

Notice is hereby given that an ordinary Meeting of the Community, Services and Environment Committee will be held on:

Date: Tuesday 19 February 2019
Time: 9.30am
Meeting Room: Council Chamber
Venue: Municipal Building, Garden Place, Hamilton

Community, Services and Environment Committee

OPEN ATTACHMENTS

ATTACHMENTS UNDER SEPARATE COVER

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HAMILTON WEST TOWN BELT MASTERPLAN

DRAFT_FEBRUARY 2019_REV A



**Hamilton
City Council**
Te kaunihera o Kirikiriroa

REVISION	DATE ISSUED	CHECKED BY
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EXECUTIVE SUMMARY

The vision for Hamilton's West Town Belt is to create "a dynamic, connected and treasured inner-city destination for everyone".

The purpose of the Hamilton WTB Masterplan is to:

- Present a clear and compelling long-term vision for the future of the WTB that reflects the values of the community and enhances the use and enjoyment for one of Hamilton's largest open spaces.
- Consider the WTB in an integrated manner and provide a comprehensive framework to ensure the future use and development of the site is planned as a coordinated whole.

The WTB includes a network of parks stretching from the Hamilton Lake Domain to the Waikato River. It includes two of the city's three international sports facilities as well as community sporting and cultural facilities, the Waitawhirirwhiri Gully and the historic Hamilton West Cemetery.

Open space is a critical element of any successful city. Well-used open space typically relies on expressing a strong identity, providing diverse, relevant activities, and spaces that are both safe and vibrant.

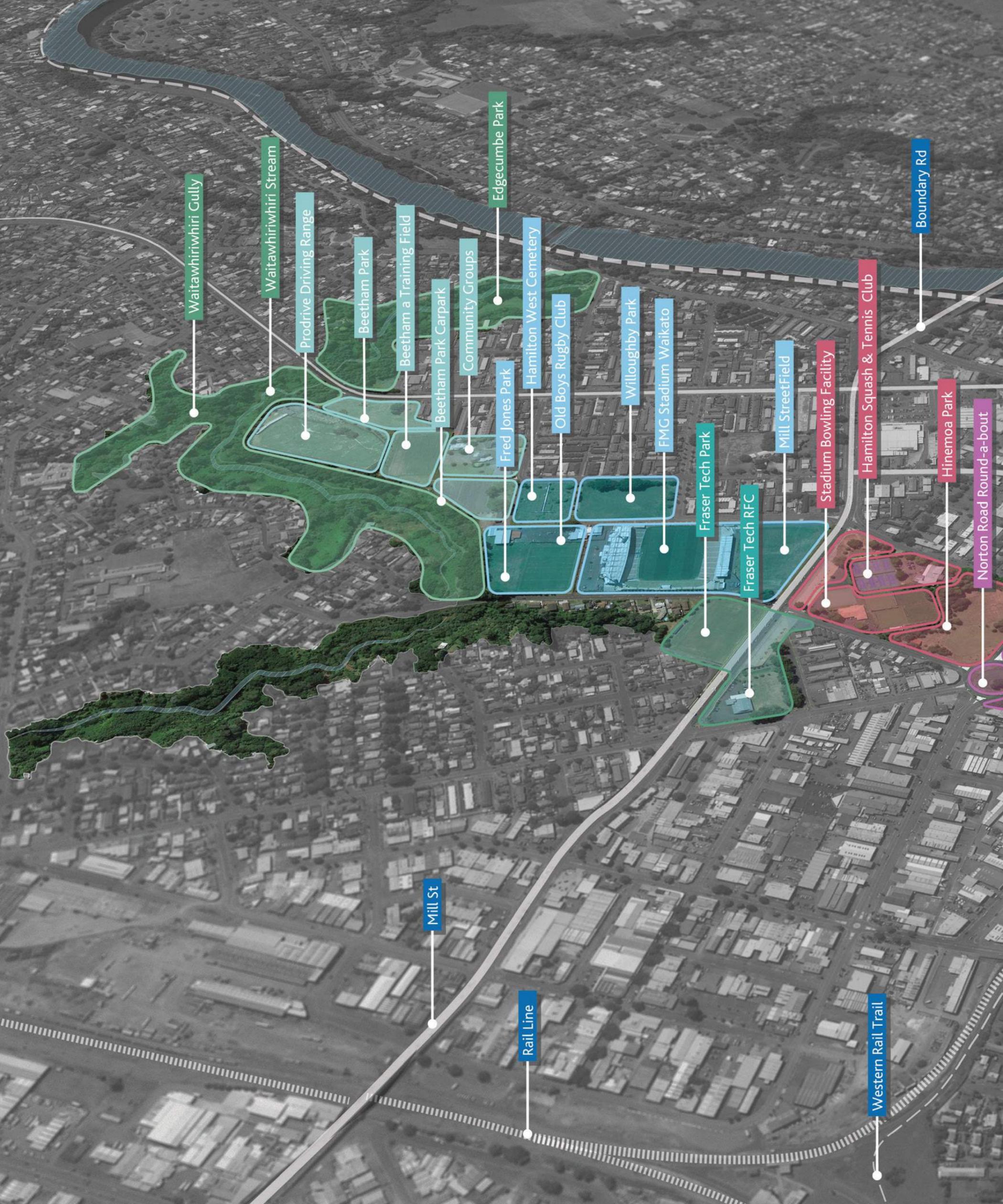
Hamilton is a city experiencing rapid population growth and it is essential this growing population has access to high-quality open space. This is especially true in urban areas where residents will increasingly rely on central city parks to meet their needs for recreation, sports and cultural experiences, and maintaining a connection with the natural environment.

The West Town Belt is an important public open space that can contribute to delivering the city's open space needs.

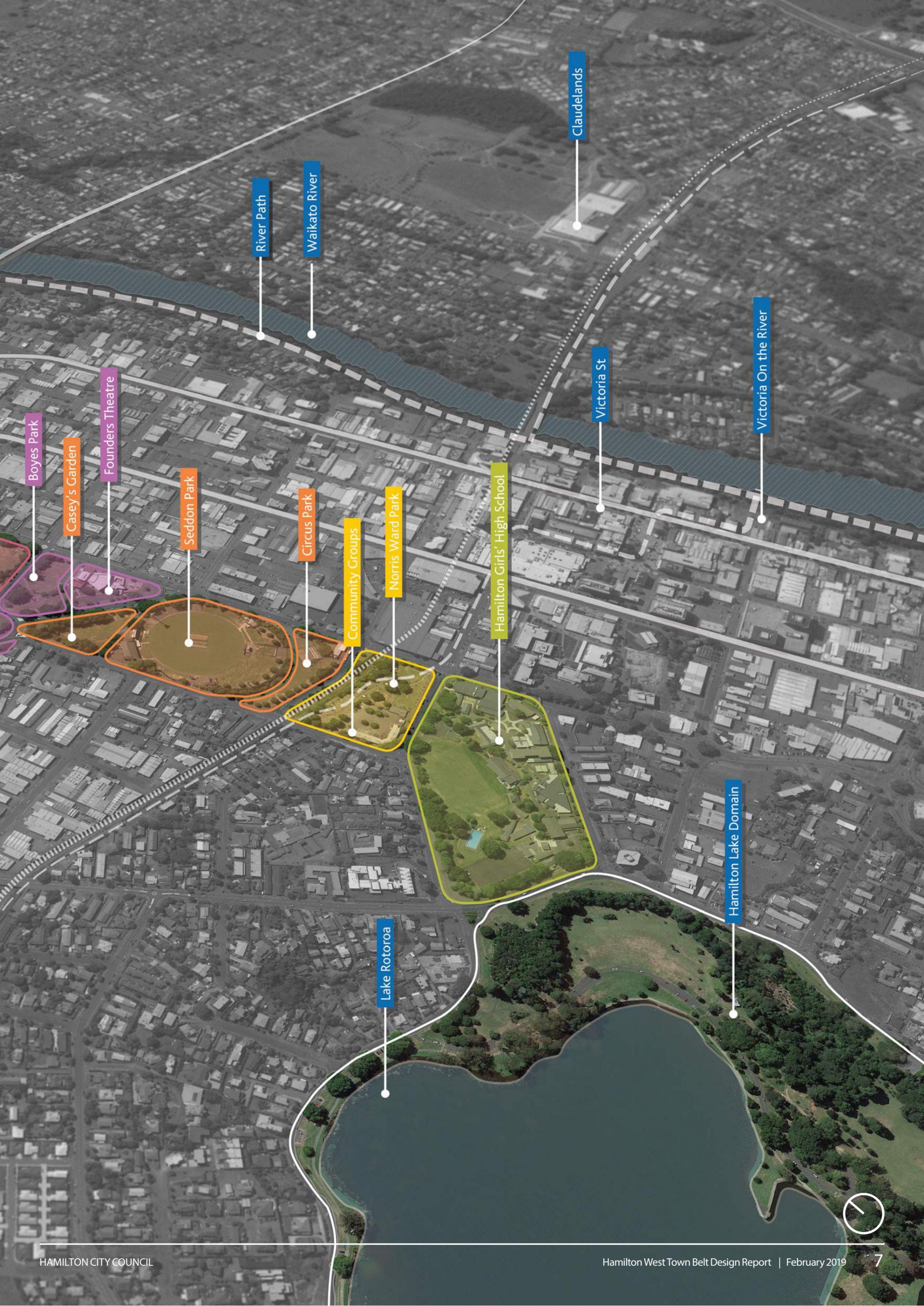
The Masterplan sets out the coordinated planning and development of the WTB over the next 30 years to:

- Maintain and enhance the WTB's open space values.
- Respond to the needs, concerns and desires of Mana Whenua, key stakeholders, and the community.
- Plan for future demand and growth.

The development of the WTB Masterplan, reflects the combined feedback provided from Mana whenua, stakeholders, the community and Hamilton City Council staff.



The Hamilton West Town Belt



Boyes Park

Casey's Garden

Founders Theatre

Seddon Park

Circus Park

Community Groups

Norris Ward Park

Hamilton Girls' High School

River Path

Waikato River

Claudlands

Victoria St

Victoria On the River

Lake Rotoroa

Hamilton Lake Domain



1_ Introduction and background

1.1_ Section description

This section outlines the purpose of the WTB Masterplan and why we now need one. It also explains how the Masterplan was developed and should be used into the future.

1.2_ Masterplan purpose

The WTB Masterplan establishes a long term vision for the future of this highly valued open space.

The preservation of the unique urban park character is at the heart of this masterplan. It sets out what's valued and loved most about the WTB and the surrounding areas, what could work better, and how the space will be looked after and improved in the future.

The purpose of the WTB Masterplan is to:

- Present a clear and compelling long-term vision for the future of the WTB over the next 30 years, reflecting the values of the community and enhancing its use and enjoyment.
- Consider the WTB in an integrated manner and provide a comprehensive framework to inform future decision-making and ensure development is planned in a coordinated manner.

1.3_ Why a masterplan?

Masterplans are non-statutory documents that outline a vision to guide growth and development over a long time period.

Masterplans are effective tools for large, complex sites with multiple interests and stakeholders - like the WTB.

Masterplans are documents:

- Setting out how particular areas can (as opposed to will) develop and redevelop into the future.
- Consider sites and its surrounding areas as a whole (as opposed to responding to one issue or function).
- Establish a vision, objectives and strategies to coordinate and manage change over time.
- Developed in conjunction with stakeholders and the community to define what is important about a place and how its character and quality can be conserved, improved and enhanced.
- Identifying and prioritising key projects and areas for investment over an extended time period.

The WTB requires a masterplan to integrate outcomes unifying all transport, public realm, civic projects and environmental outcomes into a comprehensive plan to guide and prioritise implementation of specific projects.

1.4_ Masterplan development

The masterplan has been informed by:

- Review of previous and existing planning, project and policy work relevant to the WTB site and surrounding areas.
- Engagement with representatives from Waikato Tainui, Te Haa o te whenua o Kirikiriroa (THaWK), sporting and cultural organisations holding leases on the WTB, local residents, businesses, special interest groups and various Hamilton City Council units.
- Consultation with people who use, visit, live and work close by, to help develop a vision for the future and identify actions to get us there. The consultation has helped us understand what matters most to people and how these qualities can be preserved and enhanced for the future.

1.5_ Masterplan structure

The Masterplan document is structured into the following parts:

Part 1_ Introduction and background

Part 2_ Understanding the West Town Belt

A snapshot of the site and its context, including the historical context informing current state of the WTB, its existing characteristics and its future influences.

Part 3_ Challenges, constraints and opportunities

Based on the findings in Part 2, the key challenges, constraints and opportunities that face the WTB.

Part 4_ Vision and key moves

Vision

Sets a picture of the preferred future of the WTB.

Project goals

The broad, long-term outcomes that define accomplishments of the masterplan.

Principles

The general criteria required to achieve the vision. These inform all decisions about the Masterplan and the projects that come out of the Masterplan going forward.

Key design moves

The primary overarching strategies that will ensure the vision and goals can be achieved.

Illustrative Masterplan

Visually represents the manifestation of the vision, goals, strategies and principles across the entire WTB.

Part 5_ Site-wide strategies

Eight design strategies applicable across the whole of the WTB.

Part 6_ Character Areas

A breakdown of the Masterplan, visually representing how the Masterplan concepts will be configured and planned on an individual park scale.

Part 7_ Action Plan

An action plan setting out a wide range of manageable projects that can be implemented sequentially, in any order and/or in parallel.

1.6 Engagement and consultation

The engagement and consultation process involved a wide range of participants. It has been a key component of developing the Masterplan and will continue to be through the delivery of the Masterplan. Utilizing the International Association for Public Participation Spectrum of Participation as a reference, people involved in the WTB Masterplan fall into three distinct groups with corresponding levels of engagement - project partners, key stakeholders and the wider community.

Project partners, who include Mana whenua, H3 (Council's Venues Management organisation) and council staff have been involved in key decisions regarding the design and their concerns and aspirations have been considered and where possible incorporated in decision making.

Key stakeholders, including community group lease holders, existing park users and the general public, have been engaged with to ensure their concerns and aspirations have been understood and considered in decision making.

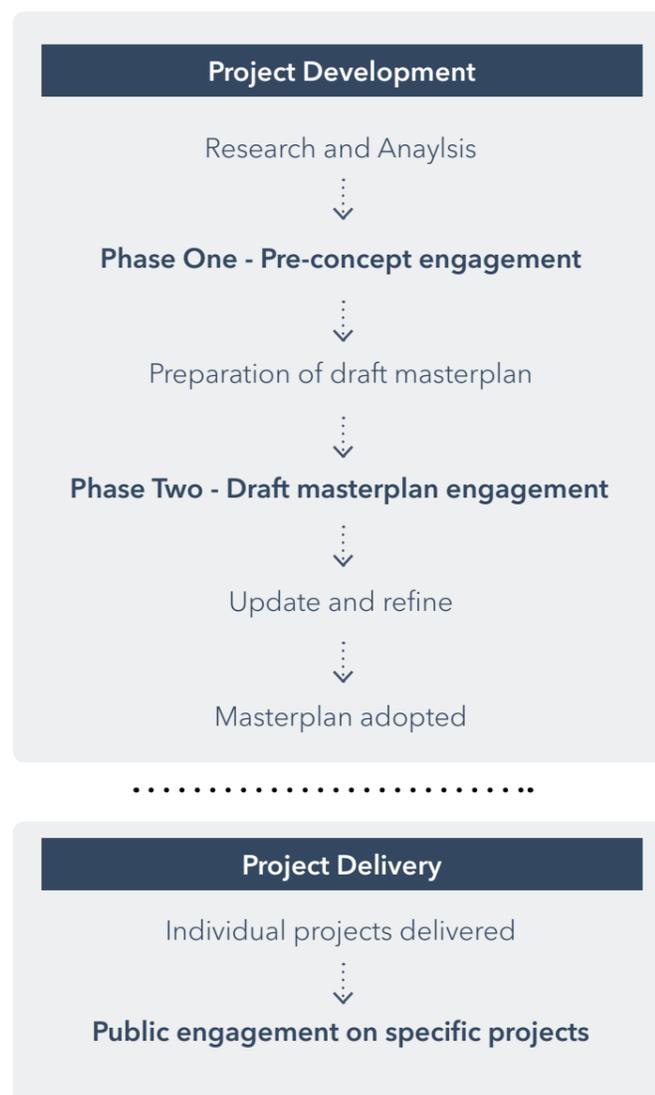
The wider community includes all residents and visitors who use the WTB and have an interest in the future of Hamilton.

The engagement process was organised into two distinct phases:

- Phase One - Pre-concept engagement: Engagement with project partners, key stakeholders and the wider community to gauge the community's interest in the WTB and ensure that the key concerns and desires were expressed and shared prior to developing a design for the WTB.
- Phase Two - Public Consultation: sharing the draft concept design with the same project partners, key stakeholders and the wider public to gather feedback to inform the final Masterplan.

NOTE: As this is a draft document, Phase Two has yet to be undertaken.

Engagement and consultation process



International Association for Public Participation Spectrum of Participation

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

2_ Understanding the West Town Belt

2.1_ Section description

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

Section 2 provides an overview of the WTB. It locates the town belt in its urban, Hamilton context, summarises the historical context that has shaped the town belt into what we know today, provides an overview of its existing characteristics and sets out the conditions influencing its future use and character.

The section concludes with a summary of the key constraints, challenges and opportunities for the WTB masterplan.

2.2_ Location

The WTB is located to the west of central Hamilton. It is a corridor of open space linking the Hamilton Lake Domain in the south to the Waikato River in the north-east. It creates a green belt between Frankton, Maeroa and the central city.

Along with the East Town Belt, the WTB was part of the original 1846 survey of Hamilton. At 54 ha and 3km in length it is one of Hamilton's largest open spaces and an important part of Hamilton's open space network.

The WTB primarily serves an open space function and provides for a combination of active and passive recreation. It is home to a variety of sporting and community groups and organisations including the Waikato Society of Potters (Norris Ward Park), Hamilton Squash and Tennis Club (Hinemoa Park), Northern Districts Cricket Association (Seddon Park Stadium), Chiefs Rugby Club and Waikato Rugby Union (FMG Waikato Stadium), Founders Theatre, Hamilton Girls' High School, as well as the Waitawhiriwhiri Gully and Hamilton West Cemetery.

2.3_ Site overview

The Masterplan site encompasses the full extent of open space zoned land between the Hamilton Lake Domain and Waikato River. The WTB borders, but does not include the Hamilton Lake Domain, nor the open space along the Waikato River. Both the Hamilton Lake Domain and Waikato River reserves are subject to their respective Management Plans.

The Masterplan site also includes the adjoining road reserve and Hamilton Girls' High School.

The road network has been included in the site because the function and design of the surrounding roads affect access to, from and within the WTB. By extending the site to include the road, we can ensure that future transport projects consider the Masterplan and vice versa.

Hamilton Girls' High School is not strictly part of the current WTB open space area. It has been included in the Masterplan site because it links the Hamilton Lake Domain with the WTB. Any future projects on the Hamilton Girls' High School grounds that may have an impact on the public realm are captured in the Masterplan.

APPROXIMATELY 1: 7500

0 100 200 300 400 500M



- Stokes Cres Reserve
- Edgecumbe Park
- Waitawhiriwhiri Gully + Stream
- ProDrive Driving Range
- Beetham Park
- Beetham Field
- Richmond Street Community Hub
- Beetham Park Car Park
- Hamilton West Cemetery
- Fred Jones Park
- Willoughby Park
- FMG Waikato Stadium
- Mill Street Field
- Fraser Tech Park
- Fraser Tech RFC
- Hinemoa Park
- Norton Road Roundabout
- King Street Corner
- Boyes Park
- Founders Theatre
- Casey's Garden
- Seddon Park Stadium
- Circus Park
- Norris Ward Park
- Hamilton Girls' High School

Hamilton Lake Domain

Lake Rotoroa

2.4_ Hamilton city context

Hamilton has a land area of 11,080 ha and approximately 10% of this is public open space administered by the Council. The WTB is an important part of the broader open space network given its size and location to the central city.

Open Space Plan 2013

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

The Open Space Plan outlines the parameters for the WTB Masterplan to contribute to broader open space vision.

Refer to **Appendix One** for the Open Space Vision, Principles, Goals and Priorities.

Future trends

Future trends and residential growth across Hamilton will impact the WTB over the next 30 years, especially in the central city.

The relationship between the central city and WTB is one of the key influences on how the WTB is used. Activities and the movement of people around the edge of the park inform the number of people using the open space, how they move to and through it, and the activities they participate in.

Population growth

Hamilton population is now estimated to be approximately 169,300¹. By 2049 - in 30 years from now - the population of the city is expected to increase by 57,200 to at least 227,000.

In the central city, the residential population is projected to increase by about 3,500 people in the next 30 years, from approximately 13,180 people in 2018 to 16,680 people in 2048. Anticipated population growth is reflected and enabled in the Operative Hamilton City District Plan which identifies high density residential throughout the city centre and along the edges of Frankton.

Increasing residential intensification typically results in less private outdoor living space. This in turn increases the demand for high-quality public open space providing amenity and recreation functions within walking distance from homes.

The number of people employed in and the round the WTB (including Beerescourt, Maeroa, Frankton Junction, Hamilton Central) was 27,560 in 2018. Employment is expected to increase as the local economy continues to grow and the central city is revitalised.

Central city investment

Overall investment and residential intensification in the central city is being supported by a number of plans, in particular the Central City Transformation Plan (CCTP) and The River Plan.

¹ Source of Hamilton City, and CAU projections - HCC growth modelling (NIDEA 2013 baseline)

Both plans have strategic intent but include action- focused projects with the purpose of transforming Hamilton's central city into a vibrant prosperous centre for Waikato and embracing the Waikato River. Investment in both public and private projects aim to attract more people into the city centre to live and work which increases the dependence on close, accessible open space to meet recreation and amenity needs.

In relation to the WTB, both plans aim to enhance connections between the river and city centre and WTB via the street and open space network.

The CCTP identifies the WTB as the 'Green Frame' to the city centre and recognises that its open space values have been slowly eroded by the encroachment of built form. The Plan also identifies that the 'Victoria Precinct' (neighbouring the Green Frame) will accommodate increasing residential intensification and this future resident population will be reliant on the WTB for essential amenity and recreation space.

As such, the strategic intent of the CCTP is to return the WTB to recreation, leisure and entertainment. It specifically identifies the need to plan and install a playground or skate-park located in or near the WTB

This intent is also supported by the Frankton Neighbourhood Plan. The Frankton Neighbourhood Plan outlines actions to support the development of one of Hamilton's oldest suburbs, this includes strengthening Frankton's connections with Hamilton as a city.

Transport

TBC

Ecology

The size and scale of the WTB means it can contribute significantly to ecological outcomes for Hamilton and the Waikato River. In particular, its urban context creates a significant opportunity to contribute to the Local Indigenous Biodiversity Strategy (LIBS) with a goal of achieving 10% habitat cover across Hamilton to improve ecological functions and resilience within urban areas.

Design Considerations

- Recognise the WTB's important open space function and contribution to a growing city and an intensifying city centre.
- Ensure that the WTB can meet the open space needs for existing and future local residents. This includes providing open space for informal/passive recreation, natural amenity, and physical connections with the wider open space network.
- Recognising the strong relationship with the city centre facilities, places of work, education hubs and transport systems, including future rail connections and broader open space network.
- Leverage off existing and future projects to enhance connection to and activation of the WTB.
- Maintain and enhance biodiversity and natural ecologies the WTB.

APPROXIMATELY 1: 32000

0 500 1000 1500 2000M



Hamilton City Boundary

Waikato River

Waitawhiriwhiri stream

Maeroa

Claudlands

East Trunk Line

Frankton

Central City

East Town Belt

Dinsdale

Hamilton Lake Domain

Lake Rotoroa

Hamilton Gardens

Main Trunk line

Key

- WTB Masterplan site
- Streets
- Rail line
- Open spaces
- East Town Belt
- River, lakes and streams
- Waitawhiriwhiri Stream Catchment
- Indicative River Plan boundary
- CCTP boundary
- CCTP key residential intensification areas
- Residential intensification zones (in relation to the WTB)

2.5_ Historical context

Hamilton's WTB has a rich, multi-layered history that can be understood through three distinct phases of development and change - geological history, and cultural history including a long history of settlement and occupation by Maaori and more recent European settlement.

Despite the WTB's diverse geological, Maaori, colonial and recreational history, there remains very little information revealing or informing users about the site's rich, multi-layered history.

Heritage items, places and spaces provide meaningful links to our past and have a significant role to play in the Hamilton's future. The geological history of the WTB is covered in the section later in the document. This section outlines a broad overview of the Maaori and colonial history.

Maaori history - UNDER REVIEW

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

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

Ngaati Maahanga occupied the majority of the western side of the Waikato River. Within the WTB location, there are a number of sites and areas of great significance to Maaori. These include but are not limited to three pa on the stream, food sources, relationship with the Lake Domain and ridgeline walking routes.

Early contact between Maaori and European in Kirikiriroa involved missionary settlements and trade, with the Waikato River being used as a primary trade route and transport corridor. The name area now containing the WTB change when this happened.

Whatanoa Urupa (Ngati te Ao, Ngati Ngamurikaitaua)

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

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

Whatanoa was identified as Crown reserve during the 1927 Simms Royal Commission into the Waikato Land Confiscations. By 1945 the Whatanoa Paa was completely destroyed by expansion of the rubbish dump - which then closed in 1977.

Colonial history

With the signing of the Treaty of Waitangi in 1840, European contact increased markedly. The New Zealand Land Settlement Act was passed in 1863, which made it possible for land to be confiscated from Maaori if they were seen to be in rebellion. 1.2 million acres of land was confiscated across what is now known as the Waikato Region. All of the land within Kirikiriroa was confiscated. Kirikiriroa was later renamed to Hamilton (after Captain John Charles Fane Hamilton)

Creation of Hamilton Borough

The Hamilton West Borough was planned in **1864**. Part of the Borough's boundary was defined by the West Town Belt, creating a green separation between the city and its surrounding countryside. Land within this town belt was permanently reserved as recreation-ground and set aside for sports activities and facilities. Along with the West Town Belt the area around Hamilton Lake was also identified for the Hamilton Lake Domain.

Growing Hamilton

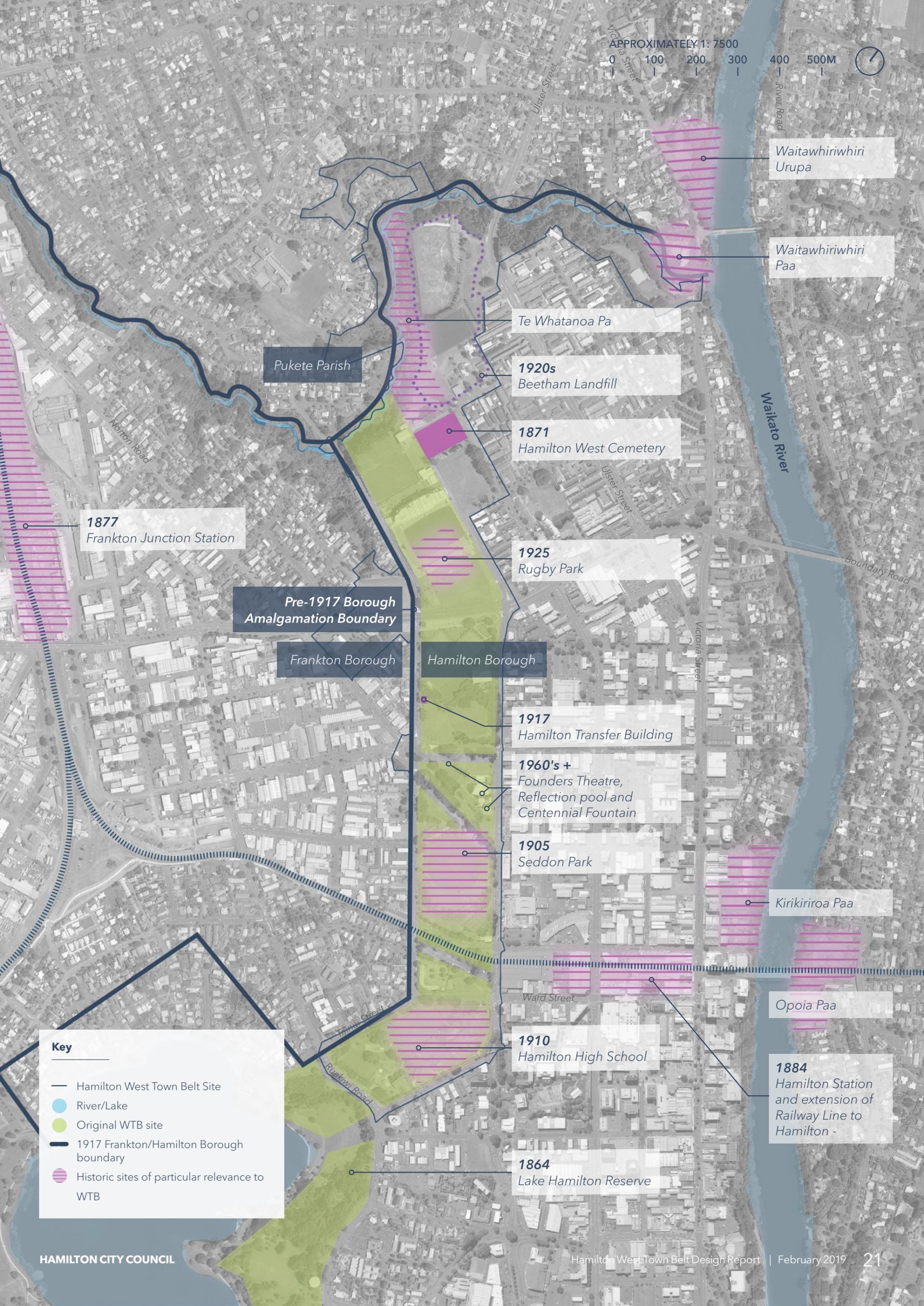
Over the years, the growth of Hamilton has changed the use of the WTB. The amalgamation of the Borough of Hamilton and Frankton in **1917** was a particular turning point for the WTB.

Hamilton West Cemetery - In **1864** Hamilton West Cemetery was established after several occasions when people in Hamilton West could not get across the river to Hamilton East Cemetery. It's the resting place of 1,612 people, many of them members of the Fourth Waikato Militia and their families. Hamilton West Cemetery has considerable historic significance associated with the establishment of Hamilton. The last recorded burial at the Cemetery was in 1975.

Rail - In **1868** the railway line between Auckland and Frankton opened. A station at Frankton junction was added in **1877**, increasing the local population. The line was extended from Frankton to Hamilton and beyond in **1884**, which saw further development and population growth around these key hubs.

Hamilton Girls' High School - In **1910** the Hamilton West District High School relocates to the current Hamilton Girls' High School site. The school - Hamilton High School - was co-ed until 1955. The school is supported by a boarding Hostel, Sonninghill, which caters for 130 girls.

Roading and infrastructure - In **1917** the Hamilton Transformer Building on Hinemoa Park was opened and provided electricity to the amalgamated Hamilton Borough. The building is Schedule B heritage building. In **1928** the electrical substation was built on the corner of Tristram and



Waitawhiriwhiri Urupa

Waitawhiriwhiri Paa

Te Whatanoa Pa

1920s Beetham Landfill

1871 Hamilton West Cemetery

Pukete Parish

1877 Frankton Junction Station

1925 Rugby Park

Pre-1917 Borough Amalgamation Boundary

Frankton Borough

Hamilton Borough

1917 Hamilton Transfer Building

1960's + Founders Theatre, Reflection pool and Centennial Fountain

1905 Seddon Park

Kirikiroa Paa

Opoia Paa

1910 Hamilton High School

1884 Hamilton Station and extension of Railway Line to Hamilton -

1864 Lake Hamilton Reserve

Key

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

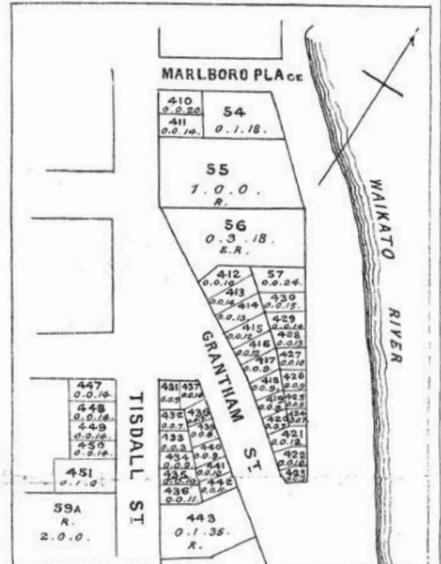
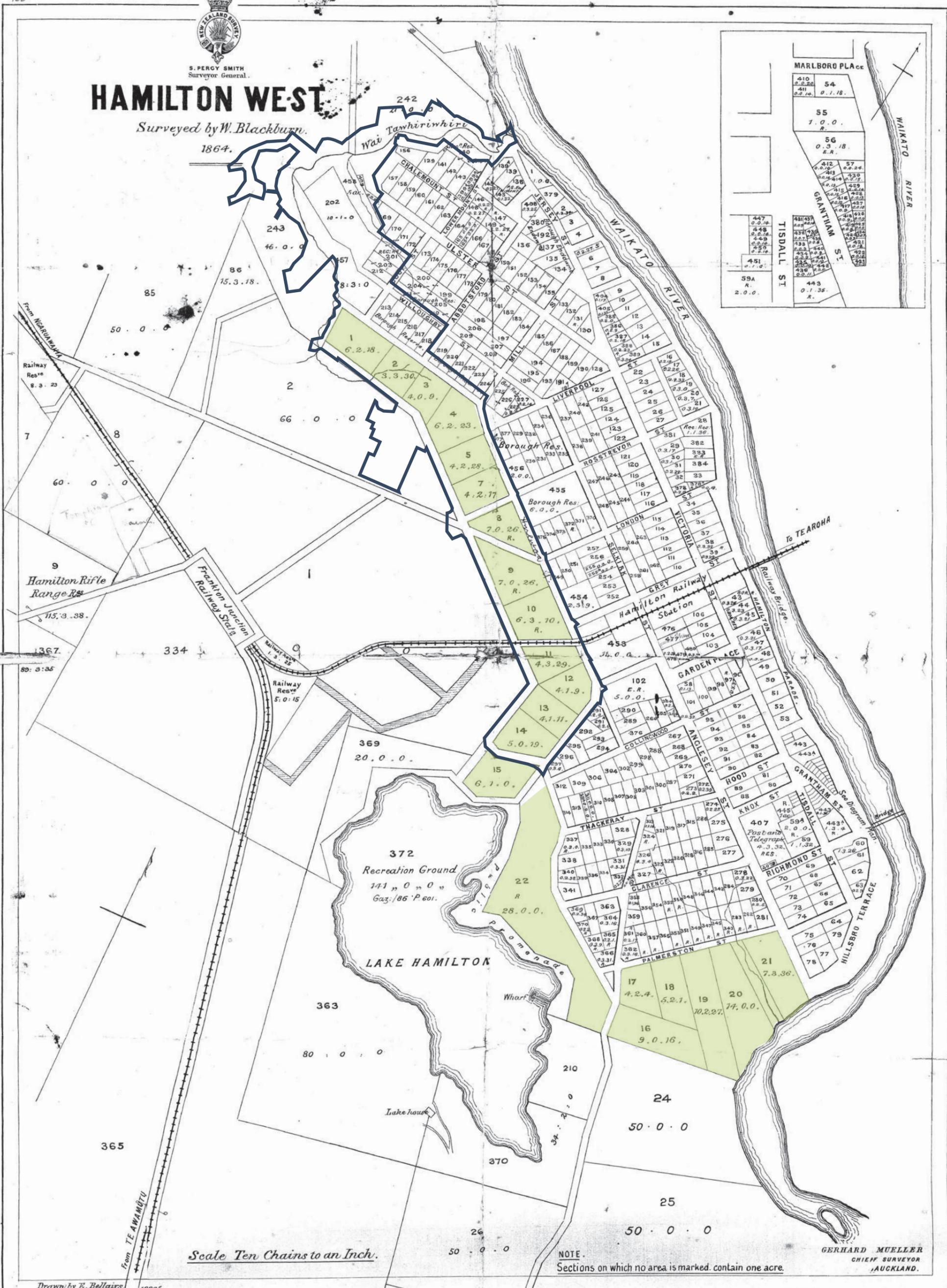
455



S. PERCY SMITH
Surveyor General.

HAMILTON WEST

Surveyed by W. Blackburn.
1864.



Scale Ten Chains to an Inch.

NOTE.
Sections on which no area is marked, contain one acre.

GERHARD MUELLER
CHIEF SURVEYOR
AUCKLAND.

Drawn by E. Bellairs. 1885.

Star Lithographic Works, Auckland.

B.N.Z. Hamilton.



Hamilton Borough

Bryce Streets. In **1989** Mill Street widening works commenced, dissecting Fraser Tech Park and shaving about 9m off Hinemoa Park.

Willoughby Street Closed Landfill - In the **1920s** Beetham Park Gully land became the city refuse site, filling in some of the Waitawhiriwhiri Gully banks. The 5.4 ha site, bounded by the Hamilton West Cemetery, the Waitawhiriwhiri Stream and Ulster Street. The landfill closed in **1972**. The Council continues to manage the of landfill off-gassing and leachate discharge via resource consents.

The influence of sport on the WTB

The WTB has been home to organised sporting activities since its 1864 conception. In addition to rugby and cricket, the site has also accommodated croquet, hockey, football, netball, tennis, athletics and bowling.

Seddon Park - First designated for recreational use in **1864**, in 1906 the ground was named after former New Zealand Prime Minister Richard Seddon. It was first used for First Class cricket during the **1956/57** season, hosted its first international cricket match in **1981** and became a Test cricket venue in **1991** when New Zealand played Sri Lanka. A year later the ground hosted two matches as part of the **1992** Cricket World Cup and in **2015** three ICC Cricket World Cup matches took place there. Seddon Park is now the home of cricket in Hamilton and is recognised as one of the cricket world's best "boutique" grounds.

Rugby - Rugby has a long history on the WTB, with the Hamilton Old Boys Rugby RFC Club being the first club to establish a base there in **1916**.

Waikato Rugby Union (WRU) commenced its lease on what is now the FMG Stadium Waikato site in **1921**. In **1925**, Rugby Park opened and WRU still has a connection to the site today. Fraser Tech RFC was founded on its current site in **1923** although the site has been altered significantly since this time.

Overtime, this part of the WTB has changed significantly and has been home to some of New Zealand's historic sporting events. In **1981**, Rugby Park became famous for the Springbok Tour protest. With almost 31,000 in attendance, the scheduled match between Waikato and the touring Springboks was abandoned following a pitch invasion by anti-tour protesters.

In **2001** the FMG Stadium Waikato opened as Waikato Stadium, including the 1959 grandstand, now known as the WEL Network stand. During the redevelopment a waharoa or gateway was commissioned. The carvings on the gateway symbolise the ancient traditions and landmarks of the Tainui people and in particular Ngaati Wairere who resided in the area before relocating to Hukanui and Gordonton.

Bowling and Croquet - From **1947 - 1974**, Hinemoa Park was home to the Frankton Ladies Croquet Club.

V8 Super Cars - From **2008 to 2012** Hamilton hosted a 'V8 Supercarmotor' racing event on the 'Hamilton Street Circuit' - a street based race circuit passing through significant sections of the WTB. This resulted in physical changes to the West Town Belt Park including the removal of mature trees, large concrete pads along the edge of Fraser Tech and Hinemoa Parks (currently used for informal commuter parking) and low earth bunds along Norton Road on Boyes Park and the Founders site.

CITY OF HAMILTON

APPROVED DISTRICT PLANNING MAP - SECTION 1

WAIKATO COUNTY



WAIKATO COUNTY

NOTATION			
	RESIDENTIAL A		PROPOSED SCHOOLS
	RESIDENTIAL B		EXISTING RESERVES
	COMMERCIAL A		PROPOSED RESERVES
	COMMERCIAL A1		PRIVATE RECREATION
	COMMERCIAL B		MAIN STREETS
	COMMERCIAL B1		PROPOSED STREETS
	INDUSTRIAL B		PROPOSED STREET WIDENINGS
	INDUSTRIAL C		WATER
	INDUSTRIAL D		CLOSED STREETS
	RAILWAY LAND		UNDERLYING ZONING
	RESERVES - (see Section 10, Schedule 4, Resource Management Act)		SECTION 1 BODY
	EXISTING PRIVATE SCHOOLS		CITY BODY
	EXISTING SCHOOLS		

NOTE: ALL SCHOOL PLACEMENT APPROXIMATE AND SUBJECT TO CHANGING LAND AND STREET NETWORKS



The influence of the arts on the WTB

Founders Theatre - Founders Theatre was officially opened on 17 November **1962** by then Mayor Dr D Rogers. Designed by local architect Aubrey de Lisle, the 1,249 seat theatre had seen some of New Zealand and the western world's best pop, folk, country and jazz performers. The theatre also included a 10 x 3m mural by Ralph Hotere, erected in August **1973**. Founders was officially closed in March **2016** due to health and safety concerns. The Council has passed a resolution stating the theatre is demolished if the new Regional Theatre in Victoria St is built.

Next to Founders Theatre are two notable fountains: The Reflecting Pool (near the theatre's main entrance on Tristram St) and Centennial Fountain (close to the Norton Rd roundabout). The Reflecting Pool was opened by the Prime Minister K J Holyoake on 19 November **1963**. Also designed by Aubrey de Lisle, the fountain was erected in the memory of Dame Hilda Ross, acknowledging her service to the city, and it is often referred to as The Dame Hilda Ross Fountain.

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

Park names

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

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

Casey's Garden - The park is named after Simon Casey. The site was originally developed as a playground in the late 1930s and redeveloped by the Jaycees groups in the 1950s. In the **1981**, people were employed under the Project Employment Schemes to upgrade this corner of Seddon Park, including laying the existing pathway, upgrading the existing playground, sculpture and planting. Casey was an overseer of the working group. Casey passed shortly after the project's completion and the park was named in his memory.

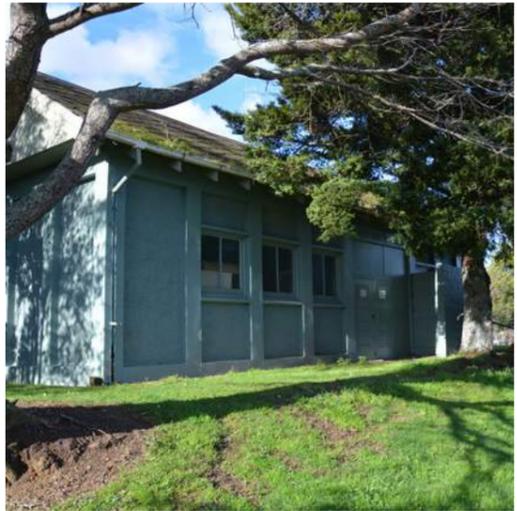
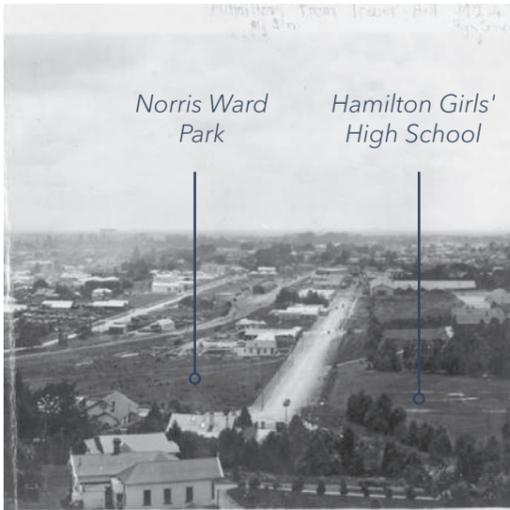
Circus Park - Named because it was used as the main venue location for circuses visiting Hamilton and was used to avoid confusion with the Seddon Park cricket ground. It was also colloquially referred to by some locals as Elephant Park.

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

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

Design Considerations

- Understand the intrinsic value and significance of the long and diverse history of the WTB heritage buildings, structures, sites and stories.
- Explore opportunities to sensitively reveal, explain, and where appropriate, celebrate the multi-layered history of the WTB.
- Applying the Te Aranga Maaori Design Principles, collaborate with Mana whenua to share the history in appropriate and meaningful ways.
- Ensure that appropriate consideration is given to the Founders Theatre site, inclusive of fountains and options for adaptive reuse.



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

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

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

4. 1951 Whites Aviation aerial of Hinemoa Park, Boyes Park and Seddon Park.

5. Redevelopment of Seddon Park, 1953.

6. Training on Mill Street Field, 1980.

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

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

2.6_ Mana whenua values

Mana whenua values have been incorporated into and informed the masterplan by way of the Te Aranga Maaori Design Principles.

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

The principles have arisen from a widely held desire to enhance Mana whenua presence, visibility and participation in the design of the physical realm. This enables the development community to understand how all can positively engage with Mana whenua and shape our built environment.

The key objective of the Te Aranga Maaori Design Values and Principles is to enhance the protection, reinstatement, development and articulation of Mana whenua cultural landscapes and to enable all of us (Mana whenua, mataawaka, tauwi and manuhiri) to connect with and to deepen our collective appreciation of "sense of place".

The following core Maaori values have informed the development of the outcome-oriented Te Aranga Maaori Design Principles:

Rangatiratanga

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

Kaitiakitanga

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

Manaakitanga

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

Wairuatanga

The immutable spiritual connection between people and their environments.

Kotahitanga

Unity, cohesion and collaboration.

Whanaungatanga

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

Matauranga

Maaori / Mana whenua knowledge and understanding.

Through the Phase One - Pre-consultation process, Mana whenua representatives confirmed that the Te Aranga Maaori Design Principles are a useful framework to identify and explore opportunities for this project.

Through further engagement, co-design processes and detailed discussion with Mana whenua, the range of opportunities identified can be prioritised and refined and the details of how Te Aranga Maaori Design Principles will be specifically applied to this project will be developed.

1. *The Te Aranga Design Principles are derived from the Te Aranga Maaori Cultural Landscape Strategy, 2008, prepared by Nga Aho. Nga Aho - a national network of Maaori design and planning professionals - developed the strategy as a response to the lack of Māori perspective contained in the national Urban Design Protocol. Both the Landscape strategy and subsequent principles were widely consulted on and supported by various Iwi and hapū groups. The Te Aranga Design Principles are consistently used in urban planning processes throughout New Zealand, but especially Auckland and Christchurch.*



2.7_ Open space analysis

At 54ha and located in the city centre, the WTB provides an important open space function on the basis it:

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

Understanding the existing legislative framework for open space and analysing the open space components helps to paint a picture of what is working well and what is missing.

WTB function and purpose

The use of the WTB is predominantly guided by the Operative District Plan and various reserve management plans. Both are statutory planning documents.

Under the Operative District Plan, the WTB is zoned Open Space and includes Sports and Recreation, Neighbourhood and Natural Open Space zones. The stadia sites are zoned Major Facilities, reflecting their associated commercial uses.

Under the Reserves Act 1977 recreation reserve must have a management plan. Management plans direct the day-to-day uses, management and general intent of reserves. The WTB has four management plans and a cemeteries plan that set direction for the WTB. The reserve management plans for each site were developed at various times and a number are now under review or will be shortly up for renewal, in particular the Twin Stadia Plan 2007

Based on the underlying zoning and management plans, there are five principal open space functions within the WTB:

- Publicly accessible open spaces such as Casey’s Garden and Willoughby Park.
- Exclusive use areas such as Hamilton Girls’ High School, Seddon Park, and FMG Stadium Waikato.
- The natural landscape of the Waitawhiriwhiri Gully.
- Publically accessible historic Hamilton West Cemetery (closed for burials).
- Vehicle access and parking in relation for activities on the WTB (in general).

Open space character

The context of the WTB has changed over time. When it was first developed, it was intended as a linear open space between Frankton and Hamilton Boroughs. Over time, Hamilton has grown around the WTB. On a plan, the belt corridor form is exceptionally clear. However, on the ground, the belt is instead experienced as a series of distinct, separate parks.

Individually, each park hosts a range of open space-based



Minogue Park, destination playground
1.8km, 22 minutes walk

APPROXIMATELY 1: 7500
0 100 200 300 400 500M



Stokes Cres Reserve

Edgecumbe Park

Beetham Park

Maeroa Intermediate School Field
(open to public)

Waitawhiriwhiri Gully

Hamilton West Cemetery

Willoughby Park

Fred Jones Field

Maeroa Primary Field
(semi-open to public)

FMG Waikato Stadium

Fraser Tech Park

Mill Street Park

Frankton

Hinemoa Park

Casey's Garden

Boyes Park

Founders Theatre site

Seddon Park Stadium

Circus Park

Norris Ward Park

Hamilton Girls' High School field
(closed to public)

Hamilton Lake Domain

Lake Rotoroa

Key

- Hamilton West Town Belt site
- Streets
- River/Lake
- Open space
- Fields + Lawn + Courts
- Education (Fields + Play)
- Waitawhiriwhiri Gully area
- Car parking
- Building footprints
- Footpaths within open space
- High amenity open space
- 250m walking radius from edge of WTB
- Key walking + cycling routes

Existing public open space assets

- Paths
- Seats and picnic tables
- Toilets/changing facilities
- Recently closed toilets
- Playgrounds
- Playing fields / courts
- Fountains
- Cultural references
- Community planting areas

activities and functions including open spaces with high amenity, buildings, car parking and fenced playing fields, all typically surrounded by grass and small pockets of amenity planting. Each park is generally surrounded by perimeter trees of mixed age, quality and species. Each has its own unique history, use, and set of conditions, which further contributes toward the perception of them as a series of individual parks and facilities as opposed to a single open space network.

Collectively, the combination of parks create a town belt of mixed character, functionality, and quality.

Open space buildings and assets

The WTB includes extensively developed areas comprised of buildings, infrastructure, parking, paths and access and other assets and facilities. Park vegetation is covered in the environment section below.

Buildings

Examples of built form are readily apparent and include the stadia (and their associated structures), club rooms, public amenities (including changing facilities and toilets), and different community buildings.

Buildings vary in quality, function and ownership. Some are fit for purpose while others are not. A number of buildings require earthquake strengthening. Most buildings were also built in eras where principles of good urban design and Crime Prevention Through Environmental Design (CPTED) had not been developed. Consequently, a number of buildings don't relate very well to their open space context. For example, they have blank facades, are located away from the street or facing the wrong way.

All buildings are occupied. Overall, most buildings are used at high to full capacity on weeknights and Saturdays, especially over the summer months with outdoor sport.

Relevant also is the former Electrical Power Board building on Hinemoa Park, which is a protected heritage structure (Schedule B, Operative District Plan).

There are no public toilets on the WTB that are open all hours. The toilets at Casey's Garden and Edgumbe Park were permanently closed for health and safety reasons. The changing room facilities at Fraser Tech Park and Beetham Park toilets and changing rooms are only opened up for sporting games and events, and otherwise not open to the general public.

Infrastructure

Developed infrastructure includes parts of the city's road network, the Main Trunk Line rail corridor, as well as utility services (wastewater, water, stormwater, telecommunications, and power). The WEL Network building on the corner of Bryce and Tristram Sts is one of the most prominent utility buildings across the WTB.

Parking

Car parking occupies approximately 10% of the overall WTB site. Parking areas include those parts of the WTB formed specifically to accommodate off-street parking (and not on-street parking accommodated within the road network).

Across the WTB, parking is typically coupled with a community

facility. Under the Reserves Act (1977), parking on recreation reserves needs to relate to the reserve activity being accommodated on the reserve land. The exception to this is the parking on the former Passing Red site on Fraser Tech Park and Hinemoa Park. Public parking on Passing Red site is an unplanned activity that occurred after the V8 Supercars event when it was decided that removing the parking pad and returning to green open space was cost prohibitive. The demand for parking fluctuates across the WTB. Off-peak, most parking areas are underutilised much of the time. Peak demand is driven by activities occurring infrequently such as tournaments, game days and celebrations. This presents challenges on how to address temporary overflow parking pressures.

Paths and access

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

Examples of the range include the 3m wide shared path of the Western Rail Trail, the 1m wide footpath along Tristram St that needs to accommodate large crowds on game days and the access track along the Waitawhiriwhiri Gully which is un-formed maintenance access track (rather than a public walkway).

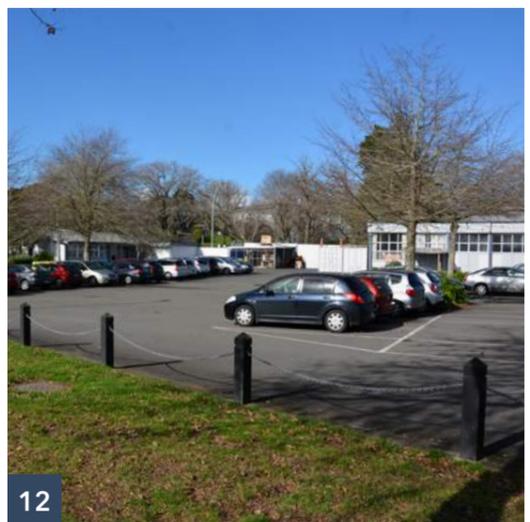
Park assets and facilities

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

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

Design considerations

- Align the Masterplan with the objectives of the Open Spaces Plan 2013, District Plan and relevant Reserve Management Plans.
- Wherever possible increase the amount of publicly accessible open space through the WTB by reclaiming areas such as Founders site; reorganising park uses and community facilities to couple and consolidate functions; and shifting and/or removing fences.
- Wherever possible improve the quality of the public open spaces throughout the WTB providing park furnishings and facilities such as park benches, public bathrooms, play grounds, skateparks, public art etc; improved path network and paving and improved amenity planting.
- Wherever possible provide universal access for people of all ages and abilities.
- Consider opportunities to provide short term and value for money interventions and upgrades that can provide value to the community over the short term - for example, retrofit of existing structures, seating, outdoor cafes, public art, striping of crosswalks and pedestrian havens, community gardens and murals.



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

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

Tristram St, WEL Network building viewed from Circus Park)

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

Stadium Bowling shed)

10-11. Varied park signage.

12. Norris Ward car park

2.8_ Park users and community

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

Informing this analysis is the consideration of the Council's social-based plans and policies set out specific objectives for the Hamilton community. These include the Hamilton Age Friendly Plan, the Disability Policy and Action Plan and the Hamilton Central City Safety Strategy 2018 to 2022. The relevant objectives and policies of these strategies, plans and policies will inform the Masterplan.

Current user groups

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

Each user shares common desires for safe, convenient, easy to use, accessible and enjoyable public open spaces. Each also has needs and requirements specific to their purpose. For example, people attending a sports game need large clear corridors of space to walk in as a crowd, the tennis club requires wind protection on its courts and a safe space to park, dog walkers require well-connected paths and appropriate rubbish bins.

Organised Sport + Community Groups

There are fifteen primary lease-holders in Council facilities - four community-based, six sport-based and 5 arts-based.

Each lease is unique but in general, exclusive leases give certain autonomy to clubs to make decisions about their buildings and its use. Some clubs own the buildings they occupy. Other sporting and community groups sub-lease or temporarily use these same facilities.

Community and Sporting Groups on the West Town Belt

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

Informal Recreation_ Individuals + Groups

- Walkers, runners
- Cyclists
- Informal play
- Dog walkers
- People seeking nature/respice.

Passive Users

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

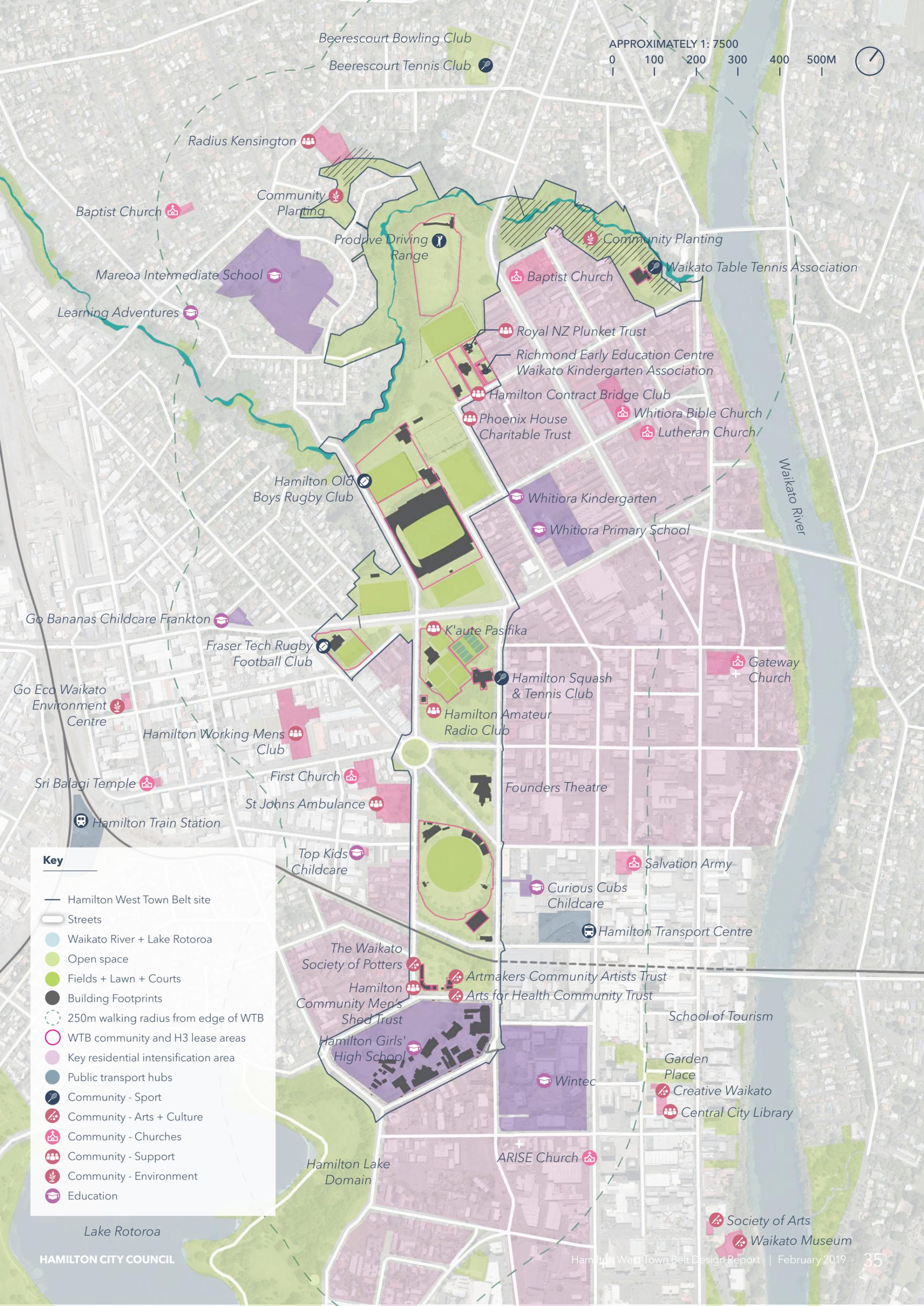
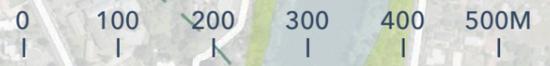
Local Businesses, Workers + Central City Residents

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

Stadium Management + Visitors

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

APPROXIMATELY 1: 7500



Beerescourt Bowling Club

Beerescourt Tennis Club

Radius Kensington

Baptist Church

Community Planting

Prodrive Driving Range

Community Planting

Mareoa Intermediate School

Baptist Church

Waikato Table Tennis Association

Learning Adventures

Royal NZ Plunket Trust

Richmond Early Education Centre
Waikato Kindergarten Association

Hamilton Contract Bridge Club

Phoenix House Charitable Trust

Whitiara Bible Church /
Lutheran Church /

Hamilton Old Boys Rugby Club

Whitiara Kindergarten

Whitiara Primary School

Waikato River

Go Bananas Childcare Frankton

Fraser Tech Rugby Football Club

K'aute Pasifika

Hamilton Squash & Tennis Club

Gateway Church

Go Eco Waikato Environment Centre

Hamilton Working Mens Club

Hamilton Amateur Radio Club

Sri Balagi Temple

First Church

St Johns Ambulance

Founders Theatre

Hamilton Train Station

Top Kids Childcare

Salvation Army

Curious Cubs Childcare

Hamilton Transport Centre

The Waikato Society of Potters

Artmakers Community Artists Trust

Arts for Health Community Trust

Hamilton Community Men's Shed Trust

Hamilton Girls' High School

School of Tourism

Garden Place

Wintec

Creative Waikato

Central City Library

Hamilton Lake Domain

ARISE Church

Society of Arts

Waikato Museum

Key

- Hamilton West Town Belt site
- Streets
- Waikato River + Lake Rotoroa
- Open space
- Fields + Lawn + Courts
- Building Footprints
- 250m walking radius from edge of WTB
- WTB community and H3 lease areas
- Key residential intensification area
- Public transport hubs
- Community - Sport
- Community - Arts + Culture
- Community - Churches
- Community - Support
- Community - Environment
- Education

Lake Rotoroa

Current Limitations

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

Some of these included:

- The lack of park infrastructure (paths, seats) and amenities (the most well-used spaces are those providing public park infrastructure, for example, Norris Ward Park which includes the well-used Western Rail Trail, park benches and picnic tables and a direct link to the city centre);
- Perceptions of poor safety.
- Difficult to access.
- No reason for going
- Limited communication and collaboration between lease holders, council organisations and elite sporting agencies.

Potential / Future Users

Looking at the analysis map, the proximity of the WTB to the city centre, residential areas, education hubs, and community groups suggests there are many opportunities to expand the user groups of the WTB and enhance the experience for existing users.

The Masterplan presents opportunities to address community feedback regarding its under-used areas. This could include more community based uses to organised groups on a temporary basis (such as events and markets) and play spaces (including skate parks and basketball courts), as well as continued development of basic infrastructure and amenities.

Design considerations

- Maintain and enhance the existing uses in the WTB.
- Where possible, increase and diversify the reasons for people to use and enjoy the WTB.
- Explore opportunities to engage directly with the park users and the wider Hamilton community in the ongoing design and development of the WTB, including trialing short term demonstrations and interventions to test ideas in a low cost, low risk manner.
- Explore opportunities to increase and improve the communication and collaboration between different groups leasing and utilizing the WTB.



1



2



3



4



5



6



7



8

1. Organised recreational activities such as pottery at the Waikato Society of Potters
 2. Organised sports such as rugby (Fraser Tech RFC v Hamilton Old Boys RFC)

3. Playing golf at ProDrive Golf Course.
 4 - 6. Informal recreation such as exercising, playing with friends on a lunch break or walking to work.

7. Paid attendance to a rugby game
 8. Cricket spectators watching teams training from Tristram St.

2.9_ Environment

Geology, Soils + Landform

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

The WTB has a predominantly flat landform bookended by steep, incised Waitawhiriwhiri Gully to the north and the Lake Road ridgeline to the south. A small knoll in Hinemoa Park is one of the few landform features in the remainder of the site. The flat nature of the site means that there is generally an enclosed feeling across the park and long sightlines are often limited.

The landform beneath Beetham Park is shaped by the underlying landfill that closed in 1970s. The landfill also altered the southern edges of the Waitawhiriwhiri Gully which included the Whatanoa paa site. The gully banks have steep, inaccessible slopes in some areas and significant height difference between the stream and upper edge.

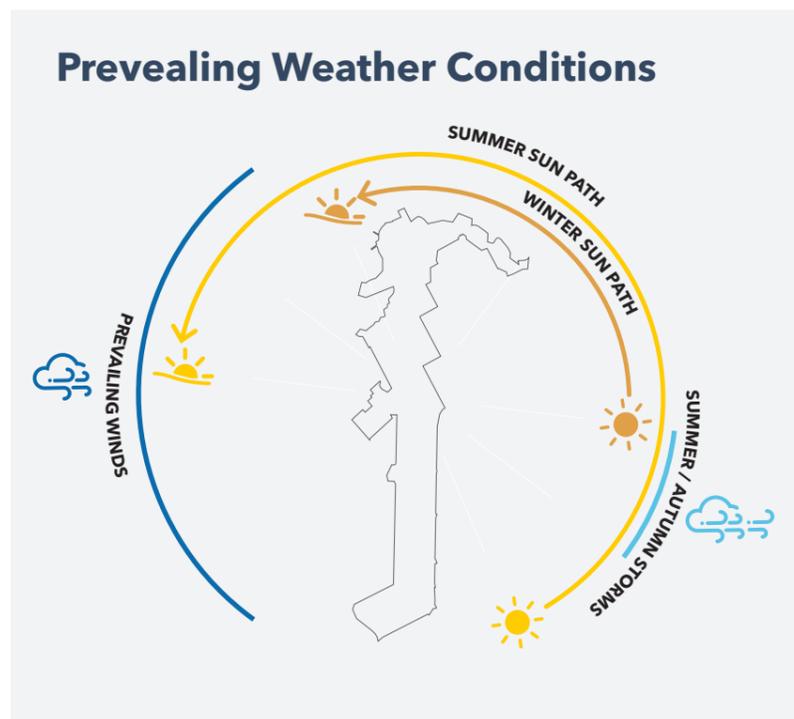
Climate + Prevailing Weather Conditions⁴

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

Water UNDER REVIEW

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

Water quality in the WTB is ... There areas along the western town belt prone to flooding and/or with poor drainage during the winter months - in particular Beetham Park, Hinemoa Park and Circus Park.



Landscape Ecology + Biodiversity

Hamilton is one of New Zealand's most modified areas with only 1.6% of the indigenous vegetation remaining. At least 20% of its indigenous flora is threatened or extinct, and more than 50% of its indigenous bird species have gone. In response, Council is preparing a Local Indigenous Biodiversity Strategy (LIBS) with a goal of achieving 10% habitat cover across Hamilton to improve ecological functions and resilience within urban areas. A number of community groups are also actively engaged in maintaining and enhancing the ecology of Hamilton (and the WTB).

From an ecology and biodiversity perspective, Waitawhiriwhiri Gully is a significant part of the WTB, and forms part of the broader ecology surrounding the Waikato River. Also significant is part of the WTB adjoining Hamilton Lake Domain. The masterplan can also give effect to this strategy through the inclusion of appropriate plant species such as totara, matai, ribbonwood and tawa into parkland spaces and streetscapes.

Vegetation

There are six main types of vegetation across the WTB: grass, parkland trees, native revegetation, amenity planting, vegetation in stages of succession, Waikato River riparian vegetation, and a large grove of Redwood trees.

Parkland Trees

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

Amenity Gardens

A few small pockets of amenity planting around buildings such as Founders Theatre, Seddon Park and along the Maple Grove

APPROXIMATELY 1: 7500

0 100 200 300 400 500M



Maeroa

Stokes Cres Reserve

Waitawhiriwhiri Gully + Stream

Approximate extent of closed landfill

Edgecumbe Park

FMG Waikato Stadium

Frankton

Hinemoa Park

Seddon Park Stadium

Hamilton Girls' High School

Hamilton Lake Domain

Key

- Hamilton West Town Belt Site Extent
- Contours (1m intervals)
- Streets
- Open space
- Fields
- Water**
- Waikato River + Lake Rotoroa
- Poorly drained areas
- Waitawhiriwhiri catchment
- Vegetation**
- Significant Natural Area (District Plan)
- SNA ecological area of influence
- Scheduled Trees (District Plan)
- Parkland trees
- Mature parkland trees
- Native trees
- Redwood forest
- Early - Mid succession vegetation
- Waikato River riparian vegetation
- Amenity gardens

Lake Rotoroa

that lines the Western Rail Trail. The most prominent amenity planting are the annual beds in the Norton Road roundabout.

Native Revegetation

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

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

Successional Vegetation - TBC

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

Redwood Grove - TBC

Wildlife

Birds - TBC

Native birds present in the Waitawhiriwhiri gully including *Ninox novaeseelandiae novaeseelandiae* (morepork), *Halcyon sancta vagans* (New Zealand kingfisher), *Zosterops lateralis lateralis* (silveryeye), *Rhipidura fuliginosa placabilis* (fantail) and *Gerygone igata* (grey warbler), widespread (Innes 2000). However, the widespread native nectar-feeding bird, *Prosthemadera novaeseelandiae novaeseelandiae* (tui) is only rarely seen a rare visitor to Hamilton City - Tui are an icon for restoration success and a comparison with other North Island cities show demonstrate that it may be necessary to have almost 100 hectares of quality habitat within Hamilton City, or 1000 hectares within 10 kilometres of the City, to support resident tui.

Lizards - TBC

Bat Habitat - TBC

Dogs

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

Pests - TBC

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

Design Considerations

- Enhance and improve landscape ecology so as to contribute to the goals of the Local Indigenous Biodiversity Strategy;
- Involve and empower Maaori in freshwater and biodiversity decision-making;
- Work with existing community groups to support their efforts around ecological restoration;
- Explore opportunities to integrate water-sensitive design outcomes by reducing impervious surfaces and creating instead soft landscaping interventions;
- Restore Waitawhiriwhiri Gully and consolidate native restoration undertaken in Edgecumbe Park;
- Stabilise the land in the Whitawhiriwhiri gully over landfill and along stream
- Adopt a comprehensive approach to vegetation for the WTB to maintain and enhance the character and amenity of existing parks and to improve tree coverage.



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

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

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

2.10_ Movement + Connectivity

The movement and connectivity network surrounding the WTB has a significant influence on its perception, use and enjoyment. The current relationship between the surrounding network and the internal WTB path network is weak with limited options for moving between the road network and open space network.

Overall land transport network

At a high level, the classification, use and design of the road network is established by a range of Central, Regional and Local Authority Plans and Policies.

Government Policy Statement 2018 (GPS)

At a national level, the future direction of Land Transport is set out by the GPS. The GPS prioritises:

- Safety: is a safe system, free of death and serious injury
- Access: provides increased access to economic and social opportunities, enables transport choice and access, and is resilient.

The GPS has also focused funding on Public transport, Walking and cycling improvements and Local road improvements

Future Network Operating Framework - TBC

Access Hamilton

Access Hamilton is Hamilton City's transport strategy. It has three areas of focus which are Transport choice, Accommodating Growth, and Safety. In the context of the WTB, the transport choice objective is the most relevant, which is focused on being able to provide a viable transport options other than single occupancy vehicles. This means a significant mode shift towards public transport, biking and walking. The WTB masterplan provides an opportunity to directly achieve some of Access Hamilton's Objectives.

Public and passenger transport Facilities

Mass Transit Plan

A Mass Transit Plan for Hamilton is currently under development which is investigating where future corridors for mass transit would be located within the city. This is likely to include consideration of a rail network and high-frequency bus and/or light rail links. These corridors are not yet identified, however, the existing rail line that runs through Norris Ward Park, public transport hub on Bryce Street and other key streets in the Central City are likely to form part of this future network. The location of these corridors will have an impact on the development and use of surrounding land uses, including the West Town Belt.

The implications of public transport on the WTB include

- increased pedestrian and cycling activity as people move to and from transport hubs
- Improving walking and cycling provision to facilitate this new movement and volume of people.
- Strengthening connections between hubs and surrounding

commercial and residential centres

- Future proofing areas around Norris Ward Park (Including Bryce Street) to accommodate possible stations and associated Park and Ride facilities.

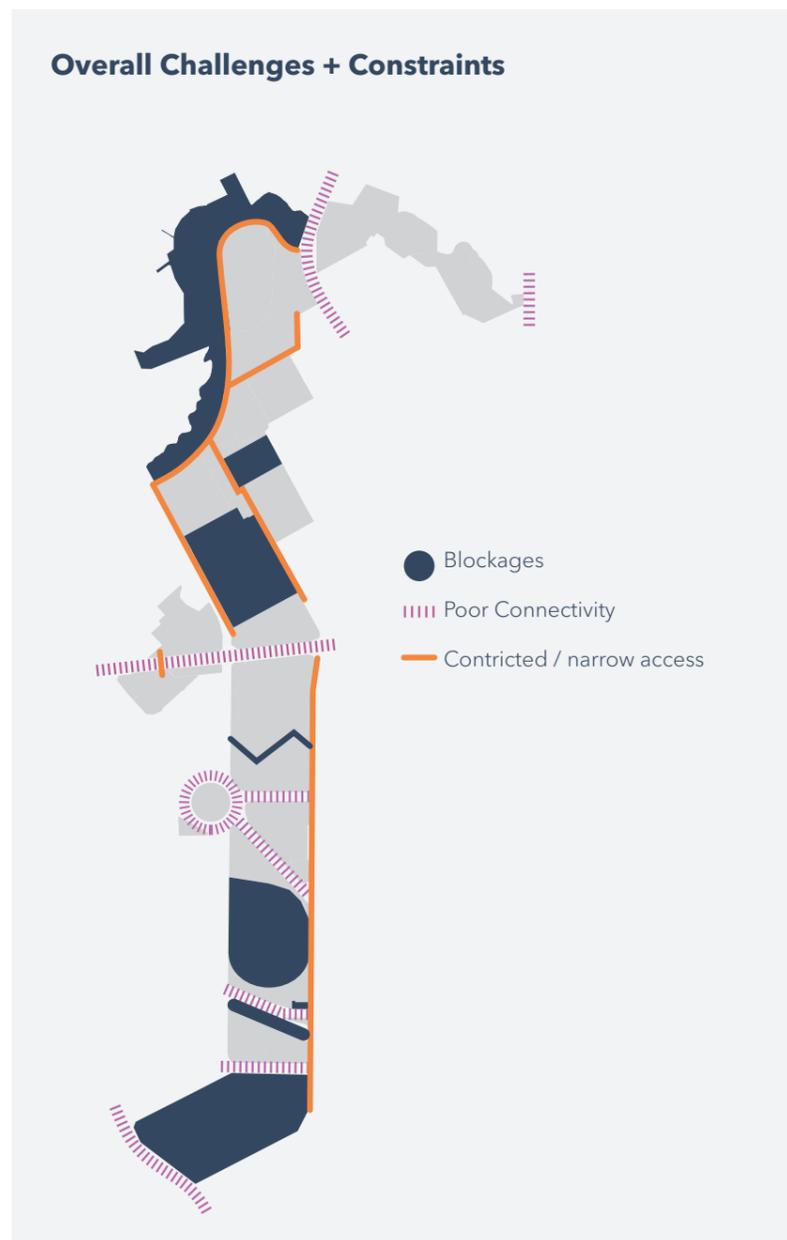
Cycling

Biking Plan 2015 -2045

The Biking Plan sets out Hamilton City's vision for biking. It has four key areas of focus: Safe, Visible, Easy and Adds Value. The Plan's key goals have direct alignment with the Masterplan, particularly:

- Establishing a fully-connected, primary and secondary biking network linking the city and suburbs
- Recreational biking routes are attractive and enjoyable places to ride.
- More people biking, more often.
- The biking plan is integrated into transport and city planning.

The Biking Plan also sets out specific network plan, design

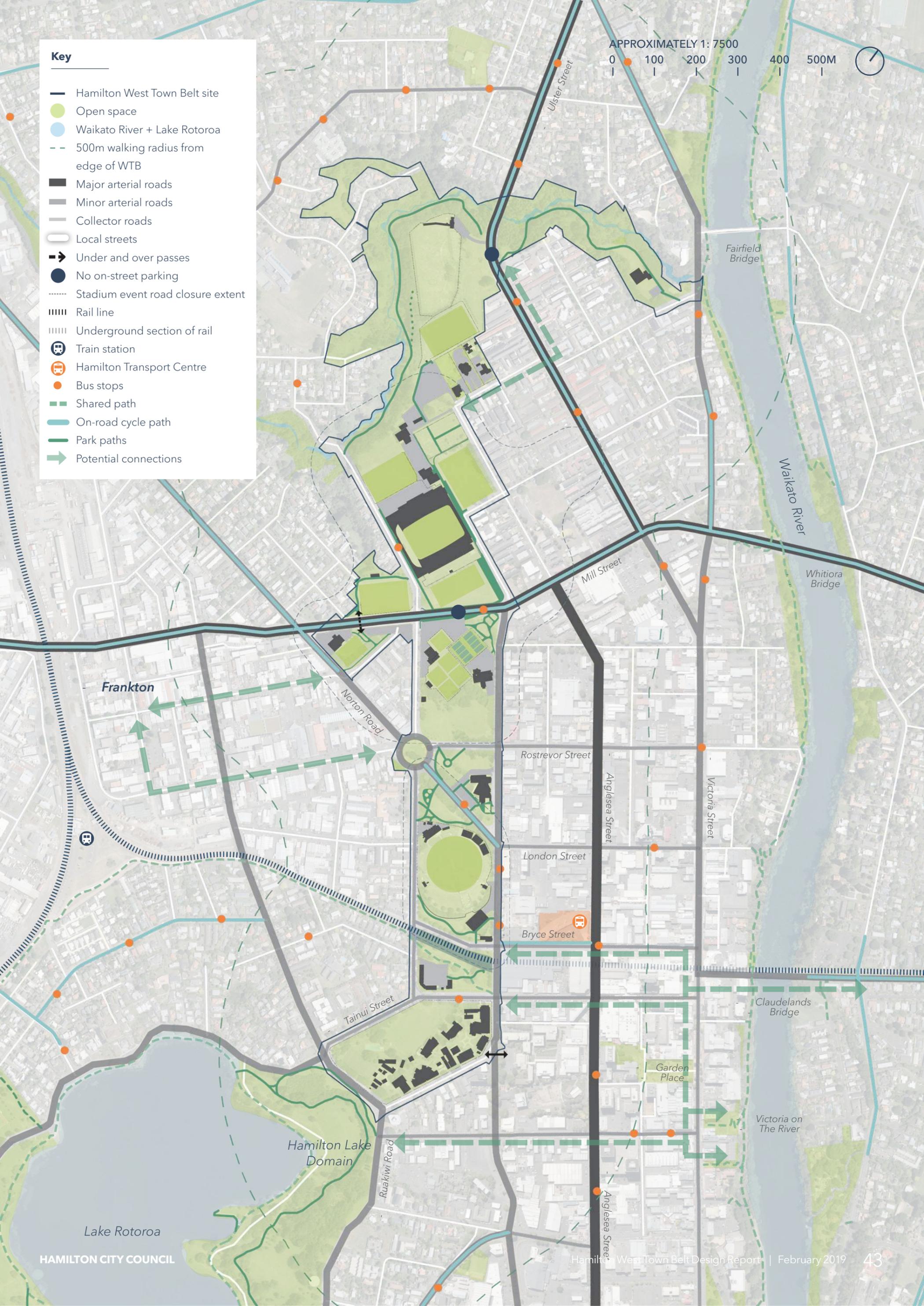


Key

-  Hamilton West Town Belt site
-  Open space
-  Waikato River + Lake Rotoroa
-  500m walking radius from edge of WTB
-  Major arterial roads
-  Minor arterial roads
-  Collector roads
-  Local streets
-  Under and over passes
-  No on-street parking
-  Stadium event road closure extent
-  Rail line
-  Underground section of rail
-  Train station
-  Hamilton Transport Centre
-  Bus stops
-  Shared path
-  On-road cycle path
-  Park paths
-  Potential connections

APPROXIMATELY 1: 7500

0 100 200 300 400 500M



standards actions and key projects that the masterplan can draw on.

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

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

Walking

Similar to cycling paths, the provision and quality of the path network around the WTB varies. In most instances, footpaths border most parks but vary from 1m wide to occasionally a 3m wide path. As discussed above, in many instances there is a lack of connection between the street path and the open space paths.

Crossing points

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

Street Network

Arterial, Collector and Local Roads

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

Tristram Street is currently identified as the key north/south traffic route for vehicles within the CBD. This creates a barrier between how people move between the Central City and the WTB

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

Ulster Street, Bryce Street, Ward Street, Lake Road - TBC

Norton Road Roundabout

inefficient use of land - large area of public open space that is inaccessible. While it provides some visual amenity, the opportunities for actively using and engaging with the space, outweigh the visual benefits. provides poor connectivity for cyclists and pedestrians, due in part to the wide carriageway.

Car parking

Almost all streets surrounding the WTB provide on-street parking (as major arterial routes, Mill and Ulster Streets have no to limited on-street parking). The quality of parking varies.

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

Design Considerations

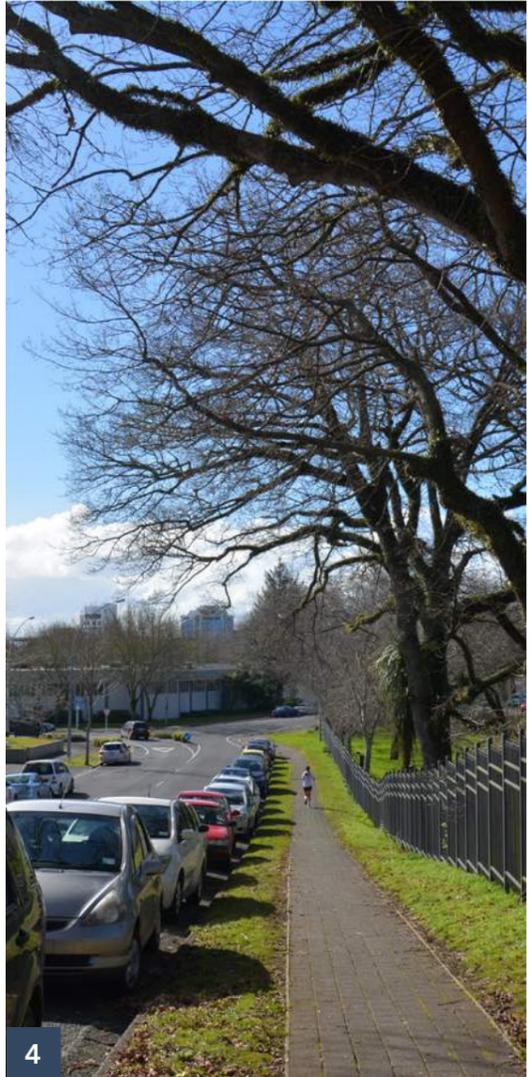
- Improvement of existing pedestrian connections including the Mill Street underpass
- Car parking - rationalisation, safety, resource sharing, access
- Way-finding signage
- Widths of roads and intersections are of a size that can be retrofitted with more contemporary roading features that accommodate other road users such as cyclists and pedestrians.
- Transport projects and budgets can incorporate improved roading designs to improve the movement of pedestrians and cyclists through and around the WTB.
- Strategic transport plans - many of which need to be completed to accurately address network matters and confirm the use of specific sites/streets



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

2.11_ Seddon Park + FMG Stadium Waikato

Seddon Park and the FMG Stadium Waikato are significant attractions and destinations on the WTB.

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

Stadia are exciting facilities and make significant contributions to cities and the recreational activities they host. However, the nature of stadiums means that they also have a unique set of challenges, in particular:

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

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

Seddon Park Stadium

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

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

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

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

Future projects

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

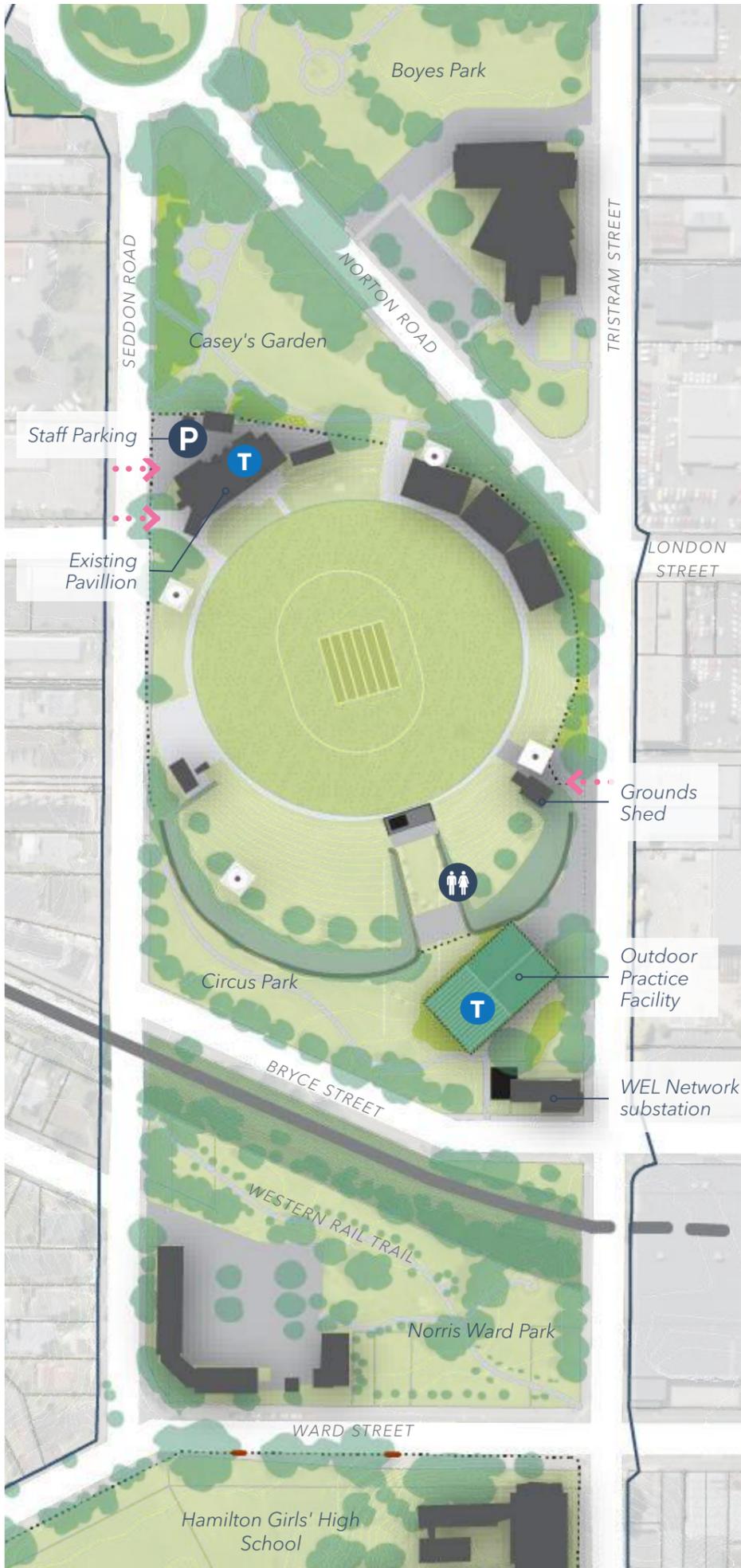
Key issues

- Constrained site limits areas for expansion.
- 'Inward' facing stadium and a physical and visual barrier to the WTB.
- Ensuring that future development makes a positive contribution to the public realm (both the open space and the street), and avoiding ad-hoc placement of buildings and structures.

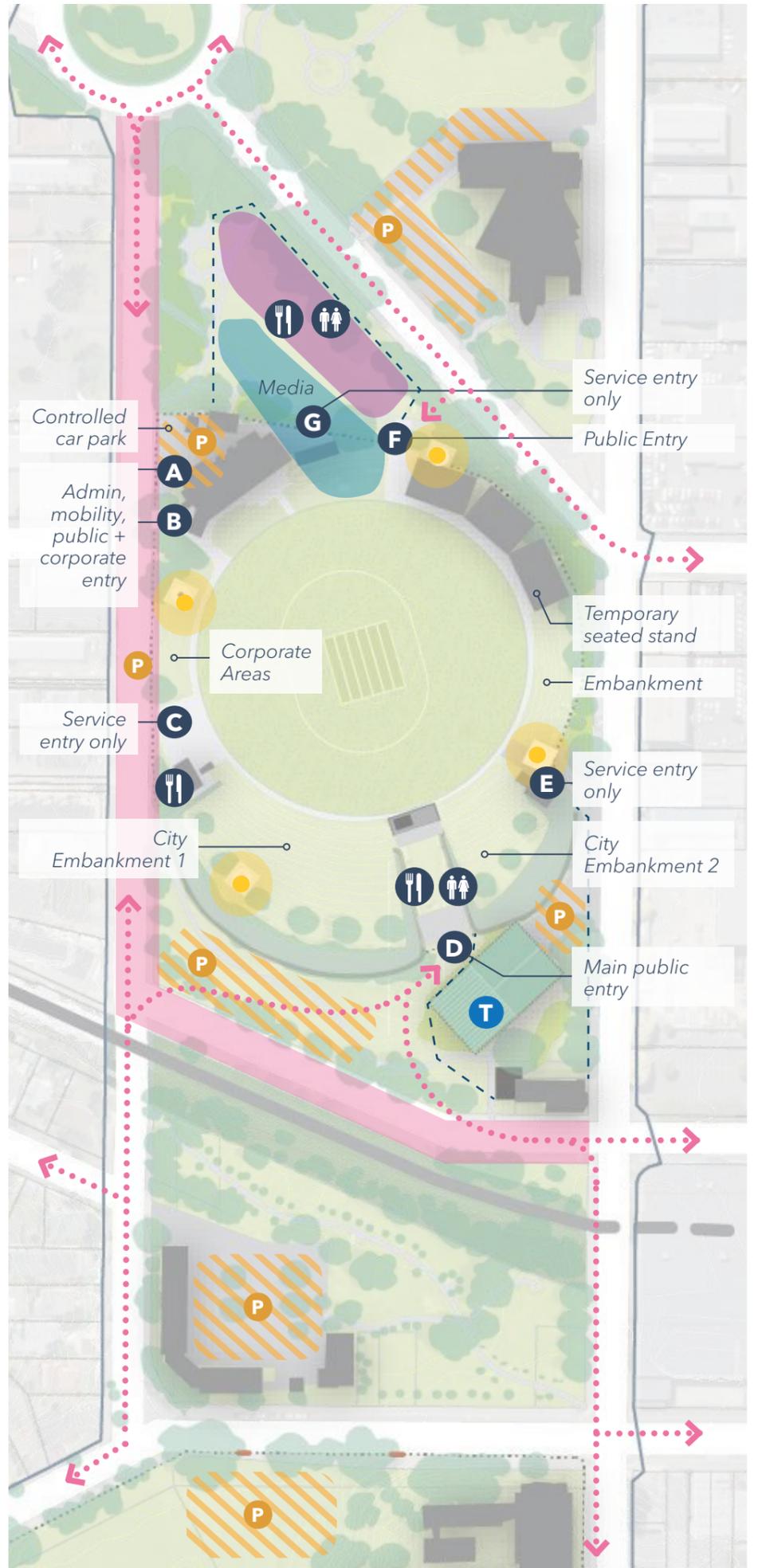
Key opportunities

- Strengthen the leafy, 'village green' feel for all users and create a more connected and outward facing SeddonPark with strong links to the city and WTB.
- Investigate ways of enhancing the edges of the stadium so that they positively relate to the public realm, including viewing of practice areas (e.g. fencing, gates, retaining, some of the vegetation and signage).
- Accommodating and integrating the NDC expansion with any future passenger rail station development.
- Opportunities to tell the story of the Stadiums through creative displays and information posts.

Day-to-day conditions



Peak event conditions



Key

- Hamilton West Town Belt site
- Open space
- Trees
- Existing Buildings
- Existing car parking
- Fencing
- Streets
- A Gates

- Light Towers
- Temporary/overspill car parking
- Road closure (duration of event)
- Main pedestrian routes
- Fan zones
- Hospitality and Toilets
- Temporary fencing
- T Training areas

FMG Stadium Waikato

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

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

FMG Stadium Waikato has a total capacity of 25,800, excluding any temporary seats on the goal line at Tristram St. The stadium hosts 12-20 significant sporting events per year, and provides numerous function spaces that are used consistently for business, private meetings and functions.

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

Future aspirations

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

Key issues

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

Key opportunities

- Create a more connected and outward facing FMG Stadium Waikato with strong links to the city and WTB, especially surrounding park spaces.
- Investigate ways of enhancing the edges of the stadium so that they positively relate to the public realm, including viewing of practice areas (e.g. fencing, gates, retaining, some of the vegetation and signage).
- Opportunities to tell the story of the Stadiums through creative displays and information posts.

Design Considerations for both

- Retain both stadia as Hamilton's premier international cricket and rugby venues and celebrate their long heritage.
- Consider reclassification of the reserve status and prepare a subsequent detailed masterplans for each stadium which include addressing the public realm components for each stadia. This would include considering the long term aspirations for the stadia and the city, and look to improve each stadium as a whole, whereby the landscape, stadium concourses and surrounding streets work all closely interact and work together as a cohesive unit.
- For both stadia the existing buildings and boundary treatments constrain public use but it is important to recognise that the community facilities (both sporting and community) are key reasons for people using the WTB.
- Enhance the opportunity for organised sport and as a local recreation space by opening up the ground with better space for community activity.
- Explore strategies to resolve the conflict between the 'exclusive' areas of organised sport/community uses and wider public access/visibility. Strategies could include, but not limited to:
 - a review of built form when upgrades and renewals are required,
 - design principles and guidance around the edge treatments of buildings and fences at both on and off-peak times, while balancing security requirements.
 - community engagement and fostering of shared/join decision-making and ownership of developments.
- Ensure that stadia pedestrian routes are considered as a key part of the overall pedestrian connectivity strategy.

Day-to-day conditions



Key

- Hamilton West Town Belt site
- Open space
- Trees
- Existing Buildings
- Existing car parking
- Fencing
- Streets
- A Gates

Peak event conditions



- Lights
- P Temporary/overspill car parking
- P Road closure
- Main pedestrian routes
- Fan zones
- ♿ Hospitality and Toilets
- Temporary fencing
- T Training fields

2.12_Hamilton West Cemetery

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

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

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

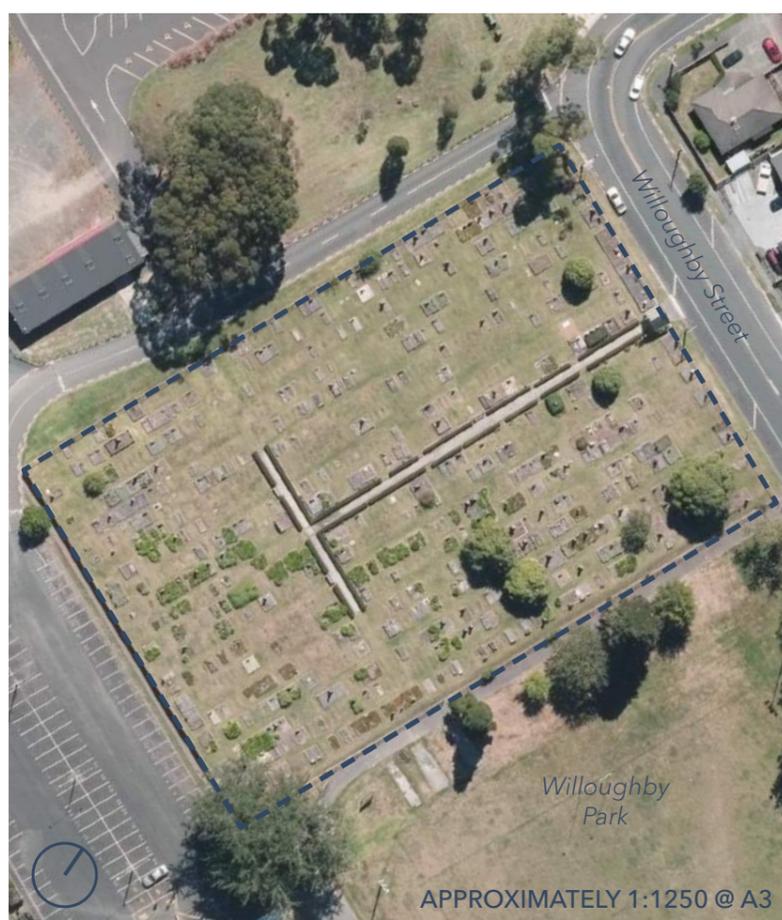
In relation to the WTB, the cemetery is isolated from the wider open space context and not close to any areas of high amenity or informal recreation spaces. Council's cemetery staff have been working to communicate the important and interesting stories to the wider community through events and tours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

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

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

Design Considerations

- Recognise, protect and enhance the historic heritage of the Hamilton West Cemetery
- Ensure that when and where applicable, consultation with Heritage New Zealand is undertaken.
- Focus on the boundary edges to avoid works within the cemetery grounds and ensure the cemetery location aligns with the key pedestrian connections in the WTB.
- Incorporate features that enhance the useability of the cemetery such as nearby seating, appropriate planting, water connection to include a tap for washing hands and easier maintenance.
- Encourage the establishment of a community volunteer group to maintain and enhance the cemetery.



2.13_Whatanoa Paa and Willoughby St Landfill

As discussed in Section 2.4, Whatanoa Paa (Ngati te Ao, Ngati Ngamurikaitaua) was the burial site for local chief Taiko during the early 1700's.

Upon the arrival of European settlers in 1864, Whatanoa was included as part of the 1864 Hamilton West survey; its location creating the adjoining Hamilton West Cemetery.

In 1922, Frankton Borough Council declared the site and neighbouring area (now Beetham Park) for use as the Hamilton West Public rubbish dump. Waharoa Te Puke and the elders of Ngati Wairere exhumed the burial grounds and transferred the remains to Taupiri Mountain. By 1945 the Whatanoa Paa was completely destroyed by expansion of the rubbish dump - which then closed in 1977.

The landfill site is approximately 5.4 ha, bound by the Willoughby Street Cemetery, the Waitawhiriwhiri Stream and Ulster Street, occupied the Paa site. The landfill closed in 1973.

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

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

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

Technical Investigations Required

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

Design Considerations

- There are further opportunities to reveal, explain and where appropriate, celebrate the intrinsic value of the former Pa site. In its most basic manifestation, this could be achieved through interpretive signage. However the scope could be expanded to include interactive / spatial signage and/or place based interpretive artworks.

Landfill Gas + Settlement

Continued settlement of the landfill material restricts the types of activities of path surfaces possible.

Developments and activities suitable on an old landfill

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

Developments and activities NOT suitable on an old landfill

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

Cap + Cover

- Approval for any development, remediation and/or maintenance works which may impact on the cap or other infrastructure associated with the closed landfill must be obtained from the closed landfill asset manager before they are commenced.
- The cap and cover is a significant constraint for water sensitive design solutions and the establishment of vegetation including specimen trees and revegetation. If and when the roots penetrate the cover and enter the landfill content there is an increased likelihood that leachate and landfill gas will compromise the health of the plant. An unhealthy plant is more vulnerable to disturbance through windfall or flooding. Should this occur there is a risk that fallen trees will expose the underlying refuse, which could in turn present a risk to park users.

Leachate - TBC

- Leachate is water that moves through the landfill material, picking up potential contaminants and pollutants along the way.

2.14_ Waitawhiriwhiri Stream + Gully

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

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

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

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

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

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

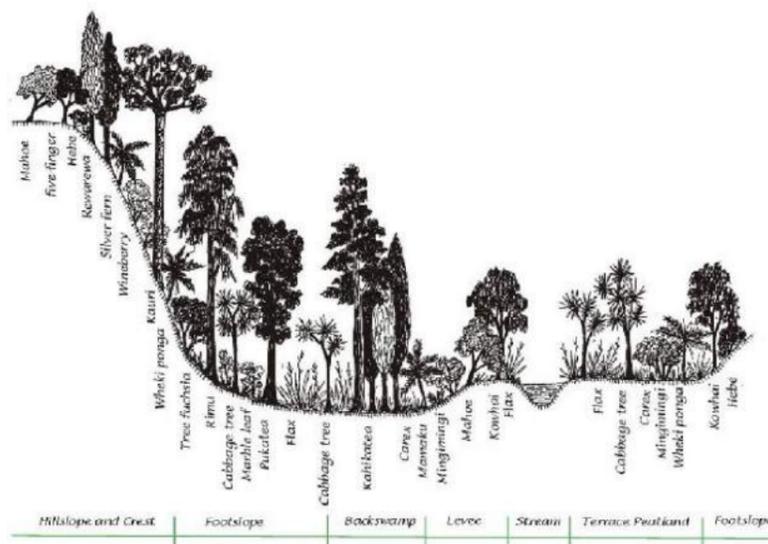
Lessons learnt from Edgcumbe Park suggest that successful development of Waitawhiriwhiri Gully will require engagement and a degree of involvement from adjoining property owners and the local community.

Design Considerations

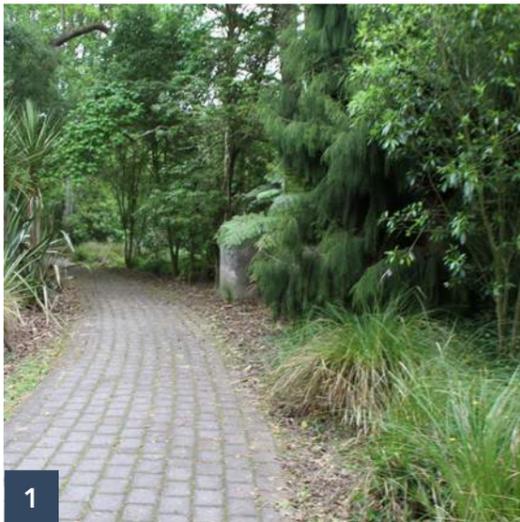
- Consider bank stability, particularly in areas above Beetham Park, and stream erosion.
- Develop integrated access and circulation networks.
- Restore ecological values.
- Improve water quality.
- Treatment of visually intrusive drainage structures.

Technical Investigations Required

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



Typical Gully profile with location of native plant species (from Wall and Clarkson, 2010)



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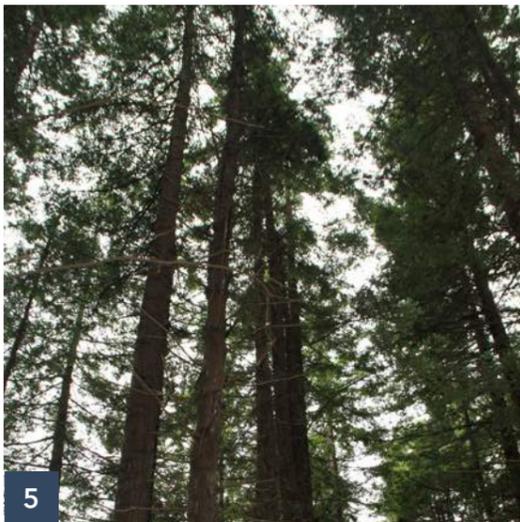
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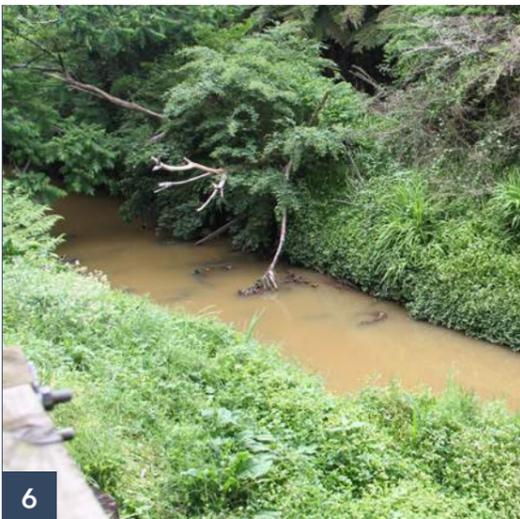
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- 1. Native revegetation planting in Edgecumbe Park
- 2. Exposed landfill along the Gully access track.
- 3. Looking north at the Edgecumbe Park entrance

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

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

3_Constraints, challenges and opportunities

3.1 _Section description

Based on the context and site analysis, a number of key constraints, challenges and opportunities are identified and summarized in this section.

Constraints, challenges and opportunities can be physical, social and/or intangible.

Constraints and challenges are not 'bad' in and of themselves but represent characteristics intrinsic to the WTB that need to be acknowledged, understood and reframed as parameters and/or opportunities that help to determine the scope and scale of any proposal within the WTB. A constraint typically represents a non negotiable site condition that can not be 'solved' and must be worked around, where as a challenge is a parameter that can be managed or overcome and in some instances frame creative and unexpected responses.

An opportunity can serve as a catalyst for a project or may help to leverage other related projects. An opportunity is often manifest by reframing a challenge as an opportunity for action.

3.2_Constraints and challenges

Constraints

1 Hamilton West Cemetery

For justifiable reasons, the size, shape and character of the Hamilton West Cemetery is fixed - the exception being the edge treatment.

2 Willoughby Street closed landfill

While there are no immediate risks associated with the site, there are significant constraints associated with the landfill and any development of the reserve will need to be sensitive to the risks and operational requirements of the closed landfill.

3

Waitawhiriwhiri Stream and Gully

The Waitawhiriwhiri Gully is a challenging area of the WTB. Land stability, large areas of invasive species, poor and unsafe access, inaccessible topography, lack of community ownership and engagement and the Ulster Street culvert all significantly constrain the integrity and character of the gully system.

Challenges

Disconnection from the public

'Out of sight, out of mind'; the low public awareness and perception of the WTB as an open space, and it's poor connection to the city centre means it is underutilised as an urban open space.

Connecting with the wider open space network

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

Historical legacies

Decisions made in the past that have generated less than desirable outcomes and that are now challenging to address, mitigate and/or remedy. These include destroyed Paa sites, physical constraints established by the former V8 Passing Red site, changes to Mill Street and the positioning of enclosed fields.

Limited land and use opportunities

A lot of the WTB site is comprised of established uses and designs that limit opportunities for new and different uses. This is exacerbated by the challenges of creating a coordinated approach when land and buildings are parceled into individual ownership and lease arrangements.

Low amenity and usability

Across the WTB, there is generally a low level of open space amenity which in turn decreases park useability and enjoyment. Contributing factors include:

- Lack of established vegetation, poor edge conditions, poor visibility between spaces, residual and un-usable open space.
- Lack of basic park facilities such as public bathrooms, seating, bike racks, signage and drinking fountains.
- Lack of basic community facilities and amenities across the WTB such as playgrounds, skate parks, community gathering spaces.
- Perceived and real issues regarding personal safety.
- Some buildings on the WTB are not suitable for their activities and/or open space context. Improving buildings can be costly and/or require careful consideration and planning, especially if they are under different ownership.

Conflict between public access and exclusive land uses

- Tensions between the demands of different uses and user groups meaning that difficult trade offs may have to be made. For example sporting groups have specific requirements for their various sporting codes and sometimes these conflict with informal uses and park amenity.

The 80/20 split

- Activities that occur 20% of the time occupy 80% of the space. Events, tournaments, one-off classes often result in a spike in occupancy and use and appear to drive the day-to-day/ off-peak provision of spaces and buildings.

Low Communication and Collaboration

- Limited communication and sharing of facilities and resources between clubs across the WTB impacts the potential efficiencies and social cohesiveness.

Blockages through the WTB

- Physical structures prevent people from moving through significant areas of the WTB. For example fencing, Hamilton Girls' High School, the rail line and the stadiums.

Blockages to the WTB

- Most streets and roads significantly impede pedestrian and cycling access along, through and into the WTB, and between the individual parks that make up the WTB. In particular Mill, Tristram and Ulster Streets.

Constrained and narrow access points

- At a number of path locations throughout the WTB provide bare minimum connectivity along very narrow footpaths, tight alleyways and/or through underpasses.

Access

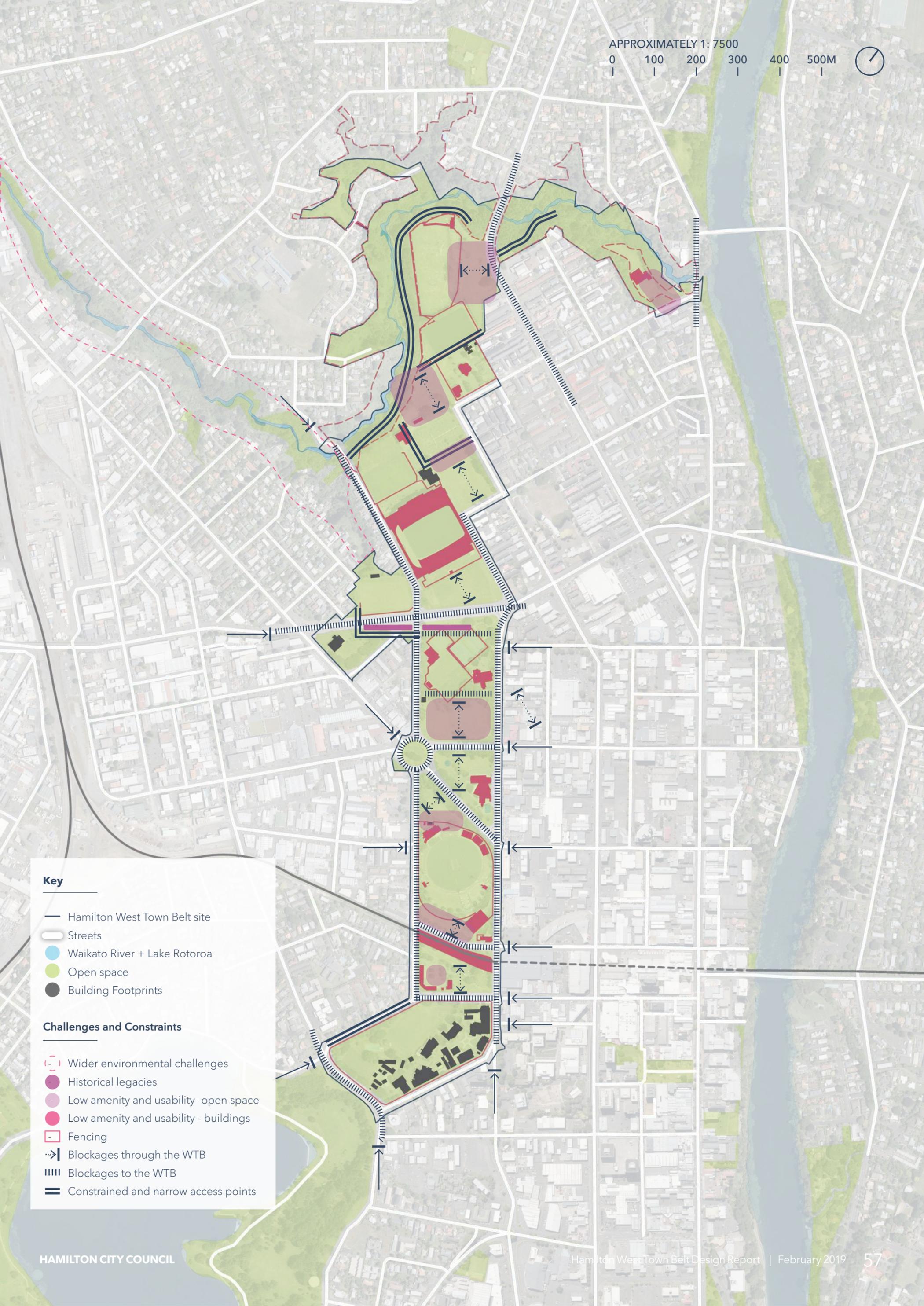
- A number of the paths are of poor condition and do not meet the needs of all ages and abilities.

Wider environmental challenges

- The WTB is only part of a much larger catchment so the WTB has a limited ability to address larger environmental

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Key

- Hamilton West Town Belt site
- Streets
- Waikato River + Lake Rotoroa
- Open space
- Building Footprints

Challenges and Constraints

- Wider environmental challenges
- Historical legacies
- Low amenity and usability- open space
- Low amenity and usability - buildings
- Fencing
- Blockages through the WTB
- Blockages to the WTB
- Constrained and narrow access points

3.3 Opportunities

Site Wide Opportunities

Develop Physical + Visual Connections

- Utilise existing street and path network to improve access to and through WTB.
- Rationalise and enhance the existing path network.
- Maintain and enhance visual connectivity through and between spaces throughout WTB.
- Improve access to the WTB and strengthen connection with wider transport and open space network.

Raise the Profile + Elevate the Status of the WTB

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

Link and hub communities

Foster improved communication between council, leaseholders and community groups to enable collaboration and sharing of facilities and resources.

Deliver On + Inform HCC + WRC Policy + Strategy

- Deliver on key council policy and strategy such as Local Indigenous Biodiversity Strategy (LIBS)\, Reserve Management Plans etc.
- Inform future status and other strategic documents such as District plan, management plans, central city and transport strategies, integrated management plan etc.

Reveal, Explain and Celebrate the History of the WTB

Take an active approach to revealing, explaining and where appropriate, celebrating the multi-layered history of the WTB - historical narratives explored should include but may not be limited to the geological history, cultural history including a long history of settlement and occupation by Maaori and more recent European settlement.

Maintain + Enhance the Ecology of the WTB

- Integrate native planting and wildlife habitat into the parks and open spaces that make up the WTB.
- Integrate Water Sensitive Design outcomes where ever possible

Increase Quantity of Publicly Accessible Open Space

Where possible, increase the amount of publicly accessible open space through the WTB by reclaiming areas such as Founders site; closing or partially closing roads; reorganising park uses and community facilities to couple and consolidate functions; and shifting and/or removing fences.

Improve Quality

- Improve the quality of the public open spaces throughout the WTB providing park furnishings and facilities such as park benches, public bathrooms, play grounds, skateparks etc; improved path network and paving and improved amenity planting.

Site Specific Opportunities

- Restore and Maintain the Waitawhiriwhiri Stream and Gully
- Explore opportunities to restore and maintain the ecological integrity of the Waitawhiriwhiri Stream and Gully by stabilizing banks along the stream edge and over the closed landfill, strengthen Significant Natural Areas and revegetating the gully walls and floor, improving access and connectivity along and into the gully and increasing community engagement and ownership.

Maintain and Enhance Hamilton West Cemetery

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

Enhance the Willoughby Street Closed Landfill

Explore opportunities for land uses that are compatible with the closed landfill and for creating and fostering native plants and habitats that can grow and thrive on the unique and challenging conditions on and near the closed landfill.

Connecting to City, River + Parks

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

Lease Expiries and Renewals

Work with key stakeholders and existing lease holders to understand aspirations and capacity to engage with and deliver on the master plan project outcomes.

Leverage Public Realm Outcomes from Existing Projects

Leverage key private projects to enhance public realm such as the K'aute Pasifika development, Seddon Park Stadium entry and the Hamilton Girls' High School Performance Health + Wellbeing Centre

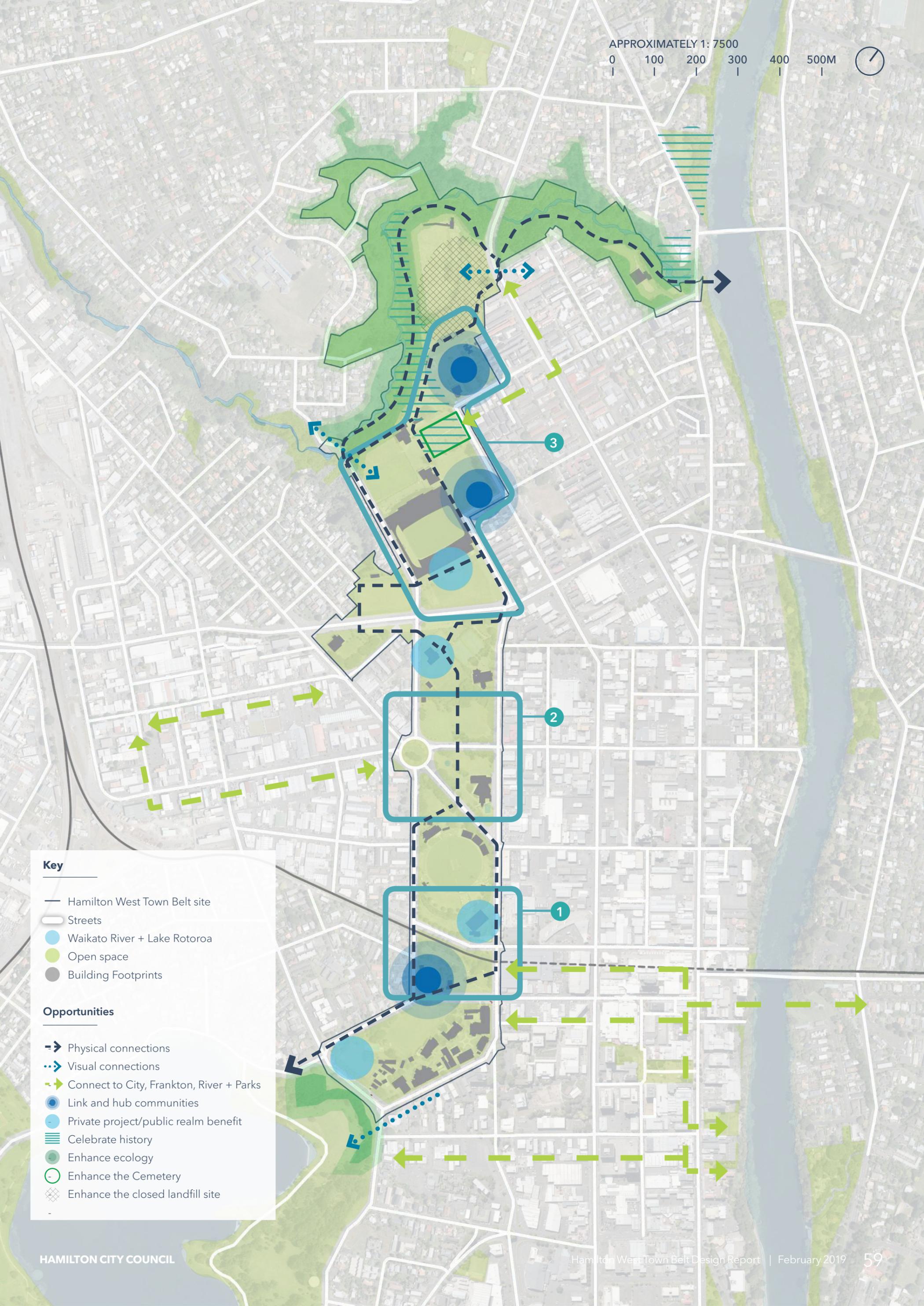
Transformative Projects

Explore the potential of 'transformative projects' have the potential to transform the WTB extensively and that link together major and minor projects and funding streams to ensure value for money and leverage funding sources for shared benefits: Three possible transformative projects include:

- 1 The Hamilton City Train Station - A new train station between Norris Ward Park and Bryce Street creates an opportunity to an integrated connecting Norris Ward Park directly with Circus Park and Seddon Park main entrance.
- 2 Rostrevor Reserve - Removal of the Norton Road roundabout and Rostrevor Street to Tristram Avenue to significantly increase park space to create an integrated play space incorporating the Founders site, Boyers and Hinemoa Park.
- 3 The 'Whatanoa / Willoughby Precinct' - A master plan incorporating Mill Street field, the FMG Stadium, Willoughby Park, the Old Boys Rugby Park, Beetham Park field, Phoenix House, Hamilton Bridge Club, Richmond Road Kindergarten and Plunket to rationalise buildings and parking, create a new playing field and develop better connections.

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Key

- Hamilton West Town Belt site
- Streets
- Waikato River + Lake Rotoroa
- Open space
- Building Footprints

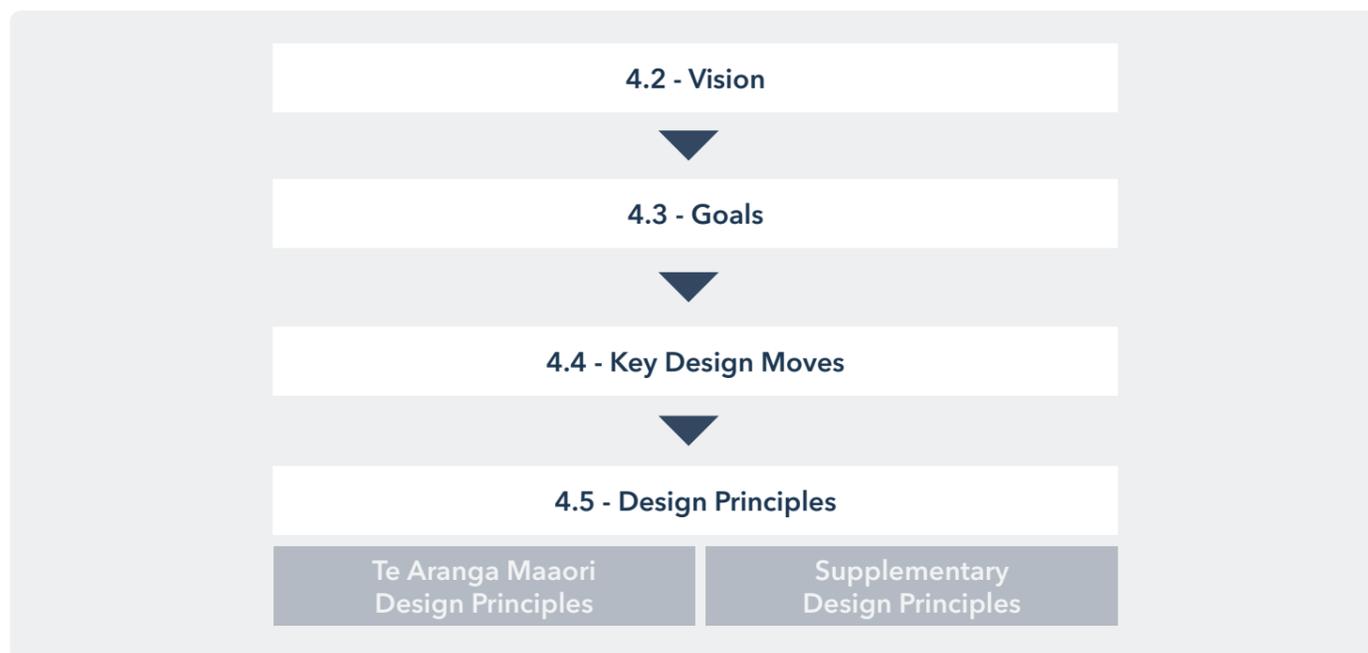
Opportunities

- ➔ Physical connections
- ⋯➔ Visual connections
- ➔ Connect to City, Frankton, River + Parks
- Link and hub communities
- Private project/public realm benefit
- ▨ Celebrate history
- Enhance ecology
- Enhance the Cemetery
- ▨ Enhance the closed landfill site

4.0_ The Masterplan

4.1_Section description

Strategic Intent



Strategic Outcomes



4.2_Vision

A dynamic, connected and treasured inner-city destination for everyone

4.3_Project Goals

Highly Valued

The WTB is highly valued and an inviting destination for locals and visitors.

Well Used

The WTB is a multifunctional open space network where locals and visitors freely mix and participate in a range of activities while enjoying to spend time in there.

Adaptive to Community Needs

The WTB is responsive and adaptable to the changing needs of the community that uses it.

Healthy Environment

The WTB is a healthy natural environment with high ecological function.

Healthy Living

WTB contributes to the communities health and active lifestyles.

Well Connected

People can safely and conveniently access the WTB, move through it and connect with the wider network of walkways, cycle ways and open spaces.

Active Engagement

Community groups and council work together to achieve the best results for stakeholders and the public.

Commercial Viability

The WTB provides good value for money for residents and ratepayers.

4.4_ Key Design Moves

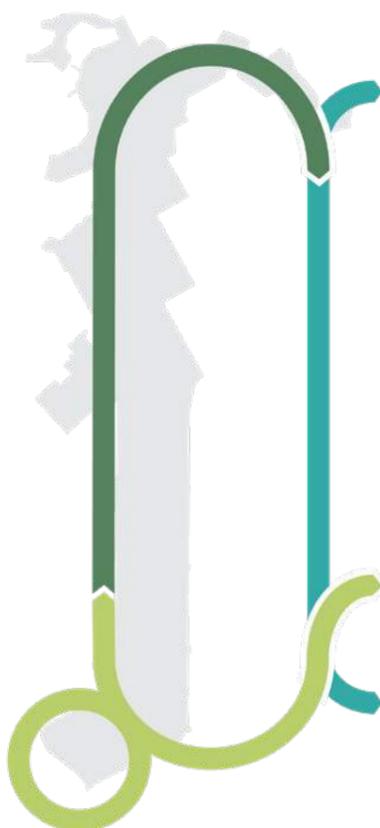
The key design moves provide an overarching framework for the WTB Masterplan. They outline strategic design direction and key outcomes which will inform specific projects to deliver on the vision of the masterplan.

At the heart of all the Key Design moves is that the WTB is a place for people.

The key design moves are generated from the input and feedback provided by the community and stakeholders during Phase One - Pre-Concept Engagement.

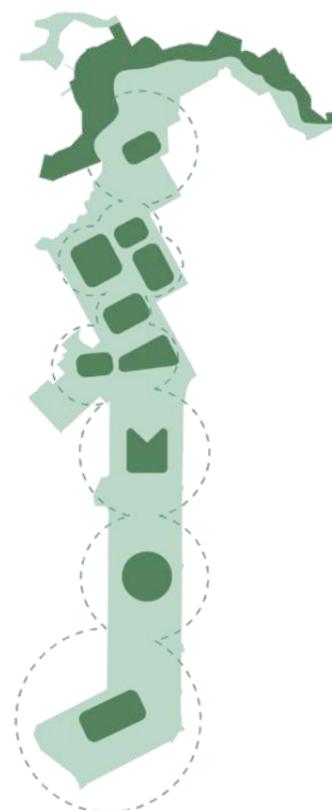
Creating the Loop

The masterplan creates the Hamilton City Loop, which connects the Waikato River, the Hamilton Lake Domain, the WTB and city centre.



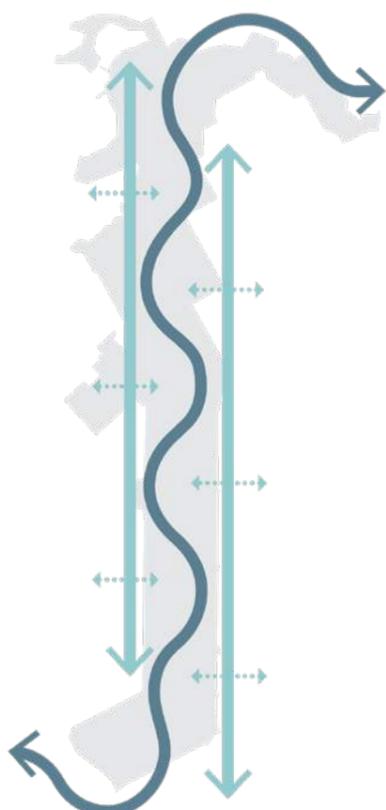
Greening the Belt

The masterplan strengthens and reinforces the open space character, amenity and biodiversity values through consistent enhancement of parks and natural areas.



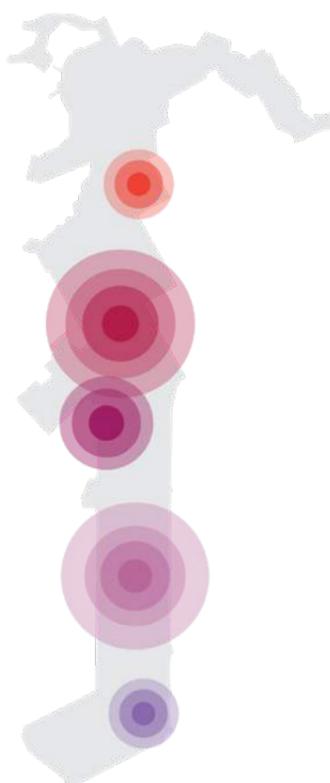
Connecting the Belt

The masterplan creates visual and physical connections across the WTB that provide for easy, convenient, safe and pleasant movement of people of all ages and abilities into and through the WTB.



Strengthening Cultural Activities

The Masterplan embraces and enhances the diverse cultural activities and key destinations that currently characterise the WTB.



Diversifying Uses

The masterplan provides opportunities for a wide range of formal and informal recreational uses and community facilities for Hamilton's changing demographics within the WTB.



4.5_ Design Principles

The following design principles are proposed to guide the possible future development of the WTB. The design principles are organised under two headings, the Te Aranga Design Principles and Supplementary Principles.

Te Aranga Design Principles

Mana Rangatiranga - Authority

Outcome_ The status of iwi and hapū as Mana Whenua is recognised and respected.

Attributes

- Provides a platform for working relationships where Mana Whenua values, world views, tikanga, cultural narratives and visual identity can be appropriately expressed in the design environment.
- High quality Treaty based relationships are fundamental to the application of the other Te Aranga principles.

Whakapapa - Names and Naming

Outcome_ Māori names are celebrated.

Attributes

- Recognises and celebrates the significance of Mana Whenua ancestral names.
- Recognises ancestral names as entry points for exploring and honouring tūpuna, historical narratives and customary practises associated with development sites and their ability to enhance sense of place connections.

Taiao - The Natural Environment

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

Attributes

- Sustains and enhances the natural environment.
- Local flora and fauna which are familiar and significant to Mana Whenua are key natural landscape elements within urban and / or modified areas.
- Natural environments are protected, restored or enhanced to levels where sustainable Mana Whenua harvesting is possible.

Mauri Tū - Environmental Health

Outcome_ Environmental health is protected, maintained and / or enhanced.

Attributes

- The wider development area and all elements and developments within the site are considered on the basis of protecting, maintaining or enhancing mauri.
- The quality of wai, whenua, ngahere and air are actively monitored.
- Community wellbeing is enhanced

Mahi Toi - Creative Expression

Outcome_ Iwi/hapū narratives are captured and expressed creatively and appropriately.

Attributes

- Ancestral names, local tohu and Iwi narratives are creatively reinscribed into the design environment including: landscape; architecture; interior design and public art.
- Iwi / hapū mandated design professionals and artists are appropriately engaged in such processes.

Tohu - The Wider Cultural Landscape

Outcome_ Mana Whenua significant sites and cultural landmarks are acknowledged.

Attributes

- Acknowledges a Māori world view of the wider significance of tohu/landmarks and their ability to inform the design of specific development sites.
- Supports a process whereby significant sites can be identified, managed, protected and enhanced.
- Celebrates local and wider unique cultural heritage and community characteristics that reinforce sense of place and identity.

Ahi Kā - The Living Presence

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

Attributes

- Mana Whenua live, work and play within their own rohe.
- Acknowledges the post Treaty of Waitangi settlement environment where iwi living presences can include customary, cultural and commercial dimensions.
- Living iwi/hapū presences and associated kaitiaki roles are resumed within urban areas

Supplementary Design Principles



Engagement + Collaboration

- Stakeholders and the public are engaged throughout the implementation and ongoing evolution of the WTB masterplan.
- Stakeholders and the public collaborate with each other/ others to achieve the best outcomes for all.



Leisure + Recreation

- Stakeholders and the public collaborate with each other/ others to achieve the best outcomes for all.



Connectivity + Accessibility

- Access to, around and through the West Town Belt is convenient, safe and easy for as wide a user group as possible, including children, older persons and people with disabilities.
- The West Town Belt connects with the wider open space network.



Treasured + Celebrated

- The stories, unique elements and local identity are revealed, maintained and/or enhanced



Activate

- The WTB provides places for community and cultural activation including activities such as community events, markets, and cultural and seasonal celebrations.



Safety

- WTB provides a safe network of paths, facilities and open spaces consistent with the Ministry of Justice's Seven Qualities of Safer Spaces: access, good surveillance and clear sightlines, clear and logical layout, a mix of activity, a sense of ownership, high quality environments and where necessary, active security measures.



Feasible + Viable

- The options for the WTB provide value for money outlining a wide range of realistic projects with multiple pathways for implementation.



Stewardship

- Local residents and community groups are encouraged/ supported to lead park wide initiatives including but not limited to community planting groups, Spring Clean events, citizen science groups, cycle safety events etc.



Resilience + Adaptation

- The WTB has strategies in place to adapt to the effects of climate change, particularly drought, flooding and extreme weather events.



A Living Document

- The WTB is monitored, reviewed and updated as required to ensure it remains current and continues to provide community and decision makers with the information needed to make informed decisions about WTB. z

4.6_ Illustrative masterplan

The illustrative masterplan on the opposite page provides an introductory overview of the design and layout for the entire WTB.

It reflects the Phase One - Pre-concept community and stakeholder engagement - which has been a key component of the masterplan to date. It also applies the five Key Design moves which will enable us to meet the long term vision of creating "A dynamic, connected and treasured inner-city destination for everyone"

The illustrative plan depicts the most ambitious proposal outlined in the masterplan. The Character Areas set out Section 4.6 'zoom in' on specific areas across the WTB and set out the proposed changes at a more user-friendly scale.

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Stokes Cres Reserve

Edgecumbe Park

Waitawhiriwhiri Gully + Stream

Ulster

Richmond

Victoria St

Waikato River

Hamilton West Cemetery

Willoughby Park

FMG Stadium Waikato

Willoughby St
Mill

Liverpool Street

Hinemoa Park

Norton Road Roundabout

Norton

Boyes Park

Tristram

London Street

Seddon Park Stadium

Western Rail
Seddon

Bryce Street

Norris Ward Park

Ward Street

Hamilton Girls' High School

Tainui Street

Hill Street

Lake Rotoroa

Hamilton Lake Domain

Ruakiwi Road

4.7_ Site Wide Strategies

As the name suggests, site-wide strategies are design interventions that affect the whole of the WTB. They encompass a wide range of themes and include both physical and socio-cultural aspects of the masterplan design.

The site wide strategies are:

- Te Aranga Maaori Design Principles
- Placemaking for Public Spaces (including Tactical Urbanism)
- Vegetation strategy
- Signage strategy
- Paths and surfaces strategy
- Furniture and 'Kit of Parts' strategy

4.8_ Te Aranga Maaori Design Principles

The Te Aranga Maaori Design Principles are applied specifically to the WTB by developing place based applications for each principle. Through further engagement, co-design processes and detailed discussion with Mana whenua, the range of opportunities identified below can be expanded, refined and prioritised. The list below represents the first draft application.

Mana Rangatiranga - Authority

- Mana Whenua groups are engaged as early as possible to ensure that the status of iwi and hapuu as Mana Whenua is recognised and respected.
- Kanohi ki te kanohi - face to face, in person, in the flesh.

Whakapapa - Names and Naming

- Whakapapa opportunity for re-naming Sites throughout the WTB.

Taiao - The Natural Environment

- Work with Mana Whenua to develop planting plans for the revitalisation of stream and native ecosystem.

Mauri Tuu - Environmental Health

- Work with Mana Whenua to develop planting plans for the revitalisation of stream and native ecosystem.

Mahi Toi - Creative Expression

- Mana Whenua significant sites and cultural landmarks are acknowledged.

Tohu - The Wider Cultural Landscape

- TBC

Ahi Kaa - The Living Presence

- Development of WTB to enhance community ownership, presence and ongoing engagement.
- Work with Mana Whenua to develop local businesses and enterprises through supply of plants for native nursery and social procurement.
- Mahinga kai - kai (food), weu (fibre); kora (fuel), rongoa (traditional Maaori medicine).



Mahi Toi - Identify ways to further acknowledge and celebrate appropriately Waitawhiriwhiri Paa and Urupa.

Mahi Toi - Identify ways to further acknowledge and celebrate appropriately Whatanoa Paa.

Taiao + Mauri Tuu - Waitawhiriwhiri stream is stabilized and gully is planted in appropriately sourced native plants.

Taiao + Mauri Tuu - The covered landfill is planted with native plants suitable to the unique and challenging ground conditions.

Mahi Toi - Existing Waharoa (gateway) at FMG Stadium Waikato.

Mahi Toi - Identify ways to further acknowledge and celebrate appropriately Whatanoa Paa is acknowledged.

Taiao + Mauri Tuu - Plant out low lying area with native wetland plants to enhance water quality, wildlife and habitat

Mana Rangatiratanga - Mana Whenua groups are engaged as early as possible to ensure that the status of iwi and hapuu as Mana Whenua is recognised and respected.

Whakapapa - Whakapapa opportunity for re-naming Sites throughout the WTB.

Mahi Toi - Mana Whenua significant sites and cultural landmarks are acknowledged.

Ahi Kaa - Ahi Kaa development of WTB to enhance community ownership, presence and ongoing engagement.

Taiao + Mauri Tuu - Plant out low lying area with native wetland plants to enhance water quality, wildlife and habitat

4.9 Placemaking for public spaces

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

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

Placemaking principles

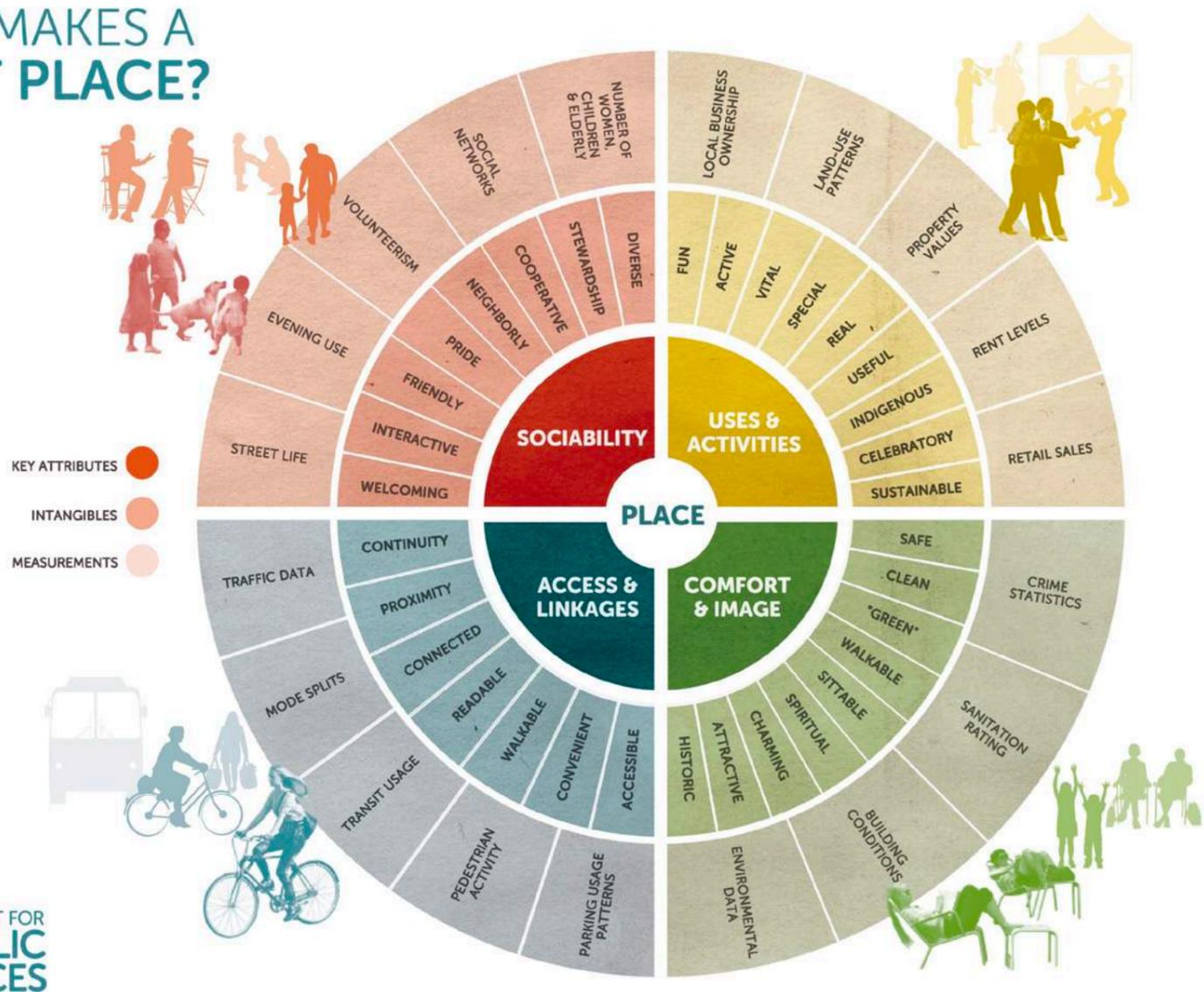
1. The community is the expert
2. Create a place, not a design
3. Look for partners
4. They always say "It Can't Be Done."

Tactical urbanism

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

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

WHAT MAKES A GREAT PLACE?



Example of tactical urbanism approach to placemaking

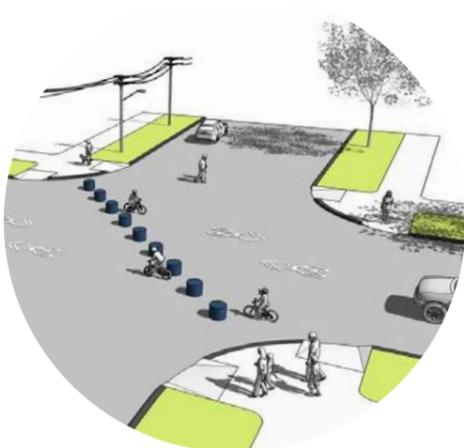
INCREASING TIME AND INVESTMENT REQUIRED FOR IMPLEMENTATION



Demonstration Event

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

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



Pilot Project

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

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



Interim Design

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

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



Permanent Installation

The permanent installation of a design.

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

4.10_ Vegetation strategy

The vegetation strategy will provide a general overview of the key outcomes needed to support a coordinated approach to maintaining and enhancing the amenity, character and ecological value of the WTB.

The vegetation strategy will be organised into different plant communities, which are based on a combination of their ecological niche and desired amenity and functions. The plant communities will include revegetation; Beetham Park Landfill; parks and open spaces - parkland trees, amenity planting and planting for water sensitive design; and streetscapes which will include street trees and rain gardens.

It is anticipated that planting will be delivered through various means, including but not limited to, direct local board investment, local improvement projects, and community / volunteer groups etc.

4.11_ Signage strategy

The signage strategy will provide a general overview of the key outcomes needed to support a coordinated approach to signage across WTB.

Council has an existing signage strategy that ensures consistency of information and locations across the public realm. For the WTB, the signage strategy will include this existing Council strategy but also look at ways in which other spaces and places, such as buildings, Stadia and interpretive signage can be accommodated across the site.

The signage strategy will be organised into three parts - wayfinding, code of conduct and safety and interpretive signage.

Wayfinding

Wayfinding signs provide users with direction and distances to key destinations and are placed at entry and exit points and at intersections and key "decision points" throughout the reserve.

Code of conduct and safety

Code of compliance and safety signage communicating desired outcome and appropriate use of the different areas of the reserve.

Interpretive

A coordinated signage system will help to develop a narrative to highlight areas of historical significance. It will be designed so that viewers may interpret the experience in their own way. The interpretive signage would reveal, explain and where appropriate, celebrate the intrinsic value of the diverse geological, Maori and colonial history of the site. In its most basic manifestation, this could be achieved through interpretive signage. However this brief could be expanded to include interactive / spatial signage and/or place based interpretive artworks.

4.12_ Paths and surfaces strategy

The treatment of paths and other surface features will help to determine the accessibility, safety, comfort and experience of the WTB. It is also the key factor determining the durability, life expectancy and maintenance requirements of the WTB.

The paths and surfaces strategy will provide a general overview of the key outcomes needed to support a coordinated approach to paving and universal access across WTB.

The paths and surfaces strategy will be organised into ten parts - mown lawn, concrete paths, permeable pavers, reinforced grass, raised crossings, asphalt and concrete kerb, timber boardwalk, compacted gravel, sand and concrete parking.

4.13_ Furniture and kit of parts strategy

The furniture and kit of parts includes all the constructed, built and fabricated objects and structures that help to make up the WTB. The materials will be composed to generate an engaging, safe and pleasurable experience for the users of the WTB.

The furniture and kit of parts strategy will provide a general overview of the key outcomes needed to support a coordinated approach to across WTB.

The furniture and kit of parts strategy will be organised into six parts - BBQ and shelters, bench seats, picnic table, bollards, bike racks and drinking fountains.

4.14_ Masterplan Character Areas

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

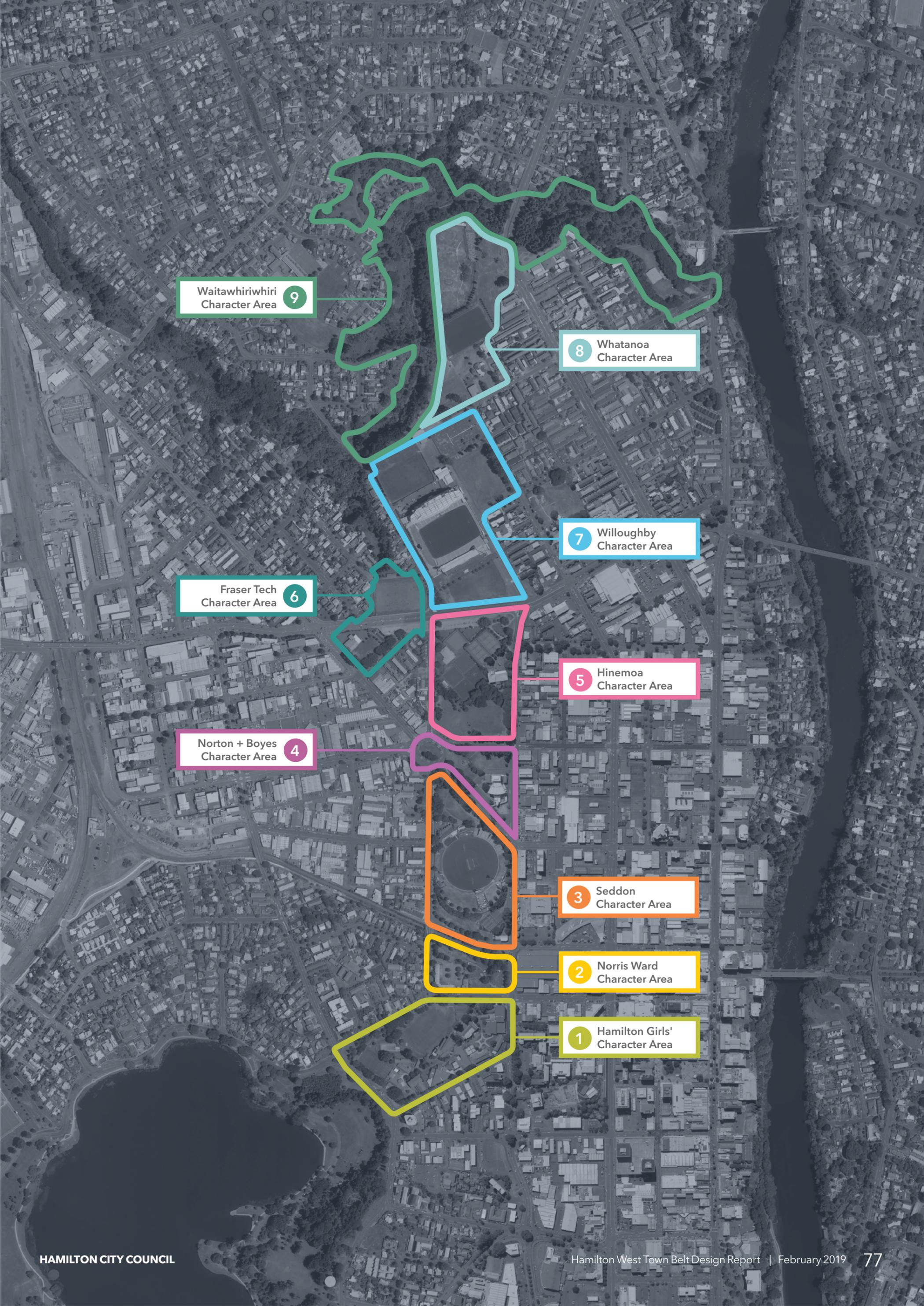
1. Hamilton Girls'
2. Norris Ward
3. Seddon
4. Norton + Boyes
5. Hinemoa
6. Fraser Tech
7. Willoughby
8. Whatanoa
9. Waitawhiriwhiri

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

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

Identifying Character Areas enables the entire site to be broken down into manageable project areas which can be implemented sequentially and/or in parallel. It allows for different scenarios to be tested and allows for decision making process and and funding allocation.

It allows projects to implemented individually without dependencies on other projects and/or Character Areas to be completed



Waitawhiriwhiri
Character Area 9

8 Whatanoa
Character Area

7 Willoughby
Character Area

Fraser Tech
Character Area 6

5 Hinemoa
Character Area

Norton + Boyes
Character Area 4

3 Seddon
Character Area

2 Norris Ward
Character Area

1 Hamilton Girls'
Character Area

TBC

Projects to be confirmed following Phase 2 Public Consultation

4.15_Projects

Projects within the WTB have been framed as either park and open space projects or streetscape projects. This allows projects to be initiated, managed and/or delivered by different Council departments (in collaboration with various project partners, stakeholders and the community) according to their various budgets, timeframes and project requirements. It also enables (and encourages) collaboration between departments when and where necessary.

The exception to this is the Hamilton Girls' High School project which is not a Council project. It has been included in this group of projects because of its potential transformative impact and for ease of reference.

Park and open space projects

Park and open space projects encompass a wide range of interventions including:

- the enhancement of existing parks and the creation of new open spaces;
- the potential for playgrounds for preschool and school age children as well as youth and opportunities for nature play;
- The potential for additional sports facilities including an additional playing field;
- the upgrade of existing paths and the creation of new pathway connections;
- native revegetation and habitat for wildlife;
- planting and contouring of land for enhanced water management;
- rationalisation of parking; and
- the maintenance and enhancement of heritage items such as the fountains next to the Founders site.

1 Hamilton Girls' Character Area

- A. Lake Domain Viewshaft
- B. Hamilton Girl's High Performance, Health and Well-Being Centre

2 Norris Ward Character Area

- C. Multi-purpose Community Facility
- D. Norris Ward Park enhancement
- TBC. Possible Future Passenger Rail Station

3 Seddon Character Area

- E. Circus Park Upgrade and Cricket Expansion Project
- F. Seddon Park Main Entry
- G. Seddon + Tristram Frontage Project
- H. Casey's Garden enhancement (high amenity area)

4 Norton + Boyes Character Area

- I. Founders Theatre Project
- J. Founders Shared Path Connection
- K. Centennial Fountain Project
- L. Boyes Park Project

5 Hinemoa Character Area

- M. Transformer Station Project

- N. Hinemoa Park Project
- O. Squash + Tennis Club Project
- P. K'aute Pasifika Project
- Q. Hinemoa / Mill / Tristram Corner Project

6 Fraser Tech Character Area

- R. Passing Red Carpark
- S. Fraser Tech Rugby Club
- T. Fraser Tech Park

7 Willoughby Character Area

- U. Stadium Events Space
- V. FMG Stadium Waikato
- W. Old Boys Rugby Club
- X. Old Boys Gully Crest Connection
- Y. Hamilton West Cemetery
- Z. Willoughby Shared Path Connection
- AA. Willoughby Park

Option B: Willoughby / Whatanoa Precinct, Transformative Project (including streetscape projects)

- U. Stadium Events Space
- V. FMG Stadium Waikato
- W. Old Boys Rugby Club
- X. Old Boys Gully Crest Connection
- Y. Hamilton West Cemetery
- Z. Willoughby Shared Path Connection
- DD. Willoughby / Beetham Transformation Project
- 27. Seddon Road Greening + Pedestrian Connection
- 28. Tristram Street Greening + Pedestrian Connection
- 29. Tristram Willoughby Intersection Upgrade
- 30. Willoughby Greening + Pedestrian Connection

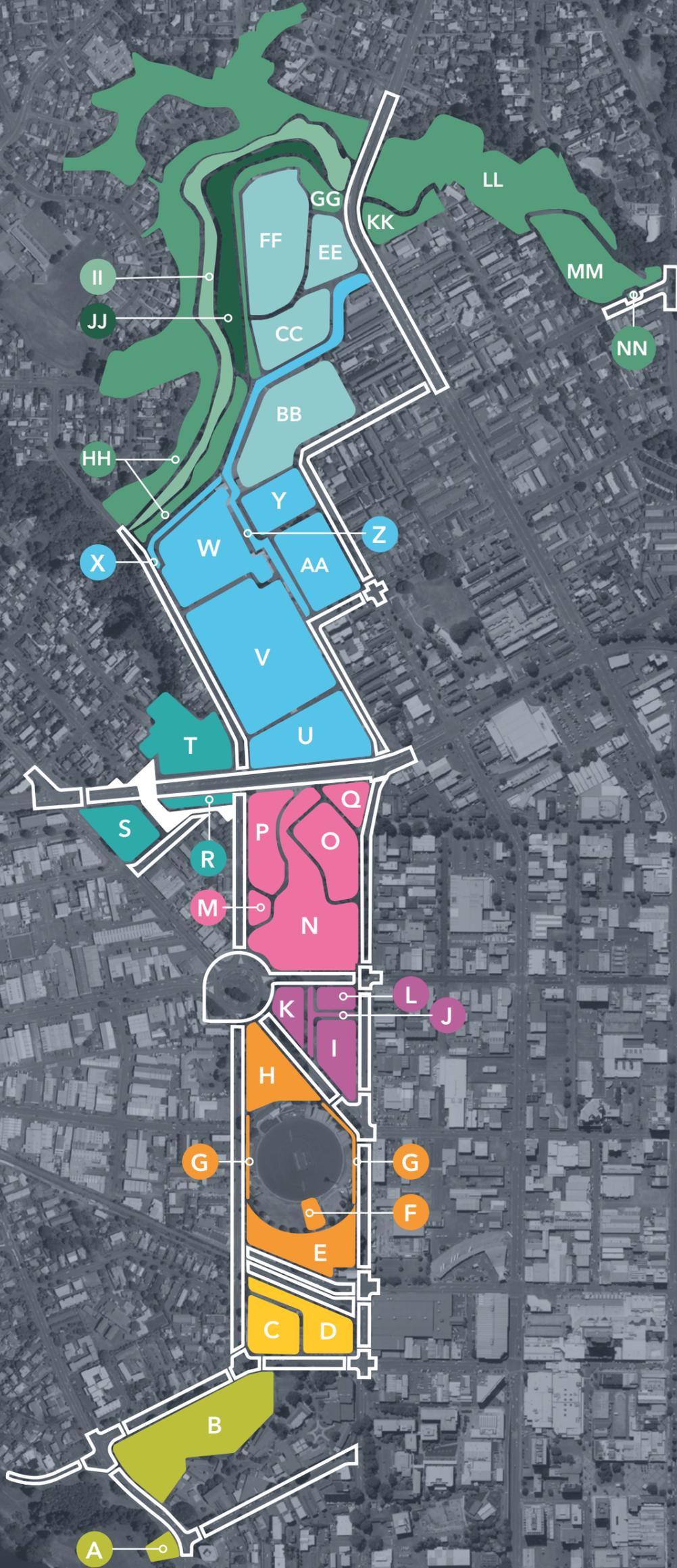
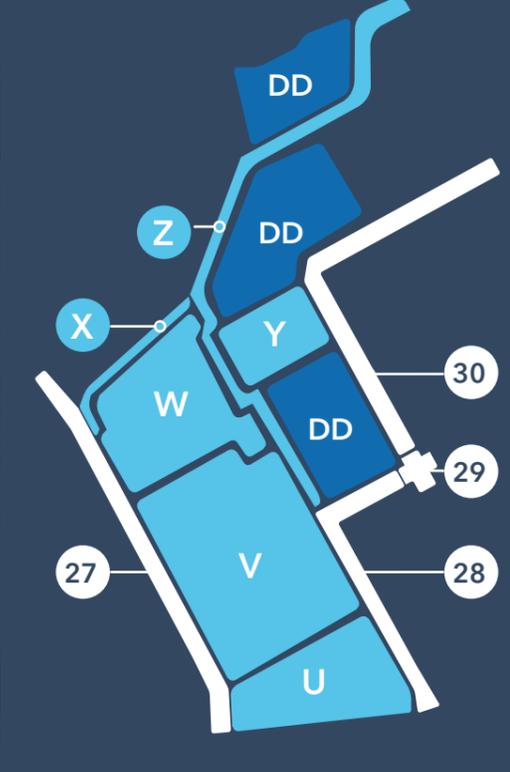
8 Whatanoa Character Area

- BB. Richmond Community Hub Project
- CC. Beetham Training Field
- EE. Whatanoa Wetland
- FF. Prodrive Project
- GG. Waitawhiriwhiri Crest Walk

9 Waitawhiriwhiri Character Area

- HH. Waitawhiriwhiri Gully Restoration
- II. Waitawhiriwhiri Stream Corridor Restoration
- JJ. Waitawhiriwhiri / Willoughby Closed Landfill Restoration
- KK. Edgecumbe / Ulster Entry Project
- LL. Edgecumbe Gully Restoration
- MM. Edgecumbe Park Project
- NN. Edgecumbe Park Public Toilets

Willoughby / Whatanoa Precinct
Potential transformative project
 See Sections x for more detail



TBC

Projects to be confirmed following Phase 2 Public Consultation

Streetscape projects

Streetscape projects are primarily concerned with enhancing streetscape in and around the WTB as spaces for people, in particular pedestrians and cyclists.

Streetscape projects include:

- Increase the width of footpaths for pedestrians;
- Introduction of street trees and rain gardens to improve amenity, streetscape microclimates for pedestrian comfort and ecological function;
- Signalised crossing at select intersections to allow space and time for pedestrians and cyclists to cross the street;
- Reduction in the radius of corners, the removal of slip lanes and the introduction of pedestrian refuges to slow vehicles and increase space for pedestrians;
- Rationalisation of parking; and
- The potential for closure of streets to vehicles to increase park and open space.

1. Lake Domain Drive footpath connection
2. Hill Street / Ruakiwi Road intersection upgrade
3. Hill Street Greening and Pedestrian Connection
4. Tainui / Ruakiwi / Lake Domain / Lake intersection upgrade
5. Tainui Street Greening and pedestrian connection
6. Tainui/Seddon/Ward intersection upgrade
7. Ward Street Greening and pedestrian connection
8. Ward / Tristram Intersection Upgrade and Western Rail Trail connection to city
9. Seddon Road Greening and Pedestrian Connection
10. Tristram Street Pedestrian Connection
11. Bryce Street Closure (under consideration, in relation to NDC proposal)
12. Tristram / Bryce Intersection upgrade

Option B: Hamilton City Train Station

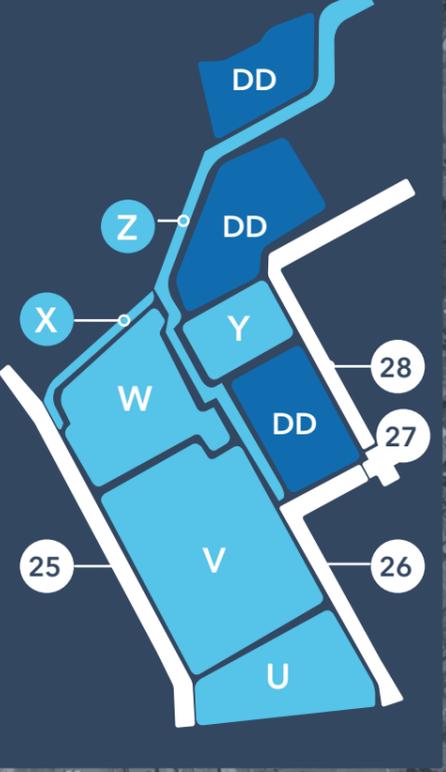
10. Tristram Street Pedestrian Connection
11. Bryce Street Closure
12. Tristram / Bryce Intersection upgrade

13. Tristram Street Pedestrian Connection
- 14a. Norton / Tristram / London Intersection Upgrade - No Left Turn
15. Norton Pedestrian Connection
16. Tristram Street Greening and Pedestrian Connection
17. Rostrevor / Tristram Intersection Upgrade
- 18B. Rostrevor Greening and Pedestrian Connection
- 18A. Norton Roundabout - Cycle Path and Pedestrian Connection, and King Street Corner Project

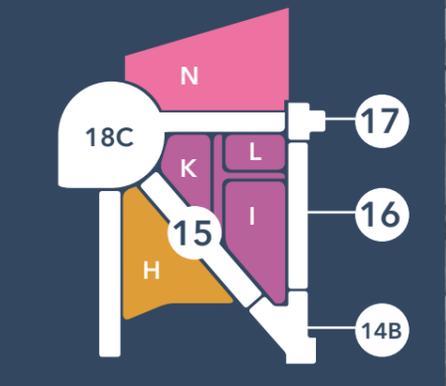
Option B: Rostrevor Reserve Transformative Project

14. Norton / Tristram / London Intersection Upgrade - Left turn remains
15. Norton Pedestrian Connection
16. Tristram Street Greening and Pedestrian Connection
17. Rostrevor / Tristram Intersection Upgrade
- 18C. Rostrevor / Norton Round-a-bout Open Space Project
19. Seddon Road Greening and Pedestrian Connection
20. Tristram Street Greening and Pedestrian Connection
21. Old Mill Street Greening and Pedestrian Connection
22. Mill Street Underpass Upgrade
23. Norton / Mill Intersection Upgrade
24. Mill Street Boulevard
25. Seddon Road Greening and Pedestrian Connection
26. Tristram Street Greening and Pedestrian Connection
27. Tristram / Willoughby / Abbotsford Intersection Upgrade
28. Willoughby/ Richmond Greening and Pedestrian Connection
29. Ulster Street Greening and Pedestrian Connection
30. Waikato River Path Connection

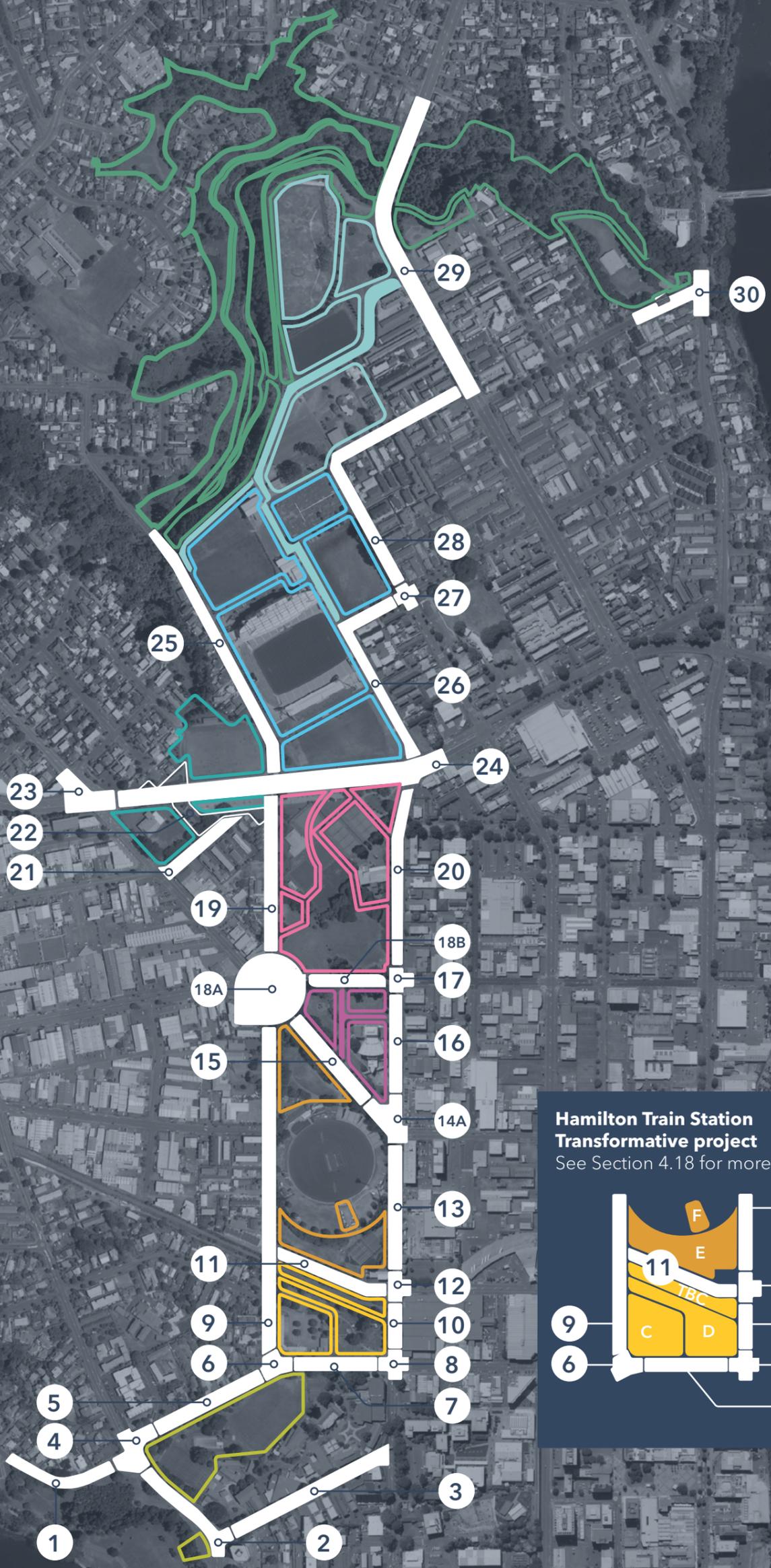
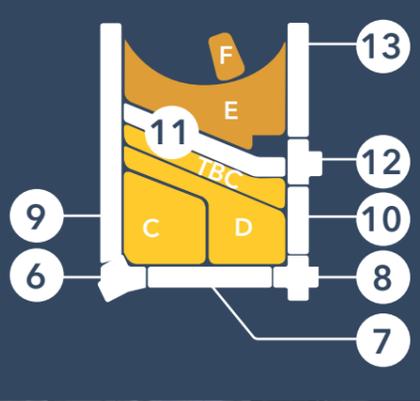
Willoughby / Whatanoa Precinct
Potential transformative project
 See Sections 4.18 for more detail



Rostrevor Reserve
transformative project
 See Section 4.18 for more detail



Hamilton Train Station
Transformative project
 See Section 4.18 for more detail



4.16_ Character Areas in detail

Character Area 1_Hamilton Girls'

TBC

Projects to be confirmed following
Phase 2 Public Consultation



Key

Existing

- Contours
- Existing buildings
- Main facility entrances
- Existing car parking
- Fences
- Existing trees
- Existing notable trees
- Fields
- Water feature/Pool
- Existing kerbline
- Cycle paths
- Bus stops

Proposed / Enhanced

- Proposed buildings /structures (indicative)
- Future expansion area
- Removed/relocated buildings/structures/fences
- Key open space entrance
- Proposed trees
- Removed trees
- Low planting areas
- Fencing/edge treatment
- Proposed car parking
- Proposed overspill/shared parking areas
- Enhanced pedestrian crossing
- Signalised crossing
- Future pedestrian connection
- Active Edge
- Corner articulation
- Enhanced sightlines/visual connections

Projects

- Project boundary

Open Space Projects

- A. Lake Domain Viewshaft
- B. Hamilton Girls' High Performance, Health and Well-Being Centre

Streetscape Projects

Note: Some streetscape projects overlap with neighbouring Character Area

1. Lake Domain Drive footpath connection
2. Hill Street / Ruakiwi Road intersection upgrade
3. Hill Street Greening and Pedestrian Connection
4. Tainui / Ruakiwi / Lake Domain / Lake intersection upgrade
5. Tainui Street Greening and pedestrian connection
6. Tainui/Seddon/Ward intersection upgrade
7. Ward Street Greening and pedestrian connection
8. Ward / Tristram Intersection Upgrade and Western Rail Trail connection to city



VIEWS TO LAKE ROTOROA + HAMILTON LAKE DOMAIN

SIGNIFICANT NATURAL AREA (DISTRICT PLAN)

Character Area 2_ Norris Ward

TBC

Projects to be confirmed following
Phase 2 Public Consultation



Key

Existing

- Contours
- Existing buildings
- Main facility entrances
- Existing car parking
- Fences
- Existing trees
- Existing notable trees
- Fields
- Water feature/Pool
- Existing kerblines
- Cycle paths
- Bus stops

Proposed / Enhanced

- Proposed buildings /structures (indicative)
- Future expansion area
- Removed/relocated buildings/structures/fences
- Key open space entrance
- Proposed trees
- Removed trees
- Low planting areas
- Fencing/edge treatment
- Proposed car parking
- Proposed overspill/shared parking areas
- Enhanced pedestrian crossing
- Signalised crossing
- Future pedestrian connection
- Active Edge
- Corner articulation
- Enhanced sightlines/visual connections

Projects

- Project boundary

Open Space Projects

- C. Multi-purpose Community Facility
- D. Norris Ward Park enhancement
- TBC. Possible Future Passenger Rail Station

Streetscape Projects

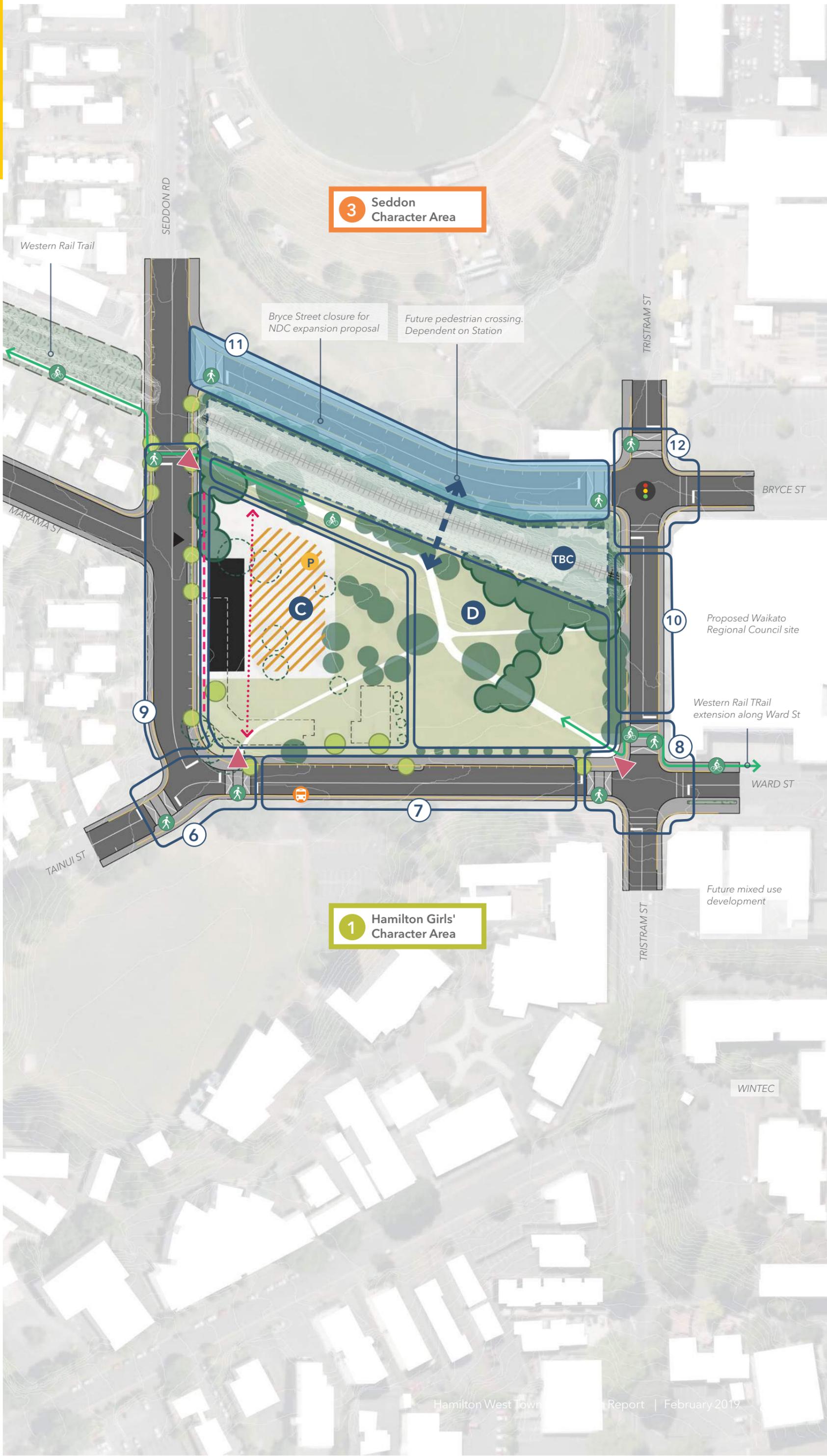
Note: Some streetscape projects overlap with neighbouring Character Area

- 6. Tainui/Seddon/Ward intersection upgrade
- 7. Ward Street Greening and pedestrian connection
- 8. Ward / Tristram Intersection Upgrade and Western Rail Trail connection to city
- 9. Seddon Road Greening and Pedestrian Connection
- 10. Tristram Street Pedestrian Connection
- 11. Bryce Street Closure (under consideration, in relation to NDC proposal)
- 12. Tristram / Bryce Intersection upgrade



3 Seddon Character Area

1 Hamilton Girls' Character Area



Character Area 3_ Seddon

TBC

Projects to be confirmed following
Phase 2 Public Consultation

Seddon

Character Area

3



Key

Existing

- Contours
- Existing buildings
- Main facility entrances
- Existing car parking
- Fences
- Existing trees
- Existing notable trees
- Fields
- Water feature/Pool
- Existing kerbline
- Cycle paths
- Bus stops

Proposed / Enhanced

- Proposed buildings /structures (indicative)
- Future expansion area
- Removed/relocated buildings/structures/fences
- Key open space entrance
- Proposed trees
- Removed trees
- Low planting areas
- Fencing/edge treatment
- Proposed car parking
- Proposed overspill/shared parking areas
- Enhanced pedestrian crossing
- Signalised crossing
- Future pedestrian connection
- Active Edge
- Corner articulation
- Enhanced sightlines/visual connections

Projects

- Project boundary

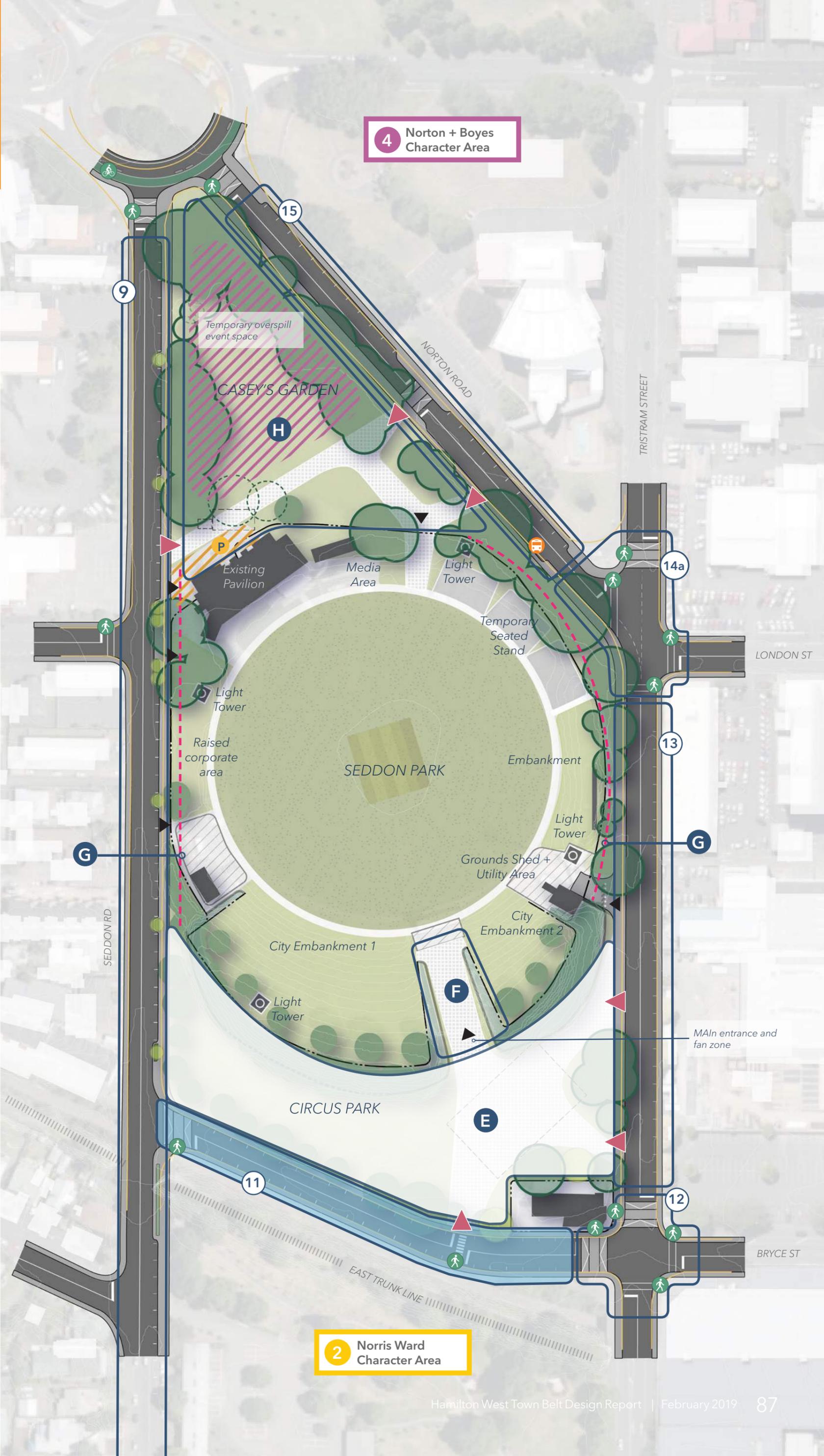
Open Space Projects

- E. Circus Park Upgrade and Cricket Expansion Project
- F. Seddon Park Main Entry
- G. Seddon + Tristram Frontage Project
- H. Casey's Garden enhancement (high amenity area)

Streetscape Projects

- Note: Some streetscape projects overlap with neighbouring Character Area
- 9. Seddon Road Greening and Pedestrian Connection
 - 11. Bryce Street Closure (under consideration, in relation to NDC proposal)
 - 12. Tristram / Bryce Intersection upgrade
 - 13. Tristram Street Pedestrian Connection
 - 14a. Norton / Tristram / London Intersection Upgrade - No Left Turn
 - 15. Norton Pedestrian Connection

4 Norton + Boyes Character Area



2 Norris Ward Character Area



Character Area 4_ Norton and Boyes

TBC

Projects to be confirmed following
Phase 2 Public Consultation



Key

Existing

- Contours
- Existing buildings
- Main facility entrances
- Existing car parking
- Fences
- Existing trees
- Existing notable trees
- Fields
- Water feature/Pool
- Existing kerbline
- Cycle paths
- Bus stops

Proposed / Enhanced

- Proposed buildings /structures (indicative)
- Future expansion area
- Removed/relocated buildings/structures/fences
- Key open space entrance
- Proposed trees
- Removed trees
- Low planting areas
- Fencing/edge treatment
- Proposed car parking
- Proposed overspill/shared parking areas
- Enhanced pedestrian crossing
- Signalised crossing
- Future pedestrian connection
- Active Edge
- Corner articulation
- Enhanced sightlines/visual connections

Projects

- Project boundary

Open Space Projects

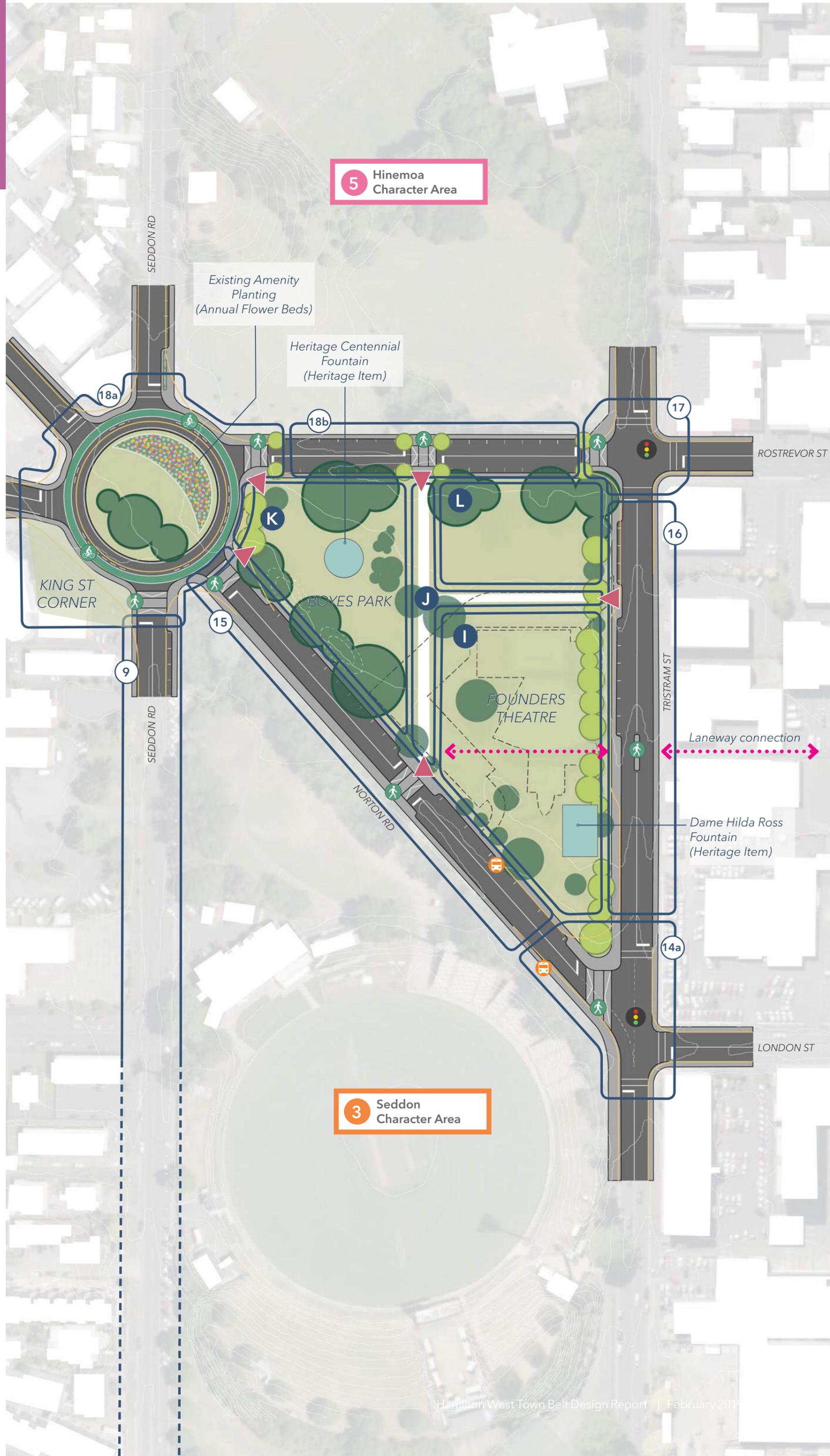
- I. Founders Theatre Project
- J. Founders Shared Path Connection
- K. Centennial Fountain Project
- L. Boyes Park Project

Street Projects

- Note: Some streetscape projects overlap with neighbouring Character Area
- 9. Seddon Road Greening and Pedestrian Connection
 - 14a. Norton / Tristram / London Intersection Upgrade - No Left Turn
 - 15. Norton Pedestrian Connection
 - 16. Tristram Street Greening and Pedestrian Connection
 - 17. Rostrevor / Tristram Intersection Upgrade
 - 18A. Norton Roundabout - Cycle Path and Pedestrian Connection, and King Street Corner Project
 - 18B. Rostrevor Greening and Pedestrian Connection

5 Hinemoa Character Area

3 Seddon Character Area



Character Area 4_ cont'd

TBC

Projects to be confirmed following
Phase 2 Public Consultation



Key

Existing

- Contours
- Existing buildings
- Main facility entrances
- Existing car parking
- Fences
- Existing trees
- Existing notable trees
- Fields
- Water feature/Pool
- Existing kerbline
- Cycle paths
- Bus stops

Proposed / Enhanced

- Proposed buildings /structures (indicative)
- Future expansion area
- Removed/relocated buildings/structures/fences
- Key open space entrance
- Proposed trees
- Removed trees
- Low planting areas
- Fencing/edge treatment
- Proposed car parking
- Proposed overspill/shared parking areas
- Enhanced pedestrian crossing
- Signalised crossing
- Future pedestrian connection
- Active Edge
- Corner articulation
- Enhanced sightlines/visual connections

Projects

- Project boundary

Open Space Projects

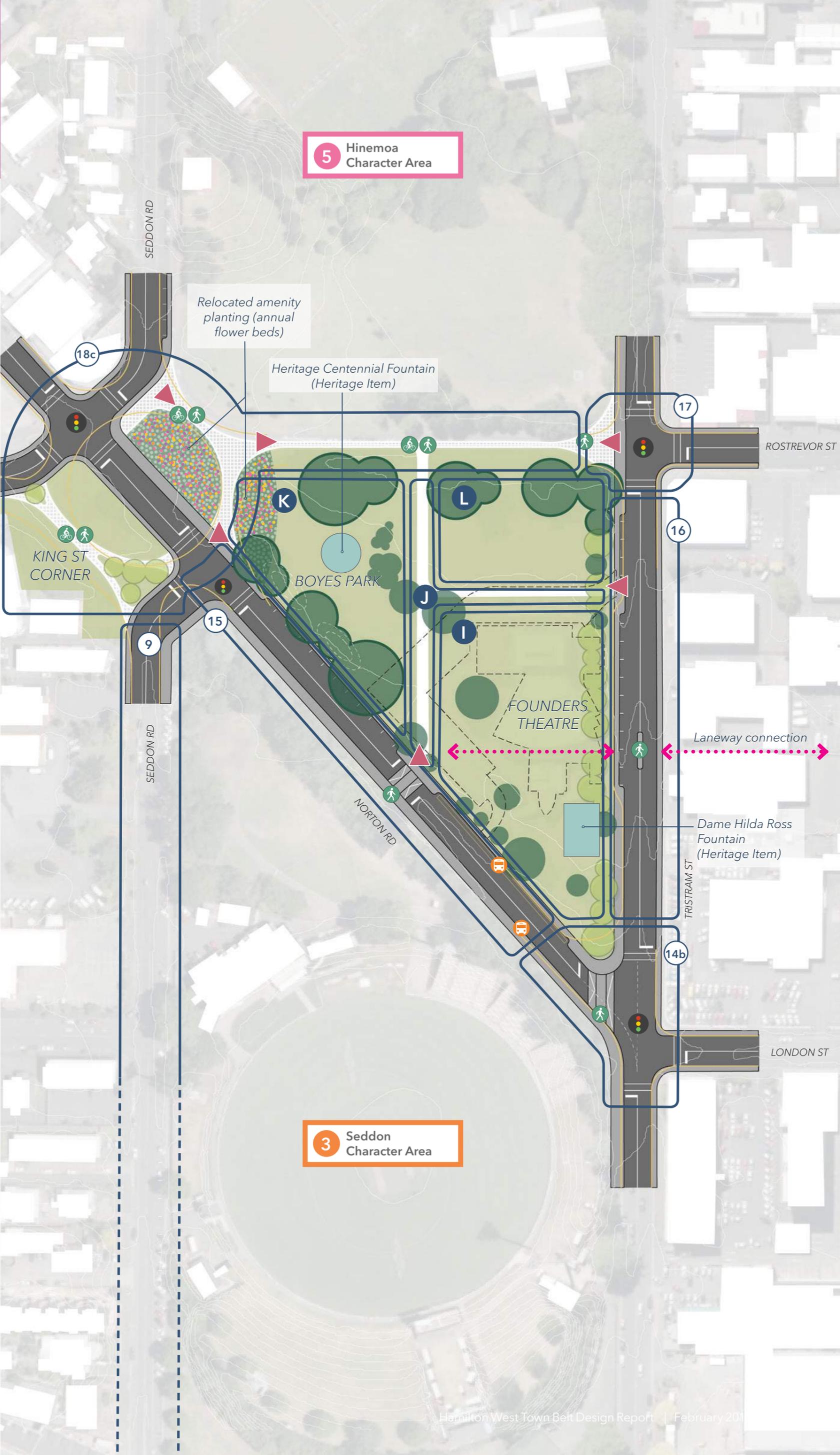
- I. Founders Theatre Project
- J. Founders Shared Path Connection
- K. Centennial Fountain Project
- L. Boyes Park Project

Streetscape Projects

- Note: Some streetscape projects overlap with neighbouring Character Area
- 9. Seddon Road Greening and Pedestrian Connection
 - 14. Norton / Tristram / London Intersection Upgrade - Left turn remains
 - 15. Norton Pedestrian Connection
 - 16. Tristram Street Greening and Pedestrian Connection
 - 17. Rostrevor / Tristram Intersection Upgrade
 - 18C. Rostrevor / Norton Round-a-bout Open Space Project

5 Hinemoa Character Area

3 Seddon Character Area



Character Area 5_ Hinemoa

TBC

Projects to be confirmed following
Phase 2 Public Consultation



Key

Existing

- Contours
- Existing buildings
- Main facility entrances
- Existing car parking
- Fences
- Existing trees
- Existing notable trees
- Fields
- Water feature/Pool
- Existing kerbline
- Cycle paths
- Bus stops

Proposed / Enhanced

- Proposed buildings /structures (indicative)
- Future expansion area
- Removed/relocated buildings/structures/fences
- Key open space entrance
- Proposed trees
- Removed trees
- Low planting areas
- Fencing/edge treatment
- Proposed car parking
- Proposed overspill/shared parking areas
- Enhanced pedestrian crossing
- Signalised crossing
- Future pedestrian connection
- Active Edge
- Corner articulation
- Enhanced sightlines/visual connections

Projects

- Project boundary

Open Space Projects

- M. Transformer Station Project
- N. Hinemoa Park Project
- O. Squash + Tennis Club Project
- P. K'aute Pasifika Project
- Q. Hinemoa / Mill / Tristram Corner Project

Streetscape Projects

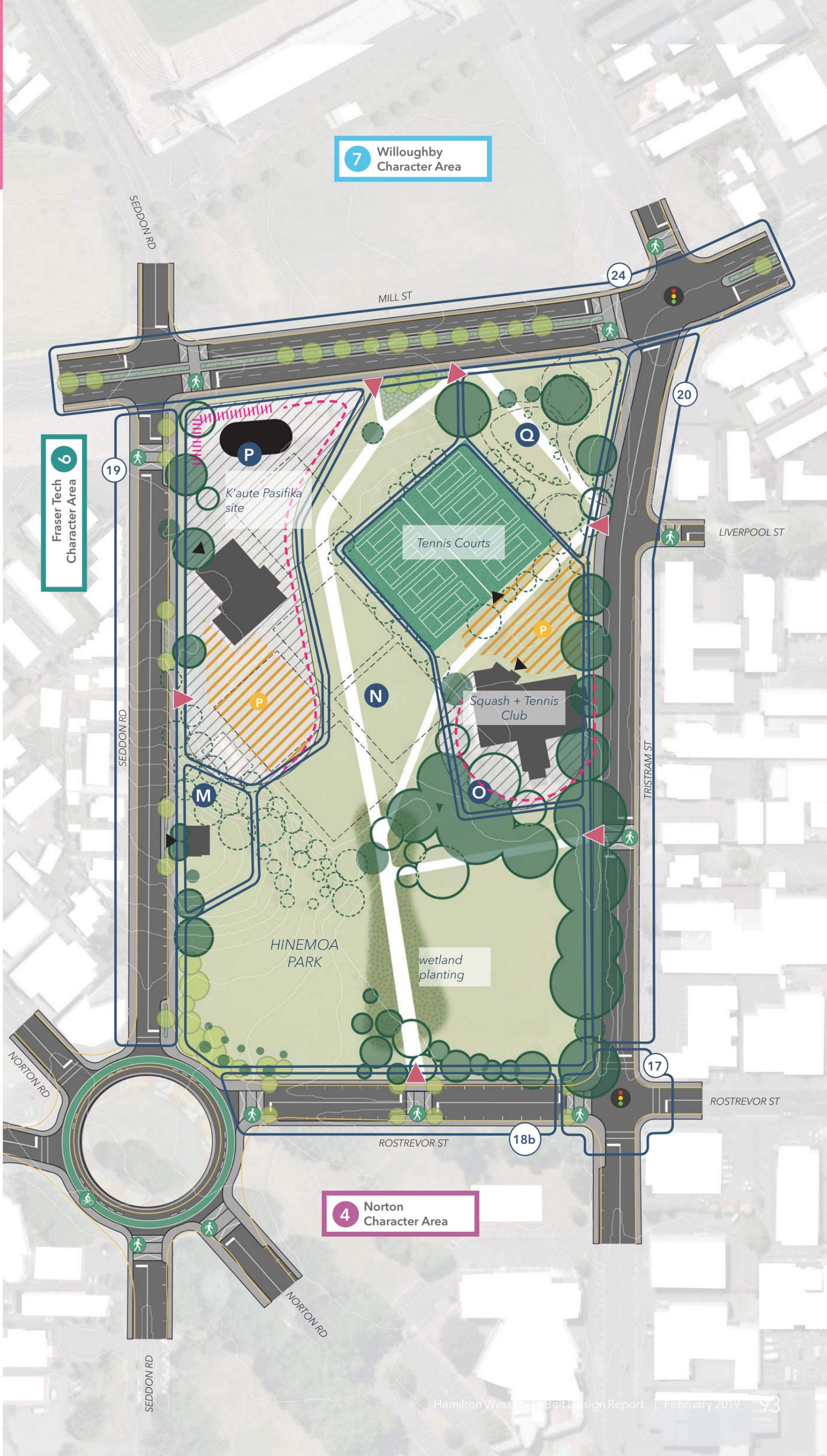
- Note: Some streetscape projects overlap with neighbouring Character Area
- 17. Rostrevor / Tristram Intersection Upgrade
 - 18B. Rostrevor Greening and Pedestrian Connection
 - 19. Seddon Road Greening and Pedestrian Connection
 - 20. Tristram Street Greening and Pedestrian Connection
 - 24. Mill Street Boulevard



7 Willoughby Character Area

6 Fraser Tech Character Area

4 Norton Character Area



Character Area 6_ Fraser Tech

TBC

Projects to be confirmed following
Phase 2 Public Consultation



Key

Existing

- Contours
- Existing buildings
- Main facility entrances
- Existing car parking
- Fences
- Existing trees
- Existing notable trees
- Fields
- Water feature/Pool
- Existing kerbline
- Cycle paths
- Bus stops

Proposed / Enhanced

- Proposed buildings /structures (indicative)
- Future expansion area
- Removed/relocated buildings/ structures/fences
- Key open space entrance
- Proposed trees
- Removed trees
- Low planting areas
- Fencing/edge treatment
- Proposed car parking
- Proposed overspill/shared parking areas
- Enhanced pedestrian crossing
- Signalised crossing
- Future pedestrian connection
- Active Edge
- Corner articulation
- Enhanced sightlines/visual connections

Projects

- Project boundary

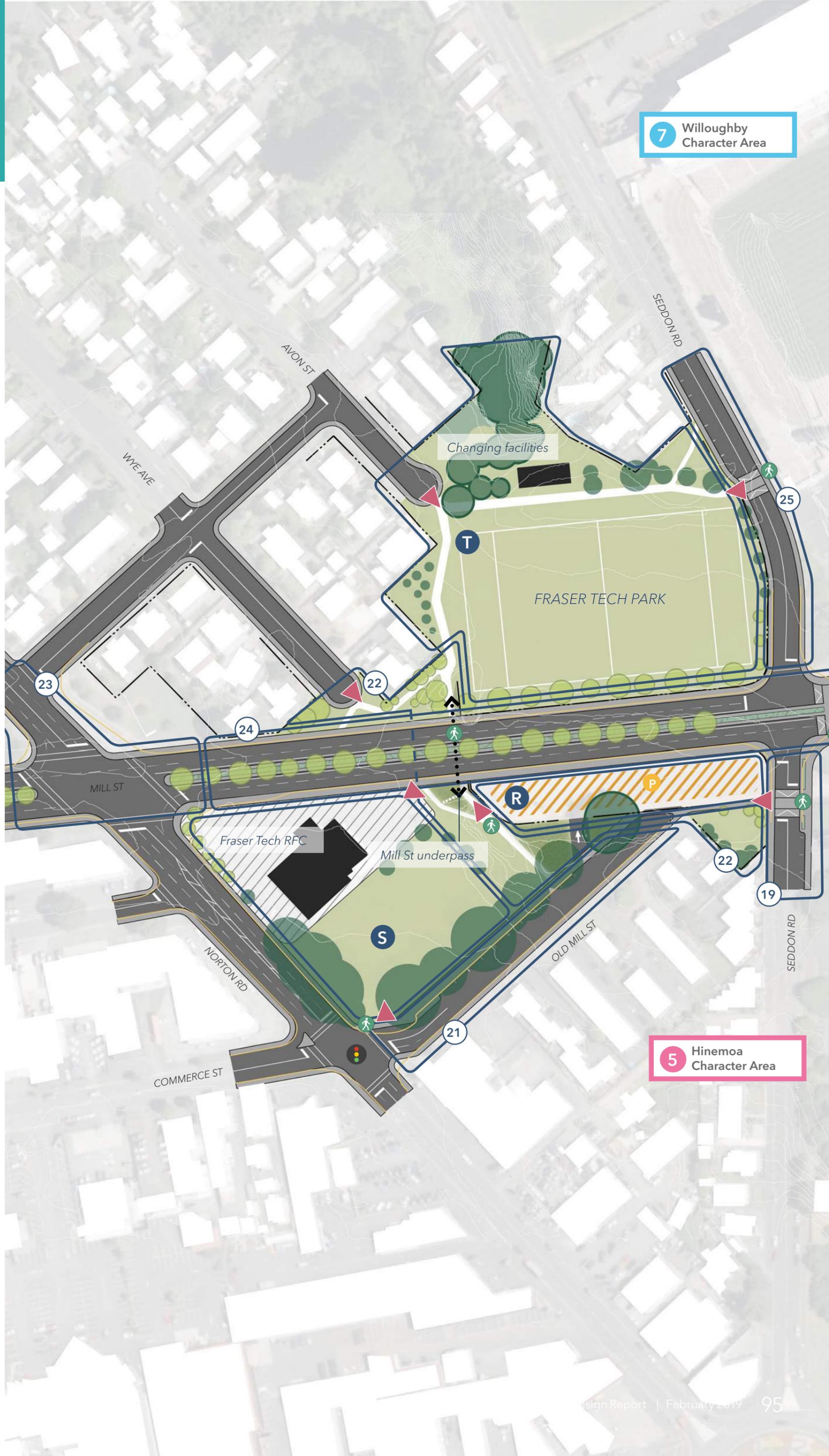
Open Space Projects

- R. Passing Red Carpark
- S. Fraser Tech Rugby Club
- T. Fraser Tech Park

Streetscape Projects

Note: Some streetscape projects overlap with neighbouring Character Area

- 19. Seddon Road Greening and Pedestrian Connection
- 21. Old Mill Street Greening and Pedestrian Connection
- 22. Mill Street Underpass Upgrade
- 23. Norton / Mill Intersection Upgrade
- 24. Mill Street Boulevard
- 25. Seddon Road Greening and Pedestrian Connection



Character Area 7_ Willoughby

TBC

Projects to be confirmed following
Phase 2 Public Consultation



Key

Existing

- Contours
- Existing buildings
- Main facility entrances
- Existing car parking
- Fences
- Existing trees
- Existing notable trees
- Fields
- Water feature/Pool
- Existing kerbline
- Cycle paths
- Bus stops

Proposed / Enhanced

- Proposed buildings /structures (indicative)
- Future expansion area
- Removed/relocated buildings/structures/fences
- Key open space entrance
- Proposed trees
- Removed trees
- Low planting areas
- Fencing/edge treatment
- Proposed car parking
- Proposed overspill/shared parking areas
- Enhanced pedestrian crossing
- Signalised crossing
- Future pedestrian connection
- Active Edge
- Corner articulation
- Enhanced sightlines/visual connections

Projects

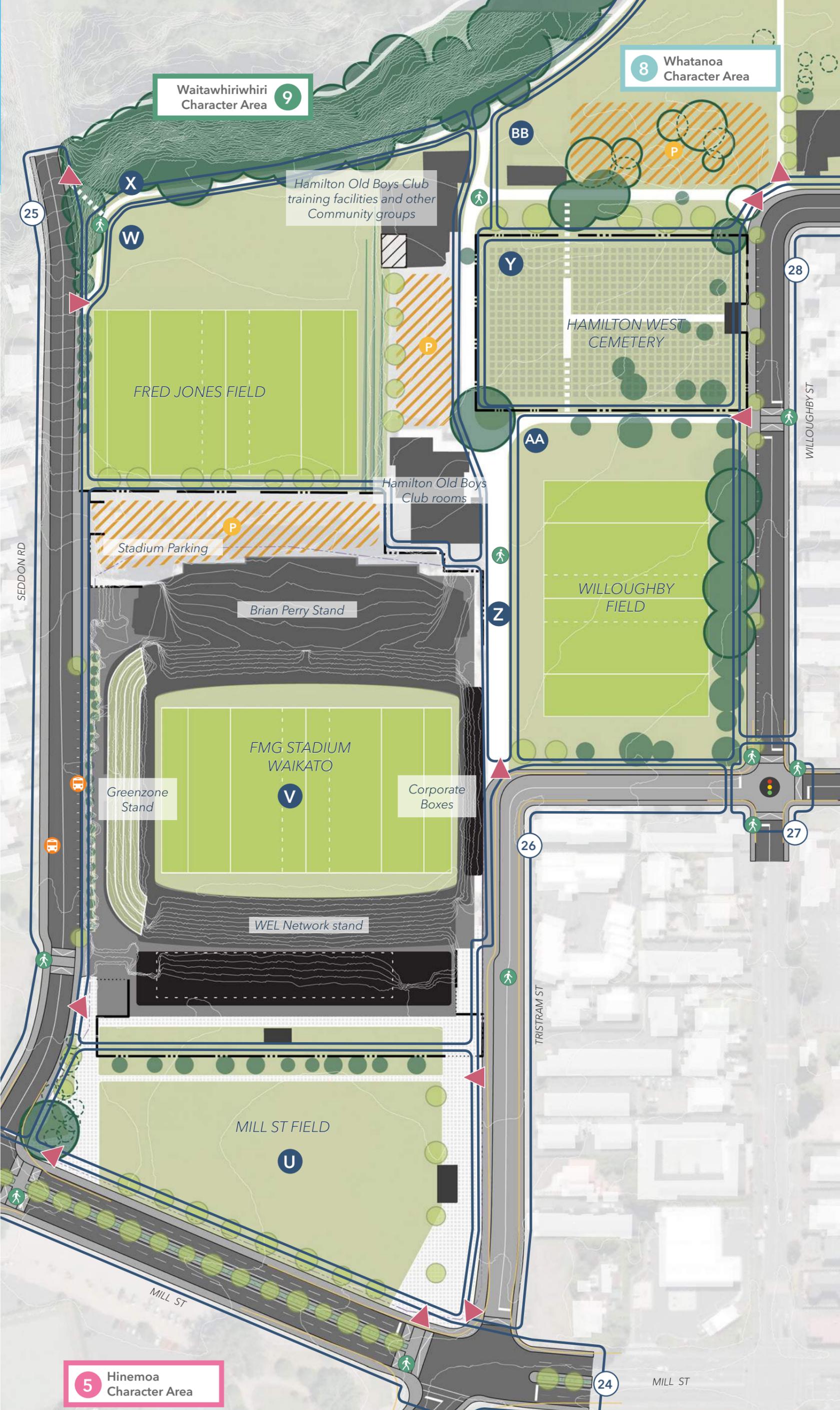
- Project boundary

Open Space Projects

- U. Stadium Events Space
- V.FMG Stadium Waikato
- W. Old Boys Rugby Club
- X. Old Boys Gully Crest Connection
- Y. Hamilton West Cemetery
- Z. Willoughby Shared Path Connection
- AA. Willoughby Park

Streetscape Projects

- Note: Some streetscape projects overlap with neighbouring Character Area
- 24. Mill Street Boulevard
 - 25. Seddon Road Greening and Pedestrian Connection
 - 26. Tristram Street Greening and Pedestrian Connection
 - 27. Tristram / Willoughby / Abbotsford Intersection Upgrade
 - 28. Willoughby/ Richmond Greening and Pedestrian Connection



Waitawhiriwhiri Character Area 9

8 Whatanoa Character Area

5 Hinemoa Character Area



Character Area 7_ Willoughby cont'd

TBC

Projects to be confirmed following
Phase 2 Public Consultation

Character Area 8_ Whatanoa

TBC

Projects to be confirmed following
Phase 2 Public Consultation



Whatanoa
Character Area
8a

Key

- Contours
- Existing buildings
- Main facility entrances
- Existing car parking
- Fences
- Existing trees
- Existing significant trees
- Amenity planting
- Fields

- Existing kerbline
- Cycle paths
- Proposed / Enhanced**
- Proposed buildings / structures (indicative)
- Removed/relocated buildings/ structures/fences
- Key open space entrance
- Proposed trees
- Removed trees
- Proposed planting

- Fencing/edge treatment
- Proposed car parking
- Proposed overspill/shared parking areas
- Enhanced pedestrian crossing
- Signalised crossing
- Future pedestrian connection
- Active Edge
- Corner articulation
- Enhanced sightlines/visual connections

Projects

- Project boundary
- Open Space**
- BB. Richmond Community Hub Project
- CC. Beetham Training Field
- EE. Whatanoa Wetland
- FF. Prodrive Project
- GG. Waitawhiriwhiri Crest Walk

Streets

- Note: Some streetscape projects overlap with neighbouring Character Area
- 28. Willoughby/ Richmond Greening and Pedestrian Connection
 - 29. Ulster Street Greening + Pedestrian Connection



Character Area 8_ Whatanoa cont'd

TBC

Projects to be confirmed following
Phase 2 Public Consultation

9b Waitawhiriwhiri Character Area

9c Waitawhiriwhiri Character Area

7 Willoughby Character Area

Whatanoa Character Area 8b



Key

- Contours
- Existing buildings
- Main facility entrances
- Existing car parking
- Fences
- Existing trees
- Existing significant trees
- Amenity planting
- Fields

Existing kerbline

Cycle paths

Proposed / Enhanced

- Proposed buildings / structures (indicative)
- Removed/relocated buildings/ structures/fences
- Key open space entrance
- Proposed trees
- Removed trees
- Proposed planting

Fencing/edge treatment

Proposed car parking

Proposed overspill/shared parking areas

Enhanced pedestrian crossing

Signalised crossing

Future pedestrian connection

Active Edge

Corner articulation

Enhanced sightlines/visual connections

Projects

Project boundary

Open Space

- Z. Willoughby Shared Path Connection
- DD. Willoughby / Beetham Transformation Project
- EE. Whatanoa Wetland
- FF. Prodrive Project
- GG. Waitawhiriwhiri Crest Walk

Streets

Note: Some streetscape projects overlap with neighbouring Character Area

29. Ulster Street Greening + Pedestrian Connection



0M

1:1500 @ A3

50M

Character Area 9_ Waitawhiriwhiri

TBC

Projects to be confirmed following
Phase 2 Public Consultation

Maeroa Intermediate School

CHURCHILL AVE

RIMU ST

Crest of Gully
Indicative Whatanoa Paa site

8 Whatanoa Character Area

RICHMOND ST

Key

- Contours
- Existing buildings
- ▶ Main facility entrances
- Existing car parking
- Fences
- Existing trees
- Existing significant trees
- Amenity planting
- Fields

- Existing kerblines
- Cycle paths
- Proposed / Enhanced**
- Proposed buildings / structures (indicative)
- Removed/relocated buildings/ structures/fences
- ▶ Key open space entrance
- Proposed trees
- Removed trees
- Proposed planting

- Fencing/edge treatment
- Proposed car parking
- Proposed overspill/shared parking areas
- Enhanced pedestrian crossing
- Signalised crossing
- Future pedestrian connection
- Active Edge
- ||| Corner articulation
- Enhanced sightlines/visual connections

Projects

- Project boundary
- Open Space**
- Z. Willoughby Shared Path Connection
- DD. Willoughby / Beetham Transformation Project
- EE. Whatanoa Wetland
- FF. Prodrive Project
- GG. Waitawhiriwhiri Crest Walk



0M 1:1500 @ A3 50M

Waitawhiriwhiri

Character Area

9a





Waitawhiriwhiri
Character Area
9b

Key

- Contours
- Existing buildings
- Main facility entrances
- Existing car parking
- Fences
- Existing trees
- Existing significant trees
- Amenity planting
- Fields

Existing kerblines

Cycle paths

Proposed / Enhanced

- Proposed buildings /structures (indicative)
- Removed/relocated buildings/structures/fences
- Key open space entrance
- Proposed trees
- Removed trees
- Proposed planting

Fencing/edge treatment

Proposed car parking

Proposed overspill/shared parking areas

Enhanced pedestrian crossing

Signalised crossing

Future pedestrian connection

Active Edge

Corner articulation

Enhanced sightlines/visual connections

Projects

Project boundary

Open Space

- Z. Willoughby Shared Path Connection
- DD. Willoughby / Beetham Transformation Project
- EE. Whatanoa Wetland
- FF. Prodrive Project
- GG. Waitawhiriwhiri Crest Walk

Streets

Note: Some streetscape projects overlap with neighbouring Character Area

29. Ulster Street Greening + Pedestrian Connection



0M

1:1500 @ A3

50M

CHARLEMONT ST

9b Waitawhiriwhiri Character Area



Key

- Contours
- Existing buildings
- Main facility entrances
- Existing car parking
- Fences
- Existing trees
- Existing significant trees
- Amenity planting
- Fields

- Existing kerbline
- Cycle paths
- Proposed / Enhanced**
- Proposed buildings / structures (indicative)
- Removed/relocated buildings/ structures/fences
- Key open space entrance
- Proposed trees
- Removed trees
- Proposed planting

- Fencing/edge treatment
- Proposed car parking
- Proposed overspill/shared parking areas
- Enhanced pedestrian crossing
- Signalised crossing
- Future pedestrian connection
- Active Edge
- Corner articulation
- Enhanced sightlines/visual connections

Projects

- Project boundary
- Open Space**
- Z. Willoughby Shared Path Connection
- DD. Willoughby / Beetham Transformation Project
- EE. Whatanoa Wetland
- FF. Prodrive Project
- GG. Waitawhiriwhiri Crest Walk

Streets

Note: Some streetscape projects overlap with neighbouring Character Area

- 29. Ulster Street Greening + Pedestrian Connection
- 30. Waikato River Path Connection

0M | 50M

1:1500 @ A3

TBC

Projects to be confirmed following Phase 2 Public Consultation

4.17_Projects - easy wins

An early win project is one that is easy to implement and has a high impact relative to investment. They should excite and motivate both the public and the project team, showcasing the site's potential and creating lasting impressions by integrating as many community aspirations as possible.

The list below captures 15 early win projects identified through the WTB masterplan project process. Implemented together, the benefits of the early win projects will be greater than the sum of their parts.

The list does not include the full or partial implementation of the various site-wide strategies on other sites.

Projects - Open Space

- A. Lake Domain Viewshaft
- G. Seddon + Tristram Frontage Project
- J. Founders Shared Path Connection
- M. Transformer Station Project
- R. Passing Red Carpark
- X. Old Boys Gully Crest Connection
- Y. Hamilton West Cemetery
- Z. Willoughby Shared Path Connection
- EE. Whatanoa Wetland
- NN. Edgumbe Park Public Toilets

Projects - Open Space

- 1. Lake Domain Drive footpath connection
- 4. Tainui / Ruakiwi / Lake Domain / Lake intersection upgrade
- 8. Ward / Tristram Intersection Upgrade and Western Rail Trail connection to city
- 17. Rostrevor / Tristram Intersection Upgrade
- 22. Mill Street Underpass Upgrade



TBC

Projects to be confirmed following Phase 2 Public Consultation

4.18_Projects - transformative projects

The WTB masterplan has identified three potential 'transformative projects' that have the potential to transform the WTB extensively and link major and minor projects and funding streams to ensure value for money and to leverage funding sources for shared benefits.

1 The Hamilton City Train Station

A new train station between Norris Ward Park and Bryce Street creates an opportunity for an integrated connection between Norris Ward Park, Circus Park, and the Seddon Park main entrance.

2 Rostrevor Reserve

Removal of the Norton Road roundabout and Rostrevor Street to Tristram Street to significantly increase park space and to create an integrated play space incorporating the Founders Theatre site, Boyes Park and Hinemoa Park.

3 The 'Whatanoa / Willoughby Precinct'

A masterplan incorporating Mill Street field, FMG Stadium Waikato, Willoughby Park, the Hamilton Old Boys Rugby Park, Beetham Park field, Phoenix House, Hamilton Bridge Club, and Richmond Road Kindergarten and Plunket to rationalise buildings and parking, create a new playing field, and develop better connections.



5.0_Appendices

Open Space Plan 2013

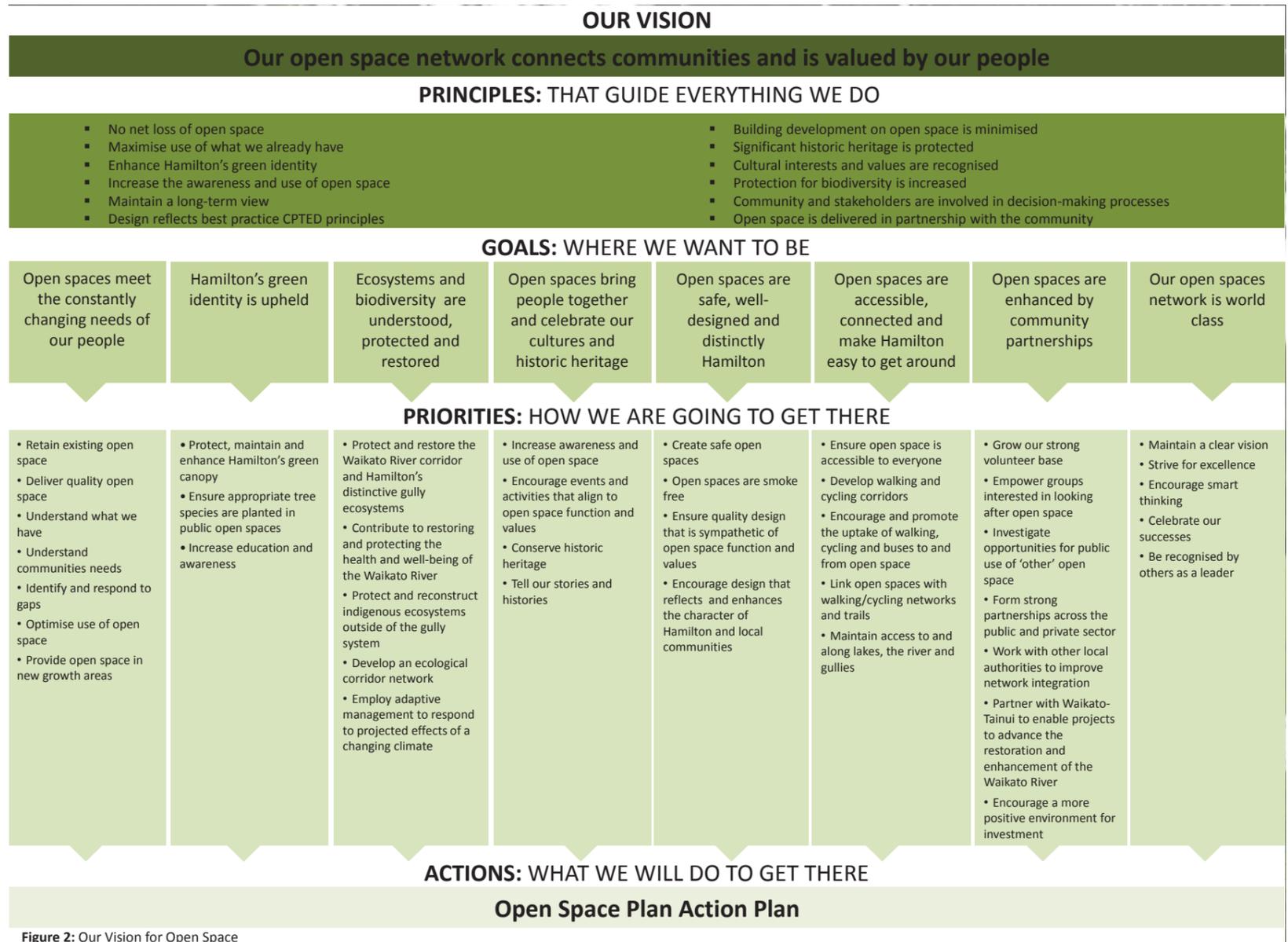


Figure 2: Our Vision for Open Space

FURTHER INFORMATION

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