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AMBERFIELD PEACOCKE, HAMILTON URBAN DESIGN REPORT

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MAY 2018

A vibrant new
community that
embraces the Waikato
River at Peacocke,
Hamilton's premier new
growth area.

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SECTION 1 - INTRODUCING: THE PLAN AND THE PROJECT

1.1 Introduction

Weston Lea Limited, representing the Peacocke family as the long-term land owners since the 1880's, proposes to develop a major new settlement at Peacocke, Hamilton.

In pre-European times the land was cultivated extensively by Māori as part of the gardens of Kirikiriroa, "the long stretch of gravel."

Since the 1880's members of the Peacocke family have worked this land. The initial land holding, known as Weston Lea, was transformed into a highly productive farm with 600 dairy cows and a Friesian stud, using new agricultural methods and the pioneering of flood irrigation methods in the Waikato. Several generations on, the land remains within the Peacocke family, who now wish to develop a legacy for future generations.

The site is exceptional in that it extensively bounds the Waikato River, can accommodate a whole new community of well over 2,000 people, and will be in reach of the city's key destinations. Its scale, proximity and setting must rank amongst the rarest combination of attributes in the country.

The opportunity is to create a highly liveable community that embraces the river, nurtures the environment and celebrates the stories of those who have gone before. Hamilton's economy will be enhanced by providing attractive living conditions for high net worth individuals who create jobs, as well as for those entering the market at affordable levels.

1.2 Report Scope and Structure

This Urban Design Report covers the Amberfield land at Peacocke, Hamilton ("the Site") and supports the *Amberfield Resource Consent Application for Subdivision and Assessment of Environmental Effects*. This report was produced by Urbanismplus. Urbanismplus led the urban design and masterplanning work, with support from Boffa Miskell who also produced the open space design.

The report establishes the philosophical basis of the project and illustrates how this manifests in conceptual and design terms. It describes how a wide range of disciplines are directed toward an integrated outcome that supports the vision. Each discipline area is addressed at a conceptual level, and references are made to the technical reports that underscore them and support the Resource Consent application. It describes the consultation process, and how it influenced the design outcome.

1.3 Key Project Components

The Site (excluding the balance lots, refer to **Section 12**) comprises approximately **105ha** of land bounded by the Waikato River on the eastern and northern sides, Peacockes Road on the western side, and extending to just south of Stubbs Road. The land generally falls from Peacockes Road toward the river and is undulating with several pronounced terraces. A large gully defines what once was an island. Good views of the river are afforded from several vantage points, while, due to its steep banks, the river remains out of sight in other areas.

The proposed subdivision provides for **862** residential lots, resulting in a total of **909** dwellings under a scenario in which a selection of **41** 'parent lots' are further subdivided to accommodate approximate **88** medium density dwellings. Including a further **50 to 76** dwellings to be located in the neighbourhood centre (termed suburban centre in the Peacocke Structure Plan) a total of **959 to 985** dwellings could be achieved on the Site. Lot sizes vary from over 700m² down to 400m², and building heights vary from one to two storeys. Future subdivision of 'parent lots' will enable medium density typologies, with lot sizes potentially down to 200m². An illustrative version of the neighbourhood centre suggests it can accommodate some **5,000 to 10,000m²** of retail/commercial uses, in addition to the above mentioned number of residential units. In the subdivision plan the centre is defined by two superblocks. The design for the centre will be finalised in due course when market preferences are refined. Areas of biodiversity and most indigenous trees are retained, and a network of open spaces are provided with approximately **6ha** of residential parks, including an archaeological / cultural reserve of approximately **1.6ha**.



ABOVE FIG. 1-1: The Site looking Northwards. (Image source: Boffa Miskell).

A well-connected street network comprises a range of street types to respond to traffic needs and living conditions. Bus routes are envisioned along Peacockes Road and possibly linking into the 'Island'. Extensive provision is made for cycling and walking.

1.4 Project Process

The approach was to take people along with the process. Local and regional authorities, and Iwi groups were consulted in several rounds of conversation. An inclusive vision which reflects their collective values was defined. This was then translated into a concept (the physical manifestation of the vision) which translates into a masterplan, and subdivision plan (the mechanism that delivers the vision). Care has been taken throughout these sequences of actions to ensure all disciplines are fully integrated, and a unified outcome is delivered. The Urban Design Panel was consulted (refer to **Appendix A**, Urban design Panel Feedback).

References

AMBERFIELD RESOURCE CONSENT APPLICATION FOR SUBDIVISION AND ASSESSMENT OF ENVIRONMENTAL EFFECTS:

- Appendix P: Cultural Impact Assessment
- Section 6: Consultation

1.5 Project Team

The project team comprises the following entities:

Strategic Property Solutions (Development Management), Robert Makgill (Barrister and Legal), Merestone Ltd (Lead Planning Consultant), O'Callaghan Design (Technical Overview Consultant), Whitehorse (Project Management), Wynn Williams (Legal Support), Urbanismplus (Masterplan and Urban Design), Boffa Miskell (Landscape Design, Cultural Liaison, Terrestrial Ecology and Freshwater Ecology), Harrison Grierson (Civil Engineering and Surveying), Awa (Stormwater and ICMP), Traffic Design Group (Traffic and Transportation), Jacobs (Wastewater/Water supply Modelling), WG Archaeology (Archaeology), and SK Archaeology (Archaeology).

SECTION 2 - THE SITE AND ITS CONTEXT

The masterplan design has been informed by the statutory and the spatial context of the Site, as well as the Site itself, with all its technical and commercial opportunities and constraints.

2.1 Hamilton City

Hamilton is New Zealand's largest inland city, which sits along the banks of 16 kilometres of the Waikato River, New Zealand's longest river. Hamilton accommodates a population of approximately 160,000 people and plays a major economic role for the region and country, due to its mild climate and strategic location. Hamilton is at the heart of rich agricultural and pastoral lands, as well as being close to two main sea ports in Tauranga and Auckland, and international airports located in Hamilton and Auckland, making it a hub for industry, innovation, and services. There are significant opportunities for import and export, a thriving dairy industry, and world class research and biotechnology industries.

Hamilton has a young, ethnically diverse population who enjoy the many sporting, educational and cultural facilities and recreational opportunities that Hamilton offers. It is home to the internationally recognised University of Waikato, the 25,800 person capacity Waikato Stadium, 145 parks and gardens including the international award winning Hamilton Gardens, 63 sports areas, and over 1000 hectares of open space. It also regularly hosts many regional and national sporting, cultural, and special interest events.

By 2041, the population of Hamilton is expected to increase to around 225,000 residents (Hamilton Urban Growth Strategy), which provides demand for higher end as well as affordable housing. To accommodate this growth, careful management and planning is required.

The Hamilton Urban Growth Strategy outlines where and how the expected growth can be accommodated, with Peacocke being one of the greenfield growth areas strategically selected to extend Hamilton in a southerly direction.

References

HAMILTON CITY COUNCIL DISTRICT PLAN:

- Hamilton Urban Growth Strategy
- Hamilton City Council website

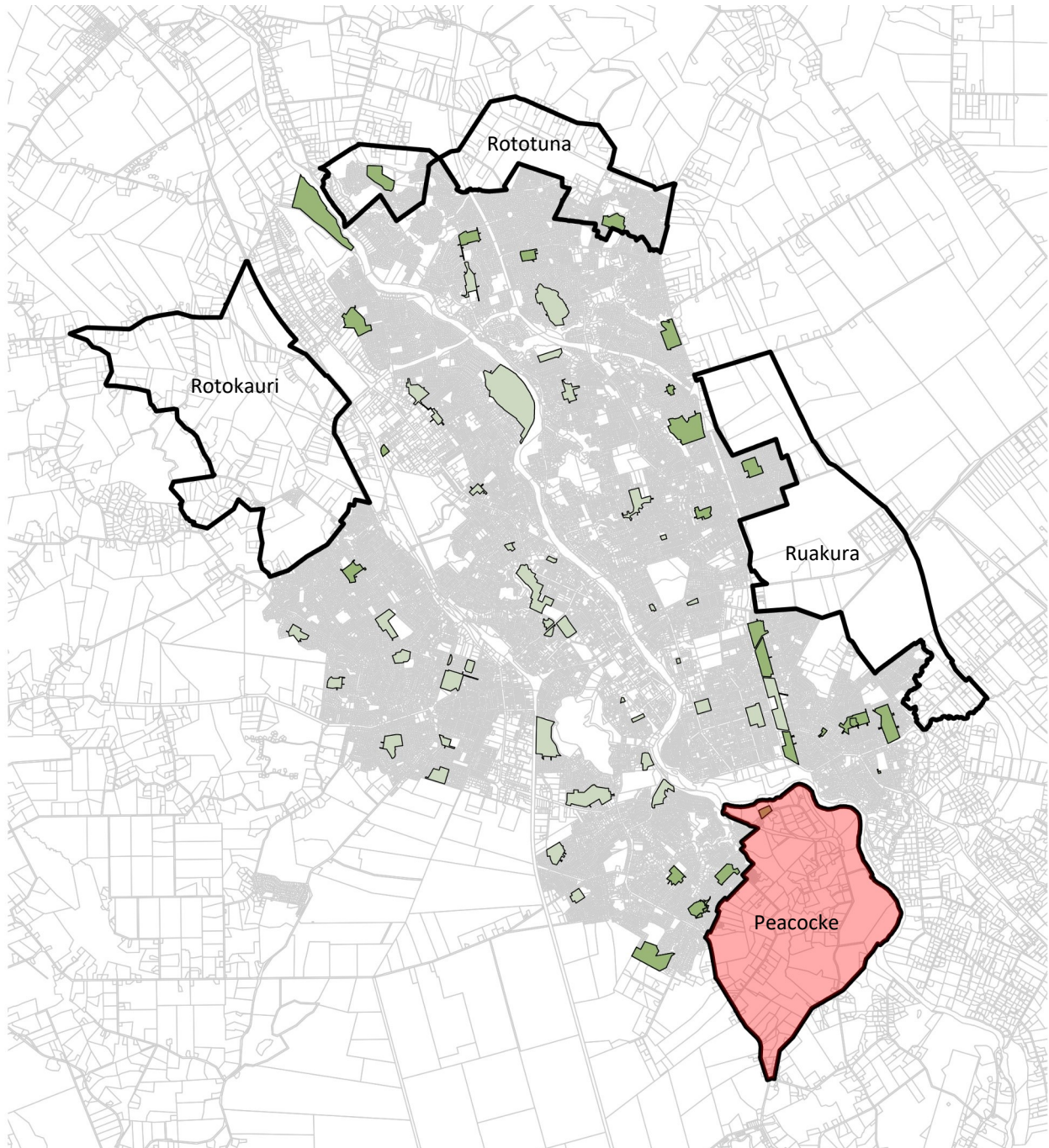
2.2 Statutory Framework

The masterplan design has been guided by the statutory framework, with the development to be aligned with a range of objectives and policies, rules and standards, and design guidance. The urban design principles described in **Section 3.3** integrate with this framework for an outcome which is an asset to Hamilton, and provides an exemplar development for recognition further afield.

The Site is located within the Hamilton City territorial authority area, and is therefore subject to the Hamilton City Operative District Plan 2017 ('the Plan'). The Site forms part of the Peacocke Structure Plan, which is an urban growth area identified in the Plan for long term growth in Hamilton (see **Figure 2-2** for the Structure Plan diagrams). Section 3.4 and Appendix 2 of the Plan contains the objectives, policies, rules, and plan diagrams for Peacocke. This is in addition to the other statutory requirements of the Plan, including Special Character Zone provisions in Chapter 5. Peacocke is identified as a Special Character Zone in Section 5.1.5, due to strong landscape features and a unique natural area. The **Amberfield Resource Consent Application for Subdivision and Environmental Effects** document and appendices address all relevant provisions in the Plan.

Key Peacocke Structure Plan requirements for the Site include a Suburban Centre at the intersection of Peacockes Road and a new east-west arterial, a 'Focal Point' link with the river from this centre, an active recreation reserve in the southwest of the Site, and reserves with cycle ways and walkways along the river and the gully.

In terms of the urban design assessment, the information requirements are found throughout Appendix 1.2 of the Plan, and are addressed within this report. The specific requirements and the response referencing report sections can be found in **Section 14** of this report. The Plan also requires the proposal to be in alignment with the urban



ABOVE FIG. 2-1: Hamilton growth areas.

design objectives and policies in Section 25.15 of the Plan, and with the applicable design guides in Appendix 1.4. Design guides relevant to the urban design assessment of this application are 1.4.1 Subdivision Design Guide, and 1.4.2 Residential Design Guide.

The Plan also refers to Vista: Hamilton City Design Guide which while not a statutory document, is a key high level design guide outlining the City's expectation for better design environments. The proposal is also considered to be consistent with the design elements outlined in Vista, and advice from the Urban Design Panel (refer to **Appendix A**) has been incorporated into the masterplan.

References:

AMBERFIELD RESOURCE CONSENT APPLICATION FOR SUBDIVISION AND ASSESSMENT OF ENVIRONMENTAL EFFECTS:

- Urban Design Report - Section 13

2.3 Peacocke Growth Area

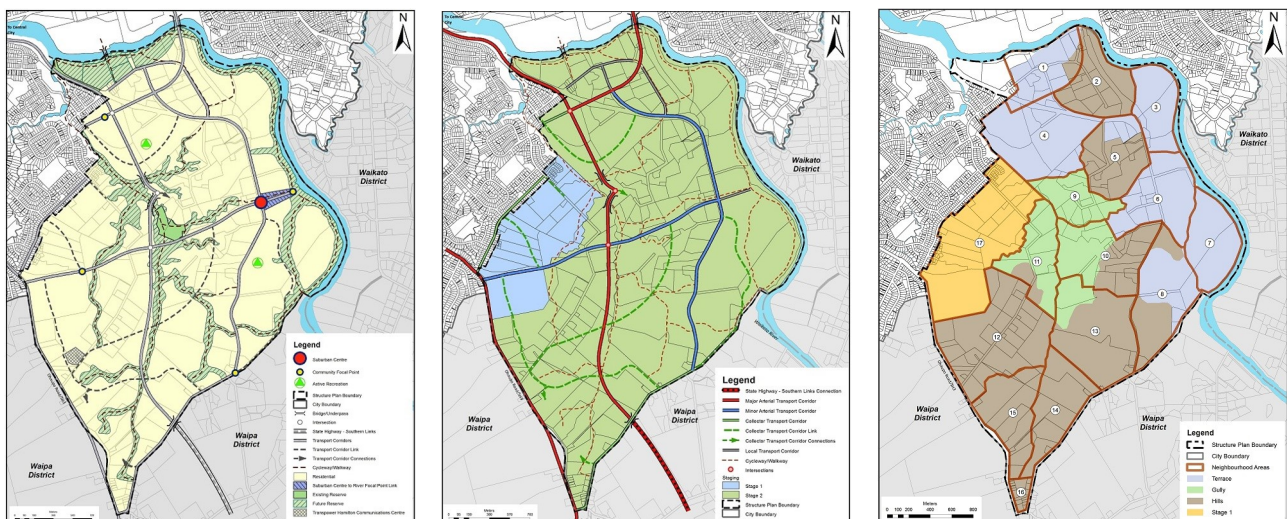
As growth in Hamilton exceeds the capacity to utilise existing infrastructure and services in parts of the city suitable for regeneration, four areas have been determined for greenfield growth; Rotokauri, Rototuna, Ruakura, and Peacocke. Peacocke is approximately 720Ha in area and is located at the southern boundary of Hamilton City, adjoining the Waipa District.

The conceptual diagram of the Peacocke Growth Area (**Figure 2-3**) offers a high level appreciation of the relationship between developable areas and the large environmentally sensitive interior. Areas of higher integration where communal users may be viable are indicated in red. There are good sub-regional linkages to the north, west and south.

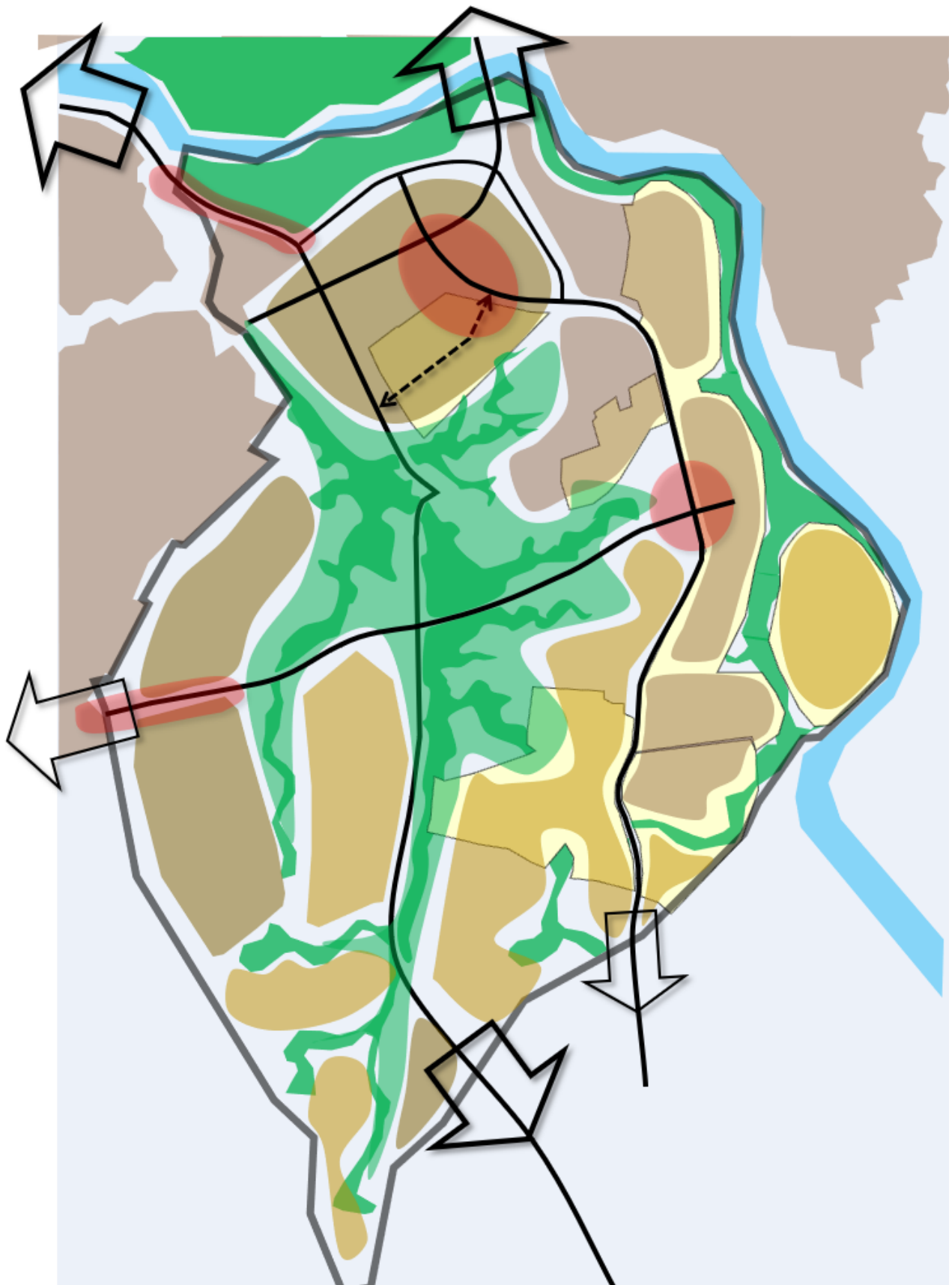
While the other three growth areas have their own special attributes, Peacocke is distinguished by its setting on the Waikato River, proximity to the CBD, Hamilton Airport, and connection to the Southern Links state highway and urban arterial routes network. Peacocke is also distinguished by being the only growth area to the south of the CBD, creating a balance to northern growth in terms of city structure.

This location provides good access to employment in the heart of the city, Waikato Hospital, Ruakura innovation precinct, the University of Waikato, and Hamilton Airport. The Waikato River provides high amenity value through views, proximity and access, and premium public space options, including access to the Hamilton Gardens via a future new river crossing. The Waikato River combined with an extensive gully system provides opportunities for interesting walking and cycling networks, and recreation spaces.

It is envisaged that the transition from rural to urban will respond to the natural characteristics of the land, and existing and proposed infrastructure, as it accommodates residential development, an extensive network of reserves, two sites for active recreation, and a suburban centre. Three character areas have been determined for Peacocke; terrace, gully, and hills areas, with each area having different desired outcomes which correspond with the landscape.



ABOVE FIG. 2-2: The Peacocke Structure Plan diagrams.



ABOVE FIG. 2-3: Conceptual diagram of the Peacocke Growth Area.

Surrounding Neighbourhoods and Land Uses

Bader, Fitzroy, Glenview, Deanwell, and Melville are existing suburbs which lie to the west of Peacocke. Riverlea is located on the opposite side of the Waikato River, at the north-eastern end of Peacocke, with Hamilton East adjacent to the Hamilton Gardens.

Industrial land lies to the northeast of Peacocke, across the Waikato River, and accessed through Riverlea. The area south of Peacocke is rural land located in the Waipa District, with rural-residential land located to the east within the Waikato District. **Figure 2-4** shows the Peacocke site context.

Local Centres (red: a, b, c, d, and e)

Existing local centres adjacent to the growth area located at Fitzroy (a) Bader (b), Glenview (c), Hamilton East (d), and Riverlea (e).

Supermarkets (blue: f, g, h, i and j)

Current supermarkets include New World at Riverlea (f), Grey Street Supermarket in Hamilton East (g), Pak 'n Save (h) and Countdown (i) in the CBD, and New World at Glenview (j). Consultant Property Economics analysis supports potential for a further supermarket in the Peacocke Area.

Schools (orange: k, l, m, n, o and p)

The following schools are located nearby Glenview Primary School (k), Melville Primary School (l), Melville Intermediate School (m), Melville High School (n), Deanwell School (o), and St Pius X (p). North of the river nearby schools are Hillcrest Normal School (q), and Silverdale Berkdale Normal Middle School (r). Consideration is being given by the Ministry of Education to the possibility of an additional school in the Peacocke Area.

Large open spaces (green: s)

A series of large parks and playing fields (s) are located to the west of the growth area and over the river to the north, including the Hamilton Gardens. Consideration is being given to the possibility of additional sports parks in the Peacocke Area.

The environment (purple: t and u)

The geographic conditions across the growth area are varied with more extreme variations of topography, and concentrations of vegetation in the centre. Vegetation is sparse in the eastern area (the Site), with the exception of the river edge and parts of the Mangakotukutuku Gully (t). The growth area has several rainwater catchments. The catchment in the area of the Site is bounded by Peacockes Road to the west and Stubbs Road to the south. Long-tailed bats (u) are located in the rural-urban fringe of Hamilton, with a key roosting habitat located at Hammond Bush on the eastern bank of the river. At night they use the river to navigate.

Heritage (purple: v)

Māori in pre-European times settled along the banks of the Waikato River, where they developed techniques associated with the cultivation of food, especially kumara. These included the use of borrow pits to condition the soil, of which some 100 are located on the Site. The Nukuhau Pa (v) is located just south of the Site on the river edge.

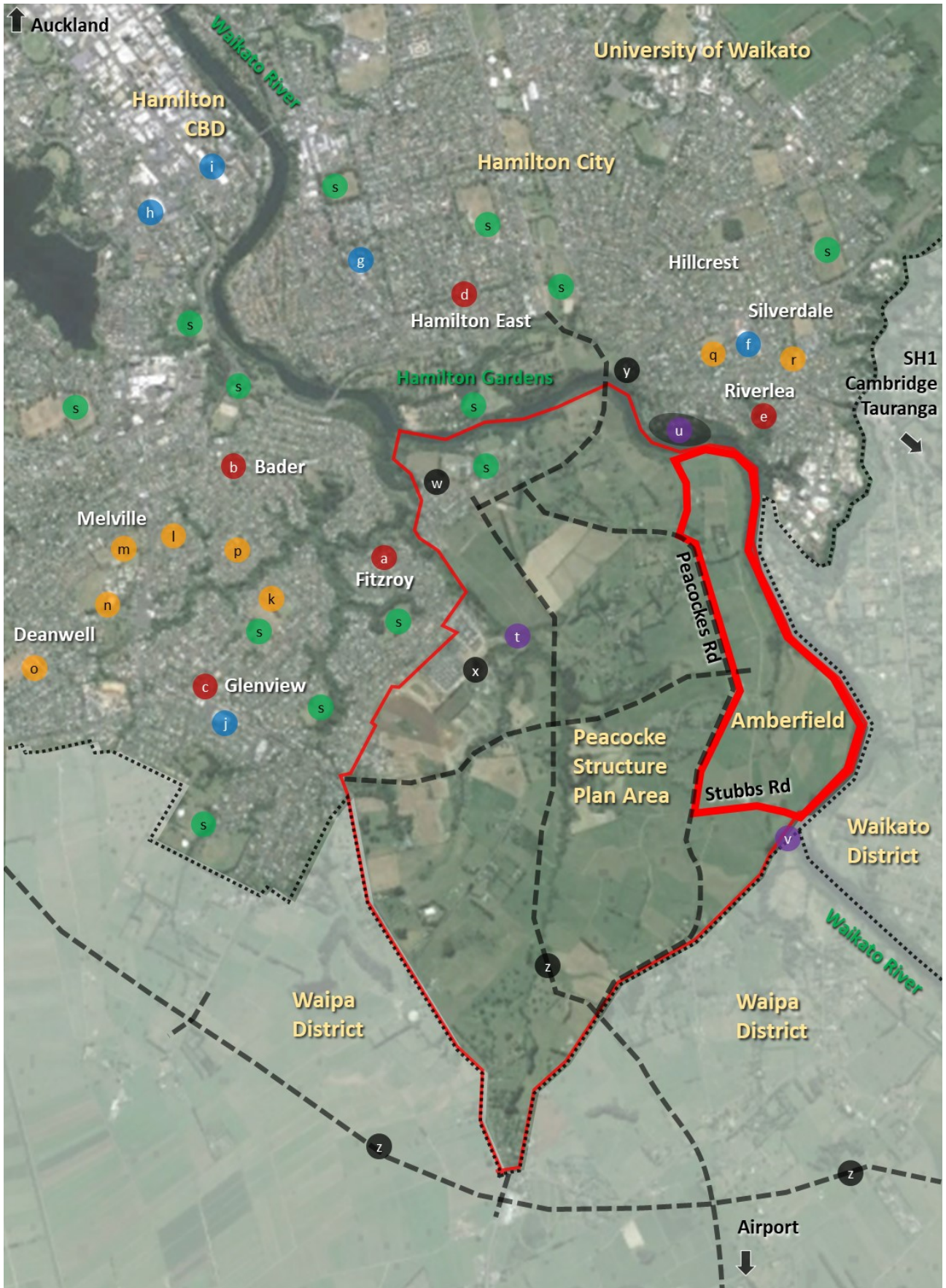
Transport network (black: w, x, y and z)

Current access to the growth area from the CBD is via Bader Street (w), and via Dixon Road (x) from the suburbs to the west. A future bridge (y) to the north over the Waikato River will give easy access to the university, research areas, and the Hamilton Gardens. At a city-wide scale the 'Southern Links' project (z) will form a bypass which connects the CBD, Airport and SH1. The southern end of the Peacocke growth area will link into this network. The growth area is bisected by two arterials, with Peacockes Road providing access to the Site, including bus and cycle travel. Additional cycle links will run along this road as well as the river edge.

References:

AMBERFIELD RESOURCE CONSENT APPLICATION FOR SUBDIVISION AND ASSESSMENT OF ENVIRONMENTAL EFFECTS:

- Appendix E: Landscape and Visual Assessment.



ABOVE FIG. 2-4: Peacocke site context.

2.4 The Site

The total property subject to the subdivision application comprises approximately **135ha** of land within the 720ha Peacocke growth area (see **Figure 2-5**). Excluding the indicated balance lots west of Peacockes Road and south of Stubbs Road, the Site comprises approximately **105ha** of land. It is this Site that forms the basis for the masterplan drawings in this report, while only conceptual layouts have been prepared for the balance lots, in line with statutory requirements (refer to **Section 12**). The Waikato River adjoins the eastern and northern boundaries, Peacockes Road forms the western boundary, and the Site extends to slightly south of Stubbs Road. Adjacent farmland, also identified for future growth, forms the southern boundary.

The topography of the Site is undulating, with the overall slope falling from Peacockes Road toward the Waikato River. Unique features characterise the land. There are several pronounced terraces located on the Site, and a large gully defines a former island. The topography provides several optimum vantage points providing views of the river, while in other places obscuring views of the river cutting through the landscape (see the Site photographs in **Figure 2-6a-m**).

The Site is predominantly classified as a 'Terrace Area' in the Peacocke Structure Plan. This area prioritises utilisation of the river frontage. It recognises that this part of the land has a high level of amenity that would benefit higher density housing and to which public access is encouraged. A small area is 'Hill Area', for which the Plan advocates that roads and accessways should follow contours to minimise disturbance of the topography, with higher density along the ridgeline and steep slopes planted with indigenous vegetation.

The Site is currently rural land used for dairy farming, with fencing, and other structures associated with this activity. The characteristics associated with this predominant land use are evident, however the vegetation along the river bank and in the gully provide special qualities. Other unique qualities come from the historical use of the land, which has been recognised to be productive land for Māori food production in times past, with remnants of modification evident on the Site.

References

AMBERFIELD RESOURCE CONSENT APPLICATION FOR SUBDIVISION AND ASSESSMENT OF ENVIRONMENTAL EFFECTS:

- Appendix E: Landscape and Visual Assessment.
- Appendix G and H: Terrestrial and Freshwater Ecological Assessments.
- Appendix Q: Archaeological Assessment.
- Appendix J: Geotechnical Assessment.
- Appendix K: Preliminary Site Investigation.

2.5 Geotechnical Conditions

The soils across the majority of the Site have high soakage characteristics, with perched groundwater tables in some areas. Steep slopes combined with the presence of groundwater creates potential instability. Several areas have been determined where development should be avoided, while in other areas remediation to create stabilisation is required.

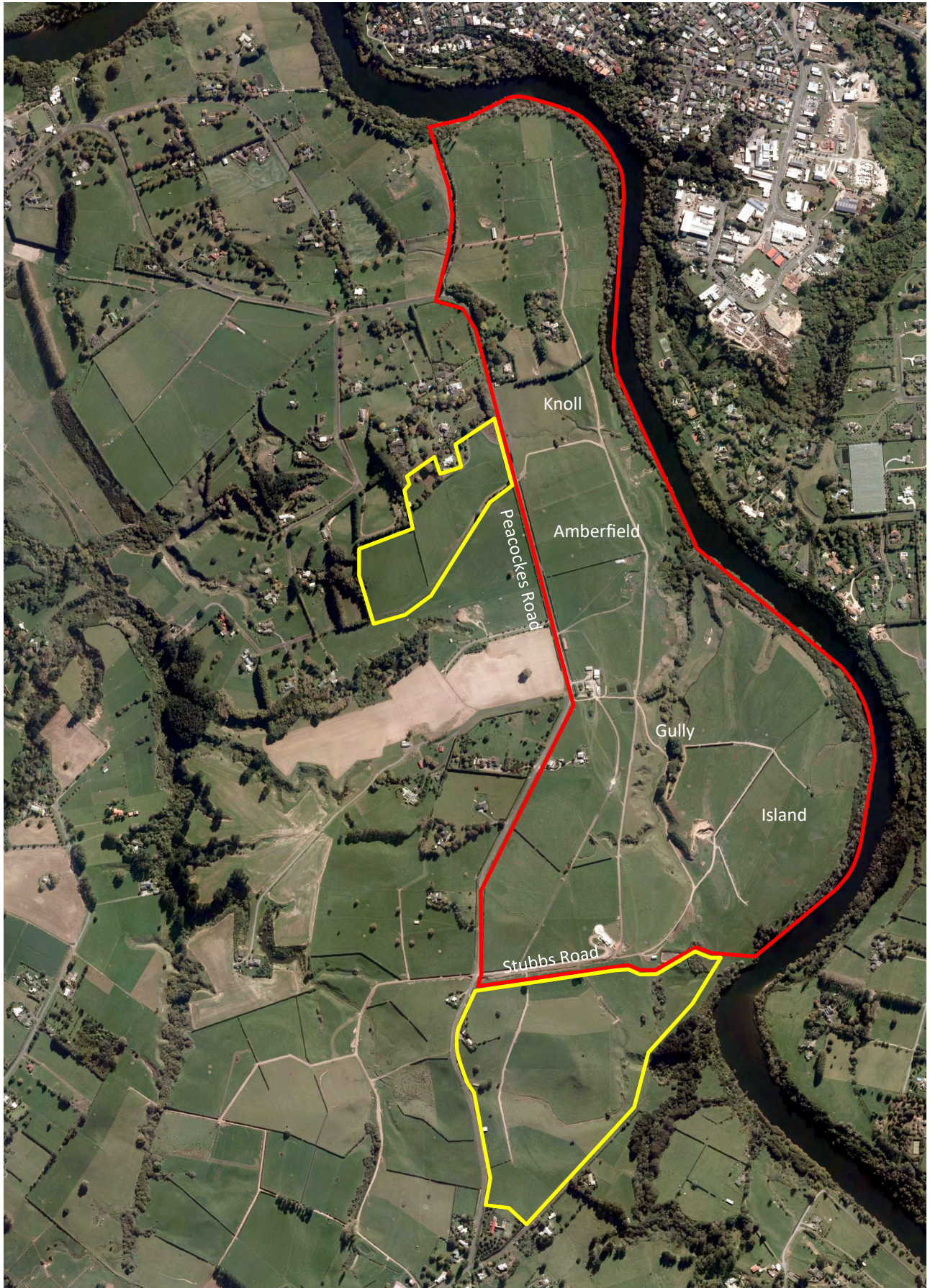
2.6 Opportunities and Constraints

While the Site has several constraints, these are far outweighed by the opportunities.

Opportunities

Foremost amongst these are the opportunities for views, recreation and historic symbolism represented by the adjoining Waikato River. The gully, possibly a historic channel of the Waikato River, which defines the 'Island', provides an unusual and dramatic natural setting which deserves to be enjoyed widely from the public realm. The undulating terrain which generally steps down to the river offers vistas beyond the Site, most dramatically from the Knoll.

Selected locations at the bends of the river offer enchanting longitudinal views of the water. The special history of the Site offers opportunities to celebrate its rich heritage, cultural and archaeological attributes. Good future transport links offer the prospect of a well-connected community. These include the future new bridge over the



ABOVE FIG. 2-5: The Site (indicated by red outline) and rural balance lots (indicated in yellow outline).

Waikato River, city-wide cycle links and bus services, as well as efficient access to the airport via the Southern Links project. There is an opportunity to induce diversity of use and a focal point for the community in the form of a 'village' defined in the Structure Plan as a Suburban Centre, where Peacockes Road intersects with the east-west arterial. This will offer the convenience of some local retail, employment opportunities, reducing the need to travel.

Constraints

Foremost amongst the constraints are the extreme level changes in certain areas, which demand highly calculated design responses to avoid excessive retaining walls, earthworks, or torturous access road alignments. The section of long and narrow Site lined by Peacockes Road presents design challenges to ensure the layout does not either turn its back on the road or result in too many repetitive side streets. Views of the river are intermittent due to stretches of steeply dropping embankments with heavy vegetation.

Site photographs



ABOVE FIG. 2-6a: The grounds of the existing dwelling.



ABOVE FIG. 2-6b: The existing dwelling.



ABOVE FIG. 2-6c: View of the Waikato River from the Site.



ABOVE FIG. 2-6d: Waikato River access from the Site.



ABOVE FIG. 2-6e: Northern terraces.



ABOVE FIG. 2-6f: Lower mid-terrace.



ABOVE FIG. 2-6g: Archaeological reserve.



ABOVE FIG. 2-6h: The Knoll.



ABOVE FIG. 2-6i: Existing track across the gully, which will be become a cycle/walking path.



ABOVE FIG. 2-6j: The Island viewed from the north.



ABOVE FIG. 2-6k: Looking south from the Island.



ABOVE FIG. 2-6l: Vegetation in the gully.



ABOVE FIG. 2-6m: Gully looking north.

A community that welcomes the future and celebrates the Māori and Peacocke heritage.

SECTION 3 - FROM VISION TO MASTER PLAN

The Council's vision for growth in Hamilton is linked to a wider joint regional vision as described in Future Proof; "to have a diverse and vibrant metropolitan centre strongly tied to distinctive, thriving towns and rural communities".

In the Hamilton City Operative District Plan, Chapter 3.4 states that; "the vision for the Peacocke area is that it will become a high quality urban environment that is based on urban design best practice, social well-being, and environmental responsibility. The Council's goal for Peacocke is that development will respond positively to its natural setting and built form to develop a number of well-connected neighbourhoods based on an urban development concept that respects and restores the area's natural environment."

3.1 The Vision

The vision for this Site is informed by the aforementioned broader aspiration for the growth area, the attributes of the Site, and the aspirations of a future community. It is enabled through a conceptual framework, in combination with a set of urban design principles. The former being site-specific and physical, and the latter theoretical and value based.

3.2 The Conceptual Framework

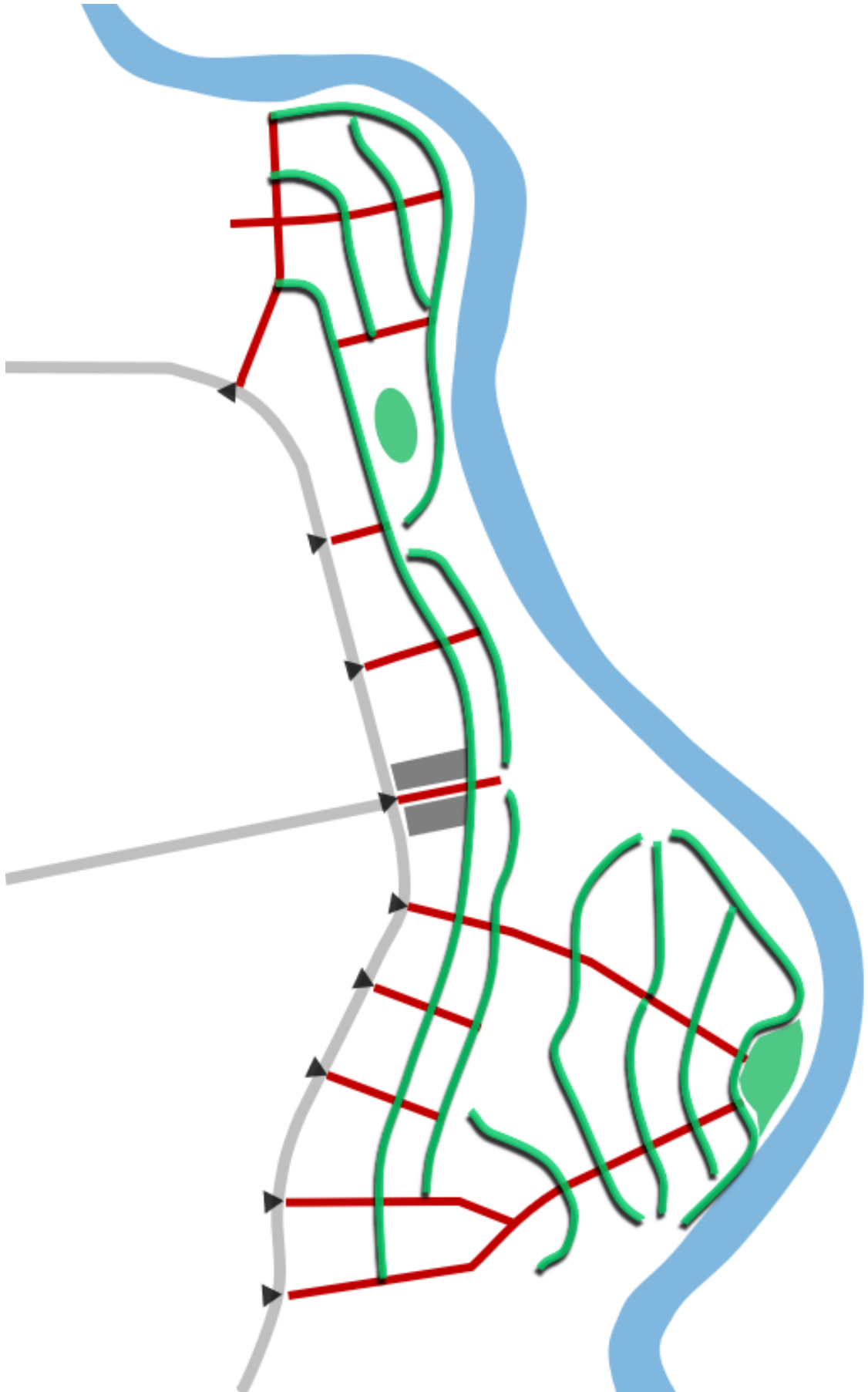
The conceptual framework seeks to reconcile two fundamental dynamics (see **Figure 3-1**).

The first dynamic is that of nature, the river, the land, and the history of all who have inhabited this place, represented on **Figure 3-1** by the green street alignments. They are sinuous and flow with the contours, and echo the flow of the river. Their design allows for the earth to be touched lightly, major natural water flows to be maintained, and the movement of soil to be limited to well below the average.

The second dynamic is that of human intervention and urbanism, represented on **Figure 3-1** by the red alignments. These are direct and straight, purposefully connecting across the Site toward the river, and the cultural reserve in the southern part of the Site.

Combined these alignments form a network which binds the entire community together. Networks are important. They offer freedom of choice, and efficiency of movement. They stimulate more pedestrian and cycle use, which in turn stimulates more community interaction, improvement of safety conditions, and enrichment of social conditions. In combination, they are unequivocally public, enabling all to engage with the salient features of the Site, such as the river, the gully, the gardens of the existing dwelling, and the elevated knoll.

The conceptual framework is robust and can evolve over time as all cities do. It can absorb a range of uses and development densities that respond to user preferences and locational attributes.



ABOVE FIG. 3-1: The conceptual framework.

3.3 Urban Design Principles

A holistic approach has been applied and two overarching imperatives are adopted. The first is that for city-wide sustainability reasons this growth area must be developed efficiently so more housing, of the appropriate mix, is provided within the urban boundaries. This will help the city gain high returns on its infrastructure investment, minimise pressure on the environment in the other peripheral areas, and deliver better outcomes than conventional sprawl developments. The second is that living standards are of the highest order and that in addition to high quality houses, most, if not all, dwellings have good solar access, and good indoor-outdoor flows to private open space.

In addition to meeting these imperatives, the development displays the following design attributes (see **Figure 3-2**):

Responsive

It will be a responsive environment in relation to the landform. North-south street alignments will follow the contours and work in with the terraces, minimising earthworks and allowing overland flow paths to follow historic alignments. Access to and along the river will be maximised. Areas of biodiversity will be respected and celebrated.

Legible

It will be a legible environment which is easily navigated. Key natural features such as, the 'Knoll', the gully, the gardens of the existing dwelling, the 'Island' and the Waikato River will all be highly visible and accessible from the public realm. Legibility is further assisted by the deformed grid pattern which offers many choices of movement direction.

Connected

It will be a highly connected environment made possible by a street network which offers safe walking and cycling options. Additional dedicated walkways and cycle paths will link all key destinations, including the village, river edge, residential parks, and the archaeological reserve. Provision for buses will be made along Peacockes Road and onto the 'Island'. These physical connections and places to meet will contribute to a more connected community, energised by the social interaction within the public realm.

Diverse

It will be a diverse environment which reflects a cross-section of society. There will be a wide range of housing choices with lots which vary from over 700m² for larger families down to lots of around 400m² for smaller households, first-time buyers, or the elderly. Values will range from the aspirational to the affordable. The plan allows for future medium density in specific areas earmarked to be further subdivided from parent lots.

Unique

It will be an environment that celebrates the uniqueness of its history, geography, and future aspirations. A strong sense of place will be engendered through the open space design, and a sense of identity will be reinforced by celebrating Māori and more recent history through the street furniture design, public artworks, and an archaeological reserve.

These principles are strongly aligned with those articulated by the Council under the headings *Contextual Design, Concentration, Accessibility and Connectivity, Legibility and Identity, and Innovation*.

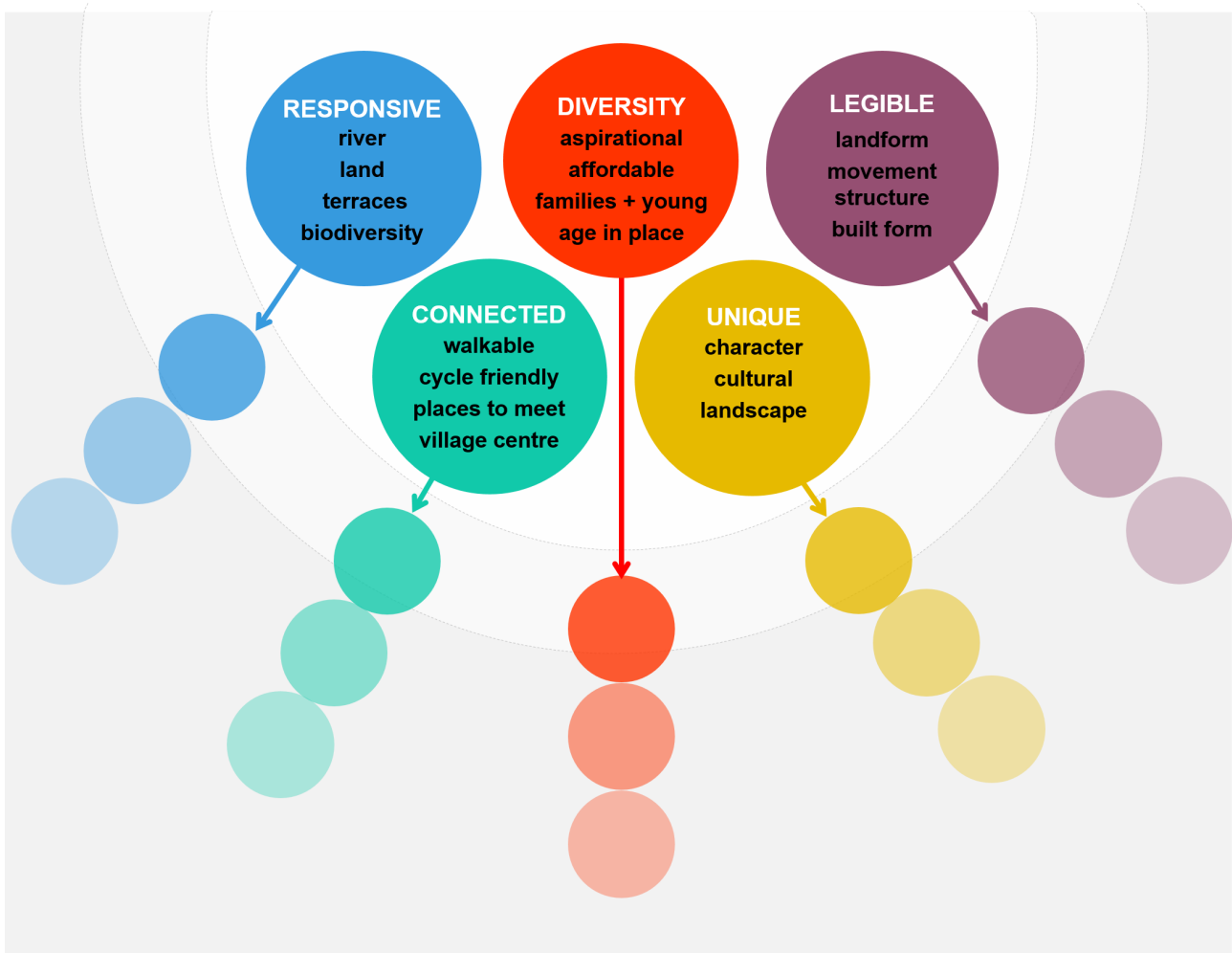
References

AMBERFIELD RESOURCE CONSENT APPLICATION FOR SUBDIVISION AND ASSESSMENT OF ENVIRONMENTAL EFFECTS:

- Urban Design Report - Section 14.

HAMILTON CITY COUNCIL DISTRICT PLAN:

- Section 3.4 'Peacocke'.



ABOVE FIG. 3-2: Urban design principles.

3.4 The Masterplan

Natural features, networks and neighbourhoods

Peacockes Road will form a backbone, provide access at key points, and accommodate the heavier long distant movement functions. A more pedestrian friendly internal north-south street will connect the neighbourhoods. Each neighbourhood will celebrate their own distinctive natural features, such as mature trees, terraces, knolls, and gullies. All will associate with the river, some via the gully. See **Figure 3-3** for the masterplan attributes.

Four Neighbourhoods

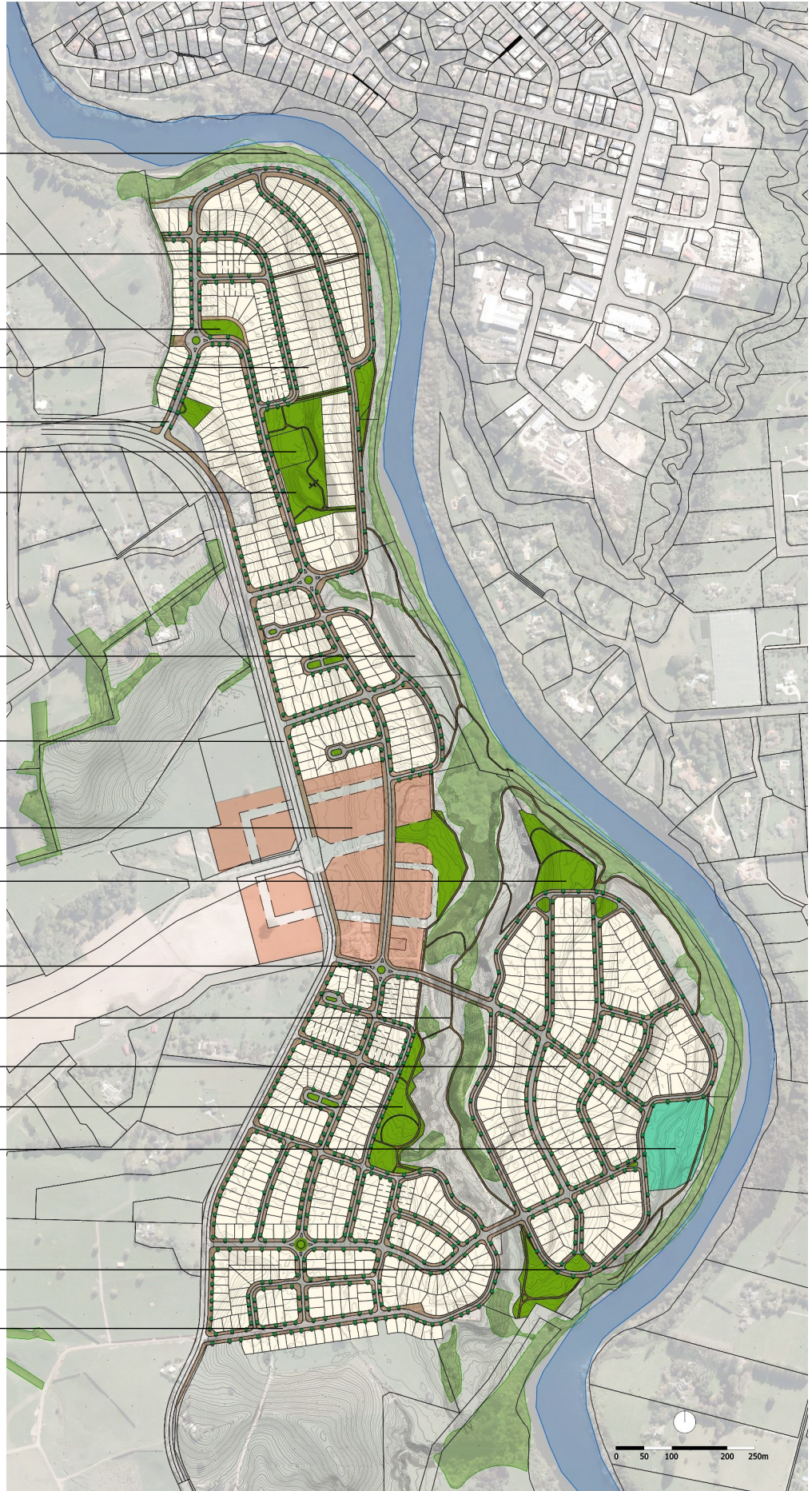
The Site naturally divides itself into four distinctive neighbourhoods:

- The North;
- Central;
- The South; and
- The Island.

The northern neighbourhood will set the standard, offering a diverse range of housing choices from the earliest stages, outstanding open spaces experiences, and will introduce residents to the river. The centre acts a hub which connects all neighbourhoods and forms the heart of the community. The southern neighbourhood, late in the development staging, offers the opportunity to respond to future market changes and the possible inclusion of a sports park. The Island celebrates its geographic singularity as well as the cultural and archaeological uniqueness of the whole Site.

Their differences are celebrated, yet they are held together by a robust street network, a web of paths for walking and cycling, and above all a high degree of publicness which is bound to translate into a strong community spirit.

Northern Bend
River Edge Drive
Entry Park
Terraces
Northern Entry
Future showroom / café
Knoll Park
Lower-Mid Terrace
Peacocks Road
Neighbourhood Centre
Island 'Headland'
Amenity Reserve
Bridge Road
Gully
The Island
Gully Park
Cultural Reserve
Island 'Headland'
Amenity Reserve
Stubbs Road



RIGHT FIG. 3-3: Key masterplan attributes.

Natural features, networks, and neighbourhoods.



ABOVE FIG. 3-4: Artist impression of the masterplan.

The North



The north will set the standard, offer many housing choices, and introduce residents to open spaces and the river.

3.5 The North

The northern terraces step down toward the north and east to embrace the river (b). Toward the south the topography climbs to form a knoll which affords long distance views. This area is a natural starting point for the project, given its proximity to the rest of Hamilton.

The masterplan will commence development at the northern entry (g) which is framed by mature trees. Those entering the neighbourhood will be directed toward an entry park (e), an early example of the quality place-making which will prevail in the rest of the settlement. From there residents can receive an early introduction to the river at the northern bend (a). Streets will follow the contours in order to absorb the level differences between terraces (f), where the land is too steep for roads. Wide pedestrian links (d) will provide good walking and cycling access. The four north-south streets will allow for several house types and sizes to be progressed independently of each other. This will induce great diversity, and flexibility to respond to changes in market conditions.

The river edge will be lined by a low speed lane (c), with parking and adjacent paths for walking and cycling (l). This will ensure the river edge is truly public and safe. The existing dwelling with its mature trees and lawns will be incorporated with the adjacent knoll (i) to form a high-quality destination park (h), possibly attracting visitors from beyond the settlement.

The street network will re-connect with Peacockes Road at the mid entry (k). During construction this will serve as the construction access, allowing construction to progress toward the south, leaving new inhabitants undisturbed.

On the western side dwellings will front onto Peacockes Road (j) to provide an attractive interface. In some instances cul-de-sacs (m) will be applied, where the landform, geometry, and traffic constraints dictated. These will be short and straight, and in one of three cases will connect through to Peacockes Road for pedestrian and informal cycling connectivity.

NOTE:
Tree locations are
indicative only.

LEGEND

- a** Northern bend
- b** River edge
- c** Low speed lane
- d** Pedestrian links
- e** Entry park
- f** Terraces
- g** Northern entry
- h** Knoll Park
- i** The knoll
- j** Dwellings front onto Peacockes Road
- k** Mid entry
- l** Walking / cycling shared path
- m** Cul-de-sacs



RIGHT FIG. 3-5: The North.

The central area acts a hub which connects all neighbourhoods and forms the heart of the community.

3.6 Central

The mid-section of the Site is long and narrow, and bounded by Peacockes Road to the west. It perches above the lower-mid terraces which are retained as open space. The area will be bisected by a future east-west arterial (c) which will link through to Glenview and the airport to the south. The intersection with Peacockes Road will form an important crossroad, the ideal setting for a neighbourhood centre (a). The Central neighbourhood will act as a hub linking all areas together, the north, the south, and the island to the east. It will be the area with the highest diversity of use and a place where the whole community can come together.

At its core will be the neighbourhood centre which can be a focus for gatherings, events, markets, shopping, and some local employment. It provides an opportunity for specialty shops and a supermarket. It will be highly walkable with small public spaces, an area for markets and a village park or the potential for a green (d) which will connect to the open space network that links with the river (b) and the network of shared paths along it (e).

Note that the design of the neighbourhood centre and its open spaces are illustrative only. This area is defined by two superblocs in the subdivision application, and will be dealt with through a future application.

Logic dictates that more people will be located within easy walking distance of the centre. Future applications anticipate medium density housing, such as terrace and town houses in the immediate vicinity, even low-level apartments if these are viable.

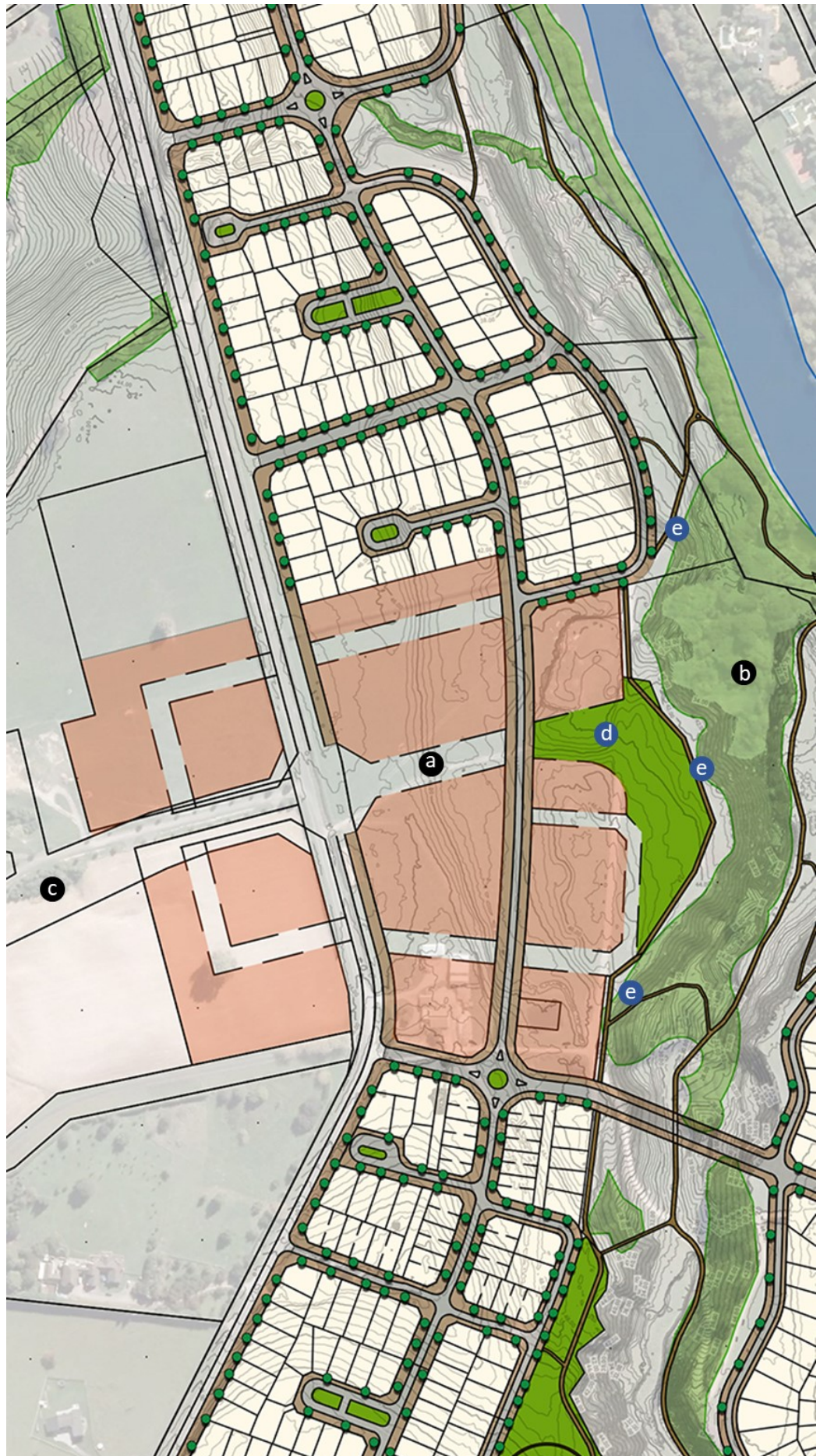
Development of the core area will occur in the later stages of development, in order to assist its viability. In the subdivision the centre is defined by two Superlots, as it is impossible to predict precise design response required to meet the market's needs so many years ahead.

NOTE:
The design of the Village Centre and its open spaces are illustrative only, this area is defined by two superblocks in the subdivision application, and will be dealt with through a future application.

Tree locations are indicative only.

LEGEND

- a** Village Centre
- b** Gully
- c** Future east-west arterial
- d** Village park
- e** Walking / cycling shared path



RIGHT FIG. 3-6: Central.

The south, late in the development staging, offers the opportunity to respond to future market changes and the possible inclusion of a sports park

3.7 The South

This area stretches from south of the neighbourhood centre (a) at the bridge road (b) to Stubbs Road (c) in the south. The middle part is relatively flat with rolling hills beyond. The eastern edge will be lined with a low speed lane (d), with paths for walking and cycling (e) which overlook the gully (f) opposite the island (g). A residential park (h) is located in the bend, a location with good access from the rest of the neighbourhood.

Smaller lots (i) will be concentrated toward the northern end, close to the neighbourhood centre, while the edge lanes will be lined with larger lots. This area will be late in the development sequence and may, if demand dictates, accommodate smaller, more affordable lots than indicated here. If a sports park (j) were to be accommodated, it would be located in the mid-section alongside Peacockes Road.

On the western side dwellings will front onto Peacockes Road (k) to provide an attractive interface. In some instances cul-de-sacs (l) will be applied, where the landform, geometry, and traffic constraints dictated. These will be short and straight, and in one of two cases will connect through to Peacockes Road for pedestrian and informal cycling connectivity.

NOTE:
Tree locations are
indicative only.

LEGEND

- a** Village Centre
- b** Bridge Road
- c** Stubbs Road
- d** Low speed lane
- e** Walking / cycling
shared path
- f** Gully
- g** The Island
- h** Gully park
- i** Smaller lots
- j** Possible sports park
(darker area)
- k** Dwellings front onto
Peacockes Road
- l** Cul-de-sacs



RIGHT FIG. 3-7: The South.

The island celebrates its geographic singularity as well as the cultural and archaeological uniqueness of the whole site.

3.8 The Island

Historically the Waikato River (a) bifurcated at this point to form an island. The changes in flow have left a dry gully (b) that dramatically defines this hilltop settlement. Densities will be kept at moderate levels so as to not concentrate too many people in this more remote neighbourhood. While walking distances to the centre are reasonable, they are on undulating levels.

The Island will have two road connections (c). The northern one will be over a bridge (d) which will dip down into the valley in sympathy with the landform, and the southern one will be at a lower level over a culvert (i). These roads will be projected very directly across the Island to the Archaeological Reserve (e), emphasising its importance, and as an encouragement to visitors to traverse the Island. The perimeter of this area will be bounded by a low speed lane (f), and paths for walking and cycling (g). The latter will link into the wider walking and cycling network. The street design will allow for a bus route on and off the Island.

The Archaeological Reserve will preserve examples of food cultivation techniques by Māori in pre-European times. It will be located in the cultural context of the nearby Nukuhau Pa, just to the south of the Site. Two small 'belvedere' parks (h) will be located on the northern and southern tips of the Island. These will afford unique longitudinal views of the river and will echo the Māori mantra of 'Waikato of a hundred chiefs, at every bend a chief'.

NOTE:
Tree locations are
indicative only.

LEGEND

- a** Waikato River
- b** Gully
- c** Road connections
- d** Bridge
- e** Archaeological reserve
- f** Low speed lane
- g** Walking / cycling shared path
- h** Island 'headland' amenity reserve
- i** Culvert bridge



RIGHT FIG. 3-8: The Island.

A place of social and material exchange where the community comes together.



ABOVE FIG. 4-1: Artist impression of the neighbourhood centre.

SECTION 4 - THE NEIGHBOURHOOD CENTRE

The masterplan includes a 'neighbourhood centre' in the location indicated for the suburban centre in the Peacocke Structure Plan, on the intersection of Peacockes Road and a projected east-west road. This road will be extended into the Site and become the 'main street', which will intersect with the local road running from north to south through the masterplan.

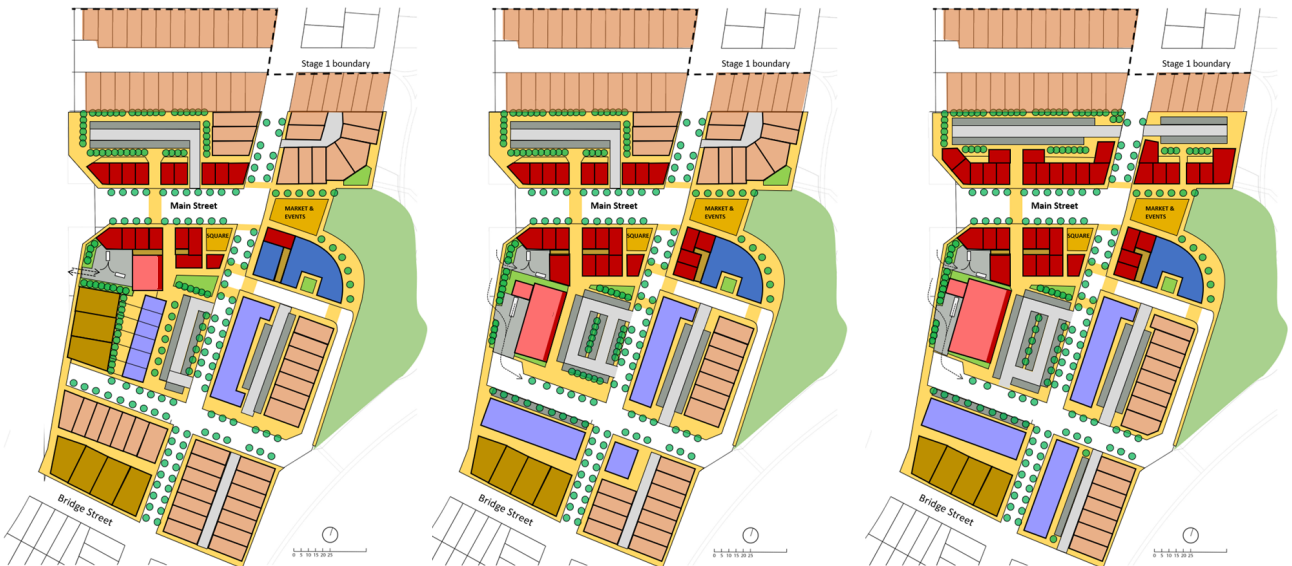
The subdivision application does not include a specific design for the neighbourhood centre, but includes two 'superlots' located on either side of the north-south road. These have been derived from design concepts for the neighbourhood centre, based on commercial advice around Gross Floor Areas (GFAs) of retail and employment uses.

The neighbourhood centre will provide valuable non-residential amenity to complement the living environment. The design approach for the neighbourhood centre has been as follows:

- A rich mixture of uses will be combined in the neighbourhood centre.
- The neighbourhood centre will be walkable and also easily accessible by bike and private vehicle.
- The public realm consisting of streets, walkways and plazas will be vibrant and safe, due to their active edges.
- Neighbourhood centre open spaces and streets will be inclusive and multi-functional.



ABOVE FIG. 4-2: Indicative neighbourhood centre structure.



ABOVE FIG. 4-3: Indicative neighbourhood centre concepts.

NOTE:

The design of the neighbourhood centre and its open spaces are illustrative only, this area is defined by two superblocks in the subdivision application, and will be dealt with through a future application.

4.1 Retail and Employment Uses

The masterplan design for the neighbourhood centre allows for between approximately 3,000 and 6,600m² GFA retail and between approximately 2,100 and 3,300m² GFA commercial uses, in addition to medium or higher density housing.

The masterplan allow for a combination of specialty retail, as well as possibly an anchor store immediately off the main street. Commercial uses can be located immediately adjacent to retail uses in order to create attractive settings for businesses.

Buildings will line street edges, walkways, and public open spaces. Large expanses of off-street car parking in highly visible locations will be avoided. Instead parking will be dispersed and arranged in the form of on-street parking. Possible necessary off-street parking will be located behind buildings with safe and well-overlooked walkways connecting to entrances located on the street. The visual impact of both on- and off-street parking will be softened by trees and other vegetation. The service area for a possible anchor store will be out of direct view by locating it behind buildings and screening it by vegetation.

4.2 Neighbourhood Centre Open Spaces

Open spaces will function as visual focal points and areas for community interaction and events. At the eastern end of the main street an open space will also provide longer distance views of the gully and the landscape along the river, providing the neighbourhood centre with an attractive setting and a clear sense of place. This space, likely featuring a mixture of hard and soft landscaping, will connect through to the larger, more vegetated public open space on the gully edge, as discussed above.

4.3 Community Uses

The masterplan allows for a community use. This could take the form of a hall for hire by the community, possibly with a commercial component, i.e. a restaurant, pub, or café. The setting of this facility on the edge of the proposed public market and event space, would make it an ideal location for small community events, while a possible commercial use could be enriched by outdoor seating.

4.4 Residential Uses in the Neighbourhood Centre

Retail and employment buildings in the neighbourhood centre could have apartments above, if the market allows for this type of development and its parking demand can be met in a way not detracting from the public realm quality in and around the centre.

Additionally, the neighbourhood centre will likely provide an incentive for medium density housing immediately adjacent to retail and employment. The estimated capacity of this will be between 50 and 76 dwellings.

4.5 Neighbourhood Centre Urban Design Guidance

The urban design guidance for the neighbourhood centre will be agreed at the time of submitting the resource consent for this part of the development. The guidance will ensure active edges to streets and public spaces and a high degree of connectivity, resulting in safety and high vitality in the public realm.

References:

PEACOCKE STRUCTURE PLAN:

- Objective 3.4.1.3: Develop only on suitable slopes and avoid modification of landforms.
- Objective 3.4.1.4: Integrate movement routes with surrounding neighbourhoods.
- Objective 3.4.1.5: Ensure that higher density development is linked to social and natural amenity.
- Objective 3.4.1.6: Encourage an overlapping mix of land uses.
- Objective 3.4.1.7: Provide a public edge to the gully and river.
- Objective 3.4.1.8: Utilise natural promontories and edges to develop distinct urban areas.
- Objective 3.4.1.9: Locate neighbourhood centres within walking distance to recreational areas.
- Objective 3.4.1.10: Future-proof the Peacocke Structure Plan area.
- Objective: 3.4.1.11: Locate large recreation areas on flat sites at the periphery of dense urban areas.
- Objective 3.4.1.12: Develop the neighbourhood as the building block of the area.
- Objective 3.4.1.14: Regenerate existing suburbs through shared amenities.

A diverse and sociable living environment.



ABOVE FIG. 5-1: Artist impression of medium density housing.

SECTION 5 - THE LIVING ENVIRONMENT

The design of the residential environment has been approached as follows:

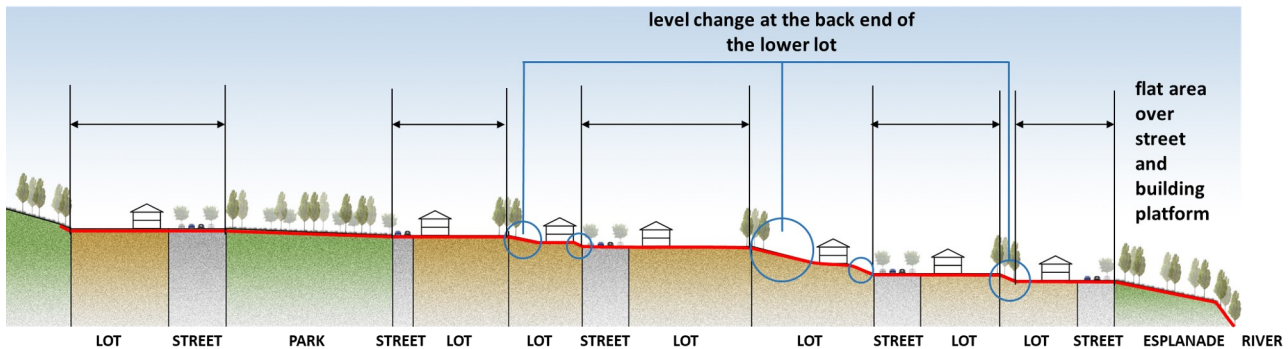
- The residential area will comprise a mix of lot and dwelling sizes and types.
- Design will promote interaction between the private property and the public realm (streets, parks, and non-residential facilities).
- Orientation and views are important considerations for the design of the lot layouts.

5.1 Residential Activity

The majority of the Site will be used for residential activity, mostly in the form of residential lots that will accommodate free-standing dwellings, but with a portion of more intensive housing, such as duplex and terraced dwellings in suitable locations. Lot sizes and dimensions are such that live-work dwellings can easily be accommodated.

5.2 Block Design

The masterplan is based on a perimeter block principle resulting in a connected street network, the minimisation of rear lots, and dwellings that front other dwellings across the street and back onto other backs or sides. The block layout aims to achieve:



ABOVE FIG. 5-2: Diagrammatic cross section for design approach to slope.

- Optimum block sizes to ensure a balance between walkability (small blocks) and infrastructure costs (large blocks).
- Blocks with a robust average width to ensure lot depths for the efficient accommodation of a wide range of dwelling typologies.
- North-south orientation of blocks where possible in response to the landform, in order to create east-west lots with optimum solar access.

The following constraints have further influenced the design of the block layout:

- The very steep areas that deny lateral street links and result in a few long blocks.
- Geotechnical constraints which dictate the extent and shape of the developable area.
- Requirements around entrances into the Site and distances between intersections on Peacockes Road.
- The location of natural features to be preserved and incorporated as public open spaces.

On steep land level differences will be accommodated at the rear of the lots, in the middle of the block, in the form of planted batters. This is to avoid large retaining structures on, or near, the interface with the public realm (refer to cross section **Figure 5-2**).

The combination of the design principles and these constraints has resulted in a wide variety of block sizes, orientations and shapes generally more or less rectangular.

Block lengths will generally be between 80 and 200m, with a few up to 300 and 400m where the Site geometry and topography necessitates. In four locations in the northern part of the Site, block lengths will be reduced through pedestrian-only connections.

Block widths will mostly be between approximately 60 and 80m, with some at approximately 100m where the Site geometry and topography necessitates.

5.3 Lot Layout

The perimeter block arrangements will ensure that the majority of the lots have street frontage. The river and gully edges, and most park edges, have been lined with public streets, resulting in lots fronting onto these spaces across the narrow Park Edge Road.

Lots are mostly rectangular in size to enable efficient development and useable private open spaces. Street boundaries are at least 10m wide and lots are able to accommodate a 15m diameter circle, in line with District Plan requirements. The exception to this is that 13 corner lots can accommodate this circle, but with it encroaching into the 3m front setback along the long boundary of these corner lots. Care has been taken that these lots are at least 16.5m wide so that a 12m wide dwelling can fit within the setback and yard requirements (3m from the side street and 1.5m from the side boundary). This is similar to a complying 15m wide 'middle lot' for which a 1.5m side setback applies to both side boundaries.

Most lots have an east-west orientation to allow morning or afternoon sun into the backyards and onto the frontage of the dwelling. South facing backyards are minimised, and where possible frontages face towards attractive views.

Lots have been designed with the intention that dwellings will generally be located near the street, resulting in clear distinction between a front yard (and side yard in the case of corner lots) visually open to the street, and a private back yard turned away from the street. While not part of the masterplan design, it is envisaged that future design guidance ensures that the design of fences will complement this principle. Low and visually permeable fences will enable visual connections between the dwelling and the street, while a taller and closed fence or hedge will protect the privacy of the back yard. In the case of corner lots, also the side yard along the dwelling will be visually open to the street, while only the side boundary of the backyard along the street will be screened off for privacy.

Rear lots have only been resorted to where necessitated by the land form and block geometry. They are generally relatively large in order to compensate for the lower on-site amenity and outlook. Corner lots will generally have a slightly greater width in order to allow for street setbacks on two sides.

5.4 Interface with Peacocks Road

In the masterplan design urban blocks have been laid out in such a way that residential lots will front onto Peacocks Road. This will provide a visually attractive interface, as back fences located along the road are avoided. Frontages will promote security through passive surveillance from ground floor living areas overlooking the street environment. In some instances lots will be located side-on with this road, which will allow passive surveillance from side windows. As described above, fence design will enable passive surveillance from fronts and sides and result in an attractive interface with Peacocks Road.

5.5 Lot Size Mix and Approach

A wide variety of lot sizes has been aimed for in order to create a diverse community and respond to different market demands. The approach for the location of the various lot mix categories include the following:

- Larger lots will generally be located on steeper land, in larger blocks, and in locations along the river and gully edges.
- Conventionally sized and smaller lots will generally be located on flatter land.
- Smaller lots will generally be located near the neighbourhood centre and near public open space amenities.
- Smaller lots fronting onto Peacocks Road have been avoided in order to provide an appropriate spacing between driveways connecting with this road.

5.6 Lot Count

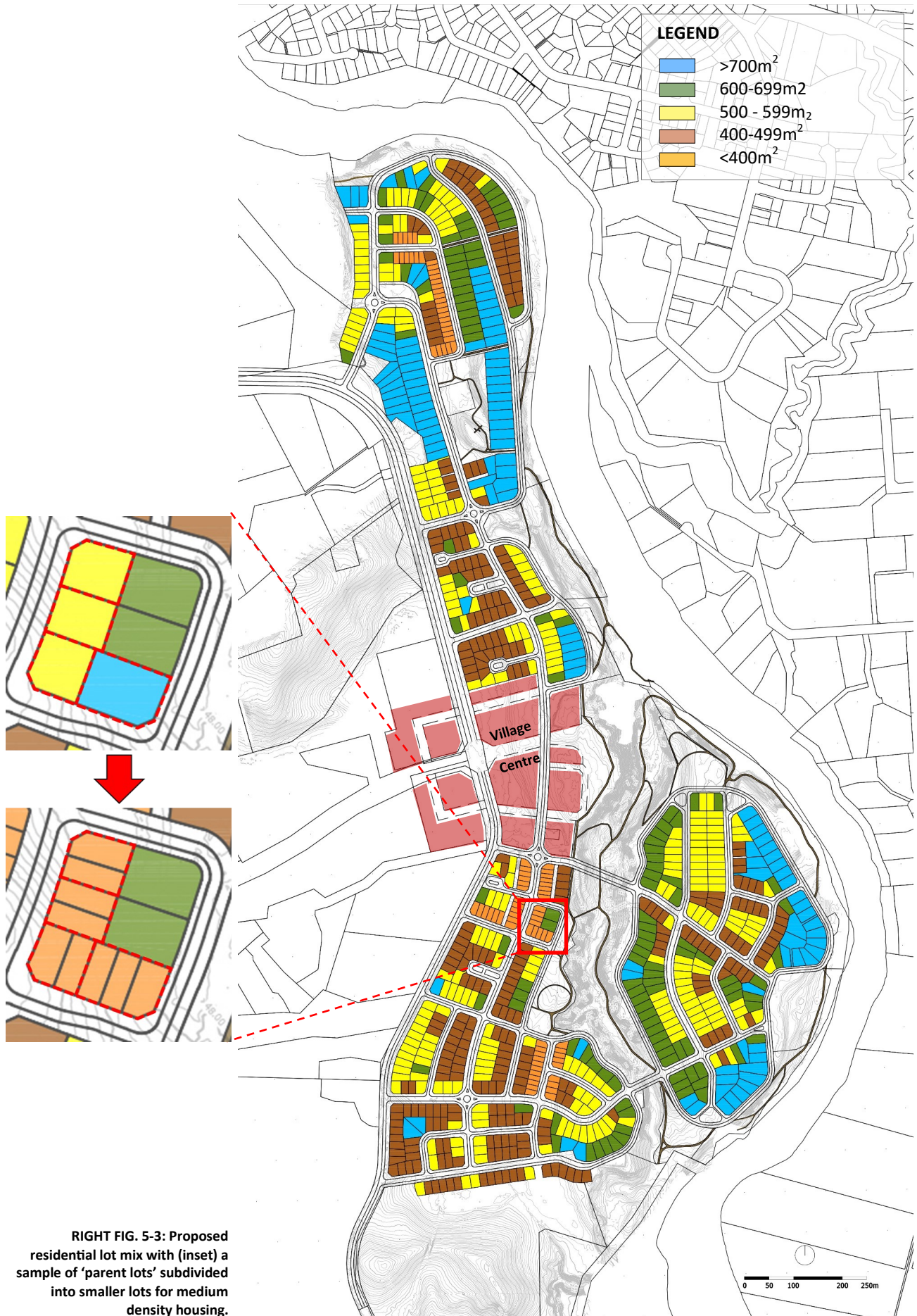
The *subdivision application* includes a total number of **862** residential lots, in the following mix:

Lot area	Proposed number of lots	Percentage of total lots
Larger than 700m ²	123	14%
Between 600 and 699m ²	130	15%
Between 500 and 599m ²	274	32%
Between 400 and 499m ²	335	39%

5.7 Provision for future Medium Density

The *masterplan* design anticipates medium density housing (duplex or terraced dwellings) on smaller lots to be applied for in a future application, should there be sufficient demand. As a minimum lot size of 400m² is stipulated in the District Plan's density requirements, a series of complying 'parent lots' have been established, which may be re-designed into smaller lots, should the need arise. Refer to **Figure 5-3** for the distribution of the lot size categories, showing, in orange, a possible outcome for the subdivision of these **41** parent lots for development with **88** medium density dwellings. This would generate a total dwelling yield of **909** (862 minus 41, plus 88). Further subdivision of the parent lots will be subject to separate subdivision and land use consent applications in the future.

Refer to the inset on **Figure 5-3** for an example of how a cluster of parent lots can be subdivided for medium density housing.



RIGHT FIG. 5-3: Proposed residential lot mix with (inset) a sample of 'parent lots' subdivided into smaller lots for medium density housing.

In this scenario the **909** dwellings (outside the neighbourhood centre), will consist of the following mix:

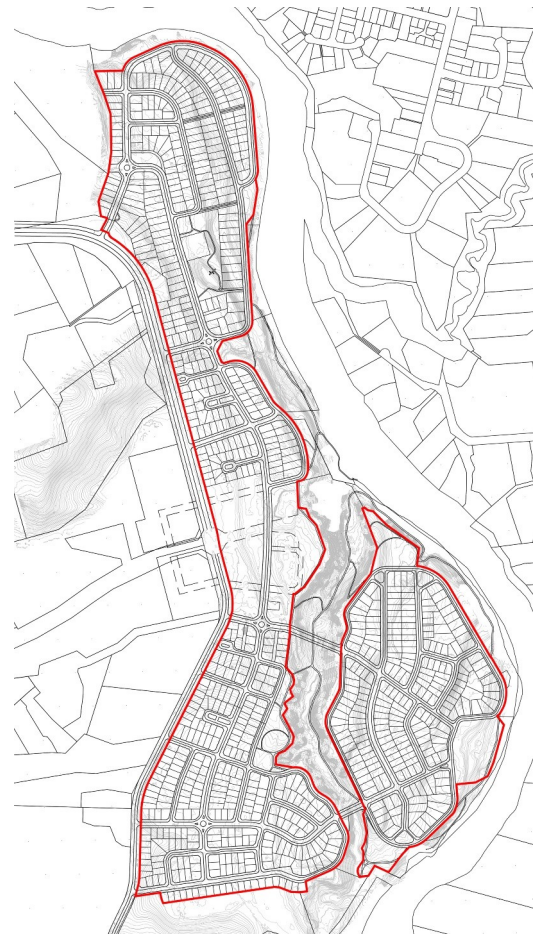
Lot area	Proposed number of lots	Percentage of total lots
Larger than 700m ²	117	13%
Between 600 and 699m ²	127	14%
Between 500 and 599m ²	262	29%
Between 400 and 499m ²	315	35%
Smaller than 400m ²	88	10%

With the above lot mix, an overall density of 10.61 households per hectare will be achieved over the Site, excluding the gully and riverside esplanade as shown in **Figure 5-4**.

5.8 Dwelling Design

The masterplan has been designed according to the following approach to the design of the dwelling layouts:

- High quality street frontages with living rooms and front doors facing the street, and garages not dominating.
- Effective vehicle crossings with minimum disruption of the footpath and disturbance of indoor living spaces and bedrooms.
- Appropriate parking standards and provision which minimise the visual impact while satisfying market needs.
- Setback and building coverage standards that address shading impacts and permeability needs.



ABOVE FIG. 5-4: Site development areas.

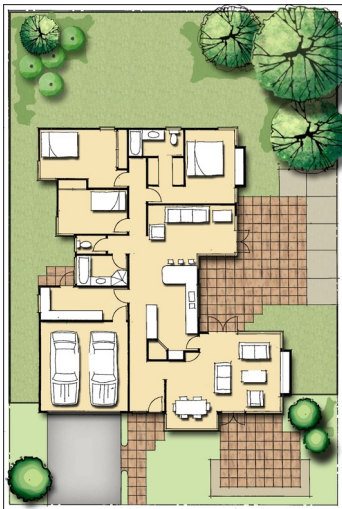
The range of lot sizes will result in a range of dwelling typologies, at different price levels, that respond to the opportunities presented by the Site, its zoning, and demographics. These include:

- Family dwellings;
- Duplexes; and
- Terraced houses.

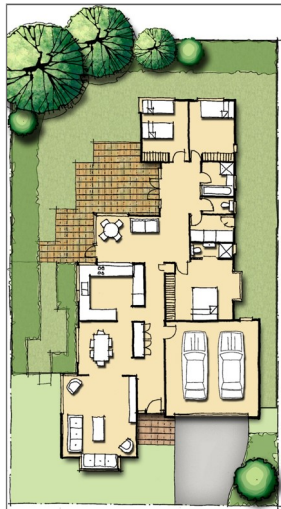
Refer to **Figures 5-5 through to 5-8** for a selection of typical dwelling typologies and reference images. It should be noted that the larger lots could also accommodate double-storey dwellings with generally a smaller footprint than single-storey dwellings, e.g. to capitalise on attractive views from the first floor. More specifically, the various lot size categories are expected to accommodate the following dwelling types:

Typical dwelling types	Lot area	Typical width
Single-storey, double-garage, standalone	Larger than 700m ²	20m
Single-storey, double-garage, standalone	Between 600 and 699m ²	17.5-20m
Single- or double-storey, double- or single-garage, standalone	Between 500 and 599m ²	15-17m
Double- or single-storey, single- or double-garage, standalone or semi-detached	Between 400 and 499m ²	15m
Double-storey, single-garage, semi-detached or terraced; or Double-storey, double-garage accessed off a rear lane, semi-detached or terraced	Smaller than 400m ²	9-10m

LARGE SIZE LOTS (over 600m²): standalone, single- or double-storey



20+m lot width



17+m lot width



Single-storey



Double-storey

ABOVE FIG. 5-5: Indicative dwelling typologies and precedent photographic references for large lots (over 600m²).

MEDIUM TO LARGE SIZE LOTS (400-600m²): standalone, single- or double-storey



17+m lot width



15+m lot width



Single-storey

ABOVE FIG. 5-6: Indicative dwelling typologies and precedent photographic references for medium to large size lots (400-600m²).

5.9 Residential Urban Design Guidance

The subdivision is designed to enable compliance with Hamilton City Council's range of guidance and rules in the Hamilton City Operative District Plan ('the Plan'), as referenced below. In several instances more restrictive standards are advised. Further detail is to be provided in the development management process, post-subdivision, including building materials, landscape elements, and architectural standards. The guidance below is considered to be aligned with the design expectations of the high level guidance provided in Vista.

Massing - Site Coverage, Building Height, Setbacks, and Height in Relation to Boundary

- Please see the Plan Chapter 5 Special Character Zones: 5.4.2 Site Coverage, 5.4.4 Building Height, 5.4.5 Height in Relation to Boundary, and 5.4.6. Building Setbacks.

Residential Buildings Separation and Privacy

- Please see the Plan Chapter 5 Special Character Zones: 5.4.9 Residential Buildings - Separation and Privacy.
- Please see the Plan Appendix 1.4.2 Residential Design Guide: 1.4.2.10 Acoustic Amenity.

Interface Between Public and Private

- Please see the Plan Chapter 5 Special Character Zones: 5.4.7 Interface Between Public and Private.
- Please see the Plan Appendix 1.4.2 Residential Design Guide: 1.4.2.4 Interface Between Public and Private Land.
- Further guidance: at least one living space (i.e. Kitchen, dining, living) are to be located at the front of the dwelling with windows facing the street.

Dwelling Appearance

- Please see the Plan Appendix 1.4.2 Residential Design Guide: 1.4.2.7 External Appearance.

Fences and Walls

- Please see the Plan Appendix 1.4.2 Residential Design Guide: 1.4.2.4 Interface Between Public and Private Land.
- Please see the Plan Chapter 5 Special Character Zones: 5.4.8 Fences and Walls.
- Further guidance:
 - Front fences are to be no higher than 1m.
 - Side fences within the front yard setback are to be no higher than 1m, and thereafter rising at an angle of 45 degrees to a maximum height of 1.8m.
 - Balance of the side fences and rear fences are to be 1.8m.
 - Corner lots are to have fencing no higher than 1m for the length of the façade adjacent to the street, as well as within the front yard setback, as described above.

Solar Access and Orientation

- Please see the Plan Appendix 1.4.2 Residential Design Guide: 1.4.2.5 Building Orientation and Siting.
- Further guidance: the majority of living rooms are to be orientated to the east, north, or west.

Garages and Accessory Buildings

- Please see the Plan Appendix 1.4.2 Residential Design Guide: 1.4.2.6 Access, Garages and Parking.
- Please see the Plan Appendix 1.4.2 Residential Design Guide: 1.4.2.4 Interface Between Public and Private Land.
- Further guidance: all garages are to be set back at least 1m from the front façade of a dwelling.

Outdoor Living Areas

- Please see the Plan Chapter 5 Special Character Zones: 5.4.11 Outdoor Living Area.
- Please see the Plan Appendix 1.4.2 Residential Design Guide: 1.4.2.8 Private Outdoor Living Areas.

Service Areas

- Please see the Plan Chapter 5 Special Character Zones: 5.4.12 Service Areas.
- Please see the Plan Appendix 1.4.2 Residential Design Guide: 1.4.2.11 Service Areas.

MEDIUM SIZE LOTS (over 400-500m²): standalone or duplex, double-storey



Duplex 12-14m lot width

Duplex 11-13m lot width



Rear lane typology

ABOVE FIG. 5-7: Indicative dwelling typologies and precedent photographic references for medium size lots (400-500m²).

SMALL SIZE LOTS (under 400m²): duplex or terraced, double-storey



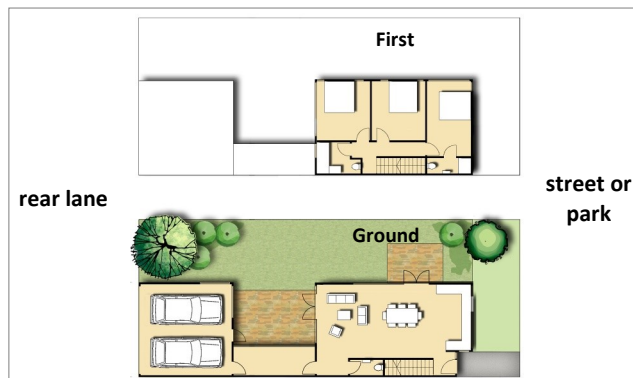
Duplex 10m lot width



Terraced 8m lot width



Double-storey



Rear lane typology

ABOVE FIG. 5-8: Indicative dwelling typologies and precedent photographic references for small lots (under 400m²).

Pedestrian and Vehicle Entrance

- Please see the Plan Appendix 1.4.1.3 General Design Guidance Design Element 2: Pedestrian Accessways.
- Please see the Plan Appendix 1.4.2 Residential Design Guide: 1.4.2.6 Access, Garages and Parking.

Permeable Surfaces and Planting

- Please see the Plan Appendix 1.4.1.3 General Design Guidance Design Element 5: Landscaping and Vegetation.
- Please see the Plan Appendix 1.4.2 Residential Design Guide: 1.4.2.9 Landscaping and Vegetation.
- Please see the Plan Chapter 5 Special Character Zones: 5.4.3 Permeable Surface and Planting.

Stormwater Efficiency

- Please see the Plan Appendix 1.4.2 Residential Design Guide: 1.4.2.12 Water Efficiency.

Lighting

- Please see the Plan Appendix 1.4.1.3 General Design Guidance Design Element 2: Pedestrian Accessways.
- Further guidance: Street lighting in the public realm in the areas along the river esplanade and gully is to be designed in such a way that light spill into these areas is avoided, refer to international best practice guidance, such as Stone, E.L. (2013) Bats and lighting: Overview of current evidence and mitigation guidance, Chapter 6.

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Celebrating the Waikato of a hundred chiefs, at every bend a chief - “Waikato Taniwharau, He piko he taniwha, He piko he taniwha.”



ABOVE FIG. 6-1: Artist impression of the Archaeological Reserve.

SECTION 6 - CULTURAL AND ARCHAEOLOGICAL

The Site has a rich history. The approach for making this visible in a meaningful and inspiring way will be as follows:

- The history related to Māori occupation and utilisation of the Site, as well as the more recent agricultural utilisation by the Peacocke family is celebrated.
- Iwi consultation has informed the design of the masterplan, and protection, reinstatement and/or enhancement of indigenous biodiversity.
- The destruction of archaeological sites will be mitigated through identification, investigation and the development of a cultural/archaeological reserve.
- The rich history of the Site will also be referenced through naming, artwork and streetscape design.

6.1 Known Important Cultural and Archaeological Areas

The Site contains a number of areas that are valuable for cultural and historic reasons (refer to **Figure 6-2**).

Early on, when Māori settled on the site and in other sites lining the Waikato River, they had to adapt from a tropically-focused culture to one adapted to the temperate climate of Aotearoa / New Zealand. Key to this process

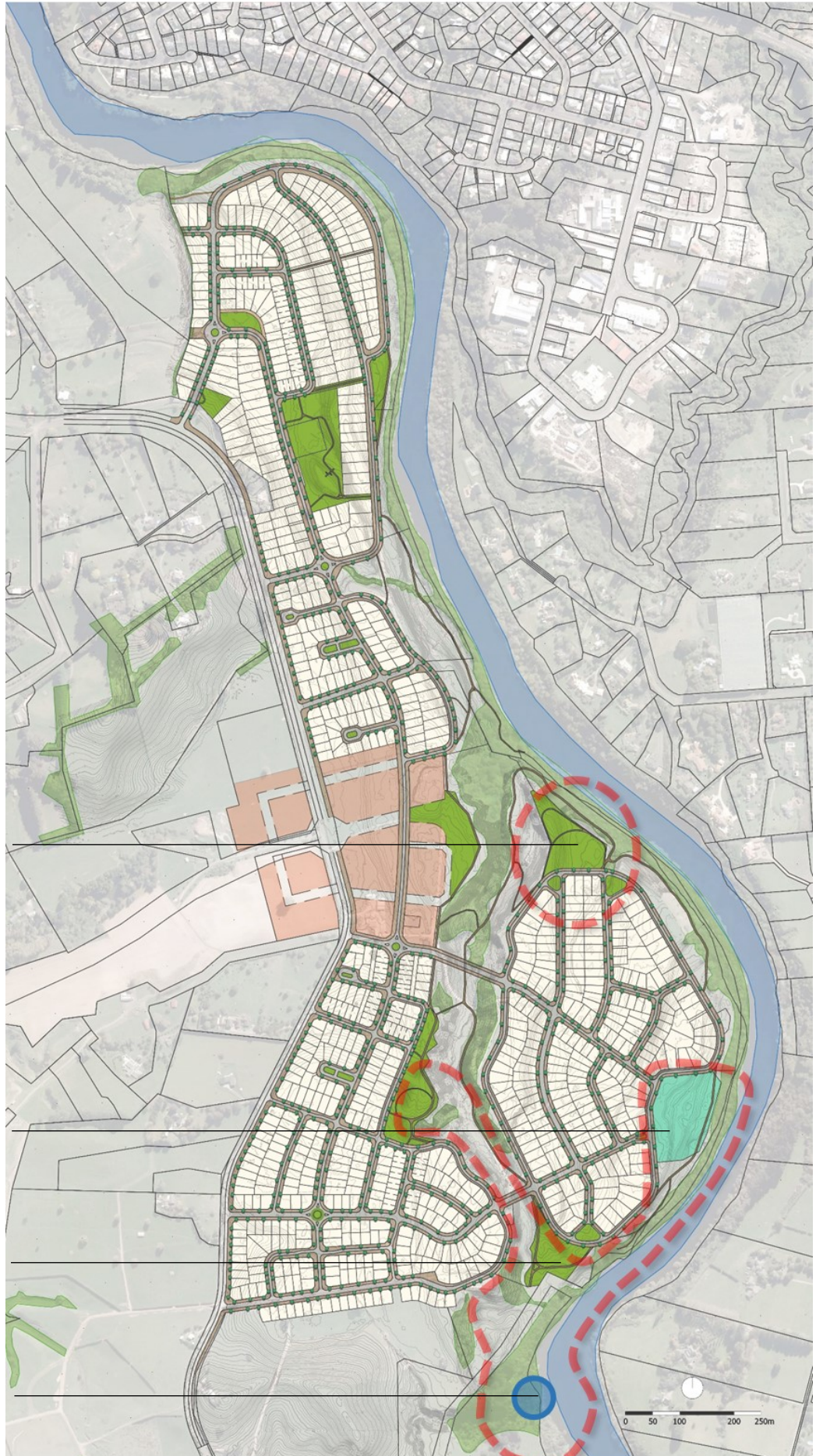
Public open space
celebrating historic
cultural significance

Archaeological reserve
with representative area
of Māori horticulture

Public open space
celebrating historic
cultural significance

Nukuhau Pa

RIGHT FIG. 6-2: Cultural
and archaeological areas.



was adaptation of tropical food plants and, more specifically, the techniques associated with their cultivation. These included an intensive process where the soils were adapted to be more suitable for kumara growing. This adaptation involved the quarrying of sand and gravel, and using it to make planting structures on already high-quality soils. Each of the quarries, called 'borrow pits', produced 1,000 to 1,500m³ on average and in some examples up to 3,000m³. Approximately 100 borrow pits are thought to be located within the Site, thousands of others on other sites along the Waikato River.

This site is believed to have played an important strategic role for Māori in pre-European times. Especially the locations in the bends of the Waikato River would have been strategic points from which to overlook the Waikato River. This is signified by the saying, "Waikato Taniwharau, He piko he taniwha, He piko he taniwha." (Waikato of a hundred chiefs, at every bend a chief.)

6.2 Archaeological Reserve

An archaeological reserve, located on the far eastern side of the 'Island' (refer to **Figure 6-3**), will display the agricultural history of the borrow pits described above.

The location of this proposed archaeological reserve has been selected for the following reasons:

- The location contains representative surface features typical of a pre-European Māori horticulture site in the Waikato.
- The site is well-preserved from an archaeological perspective.
- It is located in a typical landform, adjacent to the river with views across the river to where other horticulture sites had been and, views to the river itself, and with a visual connections to the nearby Nukuhau Pa, located just to the south of the Site.
- The area includes a remnant geological feature left from the lahar that travelled down the Waikato River following the last eruption of Taupo.

The reserve will comprise a large lawn area with interpretation panels. It will possibly be marked as a place of significance with a pouwhenua (pou). Care has been taken not to disturb existing ground levels in the vicinity, and wastewater pipes and pumps do not transgress the area.



ABOVE FIG. 6-3: Location of the proposed archaeological reserve.

6.3 The Peacocke story

On the 9th of January 1858 Colonel the Hon. Stephen Ponsonby Peacocke, his wife Isabella Anne Louisa and six children disembarked from the 'Westminster' at Lyttelton Harbour. They had lived in England, Jersey, and the island of Madeira, before seeking out New Zealand as "a land with good prospects and a mild climate."

They settled in Akaroa for a short time, before moving to Auckland, and then to Howick. In the 1880's, one of their sons, John Fitzroy Beresford Peacocke ('Nino'), purchased a farm named 'Weston Lea' from the step-father of his wife, Florence Henrietta.

Thus began the Peacocke ownership of the land of which part is now known as Amberfield.

Nino's son Egerton Francis (Frank) Joseph Peacocke purchased the land from his father in 1905, as a place to settle with his newlywed, Emily Ethel. At that time, only a small part of the land had been cleared for the homestead. It was such a "rabbit infested area of fern and scrub that his friends had wanted to shout him a 'consolation-party' when he took it on."

Not one to shy from hard work, Frank took on the challenge, and tried new agricultural methods with great success. A few years later, he had developed a highly productive farm with five herds consisting of 600 dairy cows, including a Friesian Stud. He developed a large reservoir and pioneered flood irrigation methods in the Waikato. His brother Noel, an architect, designed the new homestead which was built in 1912.

Over this time, Weston Lea became a "true homestead," where the couple's three sons and three daughters grew up. 36 Grandchildren affectionately remember Frank and Emily and the many events held at Weston Lea. Several generations on, the land remains within the Peacocke family.

6.4 Storytelling

In addition to the archaeological reserve, other aspects of the masterplan, streetscape and public open space design will convey the historic significance of the Site. As explained above, the northern and southern ends of the 'island' will be developed as public open spaces. Through interpretation elements, public art, and naming the story of how these locations would have been used will be told.

Additionally, throughout the Site opportunities will be created to refer to the pre-European history of the Site as well as that of the Peacocke Family, through streetscape elements, including entrance features, as well as naming.



ABOVE FIG. 6-4: Design concepts for story telling and interpretation (image source: Boffa Miskell).

References

AMBERFIELD RESOURCE CONSENT APPLICATION FOR SUBDIVISION AND ASSESSMENT OF ENVIRONMENTAL EFFECTS:

- Appendix Q: Archaeological Assessment.
- Appendix P: Cultural Impact Assessment.

THE PEACOCKE STRUCTURE PLAN:

- Objective 3.4.1.15: Protect historic and culturally significant sites.
- Objective 3.4.1.16: Protect surrounding rural views behind ridgelines, distance views to the City and regional landscape features.

THE PEACOCKE STORY:

- *The Peacocke Family*, Neville and Rosha Peacocke, written prior to a family reunion in 1980.

An ecologically sensitive environment where nature can flourish.

SECTION 7 - ECOLOGY

The Site contains areas of freshwater and terrestrial ecological value, for which is approached as follows:

- Areas of ecological value are retained and enhanced.
- Where possible, ecological areas are integrated in the open space network and made accessible to the new residents of the area.
- Areas and items of lower ecological value, but high landscape amenity, are retained and celebrated within the masterplan.

7.1 Areas of Ecological Value

The main areas of ecological value include the riverbank and the gully. These areas will be kept in their current natural state, with the exception of the construction of walkways and cycle ways, and two crossings through / over the gully. Additionally, the removal of pest species will have to take place.

Six watercourses have been identified on the Site. All have been adversely affected by the surrounding landuses. The majority of the reaches of each watercourse have been determined to be of negligible to low ecological value, with one reach of moderate value. This reach forms part of the watercourse in the gully, which is proposed to be mitigated in a 159m section of permanent watercourse, and a 586m section of intermittent watercourse (see **Figure 7-1**).

The ecological value of the riverbank is mainly related to long-tailed bats, which feed and roost in this area, and move along the corridor, connecting between significant bat habitats surrounding the Site. The masterplan design has taken this into account by locating the street along the river edge in such a way that established vegetation will be retained and light spill minimised. The type and location of street lighting specified in the streetscape design will further assist with protecting the bat habitat and maintaining a dark river corridor.

The existing gully and its watercourse and vegetation will be protected and enhanced by keeping residential lots away from it and through the retention of ecologically valuable vegetation along its edges. In the design of the gully crossings connecting between the south-western part of the Site and the 'Island' the ecological values of the gully have been taken into account.

7.2 Other Natural Environments

Mature trees located outside the riverbank and gully areas will be retained at the future showroom /café and northern entry. However, the value of these areas will be mainly in their potential to provide character and visual amenity, rather than ecological.

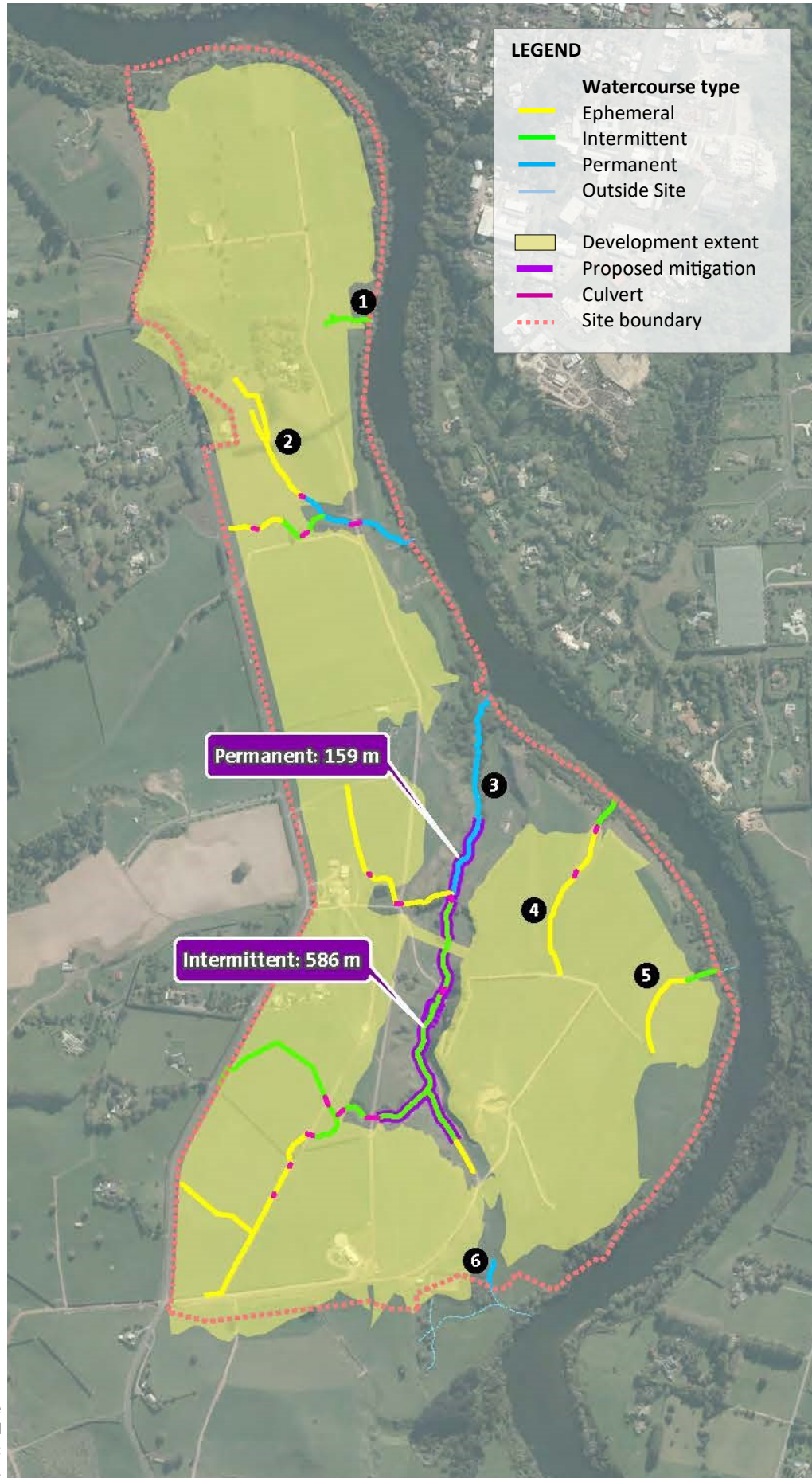
References

AMBERFIELD RESOURCE CONSENT APPLICATION FOR SUBDIVISION AND ASSESSMENT OF ENVIRONMENTAL EFFECTS:

- Appendix G and H: Terrestrial and Freshwater Ecological Assessments.

THE PEACOCKE STRUCTURE PLAN:

- Objective 3.4.1.2: Create ecological and open space links between gully and river.



RIGHT FIG. 7-1: Watercourse location and ecological mitigation (image source: Boffa Miskell).

Good places that celebrate, involve, and inspire.

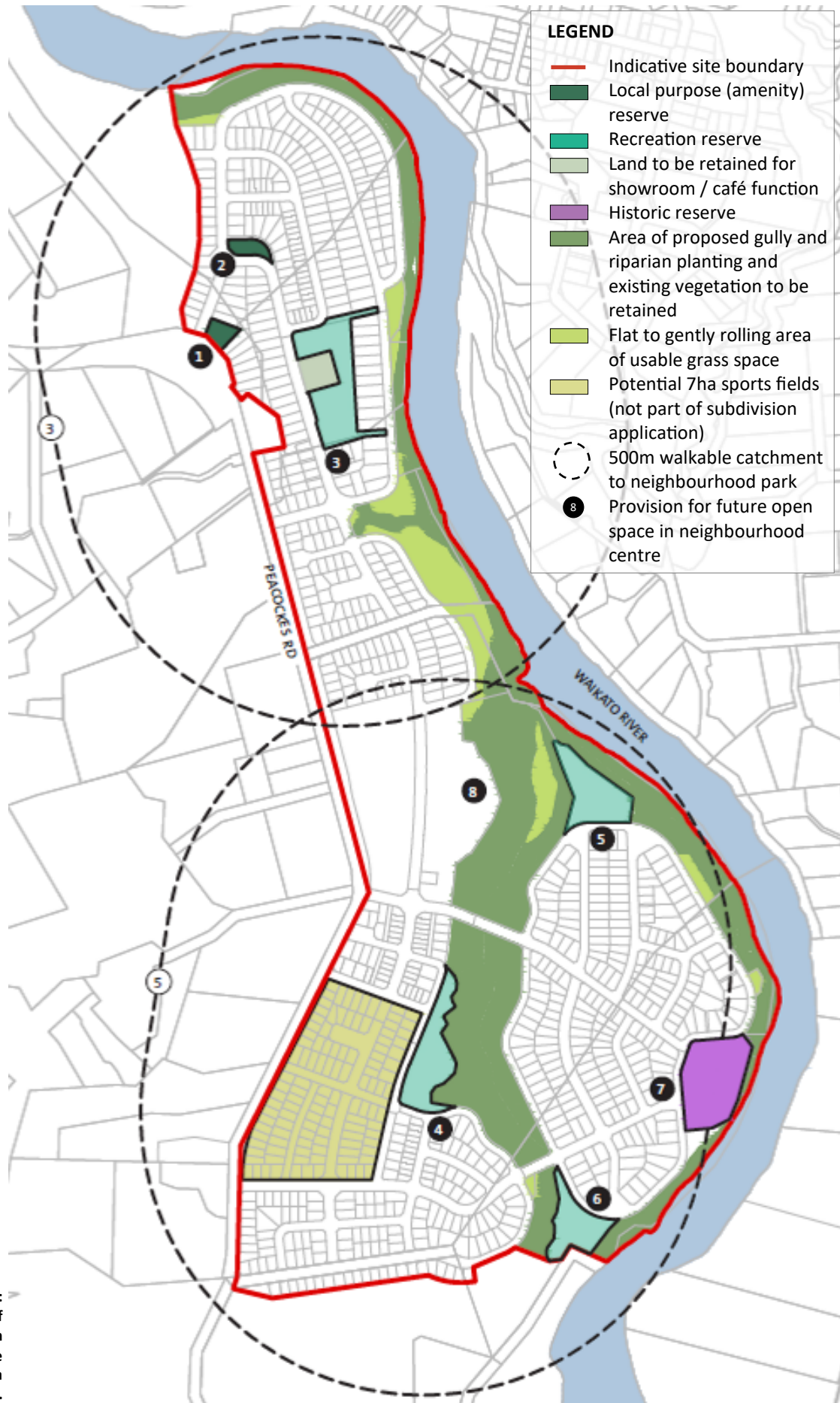


ABOVE FIG. 8-1: Artist impression of the Knoll Park.

SECTION 8 - OPEN SPACE

All public open spaces together form a network of spaces that fulfil functions as neighbourhood parks, passive recreational areas and corridors, well connected walkways and cycleways, and active recreation facilities for organised sports, if the 7ha sports park is realised. The masterplan includes places and spaces that:

- Are multi-functional, active, safe, and have a pleasant microclimate.
- Have a strong sense of place and identity that combines historic and contemporary references.
- Have, in most cases, been selected for their valuable natural characteristics including mature vegetation, distinctive landforms and / or views.
- Offer high quality opportunities for community recreation and communication to promote health and social well-being.



RIGHT FIG. 8-2:
Distribution of
public open
spaces (image
source: Boffa
Miskell).

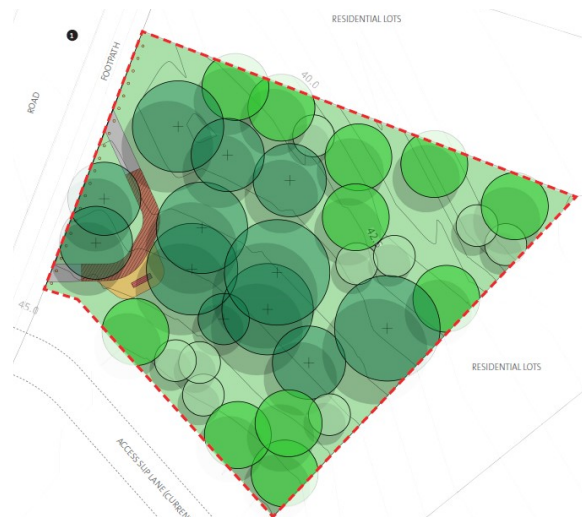
8.1 Neighbourhood Parks

The masterplan includes the neighbourhood parks shown in **Figure 8-2**. These have been distributed to provide access to one or several of these within easy walking distance. These places and spaces include the following:

- **(1) Entry space:** This is a small area of mature and valuable vegetation located at the northernmost entrance to the Site. This area will provide instant amenity and visual identity for the development.
- **(2) Pocket park:** This will form a public open space statement at the termination of the view shaft along the first entrance street into the development. It will be surrounded by the frontages of dwellings and create residential amenity early on in the development of the Site. This space will also provide openness at an important junction between the entrance street, the north-south street through the Site (right turn at the roundabout), the connection with the closest point of the river (straight on at the roundabout), and the neighbouring land (left at the roundabout).
- **(3) Knoll park:** This space includes an area of mature ornamented trees to be retained, and a pronounced high point ('knoll') with unobstructed views out over the Site, particularly to the east and south. The current dwelling on the knoll will accommodate a non-residential use, such as a café, showroom, or community facility. It will fulfil a neighbourhood park function for the northern half of the development, and will provide a wide variety of functions, including visual amenity and identity, play opportunities, and areas for community interaction. Dwellings will front onto this space where the topography allows this, which is along the northern, western and southern edges. Two walkways will connect this space with the riverbank.



ABOVE FIG. 8-3: Precedent images for the knoll park (image source: Boffa Miskell).



ABOVE FIG. 8-4: Entry space landscape concept (image source: Boffa Miskell).



ABOVE FIG. 8-5: Pocket park landscape concept (image source: Boffa Miskell).



ABOVE FIG. 8-6: Knoll park landscape concept (image source: Boffa Miskell).

- **(4) Southwestern neighbourhood park:** This space, located on a flat area of land on the edge of the gully, will fulfil a neighbourhood park function for the southern half of the development. It will accommodate play facilities, and a space for community members to interact. Views over the vegetated gully banks will provide visual amenity. This space will be fronted on by the dwellings along the long western side as well as the southern side.



ABOVE FIG. 8-7: Precedent images for the neighbourhood park (image source: Boffa Miskell).

- **(5 and 6) Island 'headland' amenity reserves:** These spaces, located on the northern and southern ends of the 'Island' respectively, have been selected as they provide opportunities for the celebration of their importance in the past as strategic observation points along the river. These spaces will provide play and community interaction opportunities and will feature art and interpretation elements celebrating their historic cultural functions. They will enable attractive public views to and along the river.
- **(7) Archaeological reserve:** This space will be an archaeological reserve. Refer to **Section 6** for more details.
- **(8) Neighbourhood centre open space:** This will be a public open space associated with the Village Centre. It will contain a mixture of paving, lawn and planting, and will be available for community events and social interactions by those using the facilities in the Village Centre. It will function both as 'village green' and 'plaza.'
- There is a space earmarked for a possible active recreation area, i.e. sports fields. Refer to the description in **Section 8.3** for more details.



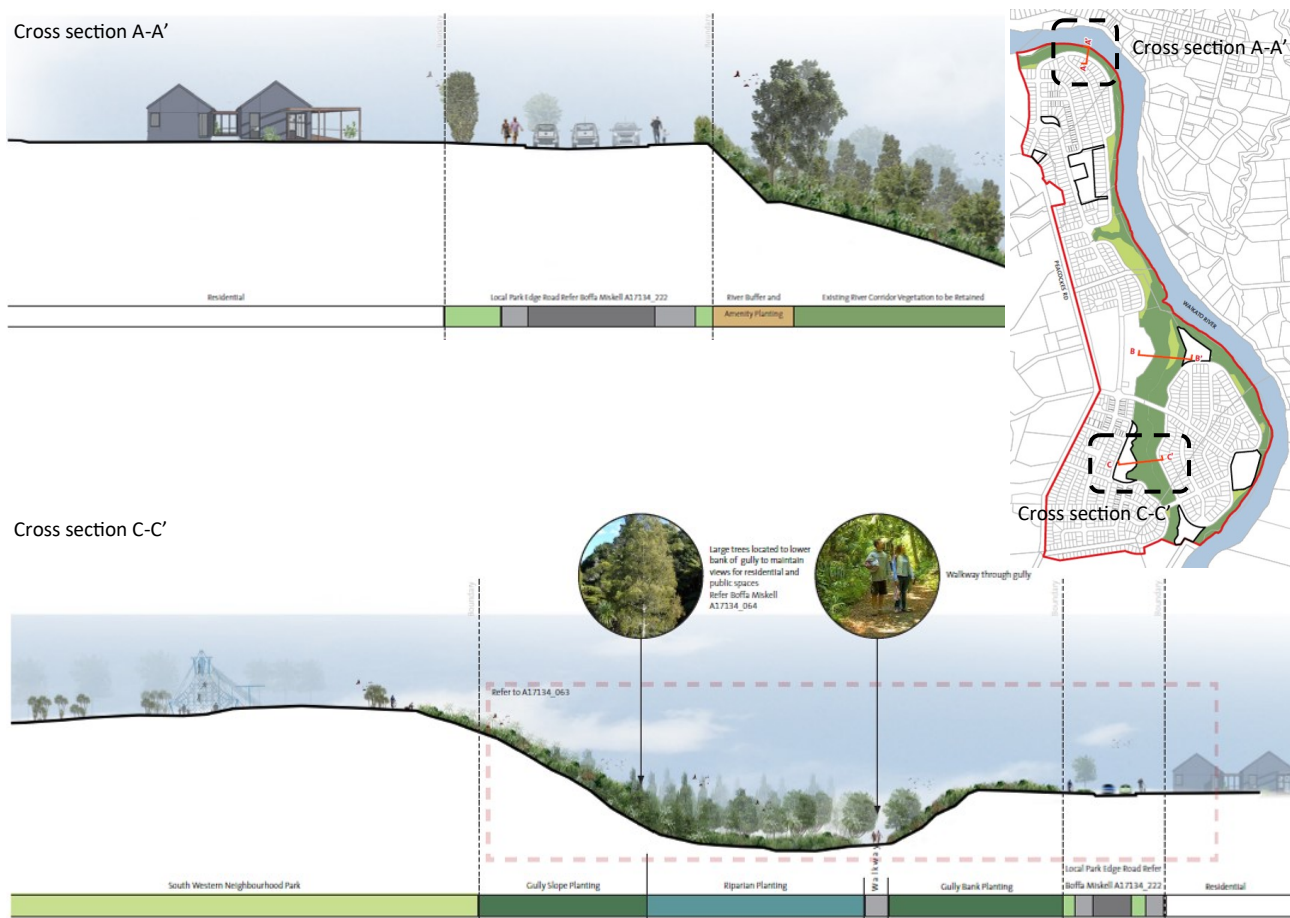
ABOVE FIG. 8-8: Southwestern neighbourhood park landscape concept (image source: Boffa Miskell).



ABOVE FIG. 8-9: Northern island headland amenity reserve landscape concept (image source: Boffa Miskell).



ABOVE FIG. 8-10: Southern island headland amenity reserve landscape concept (image source: Boffa Miskell).



ABOVE FIG. 8-11: Selection of cross sections illustrating design concepts for the water edge conditions (image source: Boffa Miskell).

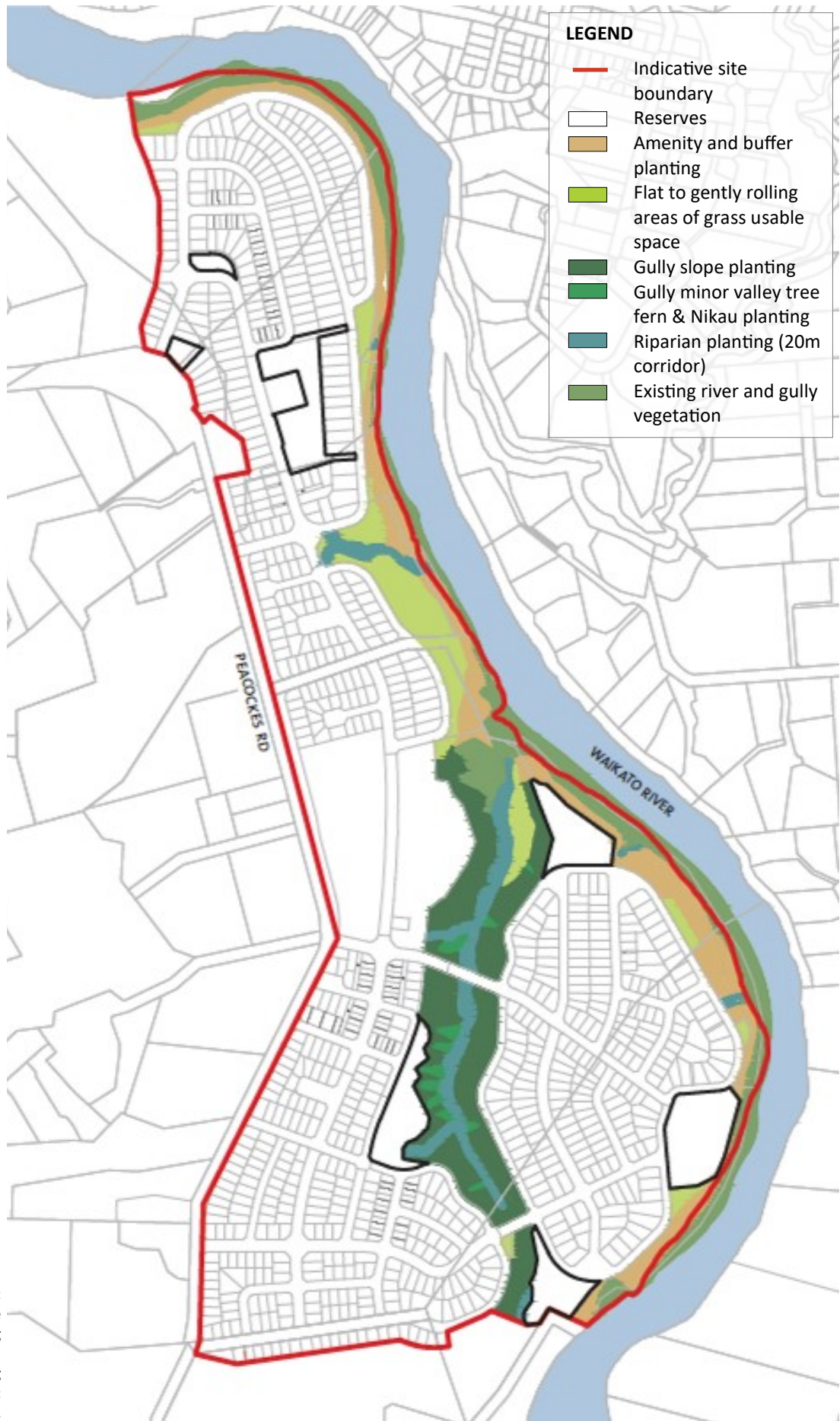
8.2 Passive recreation areas

In addition to the above, the passive recreation areas also comprise the Waikato River and gully edges. Along these open space edges a public corridor will be established to accommodate a shared cycling and walking route that has the potential to connect with the Te Awa River Ride, as explained above. Existing vegetation will be largely retained and enhanced. As the river banks are steep in most places, the exact location for the paths will vary in elevation and distance from the street. However, frequent connections, sometimes in the form of a spur, will be established between the street network and the recreational route along the river and gully in order to optimise access to these assets for all residents. Detailed design measures will address accessibility, safety and security aspects. For further details on passive movement see **Section 11 Movement**.

8.3 Active recreation area

The masterplan allows for the accommodation of a 7ha sports field facility in the southwest of the Site, in line with the Peacocke Structure Plan, and assuming Hamilton City Council can meet the timing in respect of its long-term funding for purchase, development and maintenance of the proposed sports park. Although the masterplan contains urban blocks and residential lots in this area, these can be replaced by a sports fields area, as identified in the Structure Plan. This would contain four sports fields and hard courts for the various codes, club and changing rooms, and a car park. The location is selected based on its relatively flat landform, reducing the need for earthworks and / or large retaining structures required to create level playing fields. Also the location in close proximity to Peacockes Road has been a key consideration for making the facility accessible for the wider Peacocke community.

Streets on all edges of the fields would result in a truly public space with views onto it from the surrounding streets. On the northern, southern and half of the eastern sides, dwellings will front, across the street, onto the sports fields. This will further enhance passive surveillance. It could also be considered an attractive interface for the residents, and a point of difference for property sales.



RIGHT FIG. 8-12:
Waikato River edge
and gully existing
vegetation and
proposed planting
(image source:
Boffa Miskell).

References

AMBERFIELD RESOURCE CONSENT APPLICATION FOR SUBDIVISION AND ASSESSMENT OF ENVIRONMENTAL EFFECTS:

- Appendix E: Landscape and Visual Assessment.
- Appendix I: Integrated Transport Assessment.

THE PEACOCKE STRUCTURE PLAN:

- Objective 3.4.1.1: Protect and enhance significant natural areas.
- Objective 3.4.1.2: Create ecological and open space links between gully and river.
- Objective 3.4.1.7: Provide a public edge to the gully and river.
- Objective 3.4.1.8: Utilise natural promontories and edges to develop distinct urban areas.
- Objective 3.4.1.11: Locate large recreation areas on flat sites at the periphery of dense urban areas.
- Objective 3.4.1.13: Create a continuous network of open space.

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Water flows are absorbed to ensure clean streams and rivers.

SECTION 9 - THREE WATERS

The approach to three waters; storm water, waste water and potable water supply is as follows:

- All infrastructure will be efficient and easy to maintain.
- Storm water areas are integrated within the streetscape and designed to provide residential amenity.
- Large storm water treatment areas, such as ponds, are avoided.
- Possible negative impacts of above-ground waste water infrastructure are avoided.

9.1 Storm Water

The masterplan design is based on storm water runoff minimisation in the first instance, and then treatment within the road reserve. This will be achieved by Bio Retention Devices which will collect and treat storm water run-off.

Figure 9-1 shows the locations of these Bio Retention Devices throughout the masterplan. It should be noted that these areas are widely distributed throughout the Site, while a greater concentration of these is aimed for along the western side of the north-south Local Road acting as the 'spine' for the street network. In response to storm water requirements, direct property access (and therefore interruption of the zone Bio Retention Devices by driveways), on this side of the street has been minimised where possible. This has been achieved either by a side-on layout or the introduction of rear lanes.

As explained under the description of the street cross sections (**Section 11.4**), in each street there will be a finely balanced combination of on-street parking, street trees, and Bio Retention Devices adjacent to the carriageway. In the Local Roads and most Minor Local Roads, this zone will be located on either side of the carriageway. In some Minor Local Roads and in the Park Edge Road this zone will be on one side of the carriageway.

9.2 Pump Stations

Wastewater pump stations will be located as depicted on **Figure 9-1**. These locations have been selected based on waste water requirements, combined with urban design considerations, including the following:

- Avoiding interruption of important views;
- Avoiding prominent and highly visible locations;
- Avoiding locations immediately adjacent to residential lots, but instead providing a buffer in the form of a public street; and
- Minimising negative impacts on the amenity of public open spaces.

9.3 Water Supply

All residential lots and other uses within the masterplan area will be connected with the public potable water reticulation.

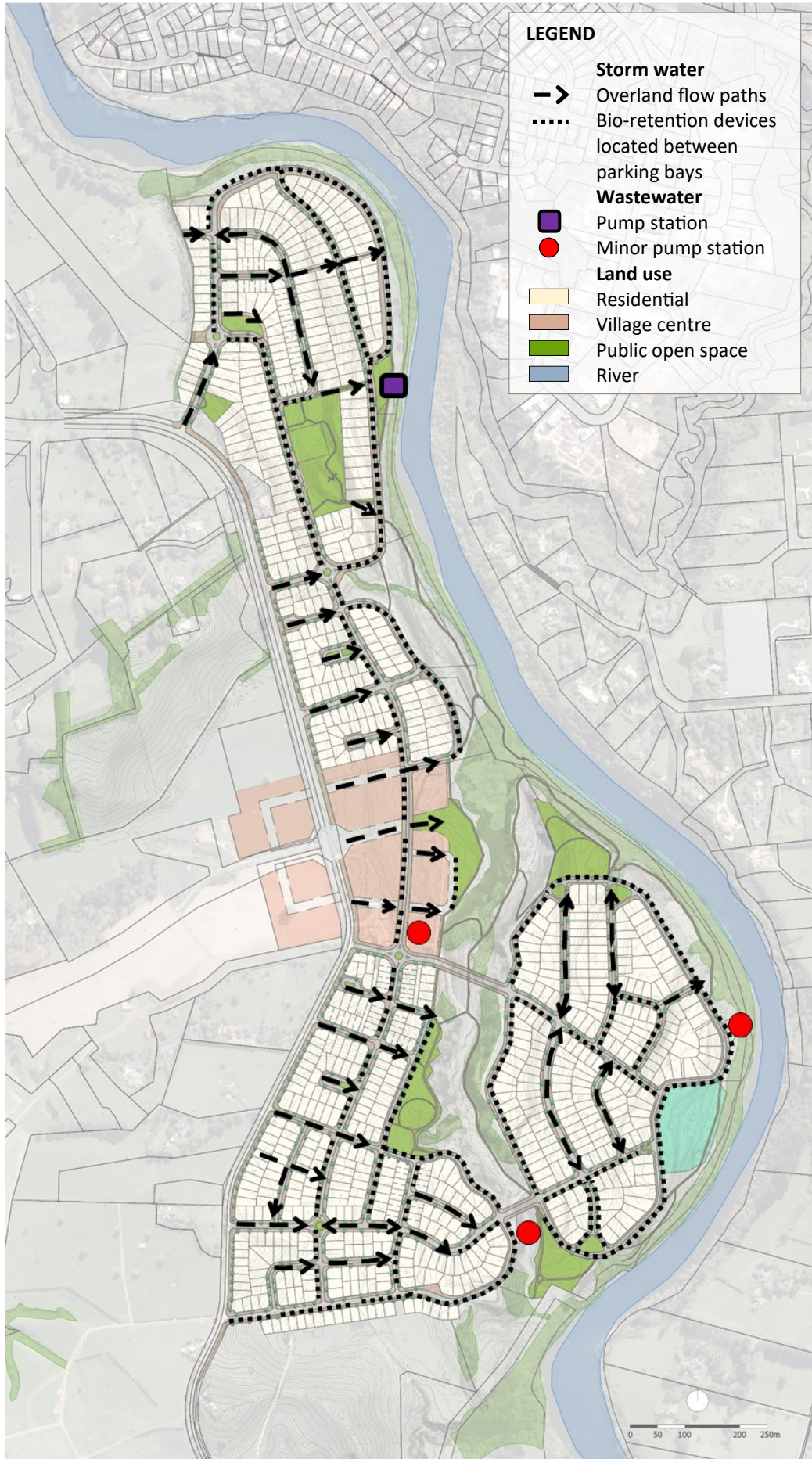
References

AMBERFIELD RESOURCE CONSENT APPLICATION FOR SUBDIVISION AND ASSESSMENT OF ENVIRONMENTAL EFFECTS:

- Appendix L: Wastewater Disposal Report.
- Appendix M: Bulk Water Supply Report.
- Appendix N: Sub-Catchment Integrated Catchment Management Plan.
- Appendix O: Infrastructure Report.

THE PEACOCKE STRUCTURE PLAN:

- Objective 3.4.1.2: Create ecological and open space links between gully and river.
- Objective 3.4.1.7: Provide a public edge to the gully and river.
- Objective 3.4.1.8: Utilise natural promontories and edges to develop distinct urban areas.



RIGHT FIG. 9-1: Storm water approach and wastewater pump station locations.

All development respects soil conditions, in housing areas, parks and reserves.

SECTION 10 - GEOTECHNICAL

The existing soil conditions and response to these conditions are as follows:

10.1 Existing Soil Conditions

The existing soil conditions predominantly consist of sandy silts along the length of the Site with some presence of sand / clay material in the higher land closer to Peacockes Road. There are bands of sandy material throughout the Site. The presence of thin layers of clay material across parts of the Site result in some areas with a perched groundwater table.

The soils have been confirmed to have high soakage characteristics across the majority of the Site.

The presence of existing steep slopes on the side of the Waikato River along much of its length and on the sides of the main gully system separating The Island, results in some areas of potential instability on the Site. This potential instability is also influenced by the nature of the sandy soils and the presence of groundwater in parts of the exposed slopes. Slope stability analysis of the Site has identified specific areas where development should be avoided (areas indicated in pink in **Figure 10-1**) and areas where some geotechnical engineering remedial measures will be required to achieve stable ground suitable for development (areas indicated in yellow in **Figure 10-1**).

10.2 Response to Soil Conditions

The presence of the sandy soils on the Site has enabled the design of the development to proceed with confidence that there are not large volumes of unsuitable soils on the Site that would otherwise require relocating into undeveloped open areas or removal from the Site. This has allowed the design to create the open areas with minimal earthworks alteration, and thus reduce the extent of change to the natural character of the Site in the open space areas.

The high soakage characteristic of the soils has assisted the design to utilise low impact storm water disposal to ground and thus avoid large piped outlets around the Site.

The design of the development has avoided the areas where the risk of slope instability is high or is unable to be remediated by reasonable engineering solutions. These areas have been incorporated into the open space areas and add to retaining the natural character of the Site.

References

AMBERFIELD PEACOCKE RESOURCE CONSENT APPLICATION FOR SUBDIVISION AND ASSESSMENT OF ENVIRONMENTAL EFFECTS:

- Appendix J: Geotechnical Assessment.



RIGHT FIG. 10-1:
Development response to
the geotechnical conditions.

A safe, connected and legible movement network.

SECTION 11 - MOVEMENT

The movement system integrates vehicle, bus, cycle, and pedestrian movements. The street network does most of the work, as all streets will accommodate vehicular, cycle and pedestrian movement. A separate system of recreational walking and cycling connections will run along the riverbank and along the central gully.

The aims for the movement network include the following:

- An efficient movement network that is integrated with land uses, is legible, and has a high degree of connectivity.
- Liveable streets that balance pedestrian, cycle and vehicular demands.
- The promotion of community life and safety through strong visual connections between buildings, streets, and public spaces.
- Early consideration of rubbish removal and access by emergency and service vehicles.

11.1 Public Transport

Peacockes Road performs the main north-south movement function and provides the connection to adjacent areas and the wider network. Peacockes Road will accommodate a bus route and bus stops in locations yet to be determined. Due to the Site being long and narrow, the majority of the dwellings will be within walking distance from Peacockes Road. The area to the east of the gully may however be at too great a distance for a convenient walk to a bus stop on Peacockes Road. For this reason, and to provide a convenient turn-around for buses, the street network has been future-proofed to possibly accommodate a bus looping through the area to the east of the gully (refer to **Figure 11-1**). As outlined above, the 'Local Road with Cycle Lanes' will have a wider carriageway due to the presence of cycle lanes, which will allow for buses as well as cyclists.

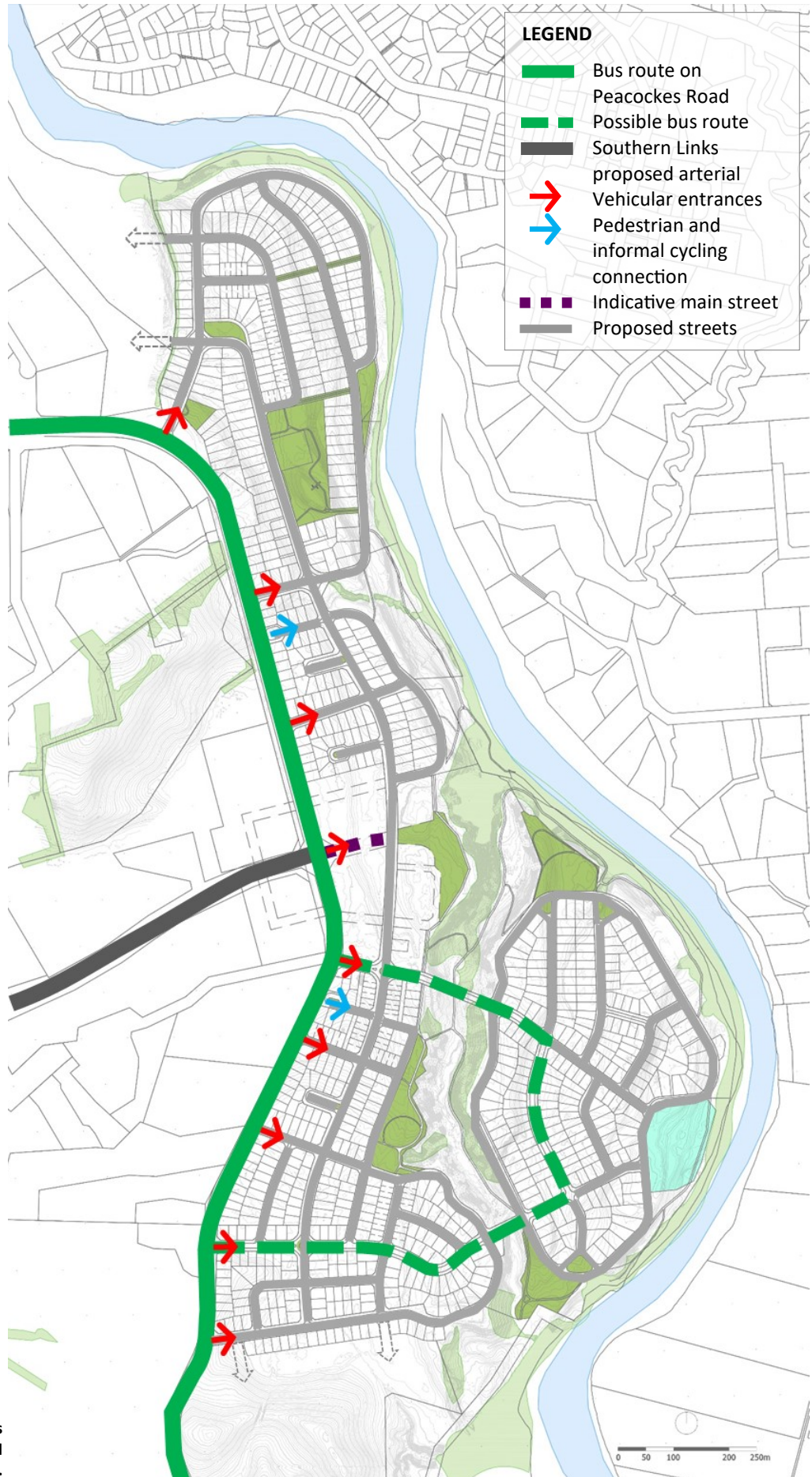
11.2 Connectivity with Peacockes Road

The proposed street network allows for nine vehicular intersections with Peacockes Road at regular intervals (refer to **Figure 11-1**). The spacings between these comply with Council requirements for connections to minor arterial roads, which is the classification for the northern part of Peacockes Road, up to the area earmarked for the neighbourhood centre. One of these connections is for the neighbourhood centre 'main street', for which the exact location is not part of the subdivision application. These vehicular connections allow for dispersal of traffic across the movement network and direct access to all parts of the Site.

Additionally, two streets will run up to Peacockes Road, but connect only for pedestrians. These connections, one in the north and one in the south, are aligned with access to the streets along the river and gully edges respectively, and provide pedestrians with east-west connectivity at a finer-grain than vehicular traffic. An added benefit is that these streets will also provide visual connections from Peacockes Road into and through the Site. Further, three short dead-end streets are included in the movement network in locations where the requirements for the minimum distance between connections to Peacockes Road did not allow a connection, but the lot layout required access.

Complying turning heads for trucks are included at the termination of these five streets that do not connect through to Peacockes Road. These turning heads will contain generous areas of planting to provide visual amenity for the surrounding dwellings. In the case of the two streets running up to Peacockes Road these planted areas will provide a visually attractive interface with this road, and convey a positive message of the quality of the living environment created on the Site.

As a result of lots fronting onto Peacockes Road (as discussed in detail in **Section 5 The Living Environment**), individual driveways will connect onto Peacockes Road, and kerbside parking will be provided, resulting in 'friction' and therefore an appropriate degree of traffic calming.



RIGHT FIG. 11-1: Connections with Peacockes Road, and possible bus route.

11.3 Street Network

The street network will be laid out in a deformed grid pattern, resulting from the 'natural and historic' north-south connections combining with the 'urban' east-west connections (refer to 'Conceptual framework' in **Section 3.2**). This grid pattern provides for a highly connected network that will be efficient and legible, as connections between destinations will be direct and as short as possible.

Multiple cross intersections will be provided, to further assist with legibility. Detailed design includes small off-sets in the carriageways of the give-way legs of the intersection, in order to signal the priority situation and avoid conflict between crossing vehicle movements. In four instances these cross intersections will take the form of a roundabout, due to the function of the streets involved.

In the three locations where streets meet the proposed 'Island Headland Amenity Reserves' (refer to **Figure 11-4**), small triangular spaces are proposed in the centre of the road reserves, forcing the street to widen as these approach these reserves on the northern and southern tips of the Island. The function of these spaces is to visually reduce the length of the streets leading to the reserves, and open up the corridor so as to increase the area from which the river is visible and to enhance the experience of these views.

11.4 Hierarchy

The internal street network will have a 'flat' hierarchy of local roads (refer to **Figures 11-4** and **11-8**). This is due to the high degree of connectivity and therefore dispersal of traffic, and the long and narrow shape of the Site defined by the river to the east and Peacockes Road to the west. It consists of two types of local streets (cross sections **Figures 11-2** and **11-3**), and three types of minor local streets (cross sections **Figures 11-6** to **11-8**).

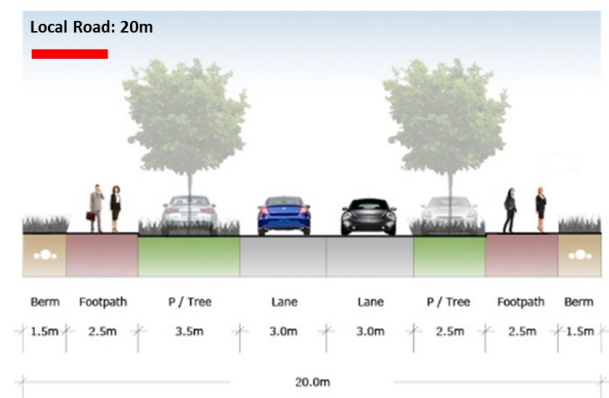
Local Road

The Local Road will run from north to south, one block east of Peacockes Road. It will connect the various neighbourhoods and the neighbourhood centre, and intersect with the majority of the east-west streets, of which most will be Minor Local Roads. The Local Road will provide direct property access, although in several locations the lots on the western side of the street have been designed in such a way that access will be from side streets or the rear. This is to limit driveways interrupting the continuity of the storm water zone. The overall width of this street type will be 20m and its cross section will comprise the following elements:

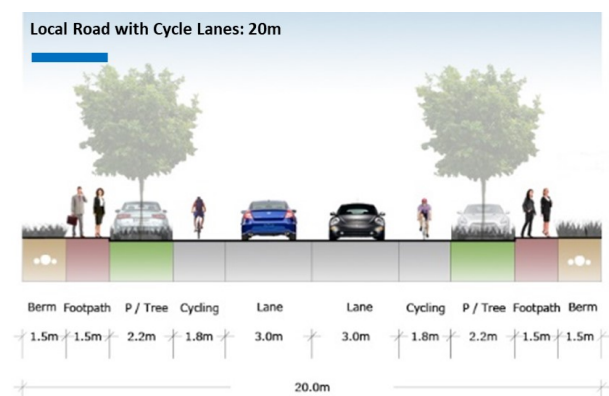
- Two 3m wide general travel lanes in the centre.
- Two parking / tree / storm water zones on either side of the carriageway, 3.5m in width on the western side (designed to fulfil an extensive storm water role), and 2.5m in width on the eastern side.
- Two 2.5m wide footpaths on the outside of the parking / tree / storm water zones.
- Two 1.5m wide berms between the footpath and the property boundary. These berms will contain underground services.

Local Road with Cycle Lanes

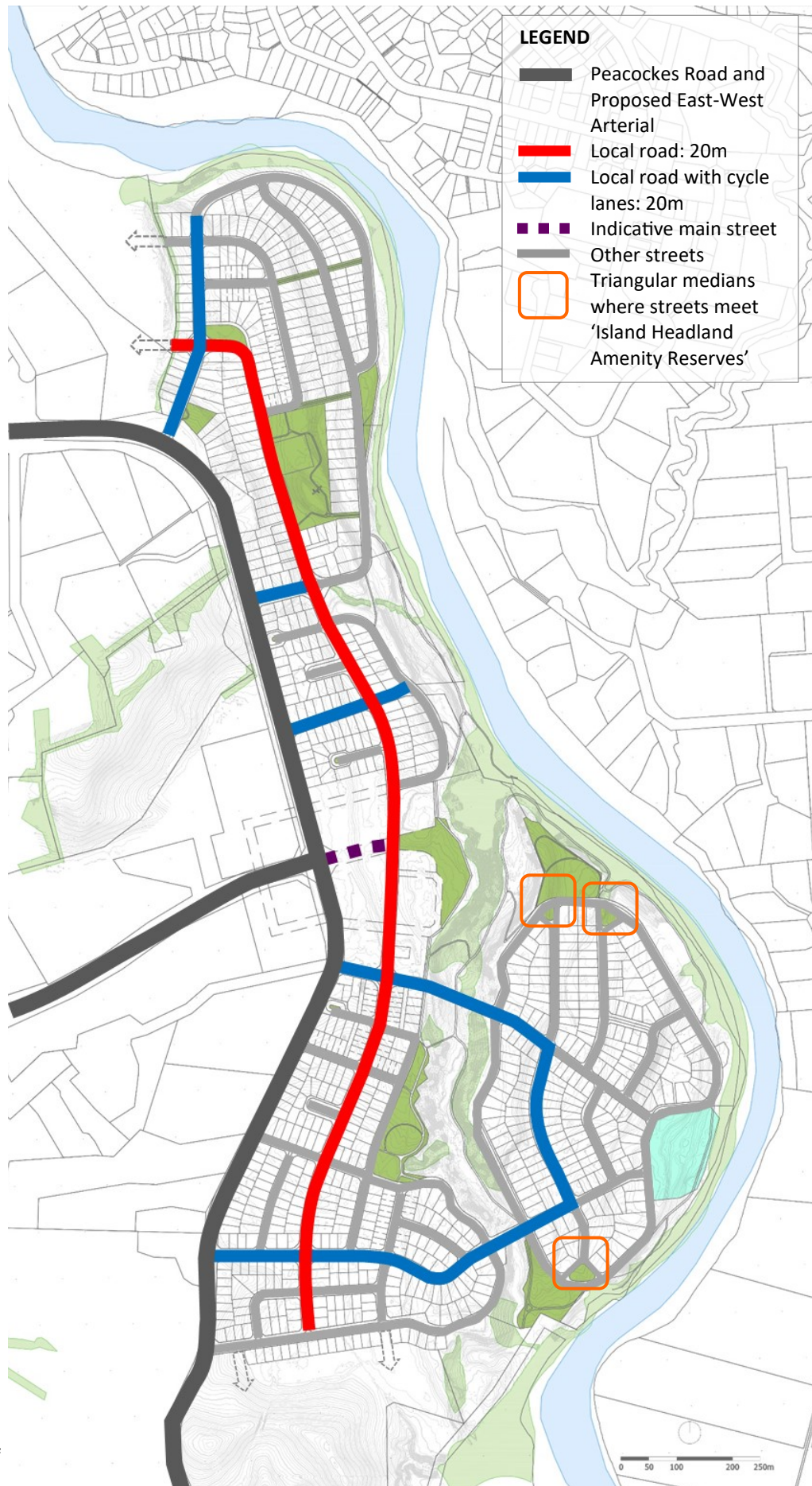
Five Local Roads with Cycle Lanes will connect between Peacockes Road (which will feature an off-street shared (cycle and pedestrian) path), and the recreational cycling and



ABOVE FIG. 11-2: Cross section of Local Road.



ABOVE FIG. 11-3: Cross section of Local Road with Cycle Lanes.



RIGHT FIG. 11-4: Network of
Local Roads.

walking routes along the river and the gully. This street type will loop through the island. This is to make allowance for a possible bus route through the island, as this street type is also suitable for the accommodation of buses, due to the wider carriageway. The Local Road with Cycle Lanes will also provide direct property access. Its overall width will be 20m and its cross section will comprise the following elements:

- Two 3m wide general travel lanes in the centre.
- Two 1.8m wide cycle lanes adjacent to the travel lanes.
- Two 2.2m wide parking / tree / storm water zones adjacent to the travel lanes.
- Two 1.5m wide footpaths on the outside of the parking / tree / storm water zones.
- Two 1.5m wide berms between the footpath and the property boundary. These berms will contain underground services.

Minor Local Road (parking both sides)

The Minor Local Road with parking on both sides is widely applied through the street network. It will mainly provide property access and will have a very limited through-traffic function. Its overall width will be 16.4m and its cross section will comprise the following elements:

- Two 2.8m wide general travel lanes in the centre.
- Two 2.4m wide parking / tree / storm water zones adjacent to the travel lanes.
- Two 1.5m wide footpaths on the outside of the parking / tree / storm water zones.
- Two 1.5m wide berms between the footpath and the property boundary. These berms will contain underground services.

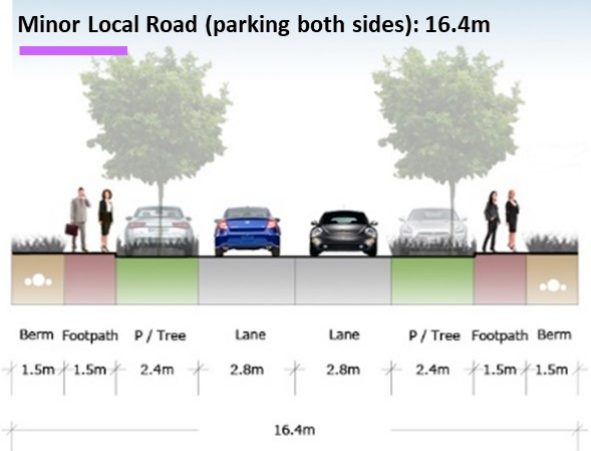
Minor Local Road (single parking lane)

The Minor Local Road with parking on only one side will be used mainly for short dead-end streets. Its main function will be to provide property access. Its overall width will be 14.1m and its cross section will comprise the following elements:

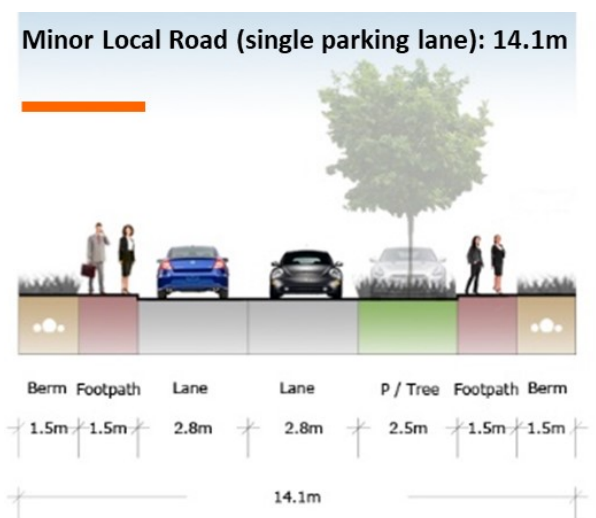
- Two 2.8m wide general travel lanes in the centre.
- One 2.5m wide parking / tree / storm water zone adjacent to the travel lanes on the side of the street where the storm water function is most required and fewer driveways will interrupt the continuity of this zone.
- Two 1.5m wide footpaths on the outside of the parking / tree / storm water zones.
- Two 1.5m wide berms between the footpath and the property boundary. These berms will contain underground services.

Minor Local Park Edge Road

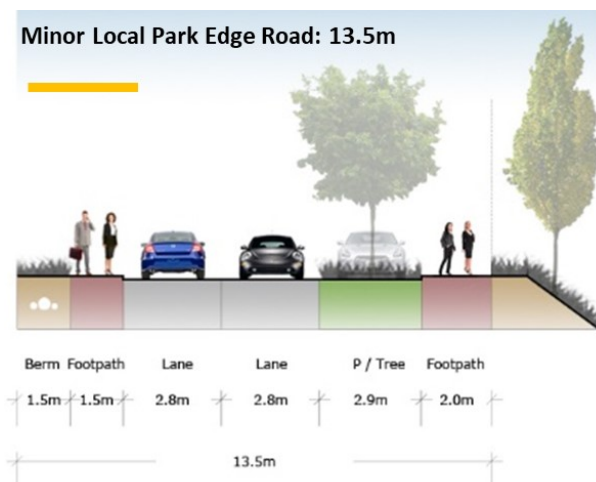
The Minor Local Park Edge Road will be applied to locations along public open spaces, most notably the river bank and



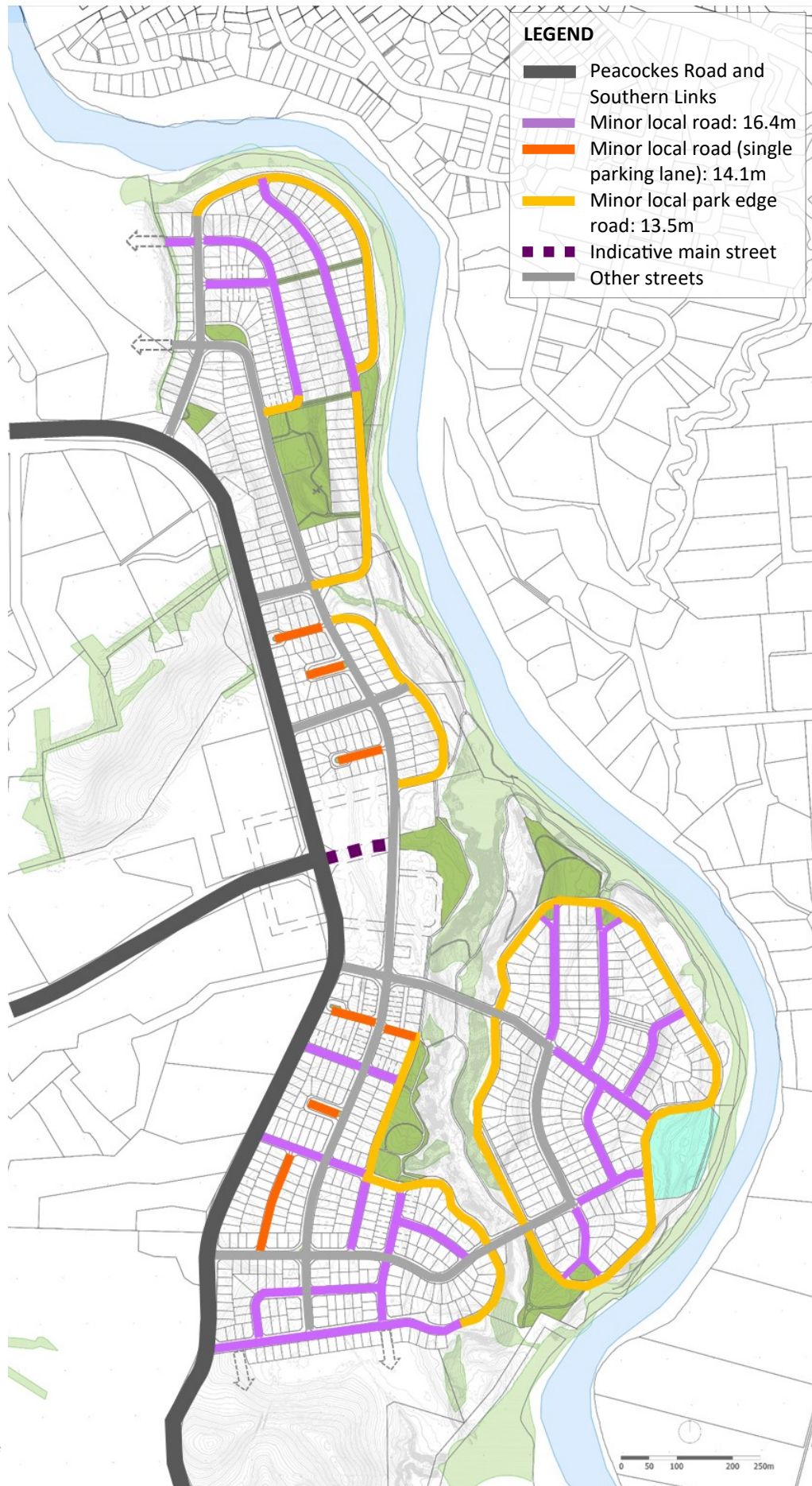
ABOVE FIG. 11-5: Cross section of Minor Local Road (parking both sides).



ABOVE FIG. 11-6: Cross section of Minor Local Road (single parking lane).



ABOVE FIG. 11-7: Typical cross section of Minor Local Park Edge Road. Note that in areas where an off-street shared path cannot be accommodated the 2m footpath is replaced by a 3m shared path.



RIGHT FIG. 11-8: Network of
Minor Local Roads.

the gully edges. As it will be a street with properties on only one side, the traffic volumes will be relatively low. The main function of this street type is to provide property access on one side and a public interface to the parks, riverbank, and gully edges on the other side.

Its overall width will be 13.5m and its cross section will comprise the following elements:

- Two 2.8m wide general travel lanes in the centre.
- One 2.9m wide parking / tree / storm water zone adjacent to the travel lanes on the side of the public open space where the storm water function is most required and no driveways will interrupt the continuity of this zone.
- A 2.0m wide footpath adjacent to the parking / tree / storm water zone on the side of public open space. In areas where an off-street shared path cannot be accommodated this footpath is replaced by a 3.0m wide path shared between pedestrians and cyclists.
- A 1.5m wide footpath adjacent to the travel lanes on the side of the properties.
- A 1.5m wide berm between the footpath and the property boundary. These berms will contain underground services.

11.5 Active Transport

Peacockes Road will accommodate a shared pedestrian and cycle route on its eastern side, passing along the frontage of the Site. This route is designed to facilitate long-distance north-south movement. The eastern part of the Site will accommodate a recreational walking and cycling route along the river, and also the edges of the gully will accommodate walking and cycling routes (refer to **Figure 11-9**). These will potentially form part of the Te Awa River Ride in the future along the Waikato River, from Ngaruawahia in the north to Karapiro in the south.

The street network has been designed to facilitate cycling on all streets. Due to the connected nature of the street network, vehicular traffic will be dispersed over the network, resulting in traffic volumes that will be low enough for safe cycling conditions on the general travel lanes mixed with vehicles. However, in order to facilitate even more convenient and safe connections between the shared path along Peacockes Road and the recreational routes along the river and the gully, on-street dedicated cycle lanes of 1.8m width are proposed on five key east-west streets (refer to **Figures 11-3** and **11-9**). For the following reasons on-street cycle lanes instead of cycle lanes on the side of the footpath are opted for:

- The subject streets will have relatively short lengths and therefore a relatively high frequency of intersections, for which complicating arrangements are required in the case of cycling along the footpath.
- Cycling will take place on the side of the parked cars where drivers expect traffic.
- Conflicts between parked cars and cycling on the footpath are avoided.

The street network has been designed to facilitate walking along all streets. All typical street cross sections will have a footpath of at least 1.5m, and in some instances 2.0 or 2.5m in width. In most cases the parking / tree / storm water zone will provide a buffer between the pedestrian and moving vehicles. Supplementing the pedestrian network along streets will be the recreational routes along the river and the gully, and the two non-vehicular pedestrian connections to Peacockes Road, all discussed above. Additionally, in the northern part of the Site there will be four midblock walkways. These will provide additional permeability through the relatively long blocks, and connectivity to and from public open spaces in locations that are too steep for a street connection. These connections have been designed as 10m wide corridors with good visibility from the street network, in order to optimise safety. Detailed design measures including lighting, vegetation, materials, and possible other furniture will have to supplement this.

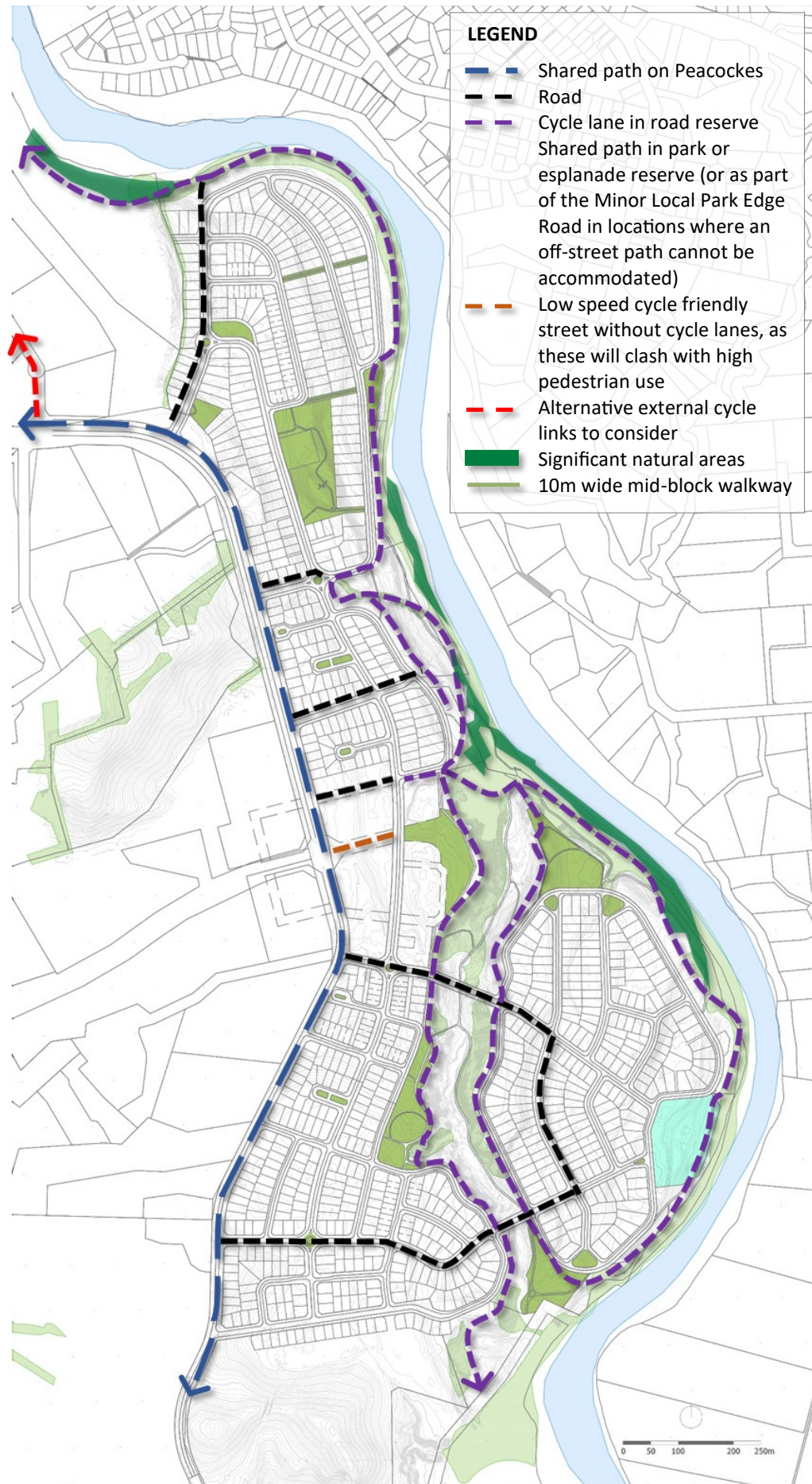
References

AMBERFIELD CONSENT APPLICATION FOR SUBDIVISION AND ASSESSMENT OF ENVIRONMENTAL EFFECTS:

- Appendix I: Integrated Transport Assessment.
- Appendix E: Landscape and Visual Assessment.

THE PEACOCKE STRUCTURE PLAN:

- Objective 3.4.1.4: Integrate movement routes with surrounding neighbourhoods.



RIGHT FIG. 11-9: Cycle network.

Balance lot concepts that are compatible with the masterplan for the main part of the Site.

SECTION 12 - BALANCE LOTS

As explained, as a result of the subdivision there will be balance lots created (refer to **Figure 12-3**). These areas have been considered at a conceptual level in order to ensure that these areas will be capable of future development. The final subdivision layouts for those areas will be developed at a later stage and will be subject to separate resource consents and more detailed design consideration.

12.1 West of Peacocks Road

This is a relatively steep parcel of land, and therefore engineering constraints will likely to a large extent influence what can happen on this land. This balance lot will likely accommodate relatively large residential lots accessed off a new road intersecting with Peacocks Road (refer to **Figure 12-1**).

12.2 South of Stubbs Road

Also this land is relatively steep, and therefore engineering constraints will likely to a large extent influence what can happen on this land. Allowance has been made in the masterplan for two future street connections from Stubbs Road into this area, while other access will be off Peacocks Road. A connected street network is likely possible as per the layout indicated (refer to **Figure 12-2**).

References:

THE PEACOCKE STRUCTURE PLAN:

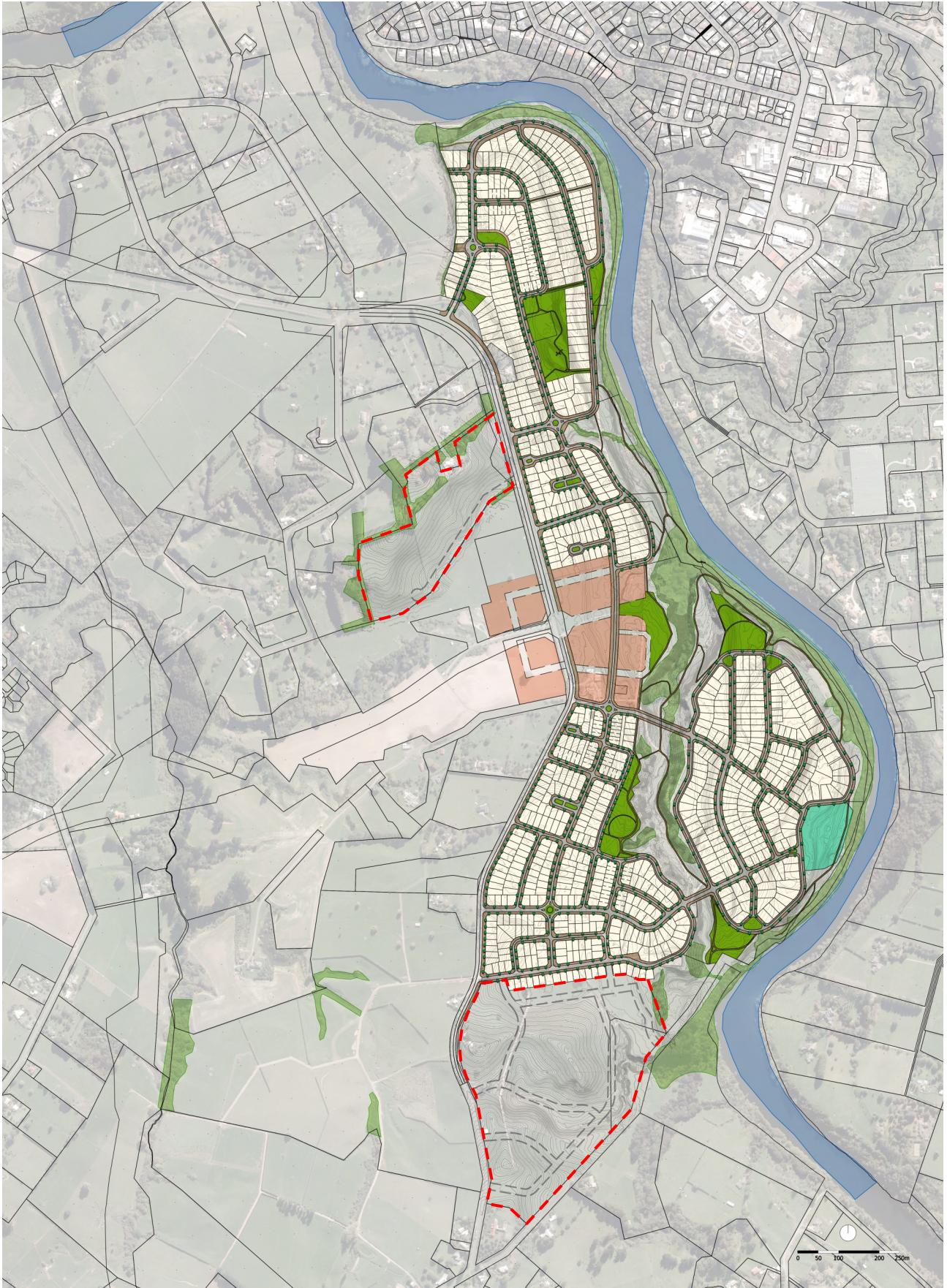
- Objective 3.4.1.10: Future-proof the Peacocke Structure Plan area.



ABOVE FIG. 12-1: Concept layout for the balance lot west of Peacocks Road.



ABOVE FIG. 12-2: Concept layout for the balance lot south of Stubbs Road.



ABOVE FIG. 12-3: Masterplan with concept layouts for the balance lots (marked in red) west of Peacockes Road and south of Stubbs Road.

A flexible strategy that can respond to market changes and minimises disturbances during construction.

SECTION 13 - STAGING

The approach to the staged development of the Site has been as follows:

- All stages will contain a mixture of lot sizes and types.
- Undertaking ongoing construction in such a way that residents of the early stages will not feel they are living on a building site, as construction access from Peacockes Road will be via routes not yet developed, instead of through newly constructed residential neighbourhoods.
- Potential to stage higher density units, as the market dictates demand.

13.1 The Indicative Staging Plan

The development of the Site will be undertaken in several stages. It is intended to commence development in the north of the Site, with the 'Island' second, and the last of the residential development adjacent to the neighbourhood centre.

It is intended that the first stage will be developed from the northern entrance street. From this street several clusters of different lot size categories located along this street or side streets can be pursued at different development speeds in order to respond to market conditions.

13.2 Adaptability

Blocks and lots have been designed with dimensions that allow for adjustments to lot sizes at a later stage, in order to respond to changing market conditions. As outlined above, this applies particularly to the component of medium density housing. Lots of 9 or 10m wide by 24m deep have been included in the masterplan design. In the subdivision application two or three of these lots have been combined into parent lots that can later be combined and possibly re-subdivided into wider lots, e.g. 12m, or conversely, narrower lots of e.g. 8m in width to allow for a row of terraces.

References:

THE PEACOCKE STRUCTURE PLAN:

- Objective 3.4.1.10: Future-proof the Peacocke Structure Plan area.
- Objective 3.4.1.14: Regenerate existing suburbs through shared amenities.

Received
PLANNING GUIDANCE
15 June 2018

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An approach that embraces Hamilton City Council's vision.

SECTION 14 - DISTRICT PLAN COMPLIANCE

Amberfield information requirements for the Urban Design Report from the Hamilton City Operative District Plan.

14.1 Relevant Information Requirement Provisions

Provision	Details	Required for application	Information location in this report or the application
APPENDIX 1.2 INFORMATION REQUIREMENTS			
1.2.1 All Applications			
1.2.1 d)	Site plan/s.	Subdivision	Sections 3.4 to 3.8.
1.2.2 Additional Information Requirements			
1.2.2.1 General			
1.2.2.1 General a) iii.	How the proposal will promote any design guidance referenced in the District Plan.	Subdivision	Sections 2.2, 3.3, 4.5, 5.9, and 13.2.
1.2.2.2 Subdivision			
1.2.2.2(b) Scheme Plan	viii. Existing trees and other vegetation proposed for retention or removal.	Subdivision	See application Appendix E: Landscape and Visual Assessment.
1.2.2.2 (c) Site Analysis (AEE)	The site analysis shall identify, and where relevant provide detail of, how the proposed subdivision addresses (avoids, remedies or mitigates) adverse effects (on and or from), or where possible enhances (the values of): viii. Reserves, parks and open space. xiii. Impacts on community facilities. xiv. Surrounding character.	Subdivision	Sections 4.3, 6 and 8.
1.2.2.2 (d) Subdivision Concept Plan	A Subdivision Concept Plan is made up of the following components, which are described further below. Context Analysis Plan Site Analysis Plan Concept Plan	Subdivision and masterplan	See the following three rows of this table.
1.2.2.2 (d) i) Context Analysis Plan	A context analysis plan identifies the constraints and opportunities within the wider site context (minimum 800m radius from the site); and helps to establish how development of the site either mitigates (constraints) or maximises (opportunities) these elements. The elements to be considered include but are not limited to: a) The wider transport network both existing and proposed, identified within the Structure Plan and Transport Corridor Hierarchy Plan (transport corridors, cycle and pedestrian routes).	Subdivision and masterplan	Sections 2, (in particular 2.6), and 3.4.

Provision	Details	Required for application	Information location in this report or the application
1.2.2.2 (d) i) <i>Context Analysis Plan</i>	b) Opportunities to connect and integrate with adjacent transport networks. c) Existing and planned: i. Open spaces, parks, and green linkages. ii. Local centres, community facilities (e.g. schools, parks), passenger transport and direct routes to these. iii. Residential areas, surrounding subdivision lot density, housing typologies or styles, parks and networks. d) Existing infrastructure and reticulated services (including overhead transmission lines), available connections and capacity. e) The form and scale of the built and natural environment. f) The amenity and character of the wider area. g) Notable natural (e.g. significant trees), heritage and cultural features. h) Landscape or landform features such as wetlands, streams, rivers, vegetation. i) Significant views and aspects.	Subdivision and masterplan	Continued, see previous page.
1.2.2.2 (d) ii) <i>Site Analysis Plan</i>	As in 1.2.2.2 (c) above.	Subdivision and masterplan	Sections 2.3, 2.4 and 3.4.
1.2.2.2 (d) iii) <i>Concept Plan</i>	The concept plan shall be prepared once the context and site analysis plans have been completed and there is a good understanding of the opportunities and constraints within the site and the wider neighbourhood. a) A subdivision concept plan shall specifically include the following information. ii. The location and dimension of public reserves. iii. The location and dimension of shared-use pedestrian/cycle accessways. iv. The intended use of each lot in the subdivision will integrate with all neighbouring sites either as already developed or as proposed in accordance with existing resource consents. b) In preparing the concept plan the assessment criteria in Appendix 1.4.1.3 shall also be considered.	Subdivision and masterplan	Sections 1.4, 3.4, 11 and 13.2. See application Appendix E: Landscape and Visual Assessment.

Provision	Details	Required for application	Information location in this report or the application
1.2.2.2 (d) iii) <i>Concept Plan</i>	c) Concept plans within the Peacocke Structure Plan Area shall be prepared in accordance with the neighbourhoods identified in Appendix 2.3. d) All concept plans shall be prepared by the applicant in consultation with Council officers as necessary and other stakeholders prior to completing detailed subdivision proposals for the resource consent. Council officers shall use the concept plan to assess the subdivision application and will as necessary require compliance with concept plan for subdivision through conditions of consent and consent notices.	Subdivision and masterplan	Continued, see previous page.
1.2.2.3 Master Plan for Peacocke Character Zone Neighbourhoods			
1.2.2.3 a) Transport Network	The Master Plan will need to outline the street pattern as well as set out the street typologies that will be used in the development, the pedestrian and cycle network and how this links with the City's/area's transport network and open space network. As part of the Master Plan a broad Integrated Transport Assessment will be required (refer to Appendix 1.2.2.14).	Required for subdivision (1.2.2.14) Addressed in 1.2.2.2(b) xxii, xxiv; 1.2.2.2(c) vii, viii, x, and within an ITA. Masterplan requirement.	Section 11. See application Appendix I: Integrated Transport Assessment.
1.2.2.3 c) Natural Environment Network	The Master Plan will need to identify the natural and ecological systems within the area and demonstrate how these areas have been either integrated into the urban design or how they are to be protected. The integration of the natural environment into the urban form has strong links to how the open space system is developed and the establishment of the land use patterns.	Subdivision (addressed in subdivision Context Analysis Plan), and masterplan	Section 7. See application Appendix G and H: Terrestrial and Freshwater Ecological Assessment.
1.2.2.3 d) Open Space Network	The Master Plan will need to demonstrate how the open space links with the natural environment, the Waikato River esplanade, the transport network, and land uses; how the pedestrian and cycle networks have been integrated into the open space network and river esplanade.	Subdivision (addressed in subdivision Context Analysis Plan), and masterplan	Sections 8, and 11.5. See application Appendix E: Landscape and Visual Assessment.
1.2.2.3 e) Land Use	The Master Plan will need to identify the location of commercial and community facilities as well as residential densities. It will need to also develop the street pattern taking into account the open space, natural environment and transport network. The street pattern will also need to take into consideration the development principles set out in the structure plan and the transport corridor hierarchies.	Subdivision and masterplan	Sections 3.4 to 3.8, 5 and 11.

Provision	Details	Required for application	Information location in this report or the application
1.2.2.3 f) Detailed Development Response	The approach proposed for the urban form of the neighbourhood will need to be developed. This will demonstrate the urban design and architectural responses to the opportunities and constraints within the neighbourhood and will need to consider the design guides set out in Appendices 1.4.1, 1.4.2 and 1.4.3.	Subdivision and masterplan	Sections 3.1 to 3.3, 5.2, 5.3, 5.7, 5.8, 5.9 and 13.2.
1.2.2.4 Landscaping Plan			
1.2.2.4 Landscaping Plan			See application Appendix E: Landscape and Visual Assessment.
1.2.2.14 Integrated Transport Assessment			
1.2.2.14 Integrated Transport Assessment			See application Appendix I: Integrated Transport Assessment.

14. 2 Appendix 1.4 Design Guides

Criteria	Details	Criteria fulfilled	Comments
APPENDIX 1.4.1 SUBDIVISION DESIGN GUIDE			
1.4.1.3 General Design Guidance			
Design Element 1: Public Interfaces	a) Public open spaces should be bounded by public transport corridors where possible (refer Figure 1.4.1a). b) Where a transport corridor boundary is not practicable, private-way boundaries with public open spaces should be provided to ensure that buildings front on to public open spaces (refer Figure 1.4.1b). c) Private ways where abutting public open spaces should ensure sightlines to the public open space via permeable fencing (see rule 15.4.6).	Yes	Public open spaces are bounded by transport corridors where possible. Each public open space has road boundaries on some edges. Please see Sections 8 and 11 of this report.
Design Element 2: Pedestrian Accessways	Pedestrian accessways should: a) Be designed in a manner consistent with CPTED principles – facilitating passive surveillance and adequate lighting where appropriate (refer Figures 1.4.1e and 1.4.1f) b) Include clear and coherent direction signs. c) Be of an easy gradient and where possible avoid the need for steps	Yes, where applicable	Passive surveillance over pedestrian accessways will be facilitated. Please see Sections 3, 4, 5 and 11 of this report for pedestrian accessways. Lighting and signage to be considered at a later stage.
Design Element 3: Public Open Spaces	a) All public open spaces should be of an appropriate size and dimensions to allow for their anticipated primary function. Land to be vested as public open space will be accepted by the Council only if it is suitable for the intended functions. b) Subdivision layout should provide, where appropriate, opportunities for connections that support the integration of pedestrian and cycling networks within and between the transport and open space networks (refer Figure 1.4.1g). c) Public open spaces should be designed in a manner consistent with CPTED principles. d) All public open spaces should: - Incorporate natural features that contribute to the functioning of ecological corridors, transport corridors and stormwater functions, where relevant. - Look to incorporate existing trees and features of interest (natural and cultural). - Provide recreational amenity . - Contribute to the development of a coherent open space network.	Yes	A range of public spaces with differing functions are integral to the masterplan. The function of each space has determined the character and presence of natural and built elements. Functions include ecological, stormwater and passive or active recreation. Opportunities for walking and cycling through and/or alongside public open spaces are provided. Paths are accessible and well-connected. Please see Sections 3.4 to 3.8, 4.2, 8 and 11.5 of this report, and application Appendix E: Landscape and Visual Assessment, which contains greater detail on open spaces.

Criteria	Details	Criteria fulfilled	Comments
Design Element 3: Public Open Spaces	v. Be easily accessible where appropriate for all aspects of the community. vi. Be provided as identified on any relevant Structure Plan. e) Walking and cycle paths should be provided where appropriate within the public open space network and should be well connected: i. Through the public open space network. ii. With adjacent streets. iii. With other open spaces, community facilities and any other likely destinations. f) The provision of public open space under high-voltage transmission lines will be considered on a case-by-case basis having regard to the appropriate use of the land. g) Neighbourhood parks should be reasonably flat and be designed and located to provide a focal point for a neighbourhood (refer Figure 1.4.1h). h) Where required, car parking should be accessible, appropriately landscaped and designed so that traffic movement can occur in a safe and efficient manner.		Continued, see previous page.
Design Element 4: Transport Network Layout	a) The proposed transport network layout should: i. Create sufficient separation distances and space to provide for safe vehicle access to and from the transport network. ii. Where possible avoid the need for direct vehicle access from allotments on to the strategic or arterial transport network. iii. Minimise local transport corridor connections to arterial or strategic transport corridors. iv. Protect, provide for and be integrated with any planned transport corridors identified in Structure Plans or by designations. v. Create an accessible, walkable neighbourhood by: Providing a highly connected network of transport corridors that enables relatively direct trips in and between neighbourhoods and to local activity points (such as shops, parks, schools and passenger transport stops). Avoiding transport infrastructure designs that disadvantage mobility impaired, pedestrians and cyclists by hindering their ability to move safely and easily.	Yes	The transport network has been designed to create a safe and efficient network for all modes of transport. It connects to the future Southern Links network, designed to accommodate future urban growth. Essential vehicular, cycle and pedestrian entrance points to the Site have been identified along Peacockes Road. There is a 'flat' hierarchy of local roads, as the high connectivity will lead to a dispersal of traffic. Rather than indicating hierarchy, the use of landscaping and lane widths indicate prioritised functions of the street according to the surrounding land use context. Please see Section 11 of this report for further detail, and application Appendix I: Integrated Transport Assessment.

Criteria	Details	Criteria fulfilled	Comments
Design Element 4: Transport Network Layout	vi. Provide links for pedestrians and cyclists and use of passenger transport for daily activities that create an attractive, friendly, efficient, connected, safe and accessible environment. vii. Enhance personal safety and perceptions of safety and minimise potential for crime, vandalism and fear. viii. Avoid large blocks as these increase the trip lengths between points reducing connectivity, accessibility and the attractiveness of walking or cycling. ix. Unless physically constrained avoid culs-de-sac and other layouts that reduce transport network connectivity. x. Provide for strong connections to existing, committed and proposed development in adjacent areas, to help with connection and integration. b) In accordance with the transport corridor hierarchy, the layout should provide a logical and legible network of connected transport corridors, these corridors should: i. Contribute to a transport network that is accessible for the whole community by maximising connections and opportunities for route and mode choice. ii. Provide local or collector transport corridors for safe property access. c) The hierarchy of transport corridors should be reinforced by incorporating design elements appropriate to the transport function and surrounding land use (guidance is available in Appendices 15-5 and 15-7). This may include using landscaping, street materials, and space allocation (e.g. carriageway widths) to signal changes in hierarchy that directs through-traffic to and along higher-order transport corridors and encourages lower speeds in residential or pedestrian-oriented environments. d) When considering layouts that connect to existing areas the effects of that connection, such as increased traffic volumes, should be compatible with the form and function of the existing transport network and the surrounding land use.		Continued, see previous page.
Design Element 5: Landscaping and Vegetation	a) Subdivision layout should seek to provide opportunities for retaining existing mature trees.	Yes	Some clusters of mature trees are to be retained. Please see application Appendix E; Landscape and Visual Assessment.

Criteria	Details	Criteria fulfilled	Comments
Design Element 5: Landscaping and Vegetation	b) Streetscape should reflect the functions and characteristics of the road type in the network with larger, uniform and more formally organised trees on major transport corridors and smaller, less-regimented variation along local streets.	Yes	The streetscape character reflects the functions and character of the street. Please see application Appendix E: Landscape and Visual Assessment.
1.4.1.4 General Residential Zone			
Design Element 1: Block and Allotment Layout and Orientation	a) Where possible blocks should be no more than two allotments deep (refer Figures 1.4.1i and 1.4.1j). b) Allotments should be orientated so that dwellings can be located in a manner where their front door and main living area face the adjacent transport corridor – rear sites should generally be avoided (refer Figure 1.4.1k). c) Block length should be limited to ensure high levels of accessibility and connectivity. d) Blocks and allotments should be designed to enable good sunlight and daylight into future dwellings. This can be achieved by: i. Aligning roads north/south and allotments east/west where possible. ii. Providing south-facing allotments with north-facing backyards for outdoor living. iii. Ensuring sunlight access to transport corridors, including the selection of trees to allow sunlight to penetrate through winter. e) Through allotments should be avoided (refer Figure 1.4.1m). f) Culs-de-sac should be avoided where possible. Where they are proposed as part of a subdivision, the applicant shall provide: i. Justification and reasons why a more integrated movement network cannot be provided. ii. How the proposal manages to achieve appropriate connectivity and accessibility. g) Where they cannot be avoided, culs-de-sac should be straight and short (unless physically constrained for example by topography, infrastructure or geotechnical factors) (refer Figure 1.4.1n). h) Where culs-de-sac cannot be avoided, they should, where appropriate, provide pedestrian and cycle links to other streets and/or open spaces at their heads to create connectivity and accessibility (refer Figure 1.4.1o)	Yes	The majority of the blocks are perimeter blocks no greater than two lots deep. There are some exceptions to this, where the topography and geometry necessitated some rear-lots and short cul-de-sacs to provide access to some lots. Block and lot orientation are designed to maximise sunlight and daylight, with roads aligned north/south, and lots east/west, where possible. The front door and main living areas are to face the street while the private backyard is located away from the street. Cul-de-sacs have been used in several blocks adjacent to Peacockes Road to obtain a balance between providing entrances to the Site off Peacockes Road and efficient use of the land. The cul-de-sacs are free of private ways. Please see Section 5 of this report.

Criteria	Details	Criteria fulfilled	Comments
Design Element 1: Block and Allotment Layout and Orientation	i) More than one private-way accessing on to a cul-de-sac should be discouraged where possible. Where this is proposed, the applicant shall provide justification and reasons showing how the proposal will achieve appropriate connectivity (including safe pedestrian access), how CPTED principles, visitor parking, emergency access and refuse collection are addressed.		Continued, see previous page.
APPENDIX 1.4.2 RESIDENTIAL DESIGN GUIDE (RESIDENTIAL AND SPECIAL CHARACTER ZONES)			
1.4.2.3 Site Size and Dimensions	a) To ensure good overall design outcomes, the site should be of an appropriate size to accommodate the proposed number of residential units and ancillary spaces, such as car parks and outdoor living areas. b) Where possible, the site should have an adequate length of transport corridor frontage to allow residential units to be oriented parallel to the transport corridor (refer Figure 1.4.2a).	Yes	Lot sizes and shapes have been designed to enable standards in the urban design guidance to be complied with. Please see Sections 5.3 to 5.9 and 11.
1.4.2.4 Interface Between Public and Private Land	a) Where appropriate, the site layout and building design should promote passive surveillance of adjoining or adjacent public spaces (including transport corridors). b) To achieve this, the following aspects need to be considered: Where possible, ensure units have a public front and a more private side or rear. Promote a clear definition between public, semi-private and private spaces through the use of design features which may include low boundary walls and landscaping as appropriate. Avoid bland, featureless elevations, high blank walls and non-permeable fencing. Where possible, orientate habitable rooms, balconies and entrances towards the public space (including transport corridors - refer Figure 1.4.2b, c and d).	Yes	The lot layout, dwelling design and urban design guidance ensure passive surveillance from the majority of lots. Please see Sections 5.3, 5.8 and 5.9.
1.4.2.5 Building Orientation and Siting	a) Buildings should be oriented and located to allow adequate daylight and sunlight to reach principal living rooms and outdoor spaces. b) Buildings should be positioned to minimise overshadowing of adjoining buildings or private outdoor spaces. c) Buildings should be oriented, sited and designed to accommodate outdoor living areas, service areas and storage areas as well as permeable surfaces.	Yes	The urban design guidance in Section 5.9 includes building orientation and density and refers to this section, and further guidance.

Criteria	Details	Criteria fulfilled	Comments
1.4.2.6 Access, Garages and Parking	a) Where possible, garages and car parking should not dominate the frontage and should be located to the side or rear of the building to reduce visual impact (refer Figure 1.4.2e). b) When locating garages and outdoor parking spaces, consideration should be given to safety for users. c) Where possible, driveways should not be located side by side. Preferably use shared driveways to serve more than one residential unit. d) The design of the vehicle entry and exit to the site should ensure safety for the residents and pedestrians and the safe and efficient operation of the transport network. e) The design and landscaping of car parks should contribute to the amenity of the development and the safety of users.	Yes	The urban design guidance in Section 5.9 includes access, garages and parking and refers to this section, as well as further standards and guidance. See application Appendix E: Landscape and Visual Assessment and Appendix I: Integrated Transport Assessment.
1.4.2.7 External Appearance	a) When viewed from any transport corridor or public open space, buildings should be designed to create visual interest through appropriate modulation, articulation, and architectural expression (refer Figure 1.4.2f). b) Features such as balconies, canopies, porches, bay windows, dormers and pediments can also be used to break up continuous building mass and large roof forms. c) Height should not exceed the relevant District Plan standard unless the particular design will: i. Contribute to identity and local character. ii. Add interest. iii. Where appropriate, create local landmarks. d) Where similar buildings are grouped or joined together, visual interest should be promoted through high quality architectural design, including the use of varying design features, e.g. roof form, canopies, porches, balconies, windows, colour and materials.	Yes	The urban design guidance in Section 5.9 includes external appearance and refers to this section.
1.4.2.8 Private Outdoor Living Areas	a) Private or communal outdoor living areas should be located either to the north, east or west of the residential unit, readily accessible from a living area within the residential unit (refer Figure 1.4.2g). The private outdoor living area may be at ground level or an upper-storey balcony.	Yes	The urban design guidance in Section 5.9 includes access, garages and parking and refers to this section, as well as further standards.

Criteria	Details	Criteria fulfilled	Comments
1.4.2.8 Private Outdoor Living Areas	b) Outdoor living areas should be sited and designed to ensure safe use. c) Outdoor living areas should be of appropriate size and dimensions to suit both occupancy and residential unit type. Regard should be given to available shared outdoor space (for multi-unit development) and the proximity of the site to a public open space. d) Outdoor living areas should be should be located and designed to achieve an adequate level of visual privacy, protected from being overlooked from windows and private outdoor living areas of adjacent residential units. Responses could include: i. The shape and position of buildings, spaces and windows. ii. Varying levels. iii. Separation distance. iv. Screening such as hedges. v. Offset and high sill windows. vi. Opaque glass.		Continued, see previous page.
1.4.2.9 Landscaping and Vegetation	a) Where possible, existing mature trees should be retained where they contribute to site amenity. b) Landscaping and vegetation should complement the layout of the site and the buildings	Yes	The urban design guidance in Section 5.9 includes landscaping and vegetation and refers to this section, as well as further standards. See application Appendix E: Landscape and Visual Assessment.
1.4.2.10 Acoustic Amenity	a) Attached dwellings should be designed to minimise sound transmission between residential units. b) Noise-producing activities such as driveways and/or car parks should be separated from bedroom windows of adjacent residential units. c) Residential units should be designed with appropriate acoustic treatment to maintain residential amenity.	Yes	The urban design guidance in Section 5.9 includes acoustic amenity and refers to this section.
1.4.2.11 Service Areas	a) Outdoor service areas should be provided for solid waste and recycling storage without creating adverse visual, noise or odour effects for residents or neighbours. b) The waste and recycling storage in outdoor service areas should be easily accessible for residents and collection agencies.	Yes	The urban design guidance in Section 5.9 includes service areas and refers to this section, as well as further standards.
1.4.2.12 Water Efficiency	a) Water-sensitive techniques should be used where possible.	Yes	The urban design guidance in Section 5.9 includes water efficiency and refers to this section.

Criteria	Details	Criteria fulfilled	Comments
1.4.2.12 Water Efficiency	b) Sites should ensure a sufficient area of permeable surface to manage the volume of stormwater entering the reticulated system (e.g. through stormwater collection and detention); or be able to provide alternative stormwater solutions. c) Landscaping should be used to minimise and control the impacts of stormwater run-off. This could be through use of vegetation filtration techniques (e.g. swales and rain gardens, refer Figures 1.4.2h and 1.4.2i) and choosing appropriate plant species. d) The reuse of water including grey water should be considered and adopted where appropriate. (Also see Waikato Regional Council requirements.)		Continued, see previous page. See Section 9.1 and application Appendix E: Landscape and Visual Assessment.
1.4.2.13 Integrated Residential Developments	In addition to the above design guidelines, the following should be considered when preparing and assessing a resource consent application for an integrated residential development: a) Developments should be designed to minimise adverse impacts on neighbouring sites, the streetscape and the character of the area. b) This includes, where applicable, consideration of building height and the impact on views and vistas to and from the site and the natural landform. c) The built form should be residential in nature and scale and where possible avoid excessive repetition of architectural styles. d) As much as possible, developments should have a unique identity and sense of place whilst respecting the character of the surrounding context. e) Developments should be designed in a way that provides an appropriate level of on-site amenity through the use of landscaping and communal open space, building placement and maintenance of privacy. f) Access arrangements should be carefully considered, including the provision of rear access lanes and ensuring garages do not visually dominate. g) Developments should ensure an integrated service space is provided and that it is easily accessible.	N/A	Not applicable in the subdivision application.

Criteria	Details	Criteria fulfilled	Comments
APPENDIX 1.4.3 MEDIUM-DENSITY RESIDENTIAL DESIGN GUIDELINES			
NOTE: The subdivision application does not include lots that will be developed at medium density, but the masterplan envisages this in locations specifically earmarked. There are parent lots which can be further subdivided in several ways which can meet the medium density guidelines below. Specific boundaries have not been prescribed, and these further application to subdivide the parent lots will need to be assessed against this criteria at this time.			
1.4.3.3 Site Coverage	a) Site coverage: up to 50%.	N/A at this stage	
1.4.3.4 Permeable Surfaces	a) Net site permeability: at least 20% of the net site area. The front yard requirements are to be included in this percentage. b) Front sites only: Permeability forward of the building line of the dwelling planted in grass, shrubs and trees: at least 50%.	N/A at this stage	
1.4.3.5 Building Height	a) Height of buildings: up to 12.5m.	N/A at this stage	
1.4.3.6 Building Setbacks	Building setback from: a) Transport corridor boundary – local and collector transport corridors: minimum distance 3m. b) Transport corridor boundary – arterial transport corridors Except that any garage or carport facing the transport corridor should be set back a minimum of 8m: minimum distance 5m. c) Waikato Expressway (Designation E90 and E90a): minimum distance of: i. 35m from the designation boundary, or ii. 40m from the actual carriageway edge of the Waikato Expressway if: 1. The location of the carriageway within the designation corridor of the Waikato Expressway has been confirmed in writing by the Requiring Authority, or 2. Construction is underway or completed. d) Boundary of a Comprehensive Development Area or zone boundary: minimum distance 1.5m.	N/A at this stage	
1.4.3.7 Water Management	a) Rainwater storage devices for the supply of non-potable water for outdoor use and indoor toilets, and for the purpose of stormwater soakage or detention, should be provided.	N/A at this stage	
1.4.3.8 Interface Between Public and Private	a) The front wall of all accessory buildings that are detached (including carports and garages) and an integral part of the design and construction of the dwelling, should be: i. Located no further forward of the front building line of the dwelling than 0.5m if the garage door is to face the street; ii. Located forward of the front line of the dwelling (but not encroaching into the front setback) by no more than 8m if the garage door is 90 degrees to the street;	N/A at this stage	

Criteria	Details	Criteria fulfilled	Comments												
1.4.3.8 Interface Between Public and Private	b) At least one principal room should have a clear-glazed window facing the street. For corner sites and sites with two transport corridor frontages, this is required only on the transport corridor frontage from which vehicular access is provided.	N/A at this stage													
1.4.3.9 Fences	a) All fences should have a maximum height of 1.8m except for those adjoining an open space zone (refer to 15.4.6).	N/A at this stage													
1.4.3.10 Residential Buildings – Separation and Privacy	a) Residential buildings should maintain an appropriate set back from the nearest part of any other residential building, except: i. No separation is required between buildings that are attached. ii. Where windows are located and designed (including by glazing) to avoid views between rooms in different buildings, the separation distance could be reduced. b) To ensure privacy, any balcony at upper-floor level should be appropriately set back from adjacent residential buildings. This does not apply along a transport corridor, access way, right-of-way, private way, access lot, or entrance strip less than 6m wide.	N/A at this stage													
1.4.3.11 Outdoor Living Area	a) Each residential unit, except for when a communal area is provided, should be provided with an outdoor living area that is: i. For the exclusive use of each residential unit. ii. Readily accessible from a living area inside the residential unit. iii. Free of driveways, manoeuvring areas, parking spaces, accessory buildings and service areas. iv. Located on a side of the residential unit which faces north, east or west. b) Outdoor living areas for residential units to have areas and dimensions as follows. <table><tr><th>Residential Units</th><th>Outdoor living area per unit</th><th>Shape</th></tr><tr><td>i. Single dwellings, duplex dwellings and dwellings in comprehensive residential developments</td><td>40m²</td><td>Capable of containing a 6m-diameter circle</td></tr><tr><td>ii. Ancillary residential units</td><td>12m²</td><td>No dimension less than 2.5m</td></tr><tr><td>iii. Apartments</td><td>12m²</td><td>No dimension less than 2.5m</td></tr></table>	Residential Units	Outdoor living area per unit	Shape	i. Single dwellings, duplex dwellings and dwellings in comprehensive residential developments	40m ²	Capable of containing a 6m-diameter circle	ii. Ancillary residential units	12m ²	No dimension less than 2.5m	iii. Apartments	12m ²	No dimension less than 2.5m	N/A at this stage	
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Criteria	Details	Criteria fulfilled	Comments										
1.4.3.11 Outdoor Living Area	c) The outdoor living area for an ancillary residential unit should be separate from the outdoor living area provided for the principal residential unit. Note 1. Any communal open space is optional and is additional to the above provisions.	N/A at this stage											
1.4.3.12 Service Areas	<table><tr><th>Description</th><th>Minimum Requirements</th></tr><tr><td>a) Single dwellings, duplex dwellings and dwellings in comprehensive residential developments</td><td>20m² Minimum dimension 3m</td></tr><tr><td>b) Service area per ancillary residential unit</td><td>Additional 10m² Minimum dimension 2.5m</td></tr><tr><td>c) Apartments</td><td>10m² Minimum dimension 2.5m</td></tr><tr><td>d) All service areas</td><td>Readily accessible from each residential unit Not visible from a public place</td></tr></table>	Description	Minimum Requirements	a) Single dwellings, duplex dwellings and dwellings in comprehensive residential developments	20m ² Minimum dimension 3m	b) Service area per ancillary residential unit	Additional 10m ² Minimum dimension 2.5m	c) Apartments	10m ² Minimum dimension 2.5m	d) All service areas	Readily accessible from each residential unit Not visible from a public place	N/A at this stage	
Description	Minimum Requirements												
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PLANNING GUIDANCE
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APPENDIX

A Urban Design Panel's Feedback



HAMILTON URBAN DESIGN ADVISORY PANEL

Meeting Date: 14 March 2018
 Project: Masterplan
 Client: Adare Company Ltd
 Architects: Urbanism +
 Client Team: Andrew Duncan (SPSL); Wayne Bredemeijer (Urbanism Plus); Ben Clark (Boffa Miskell); Ben Inger (Harrison Grierson); Matt Peacocke (Boffa Miskell); Brooke Foley (Boffa Miskell)

Apologies from Kobus Mentz (Urbanism Plus) and Rachel de Lambert (Boffa Miskell)

UDP Members: Les Matthews (Chair); Steve King; Michael Graham; Chris Dawson; Adrian Morton
 Others Present: Colin Hattingh; Gillian Cockerell

Background:

The Adare Company Ltd, a private entity, owns a significant area of land within Stage 2 of the Peacocke Structure Plan area. They are intending to complete a subdivision consent process for some 100 Ha of their land sited between Peacockes Rd and the Waikato River. The development will provide for some 1000 households of mixed density residential and a retail/commercial centre. The design team are particularly focussed on urban/open space/cultural and city/river relationships to create a quality place and thriving community.

GENERAL COMMENTS	
The panel thanks the applicant for bringing this project, noting that this is a significant proposal for the city as a whole.	
The panel also commends the applicant for a well prepared and comprehensive submission, which addressed the key VISTA issues of connectivity and access, sense of place, public space, lifestyle and sustainability.	
The panel particularly appreciated the clearly articulated vision, and the well-considered and sensitive design response. The proposed layout is closely linked to the site's natural and cultural features - where landform is clearly a strong design prompt – skillfully overlaid with a mix of open spaces, vehicular, cycle and pedestrian networks, and a range of building typologies.	
The panel appreciates the opportunity to review the project at this early stage. As the design is a work in progress, there are still some aspects and details that haven't yet been fleshed out.	
RECOMMENDATIONS	
The panel is keen to support this project and to assist by offering suggestions for consideration in further stages of design development, namely:	
It would be good to determine the position and layout of the proposed higher density housing - and the relationship of this to public space – at an early stage to safeguard the vision for the wider development.	
It would help to have design parameters/guidelines defined not only for the housing typologies but for the development of the streetscape interface as well. Clearly expressed and well-implemented design management (such as through a design panel) is essential to achieve consistent residential design quality.	



▪ Parking for residents and visitors alike needs to be accommodated in various ways. When considering further detail of the street parking, the park-edge road would appear to offer potential without impacting the design intent of the site/road arrangement.
▪ In developing the design for streetscapes and shared spaces, some further consideration should be given to how the pedestrian and cycle facilities are prioritised - particularly between street types and on the local road junctions. Design development should also show how stormwater management or swales are actually integrated into the street environment, so that pavement layouts, entrances to streets, and planting can be organised at the finer grain to create a practical, legible and safe environment.
▪ Further design development of communal elements such as the playing fields, communal garden area and the cycle and pedestrian paths should include consideration of how these spaces will be managed and maintained; and it is understood that that there is ongoing consultation with HCC in this respect. The panel would support the argument for HCC maintaining these types of community assets.
▪ Further detail in relation to the Archaeological Reserve would be good to show how this space will be designed and managed. Beyond grass with interpretation boards, this space needs further thought to provide an interesting and culturally significant public space, contributing to the character and identity of the area.

Please note that the above comments are advisory only and do not constitute a decision by Council. Recommendations from the panel will be incorporated into the officer's planning report, where applicable. All information before the panel is deemed to be confidential unless it is already part of the resource consent process.



REPORT PRODUCTION

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