITY TERRACE, RIVERVIEW TERRACE, PARK
TERRACE AND GRANTHAM TERRACE)**

These are constructed landscape terrace spaces, potentially the roofs of podiums based around providing building access and social/entertainment space

- Integrate with the design of the building with which the terrace is co-located.
- Design the interface with buildings to provide edge shelter, and generous and convenient connection with relevant parts of building interiors.
- Ensure public access is level, easy and welcomed from the street.
- Integrate lighting, services and provision for shelter to maximise the utility of these terraces.
- Provide potential for shade over parts of the terraces.
- Ensure activity on the terraces remains in view from Grantham Street and where appropriate, the river.
- Ensure elements within the terraces allow for views through between and past buildings to the river.
- Provide for north facing new occupation in lower level parts of the Celebrating Age Community Centre opening out to the urban terrace in this location.
- Provide for some conceptual and aesthetic consistency of approach to the terraces in different locations, while ensuring each maximises the potential of its particular location.

SHARED SPACE - RIVERVIEW TERRACE

This is access, service and social space associated with the eastern side of new development on Victoria Street.

- Provide a base for new building development extending down from Victoria Street.
- Provide for multi-modal access and make this a shared social space to serve the occupants of the buildings here.

GRANTHAM STREET

- Retain the existing carriageway and alignment of Grantham Street, and modify footpath width to improve edge conditions,
- Add raised crossings in strategic locations and narrow the traffic lane to discourage through traffic,
- Design the entry from Victoria Street to moderate 'rat run' traffic, prioritise pedestrian movement, and improve the visual invitation to the river.
- Widen the footpath on the river side, to provide a quality footpath with slow moving traffic.
- Narrow the traffic lane while retaining parking to calm traffic.
- Plan car parking provision and/or manage parking duration so that parking will generally be available by the Riverside play space area for playground users.
- Investigate possible re-alignment of the intersection at Radnor Street to further deter this route being used as a short cut.

VICTORIA STREET

- Extend Victoria Street's existing pattern of streetscape and planting with a tree lined promenade in conjunction with a widened, civic-scaled footpath and reconfigured parking along its eastern edge.
- Provide for entry points relating to river views to signal access towards the river and filter movements.
- Ensure generous provision of parking for park and playground users.
- Plan car parking provision and/or manage parking duration so that parking will generally be available by the City Terrace Destination playground and Riverside play space for playground and park users.
- Maintain bus stops to provide convenient access to and from the Celebrating Age Community Centre and the Victoria Street terrace.



CHAPTER 3_ URBAN DESIGN GUIDELINES

PARKLAND

These are flexible lawn spaces that give informal access from the city to the river and provide for a broad range of everyday and organised activities, and events of varying scales.

- Maintain the existing informal arrangement of trees, including large deciduous and woodland trees in a way that:
 - provides a balance of tree shelter and open sky;
 - provides openness at ground level and particularly by paths as necessary for personal safety; and
 - frames views and vistas of the Waikato River.
- Enhance access to the river-front via a fine-grained network of paths, with generous dimensions.
- Provide suitable openness for activity, at and near the water edge to contribute to safety.
- Ensure flat open spaces near the river are uncluttered and have simple robust surfacing that is suitable for a range of events.



PEDESTRIAN AND CYCLE BRIDGE

A new pedestrian bridge located midway between Victoria bridge and Claudelands bridge would provide a vital link for both pedestrians + cyclists from the city to the east.

Although the final design is yet to be confirmed, the design approach is to celebrate and mark its presence from Ferrybank area and the city with prominent elegant vertical structures, while respecting the mana of the river, established landscape and neighbouring structures by maintaining a light and slender profile across the river valley.

One end of this bridge is located at mid height, north of the Museum Terrace and extending across the river into the middle of the Memorial Park, landing at approximately the same level. This makes a recreational circuit which helps to activate the mid-height terraces, and brings Memorial Park into the interconnected Ferrybank public realm. This integrates Memorial Park into the city edge river bank area, enhancing the accessibility to and use of both areas.

In this location the bridge:

- Provides a Hamilton East connection that provides an alternative to the existing Victoria Bridge;
- Connects on a similar level to the Museum Terrace- half way up the valley, making the bridge as level as possible for easy and convenient accessibility;
- Achieves visual separation from the existing Victoria Bridge to avoid compromising the aesthetic of that bridge;
- Extends the capture of Memorial Park (and East Hamilton) into the riverside recreational circuit;
- Offers a new experience and outlook back over the river- including the view back to Victoria Bridge, the Museum, and the broader Ferrybank area- as well as to Memorial park;
- Improves the accessibility, safety, and appreciation of Memorial Park;
- Ensure integration of bridge landing and ramping structure into the Memorial Park landscape, providing clear lines of site for ease of pedestrian and cycle movement;
- Pay particular attention to CPTED in the design of the bridge, lighting and sight-lines to and from points of entry.
- Ensure vertical supports for the bridge are responsive to cultural sensitivities regarding new elements in or near the water.
- Ensure an integrated design approach with structural elegance and efficiency.

Grade separation will aim to utilise existing contours and the precise alignments and solution would be subject to detailed survey.



BUILDING DESIGN GUIDELINES _GENERIC QUALITY GUIDELINES

Form and scale

1. Ensure buildings are in scale, considering relationship to the dimensions and proportions of buildings around, the dimensions of adjacent streets and other open spaces, and also relation to human scale.
2. Align building form to define 'positive' and coherent usable spaces around the building.
3. Integrate buildings within the landscape in a manner that helps define, connect and activate the spaces and terraces between the city and the river.
4. Provide a generous floor to ceiling height at those levels of buildings intended for public use or events or publicly relevant activities.

Aesthetic approach

5. Demonstrate design coherence, compositional and formal relationship between buildings in any grouping so that while they must relate to their specific site and may express a particular function, they also read as a family.
6. Incorporate layers of specific identity and expression in consultation with user groups and other stakeholders.
7. Ensure building materials and components contribute to a coherent architectural concept as well as being robust and fit for purpose.

Façade and edge treatment

8. Face onto the open space to help define the spaces around, provide for natural surveillance and wherever possible provide activities at the edge that engage people in the open space.
9. Maximise multiple connections from various levels into buildings allowing for easy access, multiple uses and/or tenancies within the building, and for edge activation.
10. Locate truck docks and service functions in unobtrusive locations, with refuse bins, mechanical plant, equipment and other such elements discreetly located and concealed from public view.
11. Locate parking below grade or concealed from view within the building in ways that do not detract from edge activation or the external appearance of the building.
12. Use glazing systems that maintain visual connections between public spaces and building interiors.
13. Design lighting for aesthetic as well as functional effect and to contribute spill lighting from buildings to create an attractive night-time environment as well as contribute to safety and security.

Flexibility

14. Design to support a range of activities, with sufficient flexibility or adaptability to readily accommodate various and changing uses, particularly at ground level.

Flood risk mitigation

15. Establish floor levels that elevate sensitive building components, services and internal spaces above minor floods, and design the base of Riverside Terrace buildings that may be inundated by severe flooding to be 'flood-proof', accommodating this with the planning and construction of all building elements, services and structures.
16. Accommodate flood risk at the lowest level(s) of any building within the flood zone by using space to provide for boat storage, bases for events and related storage, a potential market, and pop up cafés or food outlets.
17. Accommodate only those uses within the flood zone that can be readily moved in case of an imminent flood event.

Environmentally Sustainable Design

18. Integrate 5 Star Green Star, 4 Star Home Rating or equivalent features into all buildings.

CHAPTER 3_ URBAN DESIGN GUIDELINES

BUILDING DESIGN GUIDELINES_ LOCATION-SPECIFIC GUIDELINES

WAIKATO RIVER/TE AWA WAIKATO RIVER CENTRE BUILDING

The Waikato River/Te Awa Waikato Centre will provide a key visitor experience anchor within Ferrybank and Hamilton, complementing other anchors within Hamilton and the Waikato region. It will tell the story of the river through its architectural expression and via the activities it will host.

This is an iconic pavilion building fronting the river and connecting to Grantham Street and landscape terraces over multiple levels. It will provide a key nexus, or landing point between river and city. The Waikato River/Te Awa Waikato Centre will be the regions premier riverside venue, a strong draw and catalyst for a range of activities both within the building and the adjoining riverside and landscape.

As a centre for visitor experience it will include a mix of cultural, education, recreation and tourism based activities as well as provision for events/ functions and hosting facilities and supporting café/ restaurant space. It is envisaged this building will also house the core hosting infrastructure in support of a multitude of landscape and river based events and activities including rowing, waka ama and cultural events. These might include a water sport clubs facility, ticketing and concessions, bike rentals, transitional 'pop-up' activities and support for outdoor weekend and night markets and exhibitions along the river promenade, and outdoor performances.

Form and scale

- Develop a strong architectural presence three levels above the River-front Promenade and exploiting the contours to connect directly to its surrounding space at the Promenade and each upper level.
- Configure the building to provide adequately for the range of accommodation anticipated and comfortably function as a focus of river edge activity and events.
- Configure and site the building with generous threshold spaces (terraces and roof form) in a manner that shelters and frames the promenade and adjoining landscape spaces
- Consider as a substantial landmark building with:
 - a scale in proportion to the openness of this river edge setting;
 - a horizontal emphasis, parallel to the river, responding and respecting the river as the dominant element; and
 - a strong architectural form befitting its function as a primary river edge destination.

Architectural approach

- Design as a flood resilient podium base with crafted pavilion forms above with frontages on all sides, and a high degree of edge transparency and activation.
- Express as a building that will be known for its exceptional architectural quality, and regarded as a key destination within the region.
- Design to be a spectacular and celebrated gateway and shelter between land and river with an architectural form to provide a strong and welcoming gesture of arrival.

- Achieve scale moderation with articulation of form stepping in represents the contours of the land, and offering ways for people to engage with the building from multiple directions and a sense of human scale at all edges.

Façade and edge treatment

- Utilise roof elements and verandas to integrate the indoor and outdoor spaces, extending out on multiple fronts and on multiple levels.
- Locate services and back-of house facilities in unobtrusive or underground locations to maximise potential for the main interior event and function spaces to engage physically and visually with this setting.
- Consider the night-time environment, potential for spill light, and for the building to glow like a beacon.
- Build into the hillside, and step up with the landscape, connecting at all levels.
- Establish a primary address and outlook to the river, but also ensure access and interface to Grantham Street to the east, and to the redeveloped landscape, ecological terraces and children's play area to the north-west.
- Provide for uses such as robust water activity based spaces on the lowest level fronting the river promenade and pontoon landing and large format multi-purpose spaces on the upper levels, and arrange these upper level spaces to suit a range of activities and configurations.
- Provide sheltered spaces for pop-up activities such as night market or summertime cafés. These can be adaptable uses, adjusted to seasons, events and moveable in a flood.

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ROOSE COMMERCE PARK RIVER BUILDINGS

The plinths and pavilions along the edge of Roose Commerce Park provide for new modernised sports facilities and clubhouses. The precise functional and space demands, and scope for potential shared use to optimise facility and performance should be explored at the design development stage. Two types of river buildings are proposed, a ‘pavilion type’ and a ‘boat house’ type.

- Conceive as a series of projects that could be implemented progressively in response to emerging public, cultural, market or funding opportunities, and which will nevertheless achieve a coordinated, coherent and integrated outcome.
- These buildings facing the River Promenade have a solid flood resilient base built into the change in ground level between the Riverside Terrace and the Grantham Terrace like a retaining wall.

Northernmost river building - “Pavilion”

Intended for larger format activities such as clubrooms, café, events, or other hosting activities.

- Two storey scale with a generous glazed pavilion top floor at the level Grantham Street over a visually solid podium base directly connected to the River-front Promenade.
- Ensure a horizontal emphasis, parallel to the river, thus respecting the river as the dominant element.
- Provide a high degree of edge transparency particularly to the north and east to allow activity within the pavilion to be visible as well as take advantage of this park and river edge location, and to act as a beacon when the buildings are occupied at night.
- Ensure visibility of activity in glazed pavilion structures above the more robust and solid podium bases.

Southern river buildings – “Boat house”

Accommodation for smaller format activities. These might be separately leasable small business or accommodation units associated with water based recreational activities. These offer potential for shared use such as a high quality gym facility, potentially extending outdoors and interfacing with adjacent open space, walkways, cycleways and running trails.

- Calibrate the dimensions of building forms on the podium to relate to the form and scale of the nearby housing.
- Plinth and up to two storey scale above this, with secure boat storage provided for within the plinth.
- Configure building components on top of the plinths to allow staged implementation and respond to changes in demand over time.
- Buildings should be of a size and shape that relate to the spaces around, the neighbouring buildings within this complex and to both the River-front and Grantham Street.

Façade and edge treatment

- Open upper level building elements variously out to the terraces on the lid of the base plinth, and also back out to the west to outdoor space accessed from Grantham Street.
- Open spaces within the plinth open out to the Promenade and make these suitable for a range of activities, with supporting infrastructure such as power, water and public toilets.

- Provide for framed views to the river in the gaps between buildings, and stepped or ramped access down from Grantham Street.

Space between and around buildings

- Provide generous steps down between buildings from Grantham Street, through the terraces.
- Locate buildings to retain trees and allow glimpses to the river. The stepping configuration of the buildings allows retention of the existing trees, and multiple aspects for each building.

Environmental comfort

- Provide for winter sun with setback of buildings from the edge of Grantham Street to allow afternoon sun penetration into the terrace and access spaces between buildings.
- Provide summer shade with a combination of buildings and building edge treatments and retention of existing significant trees.
- Provide sheltered spaces for pop-up activities such as night market or summertime cafés. These can be adaptable uses, adjusted to seasons, events and moveable in a flood.



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CHAPTER 3_ URBAN DESIGN GUIDELINES

VICTORIA STREET BUILDINGS

A new built edge is proposed along the north western side of Victoria Street between the Celebrating Age Community Centre and the Grantham Street Gateway to Ferrybank. Comprising a cluster of buildings, this development would seat into the edge of the City Terrace.

The Victoria Street edge building

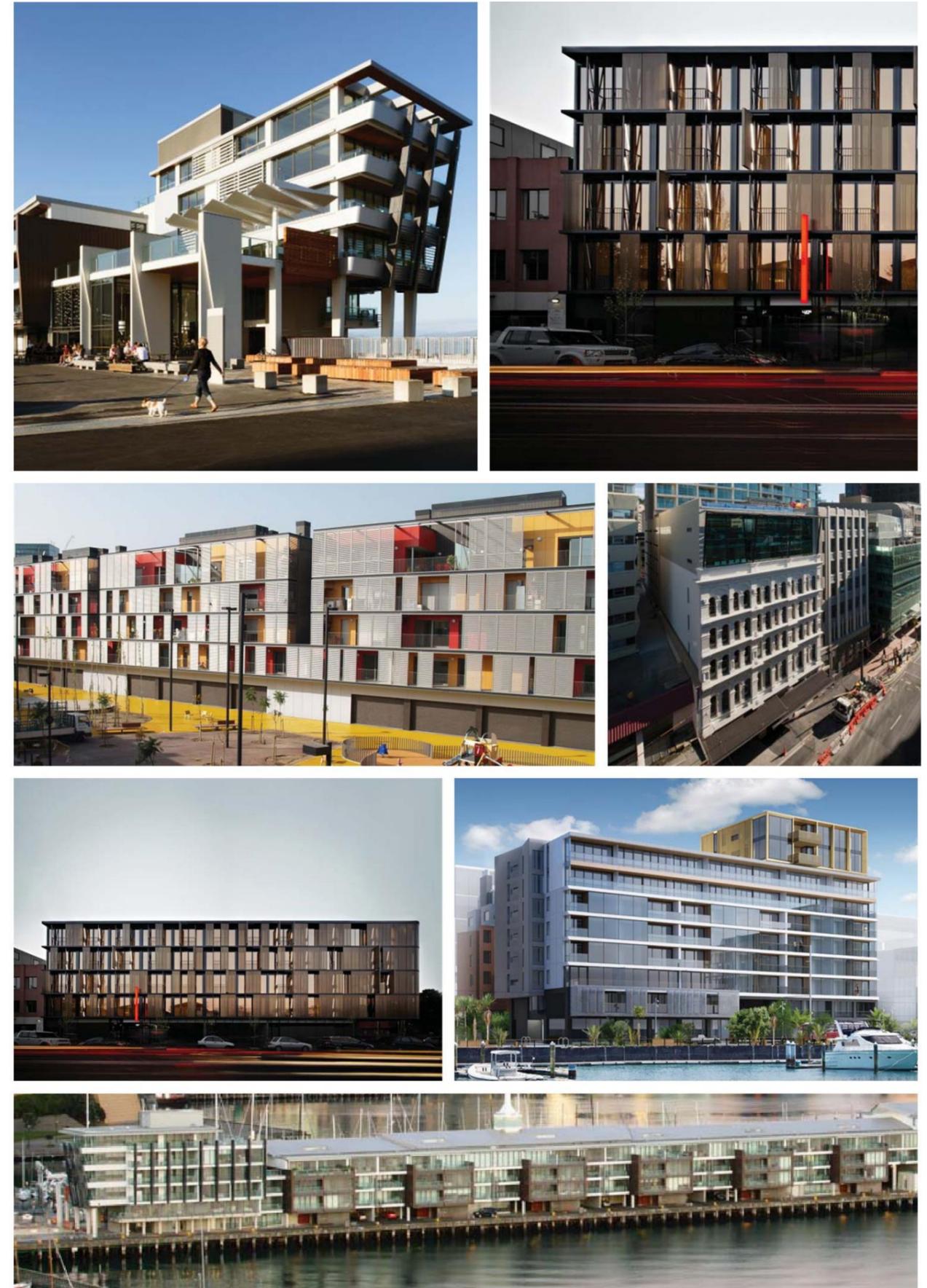
- Ensure a substantial city centre building scale, comfortably to five levels above the street and some 60- 80 metres in length. While the form indicated in the plan is seen to be of an appropriate scale, and the north end should be constrained by the Knox Street alignment, there may be scope for some extension to the south. This would be subject to maintaining a clear view connection between St Peter’s Cathedral and the river and providing a level of formal articulation along its length to maintain an appropriate sense of scale to the street.
- Provide for predominantly residential use in upper levels. Mixed use is possible with limited commercial/ community function at the street edge, and a street level café at its sunny north end.
- Locate and design to repair the south end of Victoria Street by spatially defining, fronting to and activating the street.
- In combination with the ANZ Centre, define an entrance space leading down Grantham Street from Victoria Street and the Museum to the river with the northern façade extending not further forward than the site frontage alignment along the south side of Knox Street.
- Achieve a comfortable scale transition to the Celebrating Age Community Centre with generous setback from that building. Connecting building forms should be of an appropriate transitional scale to allow a spatial and view connection from St Peter’s Cathedral towards the river, and a gap associated with a public access-way between Grantham and Victoria Streets.
- Accommodate parking and servicing in the two levels down from the street and accessed from Grantham Street.
- Provide a critical mass of activity at street level adjacent to the Celebrating Age Community Centre.
- Aim for the ground floors of buildings directly accessible from Victoria Street to include publicly relevant activities and spaces that activate the edge and might be accessible to the public.

South Riverview Terrace Building

- Face lower levels with apartment-scale units looking through the trees over the river, and accessed via ‘Riverview Terrace’.
- Build to not more than three storeys of accommodation, potentially over underground parking in order to step down towards the park and river.
- Provide a strong frontage towards Grantham Street and the river.
- Maintain the alignment of Victoria Street.
- Provide access from Grantham Street via the Riverview Terrace.

For both buildings

- Model to spatially define the Riverview Terrace shared space to the east and provide for public access down to the river at its southern end.
- Provide for generous and reasonably direct public access down to Grantham Street and the river through that spatial connection.
- Plan building form, landscape and external spaces to facilitate filtered views, activities and movements down from the Victoria Street Terrace into the river valley.
- Provide a strong publicly accessible connection from the City terrace and edge of Victoria Street down toward the river, with framed views to the river, encouraging access and providing choice.



NORTH RIVERVIEW AND PARK TERRACE BUILDINGS

North Riverview Terrace Building

The proposed North Park Terrace building is a new building- potentially a boutique arts hotel associated with, and potentially in support of, the existing and potential development of the Museum and Arts Post buildings. This building will assist developing an intensity and quality of activity around the Waikato Museum as a northern city gateway anchor to the precinct as well as contributing to, and drawing from the activity and connections provided by the new pedestrian cycle bridge.

- Ensure façades of the lower parts of the building aligned to define a clear and direct connection to the proposed bridge.
- Maintain a respectful and complementary architectural relationship with the heritage Arts Post building.
- Although the scale indicated in the plan is seen to be appropriate, the additional height might be appropriate on this site as a marker for the City to park connection from the long approach down the Hood Street corridor. Consideration of increased building height would be subject to a sophisticated building form, and exquisite architectural treatment that establishes this as a landmark building, and responds in a compelling and sympathetic way to the Museum, its forecourt, and the Arts Post building.
- Configure in a manner that develops a celebrated and sheltered link to the Museum, linking the current Victoria Street Museum frontage down to the Park Terrace pathway and the potential new pedestrian and cycle bridge to Memorial Park.
- Consider integration with the development of the Museum building to provide a combined new riverside Museum frontage onto the Park Terrace pathway, supporting an enhanced cultural connection to the river and associated facilities such as the Waikato River/Te Awa Waikato Centre.
- Ensure edge to the new pedestrian/cycle link is activated with appropriate activity and/or façade design.
- Form and develop the southern edge of this building to define and activate the courtyard entry to the museum.

Park Terrace Building

This building helps to achieve a transition in scale from the ANZ Centre, and contribute a more human scale at the interface with Grantham Street. While this building might accommodate some mixed commercial use on lower levels, its scale, proportion and orientation would suit predominantly high quality apartments.

- Develop to three or four storeys.
- Configure building form to define a gateway in combination with the Victoria Street cluster of buildings.
- Build to not more than three storeys of accommodation, potentially over underground parking in order to step down towards the park and river.
- Configure the building to moderate the scale of the ANZ Centre and achieve a stepped transition to the river valley landscape.
- Face lower levels with apartment-scale units looking through the trees over the river with a strong and active frontage towards Grantham Street and the Park Terrace.





IMPLEMENTATION STRATEGY

CHAPTER FOUR

CHAPTER 4_ IMPLEMENTATION STRATEGY

INTRODUCTION

The following pages provide a strategy for the successful implementation of the Ferrybank plan.

Design principles alone will not deliver a successful, viable and sustainable outcome and the following strategies for process and implementation are important. These are a critical response to ensuring viability and deliverability.

IMPLEMENTATION OBJECTIVES

- Viability
- Public ownership stakeholder support
- Quality development
- Optimising value
- Striking a balance between public costs and return from development

PRINCIPLES FOR IMPLEMENTATION

Partnership

1. Establish partnerships between key stakeholders including Hamilton City Council, Waikato-Tainui, Mighty River Power and other commercial players in the area, drawing on the inputs of fresh new partners as catalysts and drivers for development.
2. Aim for the delivery and funding of various building projects to be substantially or completely by building users/operators, and occupying organisations and their sponsors
3. Establish and maintain consultation with stakeholders, user groups and the general public to refine the design direction and activity mix, and ensure political viability and public support.
4. Explore local interest in public events and art initiatives with people and groups who may take over funding and implementation.

Design quality

5. The flow diagram below illustrates the process that can allow design quality is maintained as projects are developed. This will establish the image of the precinct and its attractiveness for business operators and visitors. Failure to do so can undermine the project by compromising the distinctiveness and attractiveness of the area, thereby failing to attract the events, activity and people that will bring it to life.
6. Utilise design principles, briefings and reviews to guide a market led approach that will generate sustainable commercial outcomes. The outcome should integrate design and viability.
7. Utilise independent urban design panel review, as well as frequent and thorough design reviews by council officers.
8. Ensure continuity of design advice through the extended implementation process, with ongoing design review from a panel of independent technical experts in support of council officers.
9. Use competitive processes for the private development of any site, ensuring that both financial and design outcomes are considered, and quality of outcome is prioritised in submissions to get the best design and development outcomes.
10. Fund appropriately to ensure the necessary quality is achieved. Public expenditure will be needed to fund open space, although returns from development sites will contribute to that.

Maximising value

11. Plan and develop the open space first, to give certainty to the public on the quality of outcome that they are funding, and to private sector developers about the high quality environment that is the context for their development.

Activation

12. Tourism attractions and activities will benefit from clustering activities together. Provision is made for this along the river promenade and at the edge of Victoria Street.
13. The scale of sites allows for appropriate development to occur and which also interfaces well with the high quality public spaces around these development sites.
14. The unique nature of the sites, their location and scale will help encourage the very best operators and developers to participate. Actively market, manage and curate the precinct and hand-pick the best operators for activities and event planning.
15. Ensure place-making initiatives are conceptualised and implemented in parallel with development, and that place-making is appropriately resourced.

Viability

16. Providing marketing strategies to deliver solid revenue generation and :
 - allowing for seasonality;
 - offering quality facilities and spaces to attract strong attendance for events and commercial usage of areas;
 - leveraging off the surrounding cultural – arts precinct and the ability to offer art and food experiences for locals firstly, and visitor markets and
 - develop eventing and sports tourism around not only rowing and river based activities, but also the use of the river bank area for other sports activities.
17. Encouraging the participation of leading serviced apartment and commercial mixed use developers to ensure a high quality of development is created and seeing where support can be offered to activate these commercial developments in the short term
18. Testing the viability of components through introducing pop ups for food and beverage, displays and booking sites particularly to address seasonality
19. Working with the development industry to develop best practice commercial solutions.

Finance and cost

20. Stage the development of the open space and maintain budgets to ensure that high quality outcomes are achieved – if necessary, build less at any stage rather than compromise the quality of outcome.
21. Integrate cost and value management into all stages of design development to ensure designs are fiscally responsible and pragmatic with regards to the future ‘buildability’ of the development.
22. Identify components of the public space which can be sponsored or part funded by private and/or philanthropic investment including partnership opportunities. There will be an expectation of public investment into these partnership projects, the extent of which will vary from project to project, and will be ascertained with further post-framework implementation and funding investigations.

CHAPTER 4_ IMPLEMENTATION STRATEGY

PLANNING ENABLING PROCESS

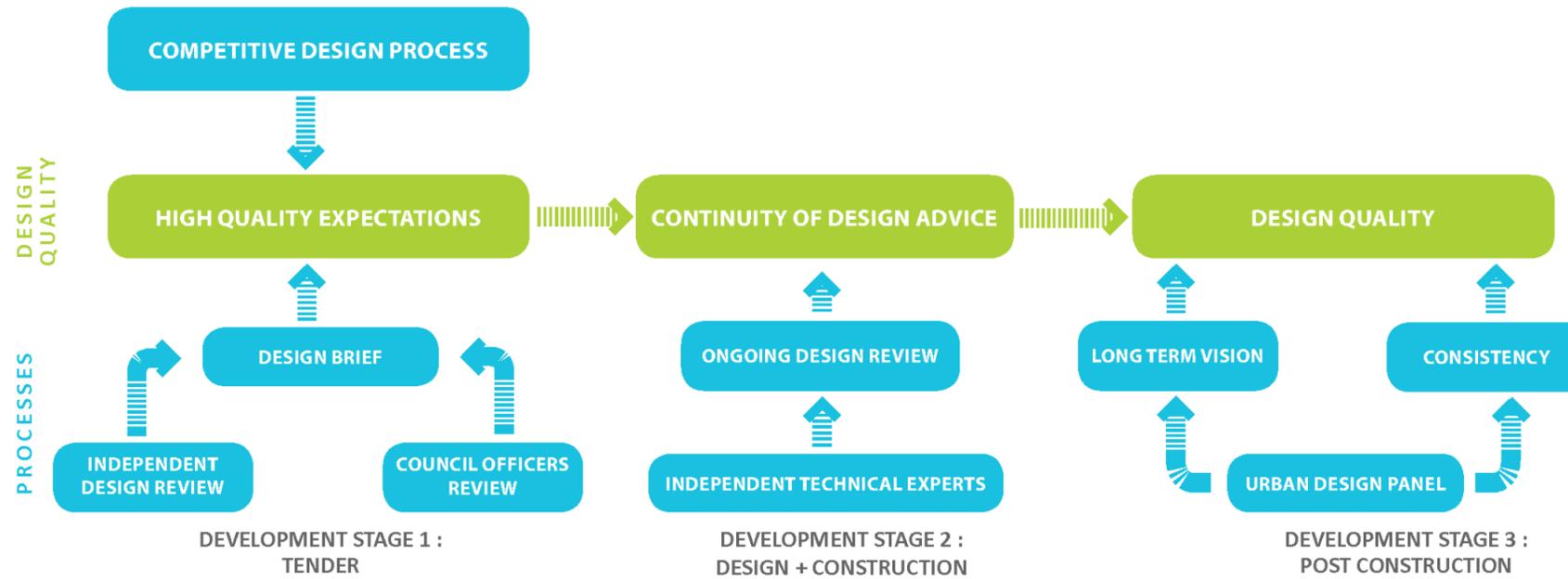
To enable implementation of key parts the Ferrybank Development Plan, changes to other plans and documents will be required. These include the Proposed District Plan, Reserve Management Plans, and in some cases land status changes to Reserve land to allow for commercial development opportunities on those lands. Hamilton City Council will commence these processes following the adoption of the Ferrybank Development Plan.

Proposed district plan
Changes to a District Plan are carried out as per schedule one of the Resource Management Act and, as a guide, can take up to 12 months.

The destination open space zone that covers the majority of the Ferrybank Precinct allows for a number of uses including club and change rooms, community and conference centres, ancillary office, 100m2 of retail per park, but it does not provide for or foresee any residential activity, nor the scope of the commercial activity envisaged in the Ferrybank Development Plan. Therefore, a change or variation to the District Plan will be required.

Reserve management plan change
Change to a Reserve Management Plan, such as the Riverside Reserves Management Plan, are carried out in accordance with the Reserves Act 1977. The current Management Plan relating to the Ferrybank precinct does not provide for many of the activities envisaged in the Ferrybank Development Plan. Therefore a Reserve Management Plan review will be required. The estimated time-frame for this review is 12-15 months.

Reserve revocation
The process for revoking reserve status of public land is outlined in section 24 of the reserves act 1977. The revocation of specific parcels of reserve land will be required to facilitate the private development opportunities, namely, the Victoria Street residential development site and associated buildings. The estimated time-frame to complete reserve revocation, subject to obtaining the approval of the minister of conservation, is 6-12 months.



RECOMMENDED DESIGN PROCESS TO MAINTAIN QUALITY OUTCOMES

PRINCIPLES AND RECOMMENDED DIRECTION FOR STAGING

Principles for staging

The development is planned to allow incremental, flexible and staged delivery. The following pages describe the recommended staging, and this and any variation on staging is based on the following principles:

1. Potential for immediate impact including raising the profile of Ferrybank as a city destination
2. Provide high profile, high visibility locations
3. Provide catalytic sites and projects that will encourage private investment and/or public engagement
4. Engage with funding sources and opportunities as they arise
5. Balance incremental development with a balance of public and private investment, and each supporting the other.
6. Provide physical connections of the city to the river, and contribute to the river edge as a destination

Further considerations in staging development are:

- Ensure most existing facilities can remain in use until such time as replacements are constructed;
- Elements such as the main section of the river promenade should be delivered up front, whereby the provision and strengthening of the ecological and access terraces can be introduced over time if necessary;
- Boat shed components of new riverside buildings are modular and can be added as necessary; and
- Expansion of buildings and activity spaces to the south is provided for to accommodate long term growth if and as increased demand for activity emerges.

Suitable activity

The inner city is short of owner occupied apartments and the visitor economy needs higher quality serviced apartment development. Development options which look to offer mixed use development to satisfy both local and visitor requirements need to be encouraged.

A new residential apartment cluster will also offer day and night time activity making the overall Ferrybank precinct safer and well utilised.

The proposed Victoria Street buildings would have capacity for approximately 60+ apartments over the two buildings with greater numbers achievable if a mixed use residential and serviced apartment complex was offered. The plan also encourages higher end hotel development north of the Waikato Museum to offer a more dynamic cultural and tourism precinct as a focal point for this part of the inner city.

Whilst new short term commercial accommodation needs to be actively encouraged within the Ferrybank precinct, new commercial office and retail space is not seen as desirable within the precinct as it will stretch the Central City commercial hub south and risks marginalising parts of the city.

The Waikato River Centre

The Waikato River Centre needs to be a commercial hub for Ferrybank acting as a tourism booking venue for river based experiences, offering a selection of food and beverage options, unique function venues and ideally an interactive visitor attraction to tell the story of the river from various perspectives. It should become the “go to” venue for various tours and visitor experiences including the important river link down to Hamilton Gardens and up river for various new experiences being planned.

Victoria Street buildings

The Victoria Street Buildings are seen as the commercial ‘backbone’ of the project and the best commercial opportunity is a residential apartment complex here, with the key to success being getting this to market as soon as possible. These will contribute a funding stream that can assist with developing the open space.

For this project which must achieve a balance of commercial yield as well as public realm contribution, critical ingredients include:

- Response to market:
- Critical mass, form fit to function, and flexibility:
- Street address, accessibility, car park access, and serviceability:
- Ground floor interfaces and connectivity/contribution to street and public realm:
- An integrated iconic combination of building, landscape and activity.

Start on implementation

Private development activity should be started as soon as possible with a focus on the Victoria Street Buildings, subject to the plans and policies being in place necessary to expedite it. The staging will need to illustrate the minimum level of public spend required to stimulate private sector investment at the front end.

Identify projects that may attract philanthropic funding or partnership

Potential to break public realm upgrade projects into stages or elements that may be attractive to philanthropic trusts should be explored. Parcels of say \$1m- \$2m, \$2-5m and \$5-10m might be developed.

Align with Waikato-Tainui’s vision and aspirations for the Waikato River/te Awa Waikato

“Te Awa Waikato - Tooku awa koiora
me oona pikonga, he kura tangihia o te
maataamuri” King Tawhiao

*(The Waikato River - the river of life, and each curve
more beautiful than the last.)*

Full and meaningful dialogue and engagement with Waikato-Tainui and Ngati Wairere is a key imperative in implementing the Ferrybank Development Plan. This will help refine detail of the Ferrybank Plan and inform how that development would progress. This imperative relates to the natural association of te mana whenua with the Waikato River/ Te Awa Waikato and lands, the intents and requirements of te Tiriti o Waitangi.

PARTNERSHIP APPROACH AND STAGING _ Stage 1 (Approximately 0-5 years)

Over the next pages are suggested three part staging for Ferrybank for the periods:

- Stage 1_ Approximately 0 - 5 years
- Stage 2_ Approximately 5 - 10 years
- Stage 3_ Approximately 10 - 15 years

Stage 1

The first stage is based on key public infrastructure projects and is compiled of the following key aspects:

- Establishes a link between the City and the River Promenade.
- Adds value to high yield investment site.
- Establishes Riverside destination.
- The construction of Waikato River Centre and surrounds creates a key site public attraction
- The construction of the two playground areas as a public benefit / attraction.
- Establishes a precedence of precinct character and quality.

Public Funded Projects	Public / Private Partnership Projects	Private Investment
6 Grantham Street (north of Victoria Bridge)	8 Waikato River Centre	A Victoria Street Buildings, (excluding contribution to public realm)
7 Ferrybank River Promenade	9 Ferrybank Ecological Terraces	
3 Park Terrace upgrade	11 Pontoons	
	14 Roose Wharf	
	15 City Terrace Destination Playground	
	16 Riverside Play Space	



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PARTNERSHIP APPROACH AND STAGING _ Stage 2 (Approximately 5-10 years)

Stage 2

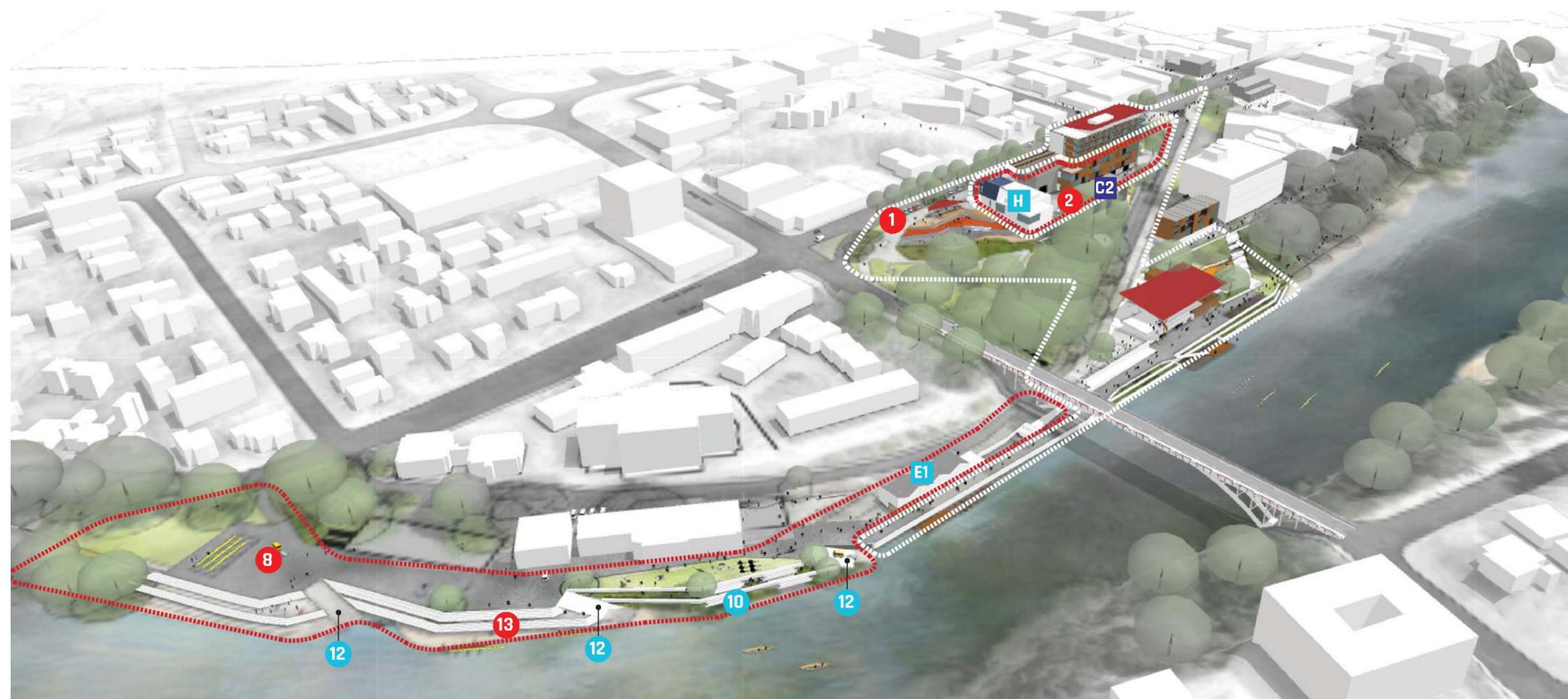
Private investment opportunities from the Victoria Street Buildings **A** leveraged by the public space provision developed as Stage 1 will provide funding contribution to the public realm

The construction of one of the River Buildings **E1** will allow for the temporary storage and provision of joint facilities for the River boat clubs during the demolition of their current facilities, and the construction of the additional three River Buildings.

The public works completed in Stage 2 will allow:

- The completion of the River Promenade.
- Address the Roose Commercial Park River edge as a single project for Resource Consenting efficiently and economies of scale in construction.

Public Funded Projects	Public / Private Partnership Projects	Private Investment
1 City Terrace	E1 River Building - #1	C2 South Riverview Terrace Building
2 Riverview Terrace	H Celebrating Age Building	
8 Roose Commercial Park River Promenade	10 Roose Commercial Park Ecological Terraces	
13 Landing Terraces	12 Boat Ramps	



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PARTNERSHIP APPROACH AND STAGING _ Stage 3 (Approximately 10-15 years)

Stage 3

The pedestrian / cycle bridge **F** and Victoria Bridge works **G** can be constructed with public funding at a Central or Local Government level

Private investment opportunities will provide funding contribution to the public works.

Following the construction of the pedestrian / cycle bridge the North Park Terrace Building **D** can be constructed.

Public Funded Projects	Public / Private Partnership Projects	Private Investment
6 Grantham Street (south of Victoria Bridge)	F Pedestrian / Cycle Bridge including bridge link landscape	C1 Park Terrace Building
3 Park Terrace (by Museum)	G Victoria Bridge clip on including new crossing to Anzac Parade	D North Riverview Terrace Building
	17 Events Lawn, and connection to Anzac Parade	E2 River Building - #2
		E3 River Building - #3
		E4 River Building - #4



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PARTNERSHIP APPROACH_ STAGING SUMMARY AND INITIAL ROUGH ORDER COST ESTIMATES

Successful transformation requires both public and private investment.

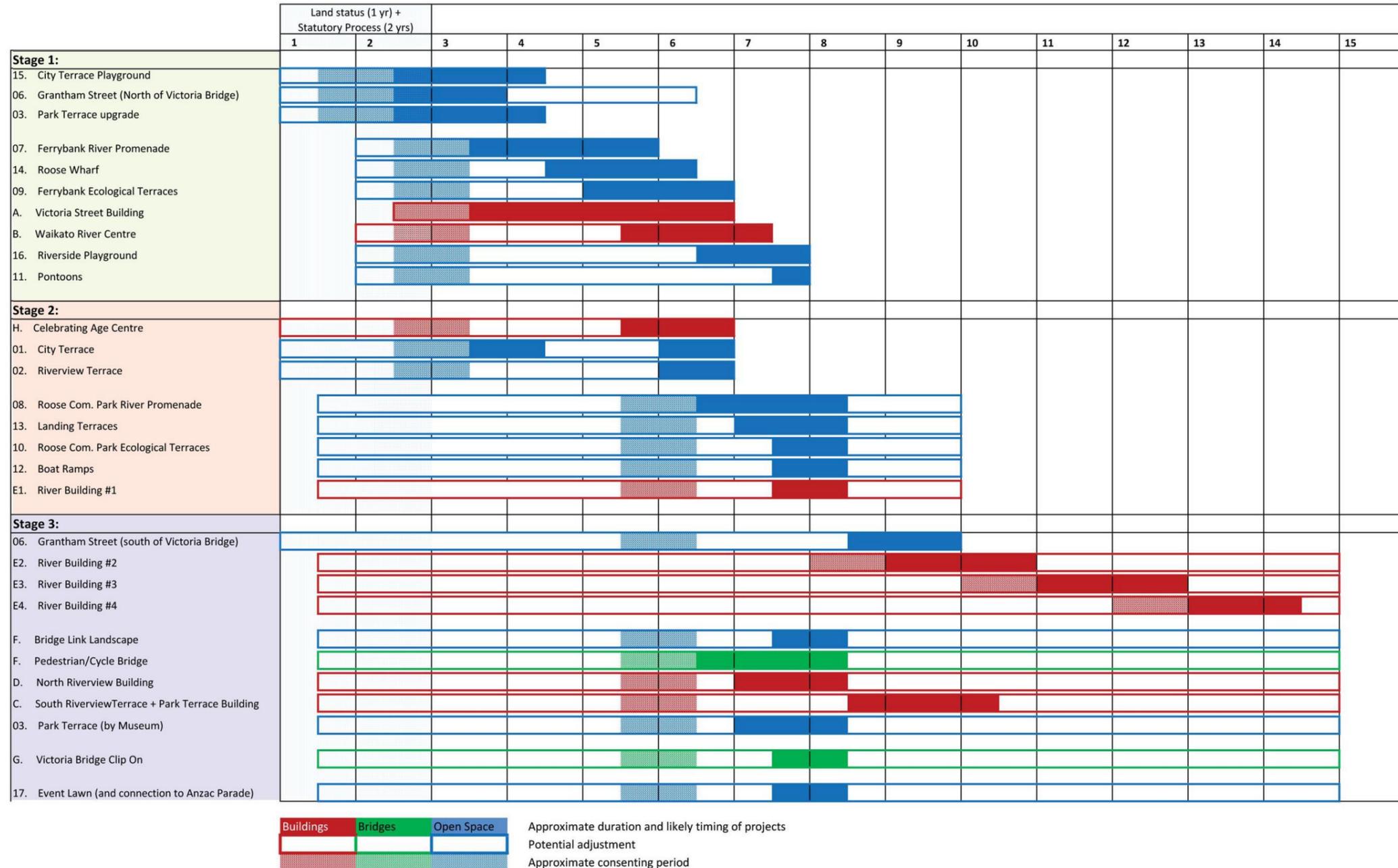
		PUBLIC FUNDED PROJECTS		PUBLIC / PRIVATE PARTNERSHIP PROJECTS		PRIVATE INVESTMENT			
indicative staging / time-frames for public and public/private partnership projects	Stage ONE (0-5 YEARS)	06	Grantham Street (north of Victoria Bridge)	\$ 2.2	B	Waikato River Centre Building	\$14.8 m	A	Victoria Street Buildings
		07	Ferrybank River Promenade	\$ 6.6	09	Ferrybank Ecological Terraces	\$ 3.2 m	E2	River Building #2
		03	Park Terrace upgrade	\$ 1.9	11	Pontoons	\$ 2.6 m	E3	River Building #3
		SUBTOTAL		\$ 10.7	14	Roose Wharf	\$ 4.4 m	E4	River Building #4
				15	City Terrace Destination Playground	\$ 2.1 m	D	North Riverview Terrace Building	
				16	Riverside Play Space	\$ 1.2 m	C1	Park Terrace Building	
				SUBTOTAL		\$ 28.3 m	C2	South Riverview Terrace Building	
	Stage TWO (5-10 YEARS)	01	Victoria Street / City Terrace	\$ 5.3 m	E1	River Building #1	\$ 3.4 m		
		02	Riverview Terrace	\$ 4.8 m	H	Celebrating Age Community Centre Building	\$ 2.5 m		
		08	Roose Com. Park River Promenade	\$ 7.7 m	10	Roose Com. Park Ecological Terraces	\$ 3.2 m		
13		Landing Terraces	\$ 6.7 m	12	Boat Ramps	\$ 1.6 m			
SUBTOTAL		\$ 24.5 m	SUBTOTAL		\$ 10.7 m				
Stage THREE (10-15 YEARS)	06	Grantham Street (south of Victoria Bridge)	\$ 2.2 m	F	Pedestrian / Cycle Bridge	\$18.0 m			
	03	Park Terrace (by Museum)	\$ 1.4 m		Including bridge link landscape	\$ 4.8 m			
	SUBTOTAL		\$ 3.6 m	G	Victoria Bridge clip on	\$ 4.3 m			
					including new crossing to Anzac Parade	\$ 0.3 m			
				17	Event Lawn	\$ 1.0 m			
			SUBTOTAL		\$ 28.4 m				
		PUBLIC FUNDED PROJECTS TOTAL	\$ 38.8 M	PUBLIC / PRIVATE PARTNERSHIP PROJECTS TOTAL		\$ 67.4 M	PRIVATE INVESTMENT PROJECTS TOTAL		\$ 102 M
							FERRYBANK PROJECTS TOTAL AT 2016		\$ 208 M

Note: The rough order of costs above excluded GST, escalation beyond 2016 and other costs as detailed in the report by Rider Levett Bucknell

CHAPTER 4_ IMPLEMENTATION

IMPLEMENTATION PROGRAM

The following table outlines a possible programme for implementing works over a 15 year period. While this programme is indicative, and may vary depending on circumstances, opportunities or constraints, it follows a viable and logical sequence based on the principles and staging outlined earlier in this section. The programme includes a 1 year period for confirming the land status across the site and a 2 year statutory process, including process such as land revocation and District Plan changes as required. In addition, a 1 year consenting process is allowed per project, and an assumption that consenting might occur in two stages. It is acknowledged that in reality some areas will have less stringent consenting requirements than others, and that consenting phasing might vary depending on the circumstances and degree of certainty per project. While a likely timing, duration and project co-dependency is indicated by the bold colours, in most cases there is a degree of flexibility re timing. The non-bold bars indicate this potential programme slide per project.





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CHAPTER 5_ CONSULTATION

CHAPTER 5_ CONSULTATION

The project team sought input from a range of stakeholders throughout the creation and refinement of the Ferrybank Development Plan. The general public views on the initial concept were collected during a public and online exhibition between 28 November and 6 December 2015.

Throughout 2016 the project team met with Waikato-Tainui and a Ferrybank and Roose Commerce Park Stakeholder Group consisting of: Hamilton Rowing Club, Waikato Rowing Club, Hamilton City Hawks Club, Waikato Sports Fishing Club, and the Waikato Dragon Boating & Waka Ama Association.

The project team wishes to thank these stakeholders and the following organisations for taking the time to meet with them during the creation of the plan:

- Mana whenua representatives at the Te Ha O Te Whenua O Kirikiriroa Trust
- Waikato Regional Council
- The Celebrating Age Centre user groups
- Heritage New Zealand
- Members of Hamilton City Council's Urban Design Advisory Panel
- Property Council Waikato Branch
- Momentum Waikato
- Te Awa River Ride
- Hamilton and Waikato Tourism
- Creative Waikato
- Waikato Museum
- Hamilton City Council staff

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IMAGE CREDITS

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