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Sponsor/Group:	General Manager Infrastructure and Assets

Streetscape and Gateways Policy

Ko te Puutaketanga Purpose

1. The purpose of this Policy is to:
 - a) Establish guiding principles for Council's decision-making regarding the beautification and maintenance of Hamilton's streetscapes and gateways,
 - b) Identify priority sites for beautification to foster a sense of arrival and reflect Hamilton's unique character, history, natural environment, and cultural heritage,
 - c) Outline Council's levels of service for streetscape and gateway development and maintenance,
 - d) Ensure that the design and use of streetscapes and gateways promote maintenance efficiency, protect infrastructure and network utility services, and uphold road user safety.
 - e) Support Council's broader strategic objectives, including climate resilience, public safety, high-quality open spaces, and sustainable urban growth.

Ko te Whaanuitanga Scope

2. This Policy applies to,
 - a) Streetscapes within the transport corridor.
 - b) Gateways into and within our city.
 - c) Plantings including Trees and/or vegetation on private land that encroaches and/or extends into the transport corridor.
3. This Policy does not apply to,
 - a) Any Streetscape that is not the responsibility of Hamilton City Council as the Road Controlling Authority (RCA),
 - b) Parks and open spaces, including the river corridor,
 - c) Street Trees (these shall be considered under Councils Tree Policy).

Ko ngaa Whakamaaramatanga Definitions

Term	Definition in this Policy
Amenity	Means those natural or physical qualities and characteristics of an area that contribute to people's appreciation of its pleasantness, aesthetic coherence, and cultural and recreational attributes.
Berm	That part of a street between the kerb (or edge of seal) and adjoining property boundary which is often grassed.
Code of Practice	Means the 'Streetscapes and Gateways Code of Practice'.
Council	Means the Hamilton City Council and includes any committee, subcommittee or person acting under delegated authority.

Fit for Context	means taking a design approach that is sensitive to the unique characteristics of a site. It involves considering the physical environment, social dynamics, cultural significance, and economic conditions to guide appropriate decision-making. This approach recognises that each location has different variations in underground infrastructure, road function, movement patterns, and the value placed on the area all influence what is suitable. A fit-for-context response ensures that streetscape and gateway designs are practical, respectful, and aligned with the identity and needs of the place.
Gateway	<p>Are distinctive locations that mark the entry or exit of a place, creating a strong sense of arrival or departure. They may feature high-quality built form, enhanced streetscape design, landscaping, and elements of cultural storytelling to reflect the identity and significance of the area.</p> <p>For the purposes of this policy, priority gateways refer specifically to the locations identified in Schedule 1.</p>
Infrastructure	<p>Means any activity or structure relating to:</p> <ul style="list-style-type: none"> • Distribution or transmission by pipeline of natural or manufactured gas petroleum or geothermal energy. • Telecommunication or radiocommunication. • Transformation, transmission, or distribution of electricity. • The holding, transmission and distribution of water for supply. • Stormwater drainage or sewerage reticulation systems. • Beacons and natural hazard emergency warning devices. • Meteorological services. • Construction, operation and maintenance of power-generation schemes. • A project or work described as a “network utility operation” by regulations made under the Resource Management Act 1991. • Any transport infrastructure.
Occupier	The inhabitant occupier of any property.
Open spaces	As defined by the Hamilton Open Space Provision Policy
Other Sites	Streetscapes and Gateways captured by this Policy that are not defined as Priority Sites in Schedule 1.
Policy	Means the ‘Streetscape and Gateways Policy’ or another policy as defined.
Priority Site	Includes both the priority Gateway and priority Streetscapes location as listed in Schedule 1 of this Policy.
Property Owner	The individual or entity named as the registered owner on the Record of Title.
Road Controlling Authority (RCA)	Means the territorial local authority, agency or approved organisation in control of roads in accordance with section 317 Control of Roads of the Local Government Act 1974. Approved organisation is defined in the Land Transport Management Act 2003.
Streetscape	Means the physical features such as artwork, landscaping, street furniture and other elements that contribute to the appearance or view of a road.
Subject Matter Expert (SME)	An individual with extensive knowledge in a specific field, demonstrated through education, licensure, or professional experience.
Transport Corridor	Means the whole corridor that provides for carriageway, berms and any adjoining pedestrian or cycle paths, landscaping, and lighting, and includes roads and access segregation strips. For State Highways (SH) the extent of transport corridor managed by HCC as the RCA, and is determined by the Memorandum Of Understanding (MOU) with NZTA.

	<p>The diagram illustrates a cross-section of a transport corridor. It is flanked by 'Land Use Environment' on both sides, which includes houses and trees. A dashed line marks the 'Property boundary'. The central 'Transport Corridor' is divided into three main sections: 'Berm' on the left and right, and 'Carriageway' in the center. The 'Berm' sections include 'On-street parking, passenger transport (stops), footpath, off-road cyclepaths, service corridors, street lighting, street trees'. The 'Carriageway' section includes 'Movement lanes, shoulders, on-road cycling (shared with movement lane or dedicated marked lanes)'. A bracket at the bottom indicates the 'Legal Road Width' spanning the two berms and the carriageway.</p>
Tree(s)	As defined by the Hamilton Tree Policy.
Vegetation	A plant that does not have the potential to grow taller than 3 metres in height and have a stem diameter of, or exceeding, 100mm measured at 1.4 metres above ground.

Ko ngaa Tikanga Whakahaere Kaupapahere Principles of Policy

4. The guiding principles for this Policy are:
 - a) Safe and inclusive for all: Our Streetscapes and Gateways enable safe and healthy living and don't pose any unnecessary risks or create barriers to people using our transport corridors.
 - b) Integrated and fit for purpose: We manage our Streetscapes to ensure they support form and function of the street (in alignment with our One Network Framework) and the local context.
 - c) Nature is prioritised: We ensure that our Streetscapes and Gateways support sustainable practices, protects biodiversity and values our natural assets.
 - d) Culture and History: Our Streetscapes and Gateways honour and celebrate the Maaori culture and history of the area.
 - e) Future focused: We ensure our Streetscapes and Gateways prepare for the future by taking intentional approaches to the planning, design, planting, maintenance and renewals of these spaces which are resilient & ready for our changing climate.
 - f) Financially sustainable: Our Streetscapes and Gateways construction, maintenance and renewals provide long-term value for money.
5. Each of these principles have equal weight, have been used to form the Policy below and need to be considered when making decisions in-scope of this policy.
6. Figure one below shows how the Policy fits into the wider policy context and the documents that set out detail on policy implementation.

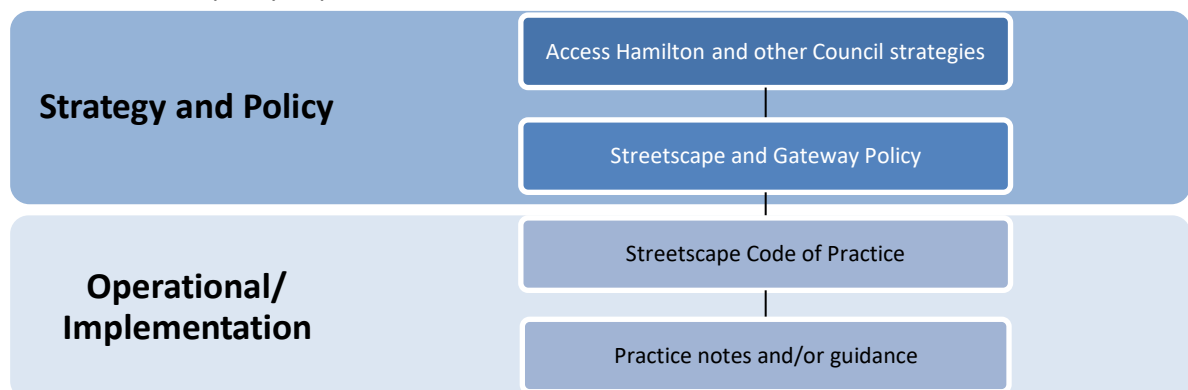


Figure One: Organisational hierarchy of the Transport Strategy, Streetscape and Gateways Policy, Its Code of Practice, and practice notes for policy implementation.

***Ko ngaa Tikanga* Policy**

7. To ensure our (Hamilton's) Streetscape and Gateways are 'Fit for Context', all decisions made under this Policy will be assessed against:
 - a) The principles of this Policy,
 - b) Streetscape Code of Practice and/ or practice notes,
 - c) The function of the street (One Network Framework),
 - d) Our legislative obligations and requirements,
 - e) Planned investment,
 - f) Integration with the wider transport network,
 - g) The local context,
 - h) The long-term costs with maintenance and renewals, including the traffic management requirements.
8. Activities in the Transport Corridor require the approval of the relevant Roadway Control Authority (RCA) to ensure decision-making is informed and does not compromise planned investment.
9. Council will ensure that the long-term design, construction, maintenance and renewals for all Streetscape and Gateways are fit for context.

SCHEDULE OF CLASSIFICATIONS

10. To help guide and prioritise investment, there are two classifications that outline the treatment and amenity expectations of our Streetscapes and Gateways. They are:
 - a) Priority Sites; and
 - b) Other.

Priority Sites:

11. Priority Sites are identified and reviewed as part of the policy review cycle and are listed in Schedule 1.
12. Priority Sites are designed to deliver a high level of amenity and value for money, and may require a higher level of maintenance.
13. Priority Sites are expected to include one or more of the following treatments:
 - a) High-amenity landscaping and planting, including seasonal bedding plants.
 - b) Public artwork and sculpture.
 - c) Built features such as threshold signage.

Other sites:

14. Other Sites will generally have threshold signage but provide a lower level of amenity than Priority Sites and will generally have lower maintenance requirements.

Streetscape

15. No private person or organisation may undertake streetscape activities within the transport corridor without the prior approval of the relevant road controlling authority (RCA).
16. Requests to undertake streetscape activities within the berm are to be made in writing to the General Manager Infrastructure and Assets (or delegate).
17. Any application made by a private person or organisation must contain written approval from the adjacent property owners and/or occupiers.
18. Council will consider and make decisions on all applications under this Policy on a case-by-case basis.

19. Approved applications must comply with any conditions of approval, the requirements of the Streetscape Code of Practice (including practice notes and guidance), and ongoing maintenance requirements.

Council

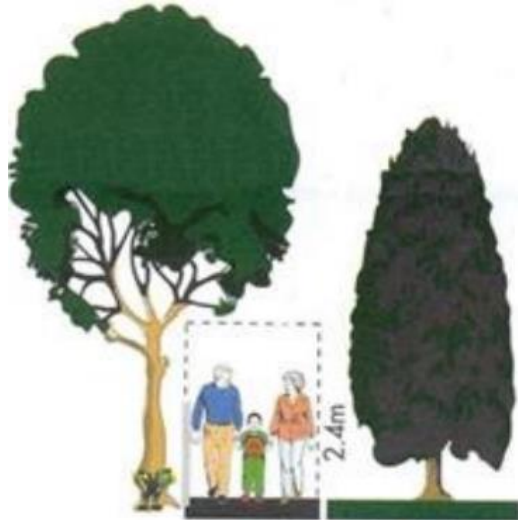
20. Council will look for opportunities to align any planned upgrade, maintenance, and renewal activities in an effort to reduce repetitive network disruptions, optimise traffic management and take a 'dig once' approach.
21. When there are competing demands for space within the Transport Corridor, and significant vegetation may be affected by an application for works, Council may explore options to minimize the loss of high amenity vegetation.
22. Council will endeavour to maintain streetscape vegetation according to industry best practice. If streetscape vegetation interferes with the operation of Infrastructure (i.e. powerlines, footpaths and roads, street lighting, vehicle access to public areas, traffic signage, road visibility) or public access, Council will take a balanced and pragmatic approach to mitigate the interference.
23. Subject Matter Experts may be requested to provide comment when making a decision on the future of vegetation located within the transport corridor.
24. Council will consider that planting is not fit for context where it meets one or more of the following:
- a) when there is a safety concern;
 - b) when planting is causing severe interference with built assets e.g. footpaths, kerb and channel;
 - c) when planting is causing interference with Infrastructure or utility services e.g. electricity;
 - d) planting is in poor condition;
 - e) when planting has a high maintenance requirement & is not a priority site as listed in schedule 1.
25. Where there is planting that (in the consideration of Council) is not fit for context, Council may:
- a) Remove planting in its entirety, or
 - b) Remove planting and replant/replace in a more accessible and appropriate location, or
 - c) Redesign or re-plant to ensure it is fit for context, more resilient and low maintenance.
26. Council may adjust the maintenance frequency of Priority Sites and Other Sites at any time.
27. Council may remediate unapproved streetscape activities within the transport corridor without prior notification if it poses a safety risk. Council may also seek to recover the costs associated with the remediation.
28. Council will work with its funding partners and key parties to ensure that cross-boundary streetscape or gateway projects are led in a partnership approach with clear expectations on stakeholder responsibilities, and lifecycle planning for all Infrastructure is met prior to construction.

Community/Public

29. The mowing and/or maintenance of any formal gardens including stormwater treatment devices within the carriageway by the public is prohibited.
30. Council expects property owners or occupiers to mow and/or maintain the Berm(s) adjacent to their property, including drainage channels, and/or amenity streetscape activities which have been approved by Council, but excluding stormwater devices¹
31. Council will maintain Berms only if Site conditions make it unreasonable for the property owner to mow, such as:

¹ Where stormwater management assets (planted swale, rain garden, tree pit etc.) are located within the berm of a property, the owner of the stormwater assets (Council) is responsible for maintaining the vegetation within those assets.

- a) Excessive size (exceeding 200m²), or
 - b) Steep contour of the Berm
32. If a Berm not covered by section 31 is not appropriately maintained, Council may maintain the Berm if it poses a fire or vermin hazard up to four times per year. The frequency of mowing will be at the discretion of Council.
33. The area above the full width of the footpath, to a height of 2.4 metres—including any utility infrastructure such as power lines—must be kept clear of overgrowth from trees, low shrubs, vines, and hedges.
34. Council will notify property owners where an overhanging vegetation issue has been identified, and the owner is responsible for all work required and disposal of any trimmed material. If owners fail to remove the vegetation, Council will remove it and recover the costs associated with completing this work. Where overhanging vegetation is impacting traffic safety, Council will undertake necessary work required without notifying the property owner. Under Council supervision, property owners may be required to remove trees and tall plantings on private land for any purpose, including (but not limited to) causing damage to public services, creating accessibility or mobility barriers, or posing a traffic hazard.
35. The housing of animals (including temporary arrangement) in the urban transport corridor including berm area is prohibited.
36. Where a property owner arranges to excavate or alter the Berms because of work to their property or neighbouring property, the cost of reinstatement of Berm will be met by that owner.
37. When a request is submitted to Council to provide a higher level of amenity within the streetscape, Council will consider at its discretion an agreement to ensure the cost partnership approach to funding Infrastructure for amenity is appropriate.
38. No private structures, fences or retaining walls are to be erected within the Berm (permanent or temporary).



Gateways

39. The design approach and level of service applied to city gateways are determined by their classification and the guidance provided in Sections 10-14.
40. Gateways are not intended to incorporate promotional tools (e.g. pole banners for upcoming events), or billboards (including digital billboards) for private commercial advertising. This excludes the promotion of Council's own activities and/or facilities.
41. The map showing the location and classification of city gateways is included in Schedule 1.

Council

42. Council may consider developing new gateway sites;
- a) when there are changes to the city boundary; or
 - b) changes in road hierarchy; or
 - c) changes to New Zealand's tourist highways.
43. When reviewing gateway classifications and locations, the following criteria must be considered:

- a) Priority Gateways are typically sites into the city, where the movement of people² exceeds 17,500 daily, and are:
 - i) Key entry points from the north, south, east and west into the city;
 - ii) Entrances to areas within the city that serve as major destinations or hubs, such as the Central City.
 - b) Other gateways are generally located where the daily movement of people is below 17,500 daily.
44. When developing a new gateway Council will:
- a) explore the possibilities for involving adjoining districts, particularly when the jurisdictional boundary runs along the gateway corridor,
 - b) liaise with Infrastructure providers to prevent barriers to long-term development of city gateways and to reduce the impact of existing services by, for example, undergrounding overhead lines.
 - c) ensure that the associated ongoing operational costs (including maintenance and renewals) is budgeted prior to the physical works commencing.
 - d) Liaise with the relevant RCA to ensure that the gateway does not become a barrier to the current & future function of the corridor (& surrounding area) over the long term development of city gateways.
45. How the Gateway is planted should respond to the specific context but maintain a level of aesthetic consistency in terms of scale, spacing, and the use of underplanting.

Community/ Public Engagement

46. Council will seek to engage and partner with local community and mana whenua over the development of any new or redevelopment of any existing gateway to take a collaborative and locally-led approach to design, which will appropriately embed and celebrate the local values, history and heritage of the area in the design of our Priority Sites to reinforce the distinct character of the area.
47. If the location of a gateway is not on Council owned land or within its jurisdictional boundary then Council will seek to collaborate or partner with the relevant land owner or RCA to secure that gateway and deliver it in a manner that's consistent with this Policy and supporting Code of Practice.

Ko te Aroturukitanga me te Whakatinanatanga* **Monitoring and Implementation*

48. Implementation of the Policy will be monitored by the Unit Director of Maintain and Operate.
49. The Policy will be reviewed in response to any issues that may arise, every three years, at the request of Council or in response to changed legislative and statutory requirements (whichever occurs first).

Ko ngaa Tohutoro* **References*

- The Local Government Act 1974 & 2002 (LGA)
- Land Transport Act 1998 (LTA)
- Land Transport Management Act 2003 (LTMA)
- Government Roadway Powers Act 1989

² The movement of people is measured by the daily bi-directional movement of people on the transport corridor.

- Utilities Access Act 2010
- Hamilton City District Plan
- Hamilton City Council Tree Policy
- Waikato Regional Infrastructure Specifications (RITS)

SCHEDULE ONE – Priority sites

Map Ref.	Priority Gateway <i>(Can be either a specific site in the corridor that is near the City boundary, or it can be along a section of the identified corridor)</i>	Location
1.	Cambridge Road (SH 1c)	South
2.	Mangaharakeke Drive (SH1c)	North
3.	Pardoa Boulevard	East
4.	Whatawhata Road (SH23)	West
5.	Te Rapa Road	North
6.	Southern Links Central Interchange	South
7.	Morrinsville Road (SH26)	East
Priority Streetscape		
8.	Garden Place/Civic Square	Central City
9.	Victoria Street between Hood Street and London Street	Central City
10.	Alexandra Street	Central City
11.	Anzac Parade/Angelsea Street roundabout	Central City
12.	Cobham Road/Tristram Street roundabout	City Wide
13.	Nawton Road/Seddon Street roundabout	City Wide
14.	Sunshine Avenue/Te Rapa Road roundabout	City Wide
15.	Forest Lake Road/Ulster Street intersection	City Wide
16.	River Road/Endeavour Avenue roundabout	City Wide
17.	Wairere Drive/Hukanui Road roundabout	City Wide
18.	Hukunui Road/Clarkin Road roundabout	City Wide
19.	Five Cross Roads roundabout	City Wide