

HAMILTON WEST TOWN BELT MASTERPLAN

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EXECUTIVE SUMMARY

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

At 54 hectares and 3km in length, the West Town Belt (WTB) is one of Hamilton's largest continuous open spaces.

The WTB has a range of open space functions, including for active and passive recreation, community use, elite sports and sports tourism as well as heritage sites such as the Hamilton West Cemetery. It includes a range of open space environments ranging from the wild, natural Waitawhiriwhiri Gully to highly maintained rugby fields, from intimate, leafy parks to large open spaces.

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

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

- Create a place for people to enjoy;
- 'Stitch' the WTB back together;
- Capitalise on the existing open spaces values;
- Ensure that the WTB is a fit for purpose open space in the face of future demand and growth in Hamilton;
- Improve integration across the entire WTB.

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

- **Creating the Loop:** Makes the connection between the WTB and the rest of Hamilton City.
- **Greening the Belt:** Strengthens the environmental values.
- **Connecting the Belt:** Focuses on creating physical and visual connections across the WTB.
- **Strengthening Cultural Activities:** Embraces and enhances the diverse cultural activities and key destinations in the area.
- **Diversifying Uses:** Provides opportunities for a wide range of formal and informal recreation and community uses over time.

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

Due to the size, scale and complex nature of the WTB, the masterplan also outlines nine character areas within the WTB which provide a focus for more specific future developments. Each character area has a set of desired outcomes and specific open space and streetscape projects which could be undertaken to achieve the overall vision. These projects would be further refined through Council's future budgeting and planning processes.

**THE HAMILTON WEST TOWN BELT:
A DYNAMIC, CONNECTED
AND TREASURED INNER-CITY
DESTINATION FOR EVERYONE**



1.0 INTRODUCTION & BACKGROUND

1.1 PURPOSE OF THE WTB MASTERPLAN

The WTB Masterplan establishes a 30-year vision for the future of this highly valued open space.

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

The purpose of the WTB Masterplan is to:

- Present a clear and compelling long-term vision for the future of the WTB over the next 30 years, reflecting the values of the community and enhancing its use and enjoyment.
- Consider the WTB in an integrated manner and provide a comprehensive framework to inform future decision-making and ensure development is planned in a coordinated manner.
- Integrate outcomes by unifying all transport, public realm, civic projects and environmental outcomes into a comprehensive plan to guide and prioritise implementation of specific projects.

The WTB should be monitored, reviewed and updated as required to ensure it remains current and appropriately informs decisions made by the community and decision makers.

1.2 WHAT IS A MASTERPLAN?

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

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

Masterplans are documents that:

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

1.3 HOW HAS THE MASTERPLAN BEEN DEVELOPED?

The Masterplan has been informed by:

- Review of previous and existing planning, project and policy work relevant to the WTB site and surrounding areas.
- Site analysis, including site walkovers.
- Alignment with best practice landscape architecture, planning and urban design practice.
- Engagement and consultation with the community.

Engagement and Consultation

The engagement and consultation process has been a key component of developing the Masterplan - it has helped us understand what matters most to people and how these qualities can be preserved and enhanced for the future.

As depicted by **Figure 1**, engagement and consultation with the community will continue to be fundamental in the delivery of the Masterplan projects.

The engagement process has been organised into two distinct phases:

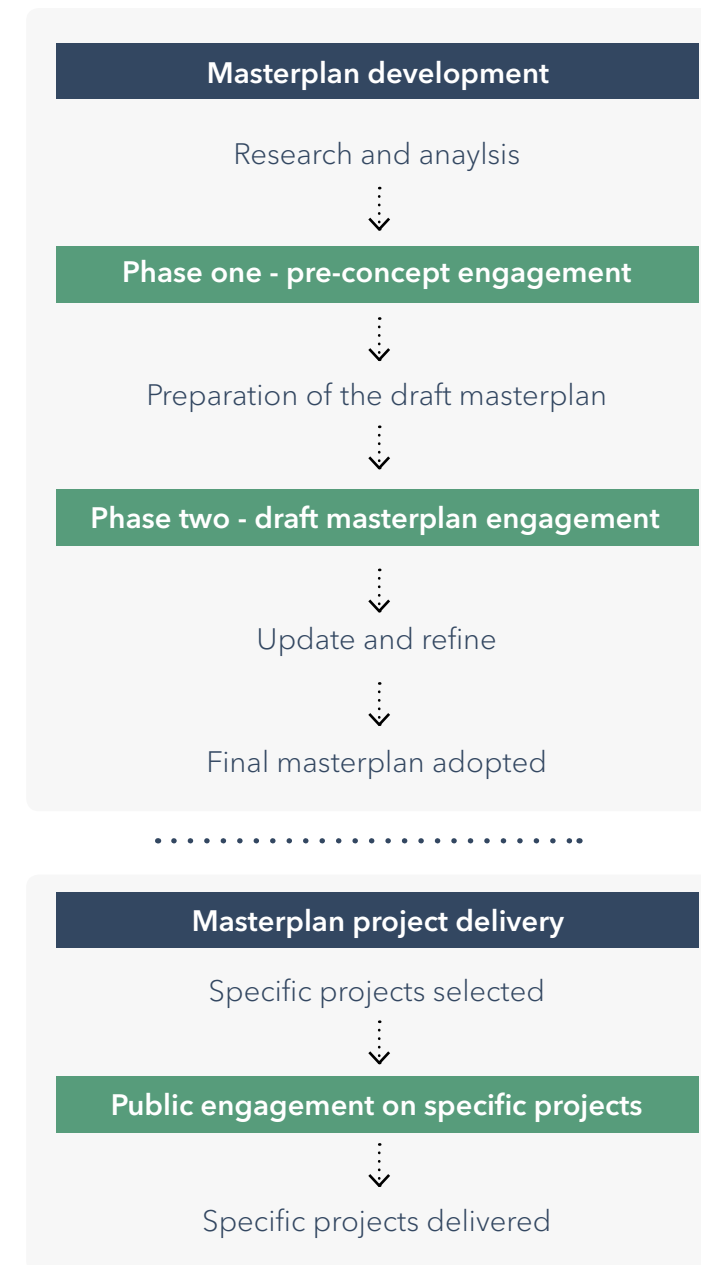
- **Phase One - Pre-concept engagement:** to gauge the community's interest in the WTB and ensure that the key concerns and desires were expressed and shared prior to developing a design for the WTB.
- **Phase Two - Public Consultation*:** sharing the draft concept design to gather feedback to inform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

Using the International Association for Public Participation Spectrum of Participation as a reference, people we have engaged with fall into three distinct groups with corresponding levels of engagement:

- Project partners (including mana whenua);
- Key stakeholders;
- Community stakeholders; and
- The wider community.

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

Figure 1: Community engagement opportunities in the preparation and delivery of the masterplan. Opportunities in green



INTERNATIONAL ASSOCIATION FOR PUBLIC PARTICIPATION SPECTRUM OF PARTICIPATION

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

2.0 UNDERSTANDING THE WEST TOWN BELT

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

Section 2 provides an overview of the entire WTB - its existing use, historical context and future influences

2.1 LOCATION

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

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

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

2.2 MASTERPLAN AREA

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

The Masterplan includes:

- **Adjoining road reserve**
The function and design of the surrounding roads affect access to, from and within the WTB. By extending the site to include the road, we can ensure that future transport projects consider the Masterplan and vice versa.
- **Hamilton Girls' High School**
Whilst a designated Ministry of Education site, Hamilton Girls' High School has been included in the Masterplan because it links the Hamilton Lake Domain with the WTB. Any future projects on the Hamilton Girls' High School grounds that may have an impact on the public realm are captured in the Masterplan.



2.3 HAMILTON CITY CONTEXT

The WTB is an important part of the broader open space network given its size and location to the central city. The masterplan provides an opportunity to give effect to a broad range of Council plans and strategies, help to address the needs of future growth and work with public realm investment

Council strategies

Open Space Plan 2013

Hamilton has a land area of 11,080 ha and approximately 10% of this is public open space administered by the Council. Hamilton's Open Space Plan 2013 guides the 50-year strategic direction for all of the city's parks and open spaces and has a vision that "Our open space network connects communities and is valued by our people".

This Plan and vision sets the parameters for the WTB Masterplan.

Refer to **Appendix One** for the Open Space Plan's vision, principles, goals and priorities.

Access Hamilton

Locally, Access Hamilton is Hamilton City's transport strategy. It has three areas of focus which are Transport Choice, Accommodating Growth, and Safety. For the WTB, these objectives support the mode shift from private vehicle use towards public transport, biking and walking.

Biking Plan 2015 -2045

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

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

The Biking Plan also sets out specific network plan, design standards actions and key projects that the masterplan can draw on.

Local Indigenous Biodiversity Strategy (LIBS)

The size, scale and urban context of the WTB provides an significant opportunity to contribute towards ecological outcomes for Hamilton and the Waikato River. In particular, the LIBS goal of achieving 10% habitat cover across Hamilton to improve ecological functions and resilience within urban areas.

Other relevant HCC strategies that will inform the Masterplan:

- Play Strategy 2019
- Hamilton Age Friendly Plan 2018
- Disability Policy and Action Plan 2016
- Hamilton Central City Safety Strategy 2018 to 2020.

Future trends

Residential growth across Hamilton and investment in the central city will impact the WTB over the next 30 years. More people means more and/or better quality open space is needed.

Activities and the movement of people around the edge of the WTB inform the number of people using the open space, how they move to and through it, and the activities they participate in.

Population growth

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

In the central city, the residential population is projected to increase by approximately 27% in the next 30 years. Anticipated population growth is reflected and enabled in the Operative Hamilton City District Plan which identifies high density residential throughout the city centre and along the edges of Frankton.

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

Central city investment

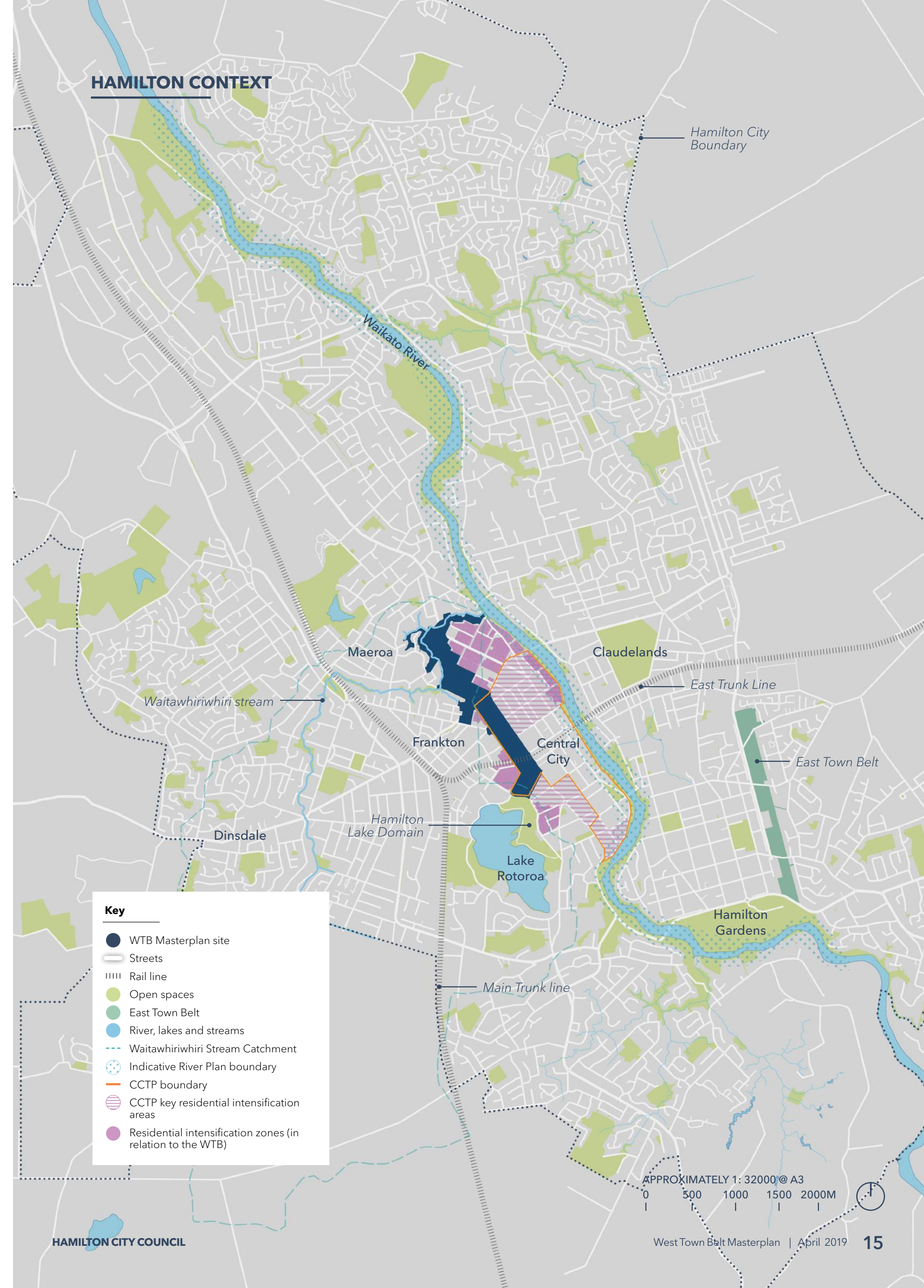
Overall investment and residential intensification in the central city is being supported by a number of plans, in particular the Central City Transformation Plan (CCTP) and The River Plan.

Investment in both public and private projects aim to attract more people into the city centre to live and work which increases the dependence on close, accessible open space to meet recreation and amenity needs.

In relation to the WTB, both plans aim to enhance connections between the river and city centre and WTB via the street and open space network. The CCTP specifically identifies the need to plan and install a playground or skate-park located in or near the WTB (an intent is also supported by the Frankton Neighbourhood Plan).

MASTERPLAN OPPORTUNITIES

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



2.4 HISTORICAL CONTEXT

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

Heritage items, places and spaces provide meaningful links to our past and have a significant role to play in the Hamilton's future. Revealing and celebrating the site's heritage helps us to value and treasure the WTB.

Maaori history

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

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

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

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

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

In 1922, Frankton Borough Council declared the site and neighbouring area (now Beetham Park) for use as the Hamilton West Public rubbish dump (now known as the Willoughby Street Closed Landfill). Waharoa Te Puke and the elders of

Ngati Wairere exhumed the burial grounds and transferred the remains to Taupiri Maunga /mountain.

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

Colonial history onwards

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

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

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

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

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

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

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

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

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

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

The influence of sport on the WTB

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

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

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

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

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

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

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

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

The influence of the arts on the WTB

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

passed a resolution stating the theatre demolished if the new Regional Theatre in Victoria St is built.

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

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

Park names

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

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

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

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

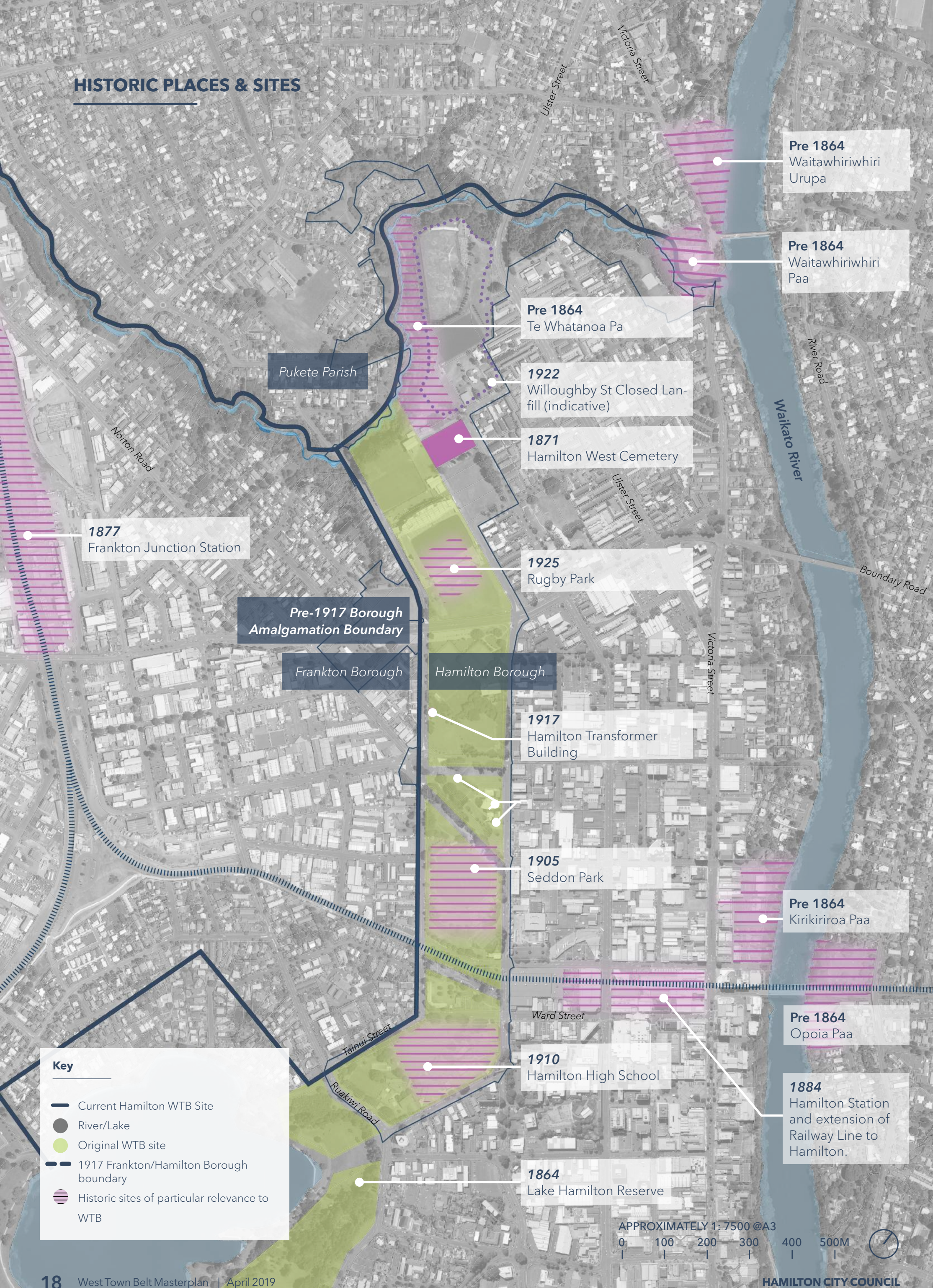
Boyes Park - Named after Mr G. Boyes, Secretary of the former Domain Board.

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

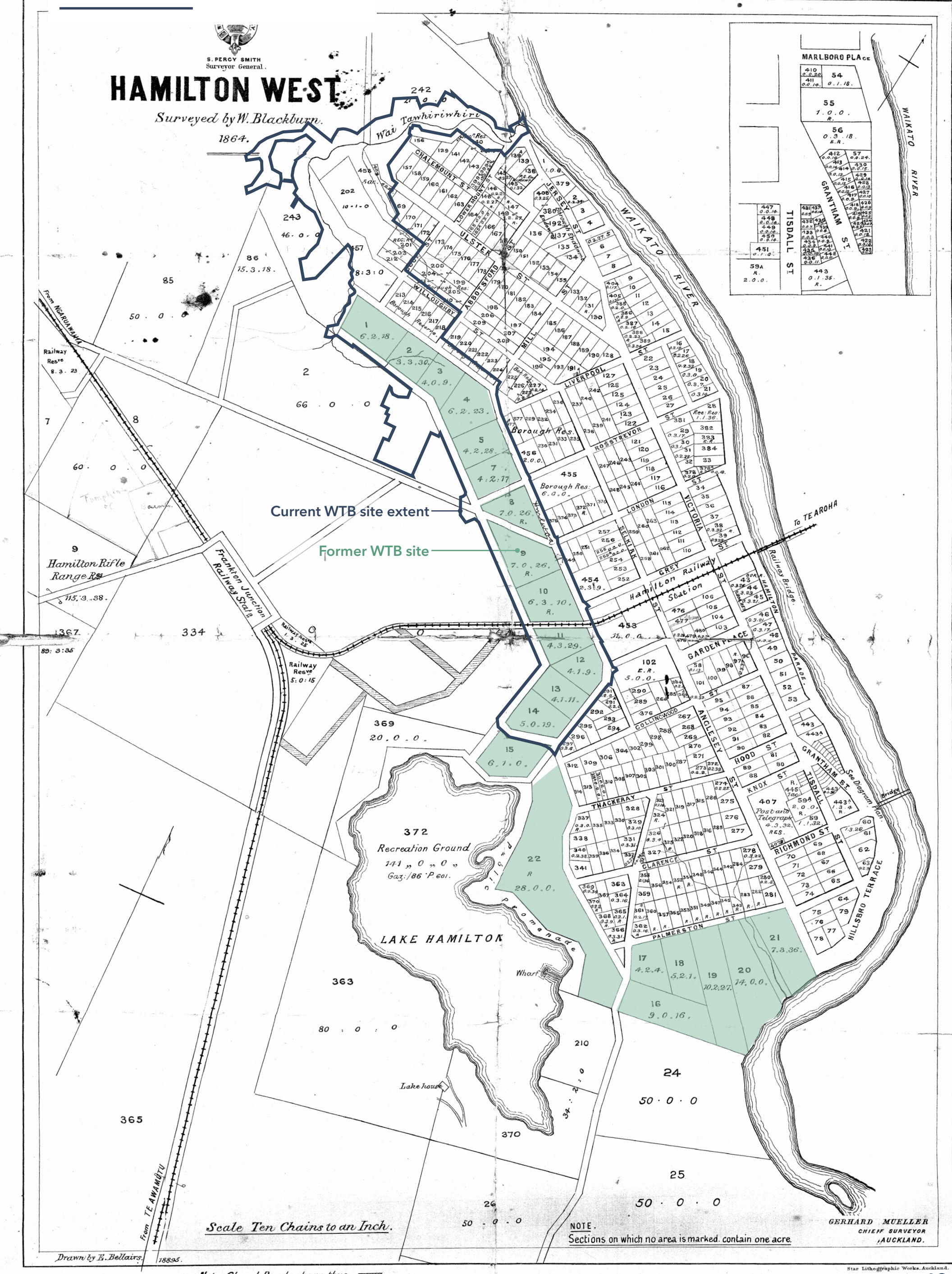
MASTERPLAN OPPORTUNITIES

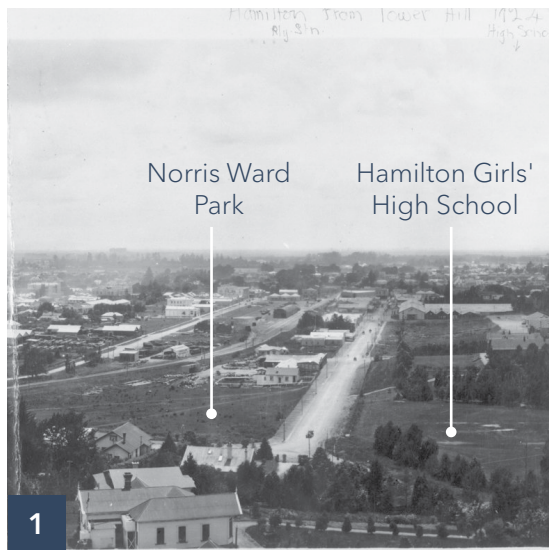
- Elevate the intrinsic value and significance of the long and diverse history of the WTB heritage buildings, structures, sites and stories into the Masterplan.
- Explore opportunities to sensitively reveal, explain, and where appropriate, celebrate the multi-layered history of the WTB.
- Utilise the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

HISTORIC PLACES & SITES



1864 HAMILTON SURVEY PLAN





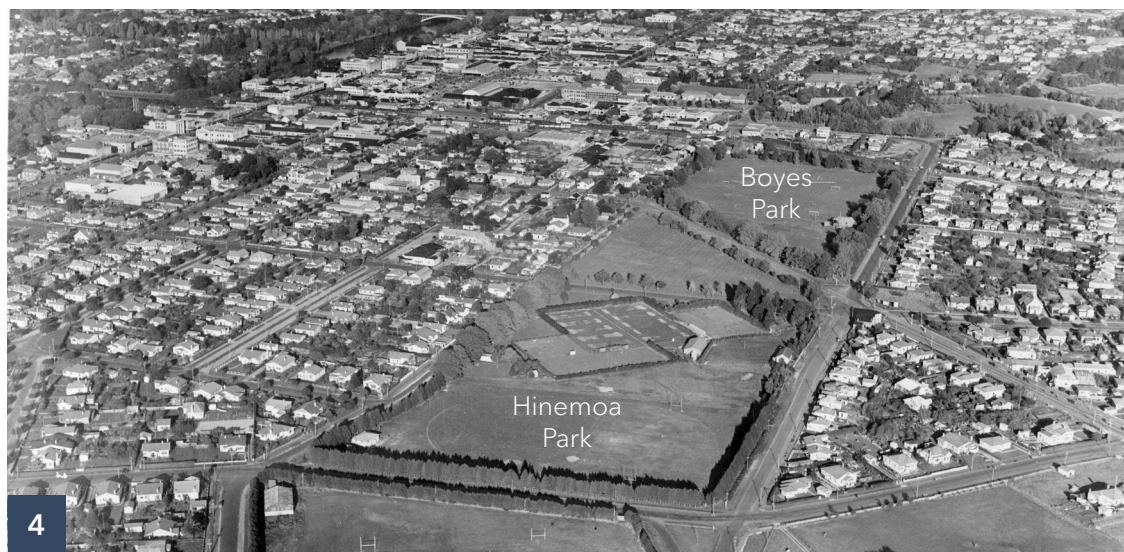
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1. Looking east along Ward St. The Hamilton Borough Council had begun to establish its works depot on Norris Ward Park, 1924.

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

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

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

5. Redevelopment of Seddon Park, 1953.

6. Springbok Tour protests, 1981

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

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

2.5 MANA WHENUA VALUES

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

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

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

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

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

Rangatiratanga

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

Kaitiakitanga

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

Manaakitanga

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

Wairuatanga

The immutable spiritual connection between people and their environments.

Kotahitanga

Unity, cohesion and collaboration.

Whanaungatanga

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

Matauranga

Maaori / Mana whenua knowledge and understanding.

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

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

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

2.6 ANALYSIS: OPEN SPACE

Understanding the purpose of the WTB and auditing the existing open space infrastructure and functions helps to paint a picture of what is working well for the WTB and what is missing.

WTB purpose

Operative District Plan

The WTB is zoned Open Space, including Sports & Recreation, Neighbourhood and Natural Open Space zones. The stadia sites are zoned Major Facilities, reflecting their associated commercial uses.

Reserves Act and Reserve Management Plans

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

Overall purpose

At 54ha and located next to the city centre, the WTB provides an important open space function as it:

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

Open space character

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

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

Land allocation

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

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



Open space buildings and assets

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

Buildings

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

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

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

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

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

Infrastructure

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

Parking

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

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

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

The exception to this is the parking on the former Passing Red site on Fraser Tech Park and Hinemoa Park. Public parking on

Passing Red site is an unplanned activity that occurred after the V8 Super car event when it was decided that removing the parking pad and returning to its underlying open space purpose was cost prohibitive.

Paths and access

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

Park assets and facilities

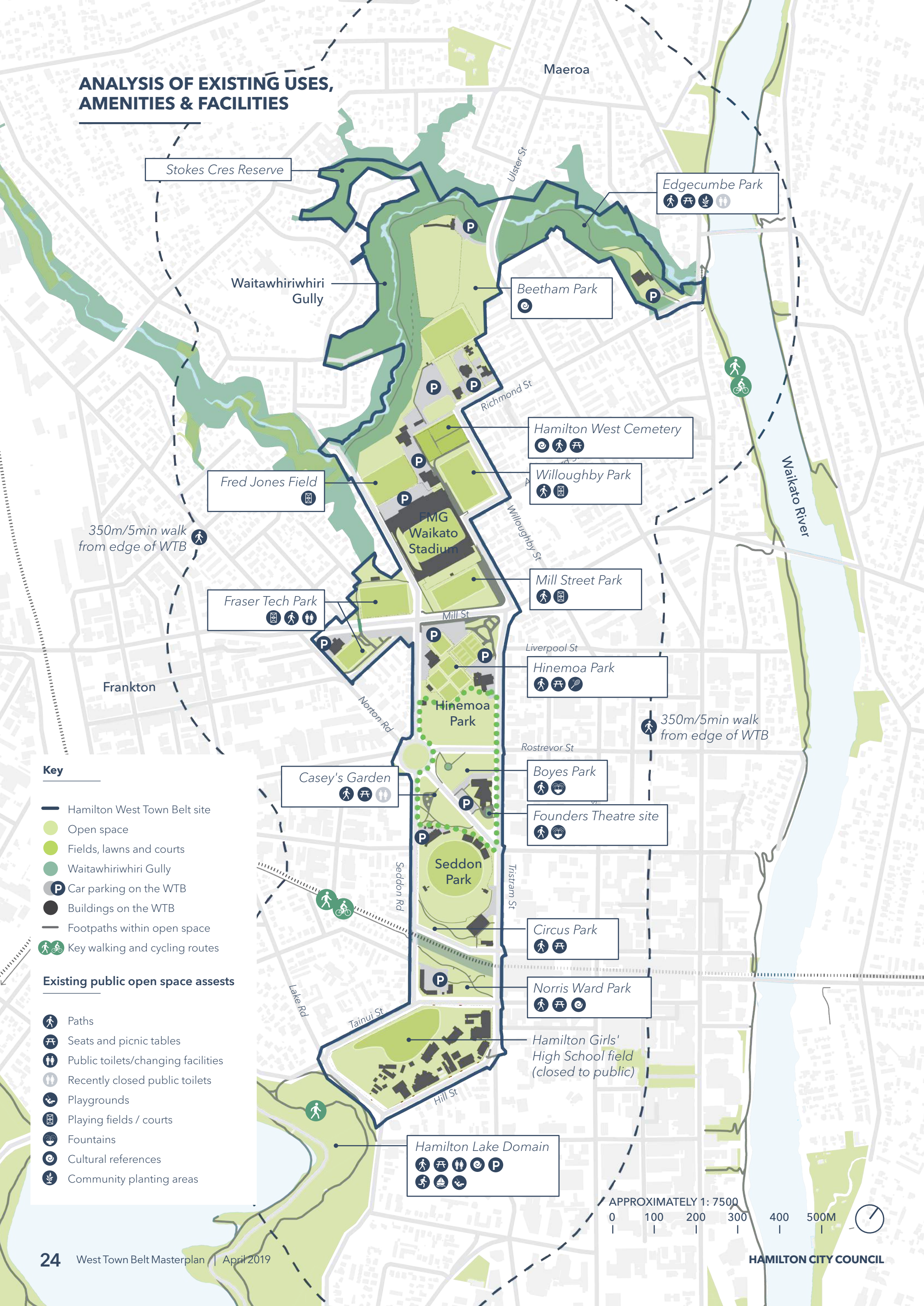
Park assets and facilities within the WTB include sports facilities such as tennis courts and fencing, furnishings such as park benches, rubbish bins and bollards as well as other features such as lighting and signage.

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

MASTERPLAN OPPORTUNITIES

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

ANALYSIS OF EXISTING USES, AMENITIES & FACILITIES



- Key**
- Hamilton West Town Belt site
 - Open space
 - Fields, lawns and courts
 - Waitawhiriwhiri Gully
 - Car parking on the WTB
 - Buildings on the WTB
 - Footpaths within open space
 - Key walking and cycling routes
- Existing public open space assets**
- Paths
 - Seats and picnic tables
 - Public toilets/changing facilities
 - Recently closed public toilets
 - Playgrounds
 - Playing fields / courts
 - Fountains
 - Cultural references
 - Community planting areas



1-3. The varied open space character across the WTB (L-R, Boyes, Edgcombe and Hinemoa Parks)
 4-6. Infrastructure on the WTB (L-R, The Main Trunk Line along Norris Ward Park, utility boxes along Tristram St, WEL Network building viewed from Circus Park)
 7-9. Various buildings on the WTB (L-R, Waikato Society of Potters, Table Tennis Club and the former Stadium Bowling shed)
 10-11. Inconsistent park signage.
 12. Norris Ward car park

2.7 ANALYSIS: PARK USERS AND COMMUNITY

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

Current user groups

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

Organised sport and community groups

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

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

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

Informal recreation - individuals and groups

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

Passive Users

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

Local businesses, workers and central city residents

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

Stadium management and visitors

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

Limitations for park users

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

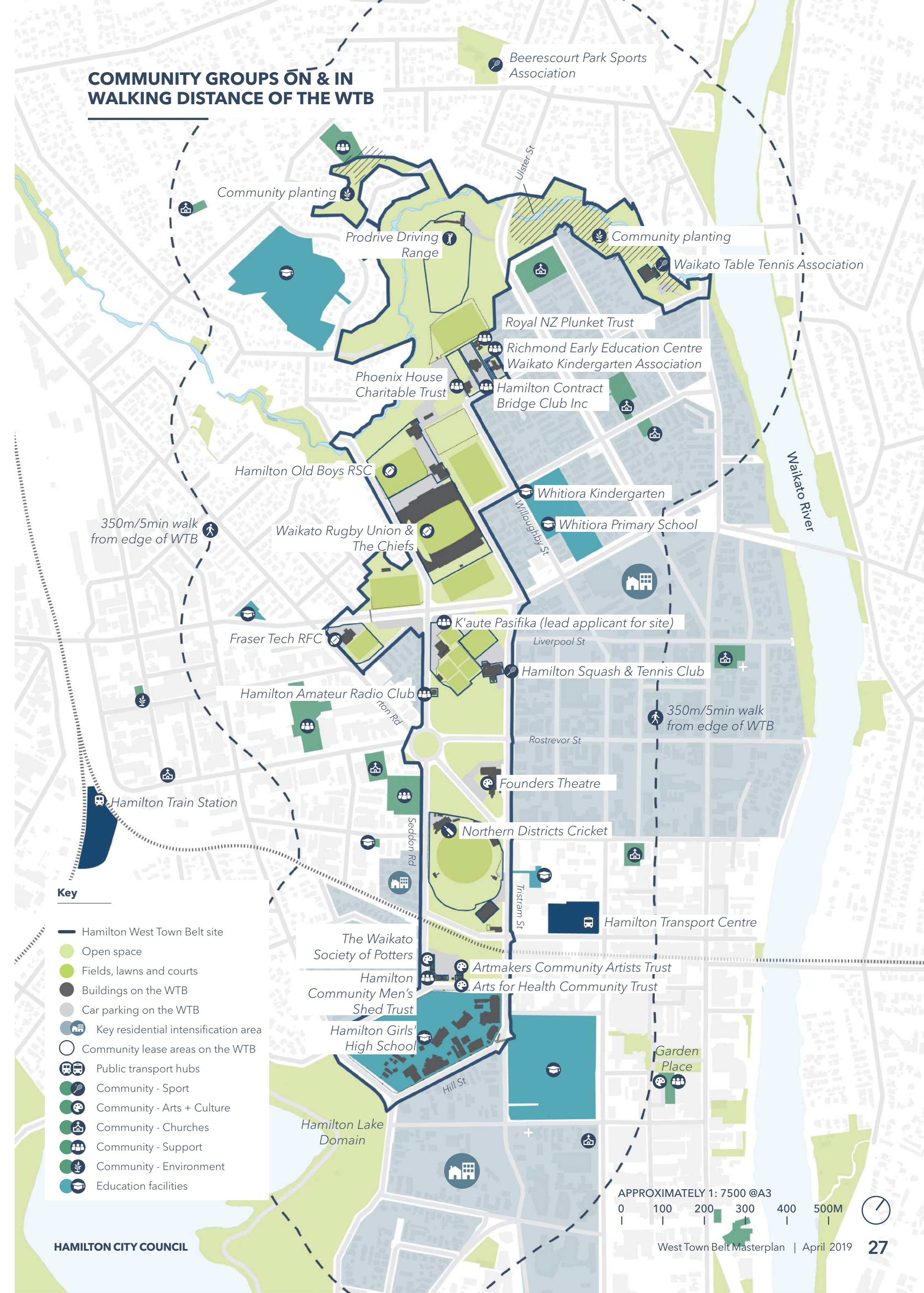
- Lack of park infrastructure (paths, seats) and amenities.
- Perceptions of poor safety.
- Difficult to access.
- No reason for going (i.e. no destinations or activities)

Potential / Future Users

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

MASTERPLAN OPPORTUNITIES

- Enhance informal recreation opportunities across the WTB.
- Identify hubs of particular activities and strengthen these where possible so that they well used and enjoyed.
- Increase and diversify the reasons for people to use and enjoy the WTB.
- Explore opportunities to engage directly with the park users and the wider Hamilton community in the ongoing design and development of the WTB, including trailing short term demonstrations and interventions to test ideas in a low cost, low risk manner.
- Explore opportunities to increase and improve the communication and collaboration between different groups leasing and utilizing the WTB.



2.8 ANALYSIS: ENVIRONMENT

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

Geology, soils and landform

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

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

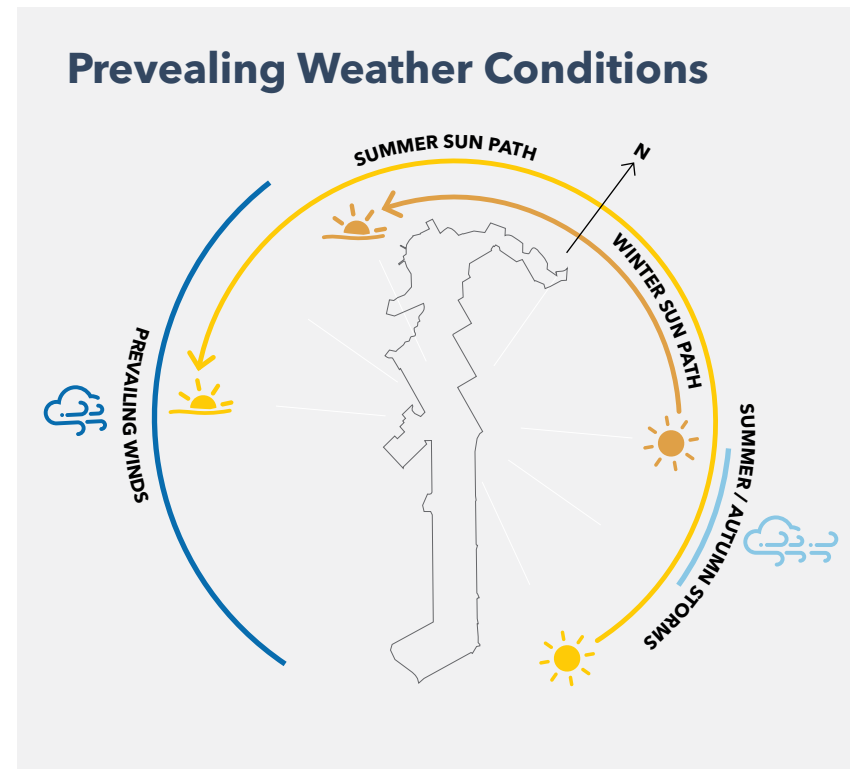
A small knoll in Hinemoa Park is one of the few landform features in the remainder of the site. The largely flat nature of the WTB limits opportunities for long sightlines and elevated views - which can impact how people view and use the WTB.

Climate and prevailing weather conditions⁴

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

Water

The WTB primarily sits within the Waitawhiriwhiri water catchment. Approximately 20% of the WTB is comprised of impermeable surface (including buildings, parking, paths). The gully system naturally processes stormwater runoff. Primary stormwater pump stations are located below ground within the Gully Corridor. Presently, an Integrated Catchment Management Plan has yet to commence, but intends to outline a whole-stream approach for maintenance and enhancement



of the Waitawhiriwhiri Gully. When it does, outcomes set out in the WTB Masterplan can be considered as part of the Plan. The ICMP for the Waitawhiriwhiri Catchment is the final ICMP to be completed for Hamilton.

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

Landscape ecology and biodiversity

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

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

The Waitawhiriwhiri Gully plays a significant role in the biodiversity of the WTB, and forms part of the broader ecology surrounding the Waikato River. Also significant is part of the WTB adjoining Hamilton Lake Domain.

Vegetation

There are five main types of vegetation across the WTB:

1. Parkland Trees

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

2. Amenity Gardens

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

3. Native Revegetation

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

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

4. Successional Vegetation

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

Wildlife

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

Birds

Native birds present in the Waitawhiriwhiri gully including

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

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

Bat Habitat

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

Dogs

Dogs impact the local environment in two key ways - they disrupt habitat for a range of other animals such as native birds

and lizards and when not managed properly, their excrement can have an impact on water quality.

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

Pests

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

MASTERPLAN OPPORTUNITIES

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

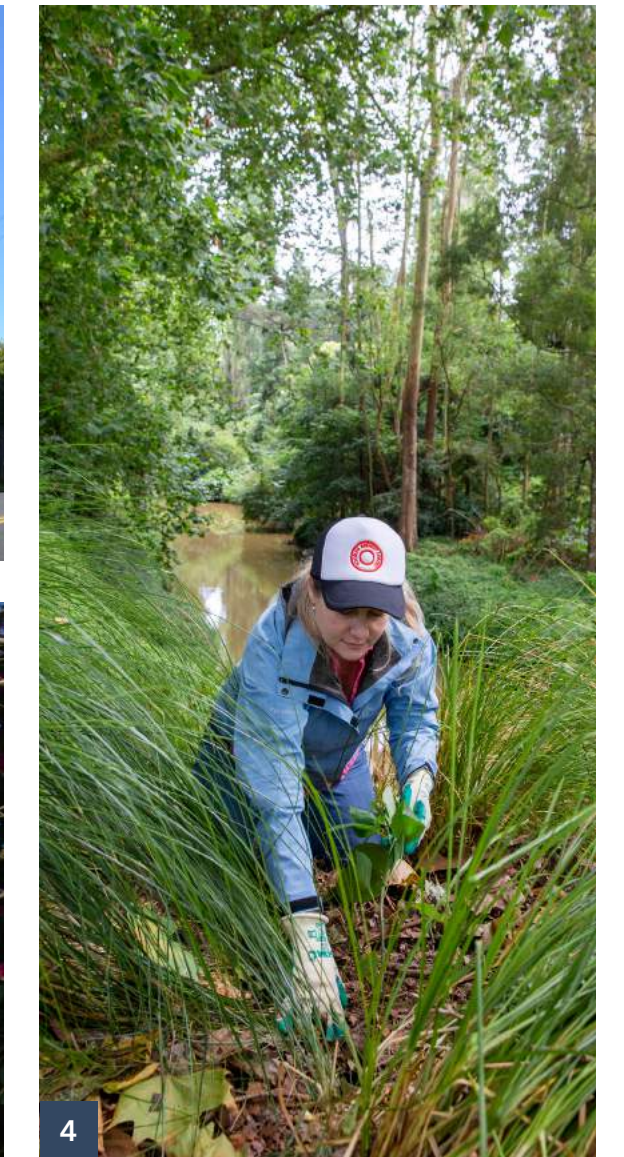
ECOLOGY, VEGETATION AND WATER



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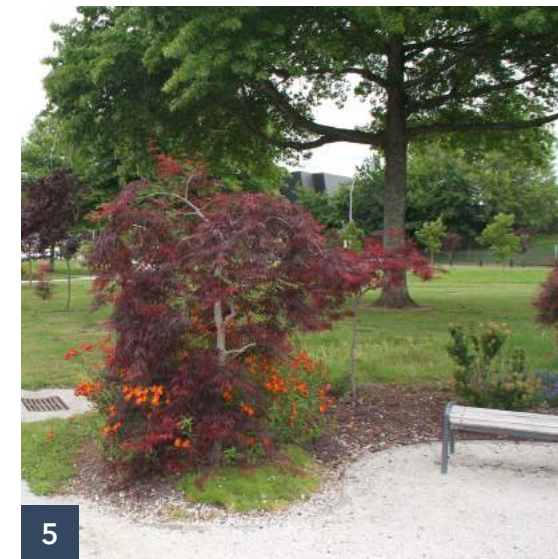
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8

- Native maire tawake (*Syzygium maire*) in the Waitawhiriwhiri Gully is a rare plant to find in the Hamilton Gully network.
- Established Totara trees (*Podocarpus totara*), Hinemoa Park
- Epiphytes growing on the established trees in Casey's Garden
- Community planting in Waitawhiriwhiri Gully
- The maple grove in Norris Ward Park
- Waitawhiriwhiri Stream
- Established Oak and London Plane trees
- Annual planting beds, Norton Rd Roundabout

2.8 ANALYSIS: MOVEMENT AND CONNECTIVITY

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

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

Public and passenger transport facilities

Mass Transit Plan

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

The implications of public transport on the WTB include:

- Increased pedestrian and cycling activity as people move to and from transport hubs.
- Improving walking and cycling provision to facilitate this new movement and volume of people.
- Strengthening connections between hubs and surrounding commercial and residential centres.
- Future proofing areas around Norris Ward Park (Including Bryce St) to accommodate possible stations and associated Park and Ride facilities.

Street Network

Arterial, collector and local roads

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

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

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

Cycling infrastructure

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

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

Walking infrastructure

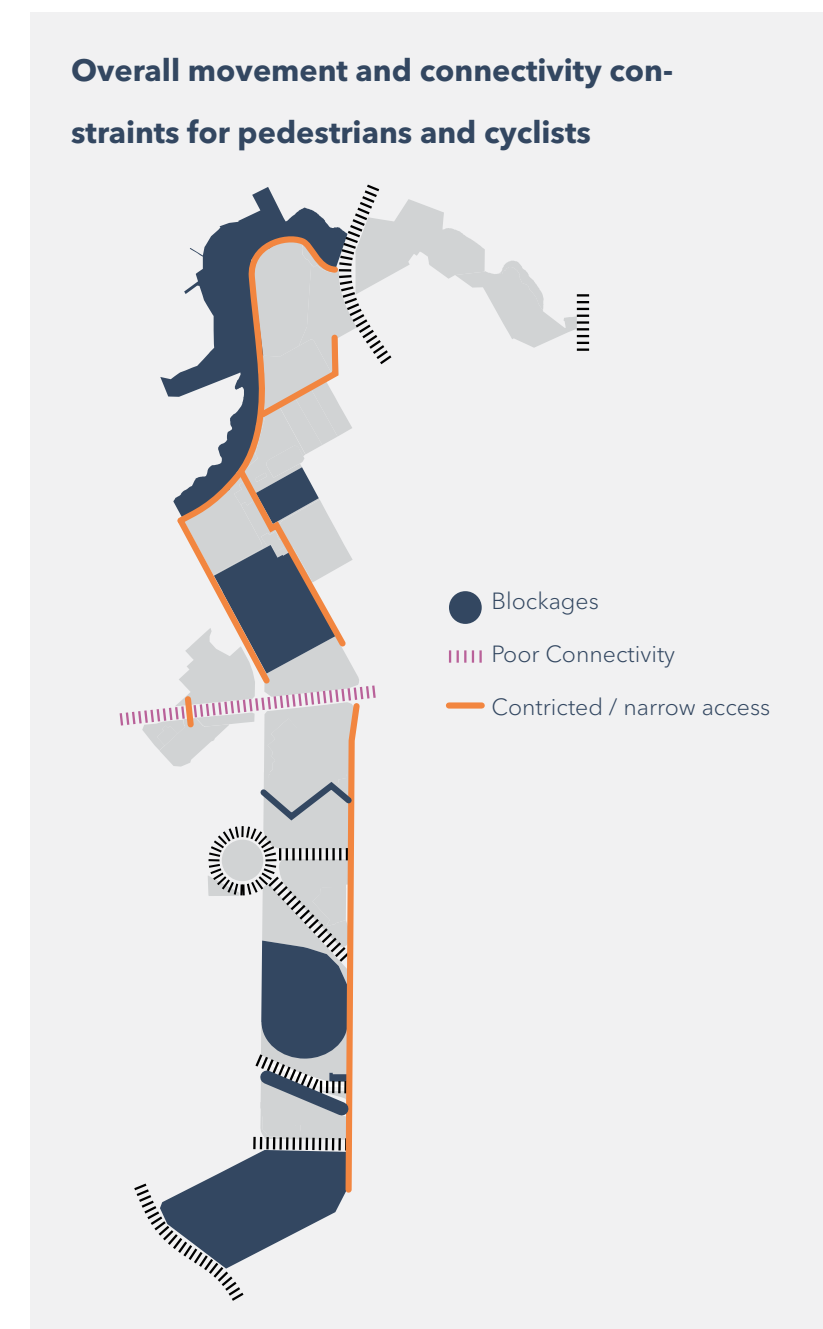
Walking infrastructure is the network of paths and crossing points. - The provision and quality of the street path network around the WTB varies. In most instances, footpaths border most parks but there are few park paths.

- Quality varies from 1m wide to occasionally a 3m wide path.
- In many instances there is a lack of connection between the street path and the open space paths.
- signage and wayfinding
- The underpass at Mill St and bridge on Tristram St for pedestrians and cyclists have been installed to mitigate the severance of the respective road corridor. The underpass is relatively well used by Fraser Tech Rugby and local residents but not widely known or used by the wider community. It's similar situation for Girls' High and Wintec Students for the Tristram Bridge.

On-street car parking

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

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



DESIGN CONSIDERATIONS

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

SURROUNDING ROAD, PUBLIC TRANSPORT, CYCLING AND WALKING NETWORK

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



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

2.10 ANALYSIS: STADIA

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

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

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

Some of the key challenges for both staidums are:

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

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

Seddon Park Stadium

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

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

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

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

Current identified projects

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

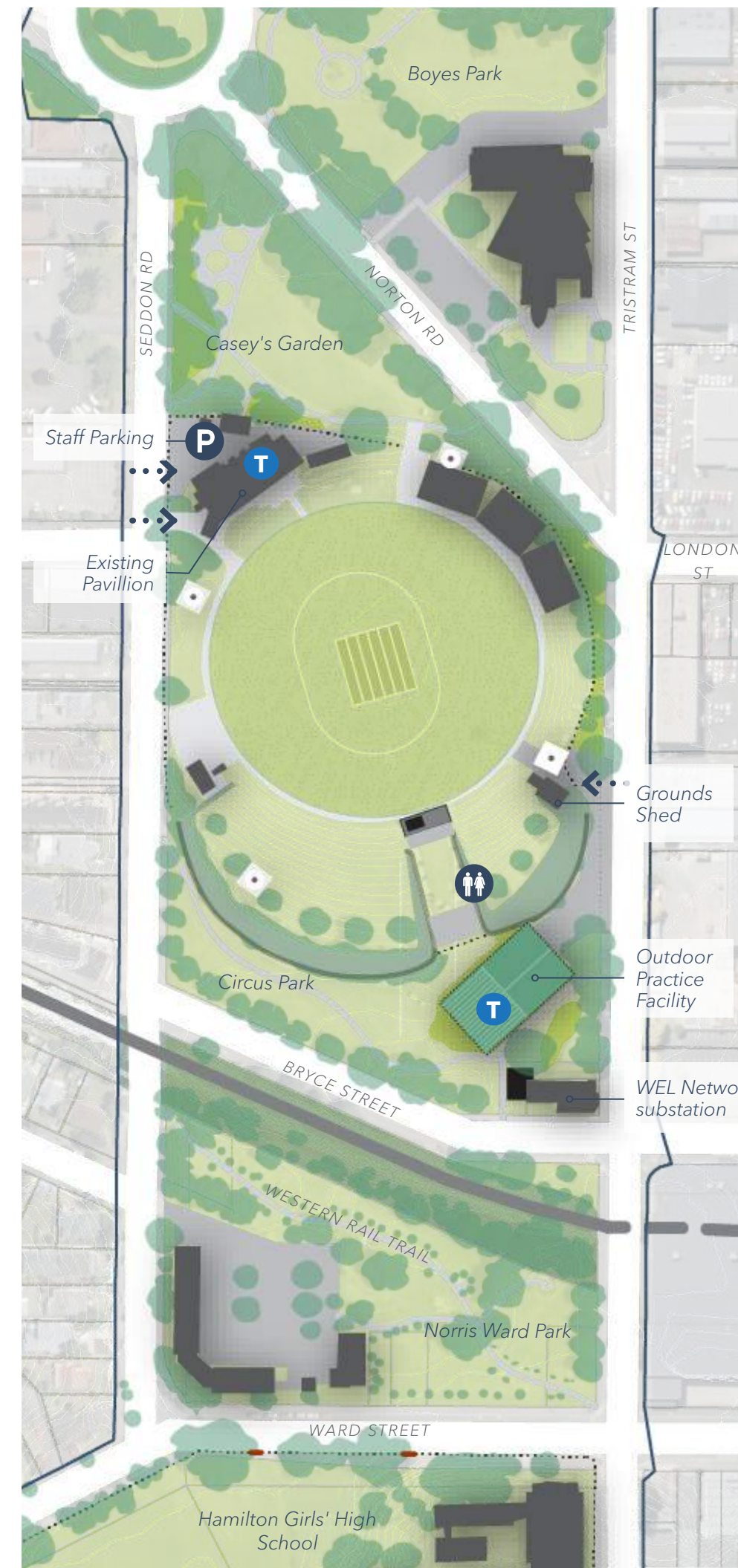
Key issues

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

MASTERPLAN OPPORTUNITIES

- Enhance Seddon Park as Hamilton's premier international cricket venue and celebrate its heritage.
- Prepare a detailed masterplan for Seddon Park and consider the reclassification of its reserve status.
- Consider the long-term aspirations for Seddon Park, whereby the landscape, stadium concourses and surrounding streets work together as a cohesive unit.
- Strengthen the leafy, 'village green' feel for all users and create a more connected and outward facing Seddon Park with strong links to the city and WTB.
- Enhancing the edges of the stadium so that they positively relate to the public realm, including viewing of practice areas (e.g. fencing, gates, retaining, some of the vegetation and signage).
- Accommodating and integrating the NDC expansion with any future passenger rail station development.
- Opportunities to tell the story of the Seddon Park through creative displays and information posts.
- Open up the stadium through the physical treatment of fencing and built form, and by providing public access through Seddon Park grounds.
- Improve buildings and boundary treatments to enable better public use.
- Recognises that the community facilities (both sporting and community) are key reasons for people using the WTB.
- Enhance the opportunity for organised sport as well as a local recreation space by opening up the ground with better space for community activity.

Seddon Park: Existing day-to-day conditions



Key

- Hamilton West Town Belt site
- Existing car park areas
- Open space
- Fencing
- Trees
- Light Towers
- Existing Buildings
- Temporary/overspill car parking

Seddon Park: Expansion on event days



- Road closure (duration of event)
- Temporary fencing
- Main pedestrian routes
- Training areas
- Fan zones
- Hospitality and Toilets

FMG Stadium Waikato

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

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

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

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

Future aspirations

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

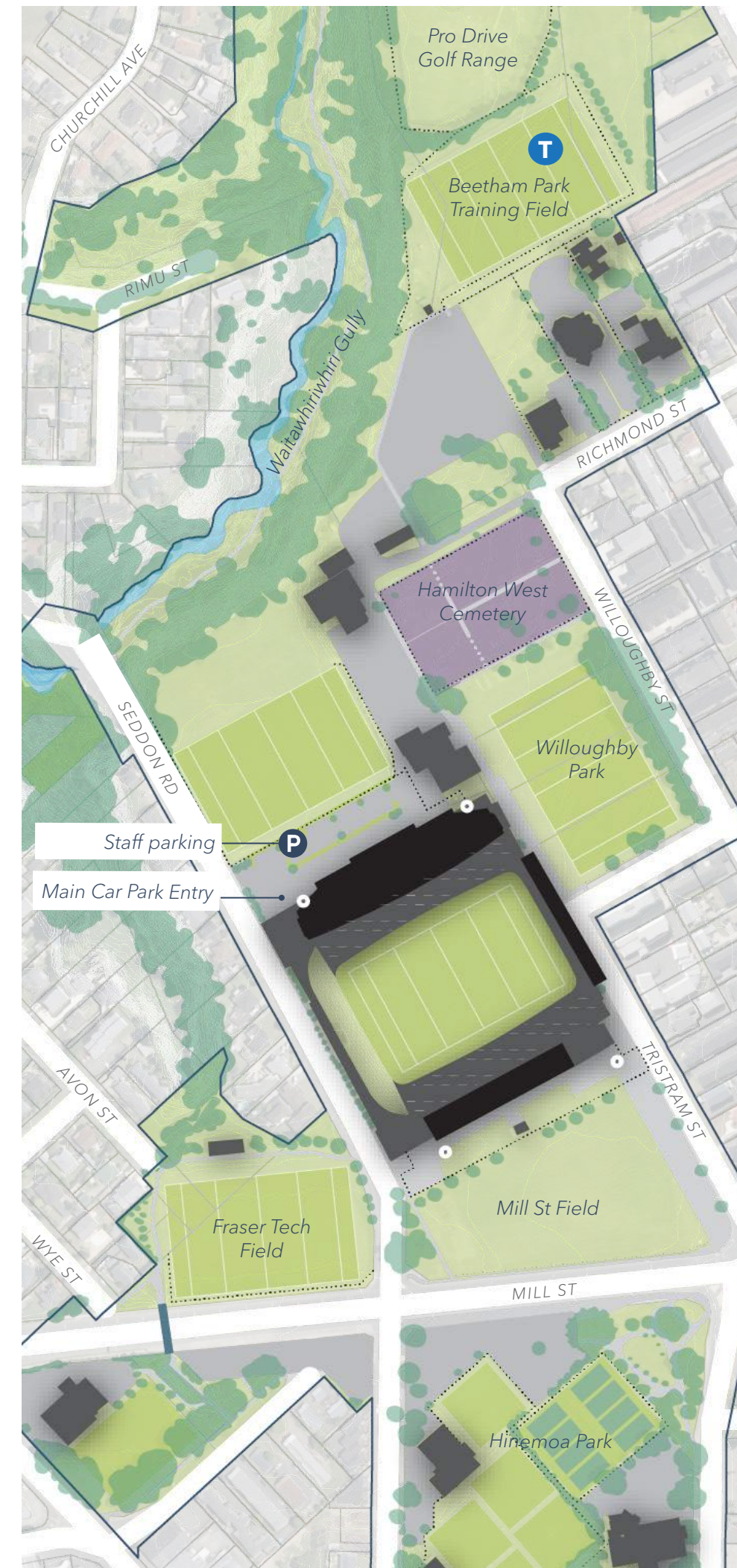
Key issues

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

MASTERPLAN OPPORTUNITIES

- Tell the story of the Stadium through creative displays and information posts.
- Prepare a detailed masterplan for the stadium and consider the reclassification of its reserve status.
- Enhance the opportunity for organised sport as well as a local recreation space by opening up the ground for community activities.
- Improve the wider public access/visibility of FNG Stadium Waikato by include, but not limited to: but not limited to:
 - a review of built form when upgrades and renewals are required,
 - design principles and guidance around the edge treatments of buildings and fences at both on and off-peak times, while balancing security requirements.
 - community engagement and fostering of shared/join decision-making and ownership of developments.
- Include stadia pedestrian routes are considered as a key part of the overall pedestrian connectivity strategy.

FMG Stadium Waikato: Existing day-to-day conditions



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

FMG Stadium Waikato: Event day expansion



- Road closure
- ... Main pedestrian routes
- Temporary fencing
- Training fields
- Hospitality and Toilets

2.11 ANALYSIS: HAMILTON WEST CEMETERY

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

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

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

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

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

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



MASTERPLAN OPPORTUNITIES

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

2.12 ANALYSIS: WILLOUGHBY ST CLOSED LANDFILL

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

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

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

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

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

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

MASTERPLAN OPPORTUNITIES

- There are further opportunities to reveal, explain and where appropriate, celebrate the intrinsic value of the former Paa site. In its most basic manifestation, this could be achieved through interpretive signage. However the scope could be expanded to include interactive / spatial signage and/or further place based interpretive artworks.
- Continued settlement of the landfill material restricts the types of activities of path surfaces possible.

Developments and activities suitable on an old landfill

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

Developments and activities NOT suitable on an old landfill

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

Cap and cover

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

Technical Investigations required

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

2.13 ANALYSIS: WAITAWHIRIWHIRI STREAM & GULLY

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

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

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

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

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

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

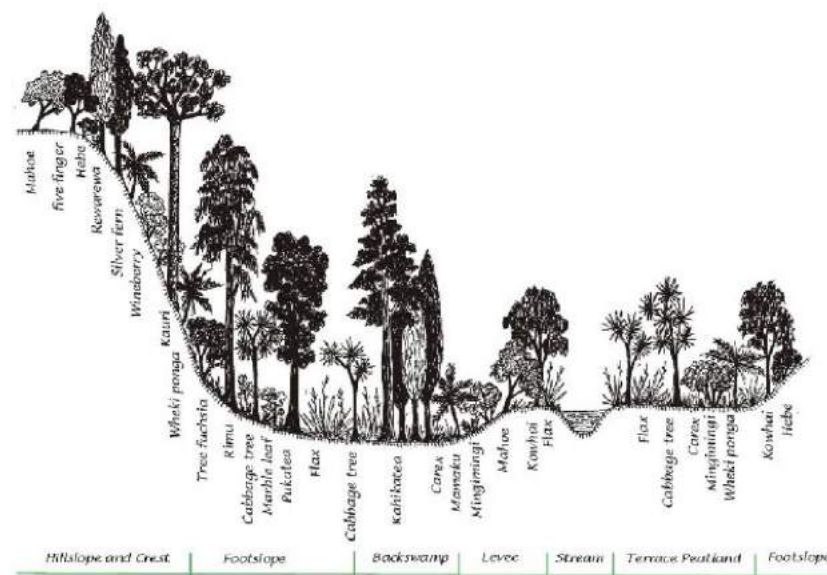
Lessons learnt from Edgcumbe Park suggest that successful development of Waitawhiriwhiri Gully will require engagement and a degree of involvement from adjoining property owners and the local community.

Design considerations

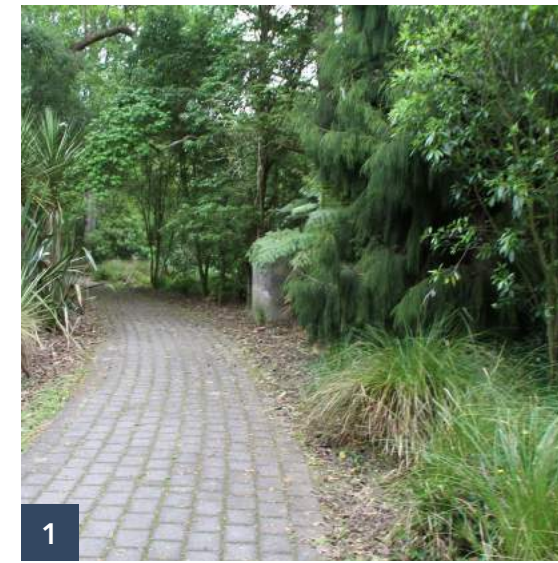
- Consider bank stability, particularly in areas above Beetham Park, and stream erosion.
- Develop integrated access and circulation networks.
- Restore ecological values.
- Improve water quality.
- Treatment of visually intrusive drainage structures.

Technical investigations required

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



Typical Gully profile with location of native plant species (from Wall and Clarkson, 20101)



1



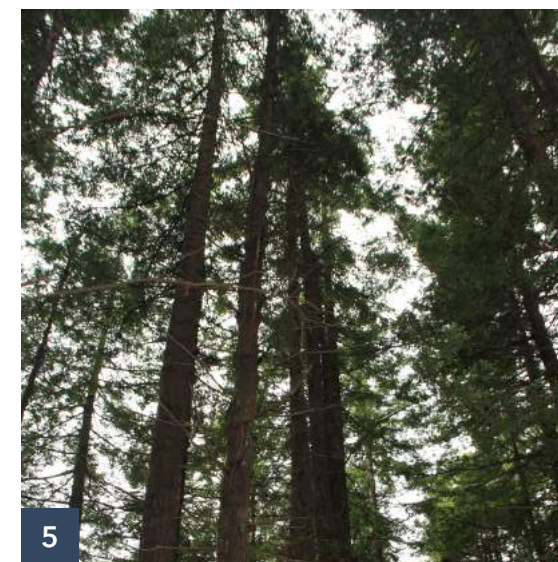
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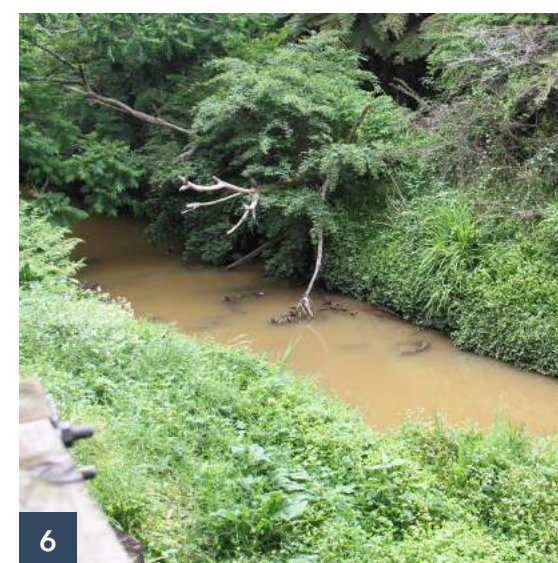
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6



7

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

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

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

2.14 OVERALL CHALLENGES FOR THE WTB

Based on the context and site analysis, a number of overall key challenges have been identified.

These can be physical, social and/or intangible. Challenges are not 'bad' in and of themselves but represent characteristics intrinsic to the WTB that need to be acknowledged, understood and reframed as parameters and/or opportunities that help to determine the scope and scale of any proposal within the WTB.

1. Hamilton West Cemetery

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

2. Historical legacies

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

3. Waitawhiriwhiri Stream and Gully

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

4. Low public awareness

Out of sight, out of mind; the low public awareness and perception of the WTB as an open space, and its poor relationship with the city centre means it is underutilised as an urban open space.

5. Connection with the wider open space network

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

6. Limited land and use opportunities

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

7. Low amenity and usability

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

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

8. Conflict between public access and exclusive land uses

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

9. Temporary parking permanently occupies too much space

Many existing parking areas have been designed for maximum capacity but are only ever used infrequently. These areas reduce green open space.

10. Low Communication and Collaboration

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

11. Pedestrian blockages through the WTB

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

12. Pedestrian blockages to the WTB

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

13. Constrained and narrow pedestrian access points

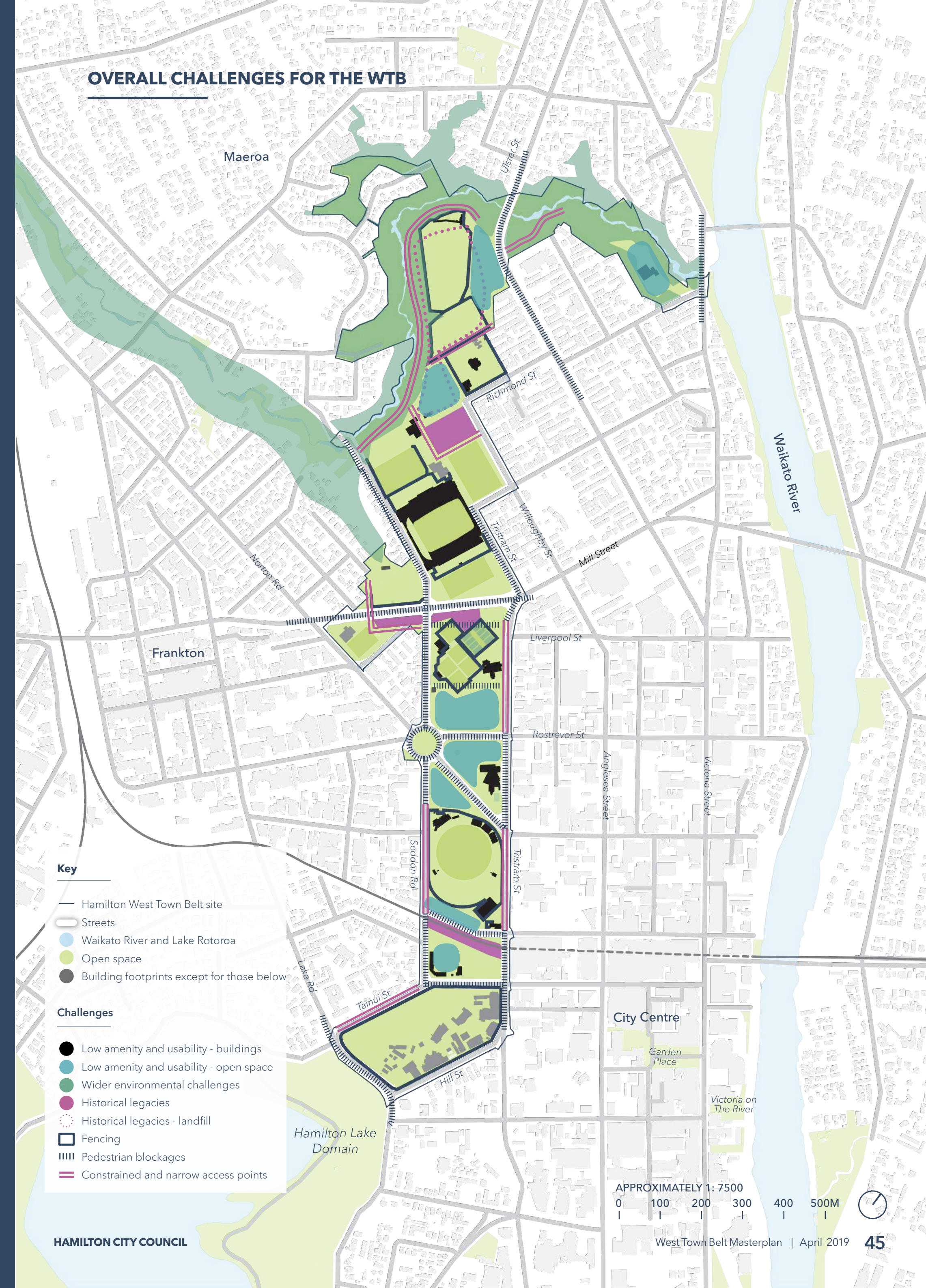
At a number of path locations throughout the WTB provide bare minimum connectivity along very narrow footpaths, tight alleyways and/or through underpasses.

14. Pedestrian access and connectivity

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

15. Wider environmental challenges

The WTB is only part of a much larger catchment so the WTB has a limited ability to address larger environmental issues relating to water quality, water quantity (e.g. poor drainage) and ongoing challenges relating to climate change.



2.15 OVERALL OPPORTUNITIES FOR THE WTB

Based on the context and site analysis, a number of overall opportunities have been identified.

These opportunities can serve as a catalyst for a project or may help to leverage other related projects. An opportunity is often manifested by re-framing a challenge as an opportunity for action.

1. Develop physical and visual connections

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

2. Raise the profile and elevate the status of the WTB

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

3. Maximise high amenity areas and create a central heart for WTB

Casey's Garden, Boyes Park, Founders site and Hinemoa Park are a cluster of spaces with particularly high amenity values in the centre of the WTB. This creates an opportunity to establish a destination heart and fill it with a connected series of public amenities such as play spaces, picnic spots, event area.

4. Link and hub communities

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

5. Deliver on and inform HCC and WRC strategies

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

6. Reveal, explain and celebrate the history of the WTB

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

7. Enhance the ecology of the WTB

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

8. Increase quantity of publicly accessible open space

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

9. Improve the quality of public open space

- Provide a network of open space activities such as playgrounds, skate parks, outdoor event spaces
- Provide park furnishings that support and encourage uses we want to see such as park benches, public bathrooms, drinking fountains and bike racks
- Improved path network and paving and improved amenity planting.
- Explore opportunities to restore and maintain the ecological integrity of the Waitawhiriwhiri Stream and Gully by stabilizing banks along the stream edge and over the closed landfill, strengthen Significant Natural Areas and revegetating the gully walls and floor, improving access and connectivity along and into the gully and increasing community engagement and ownership.

10. Integrate the Stadia with the public realm

Work with the iconic stadia, their projects and events to enhance the public realm and increase community use.

11. Enhance Hamilton West Cemetery

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

12. Enhance the Willoughby Street Closed Landfill

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

13. Connect to the city, the river, the lake and parks

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

14. Lease expiries and renewals

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

15. Leverage public realm outcomes from existing projects

Leverage key private projects to enhance public realm outcomes to ensure value for money and shared benefits. Projects such as the K'aute Pasifika development, NDC proposal, Seddon Park Stadium entry and the Hamilton Girls' High School Performance Health and Wellbeing Centre.



3.0 THE MASTERPLAN

3.1 THE VISION

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

3.2 MASTERPLAN OUTCOMES

Highly valued	The WTB is highly valued and its culture and heritage are celebrated.
Well used	The WTB is an inviting open space destination where locals and visitors freely mix and participate in a range of activities.
Adaptive to community needs	The WTB is responsive and adaptable to the changing needs of the community that uses it.
Healthy living	WTB contributes to the communities health and active lifestyles.
Healthy environment	The WTB has a healthy natural environment and promotes a healthy, thriving park ecosystem
Well connected	The WTB is safe and convenient to access and move through, and connects with the wider network of walkways, cycle ways and open spaces.
Active engagement	Community groups and stakeholders are highly engaged and work with council to achieve the best results for the public.
Commercial viability	The WTB provides good value for money for residents and ratepayers.

3.3 DESIGN PRINCIPLES

The design principles guide all future development across the WTB. Every time a project is selected, these principles should inform the planning and delivery.

Masterplan design principles

- Engagement and collaboration**
Stakeholders and the public are engaged with Council and each other throughout the implementation and ongoing evolution of the WTB masterplan.
- Leisure and recreation**
Provide a range of spaces, activities, uses and experiences for all people of all ages and abilities to improve their health and wellbeing.
- Connectivity and accessibility**
Access to, around, through and beyond the WTB is convenient, safe and easy for as wide a user group as possible, including children, older persons and people with disabilities.
- Treasured and celebrated**
We identify, conserve and protect what is special about the WTB including our Maaori identity, the natural environment, our communities and our heritage are.
- Activate**
The WTB provides places for community and cultural activation including activities such as community events, markets, and cultural and seasonal celebrations.
- Safety**
WTB provides a safe network of paths, facilities and open spaces.
- Feasible and viable**
Realistic projects with multiple pathways for implementation, and provide value for money.
- Stewardship**
Local residents and community groups are encouraged/ supported to lead park wide initiatives.
- Resilience and adaptation**
The WTB has strategies in place to adapt to the effects of climate change, particularly drought, flooding and extreme weather events.

Te Aranga Maaori design principles

- Mana Tangatiratanga - Authority**
The status of iwi and hapuu as Mana Whenua is recognised and respected.
- Whakapapa - Names and Naming**
Maaori names are celebrated.
- Taiao - The Natural Environment**
The natural environment is protected, resotred and / or enhanced.
- Mauri Tuu - Environmental Health**
Environmental health is protected, maintained and / or enhanced.
- Mahi Toi - Creative Expression**
Iwi/hapu narratives are captured and expressed creatively and appropriately.
- Tohu - The Wider Cultural Landscape**
Mana Whenua significant sites and cultural landmarks are acknowledged.
- Ahi Kaa - The Living Presence**
Iwi/hapu have a living and enduring presence and are secure and valued within their rohe.

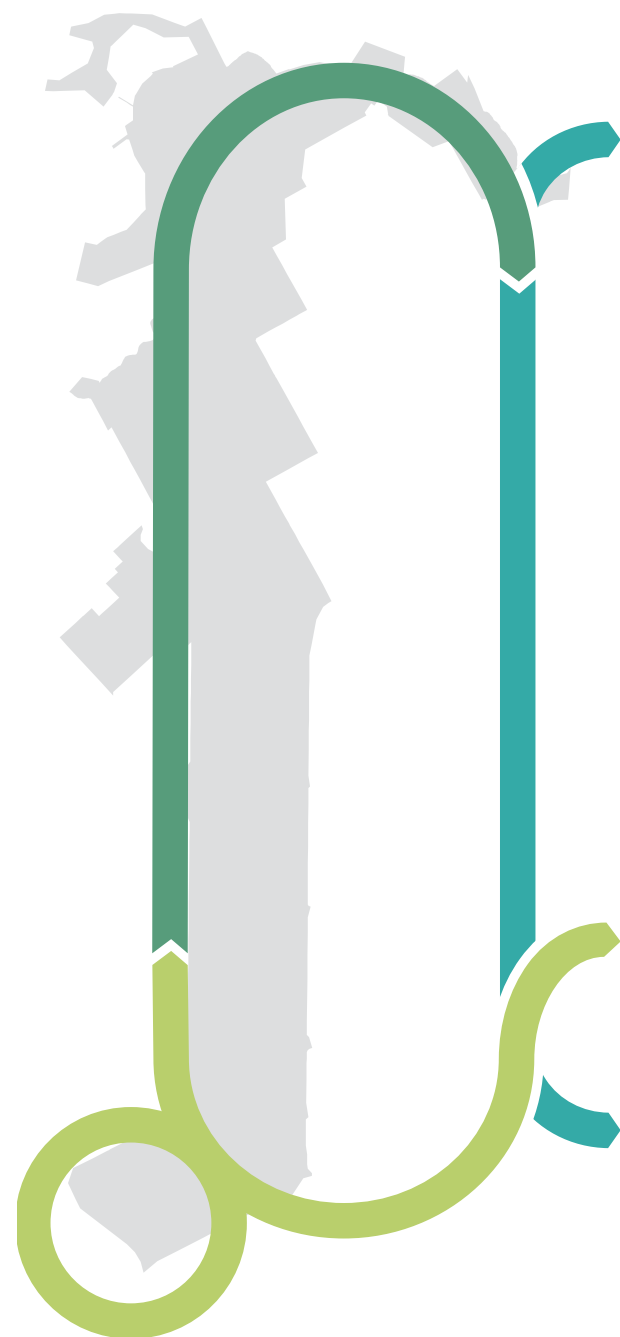
3.4 KEY DESIGN MOVES

The Key Design Moves are a set of five overarching strategies for the WTB. They inform the key outcomes and specific projects to deliver on the vision of the masterplan.

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

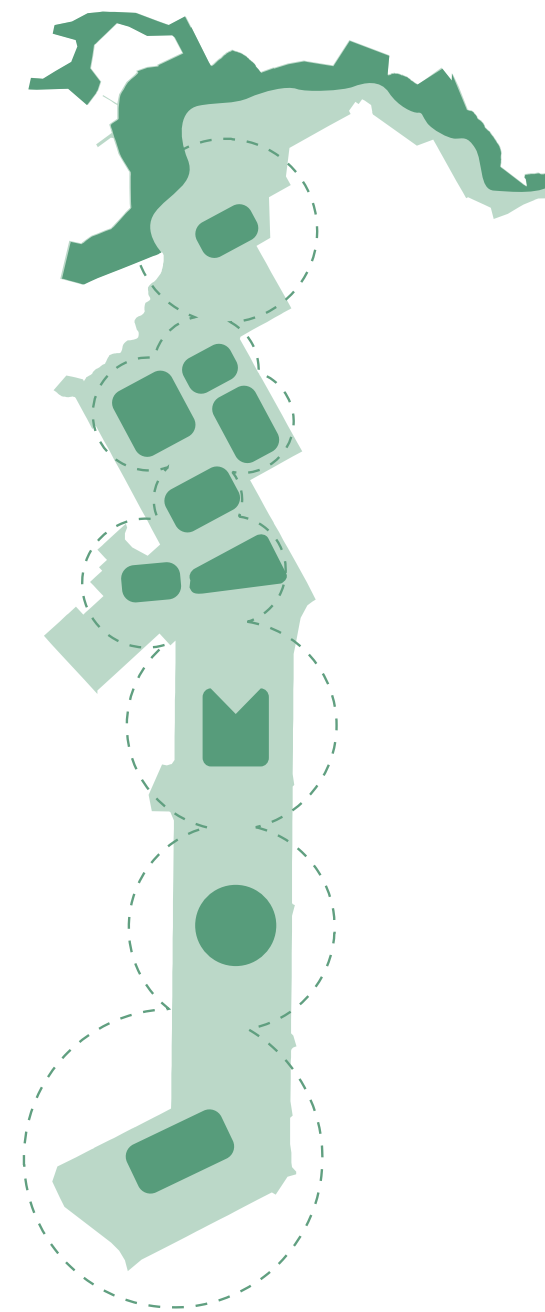
CREATING THE LOOP

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



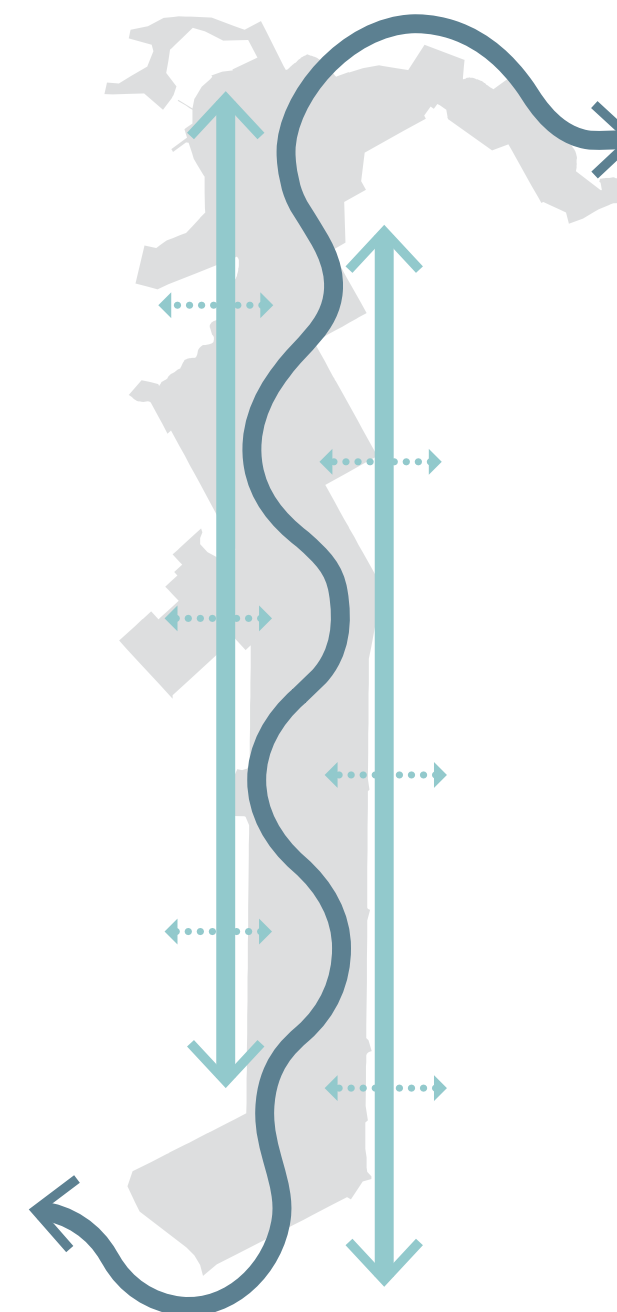
GREENING THE BELT

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



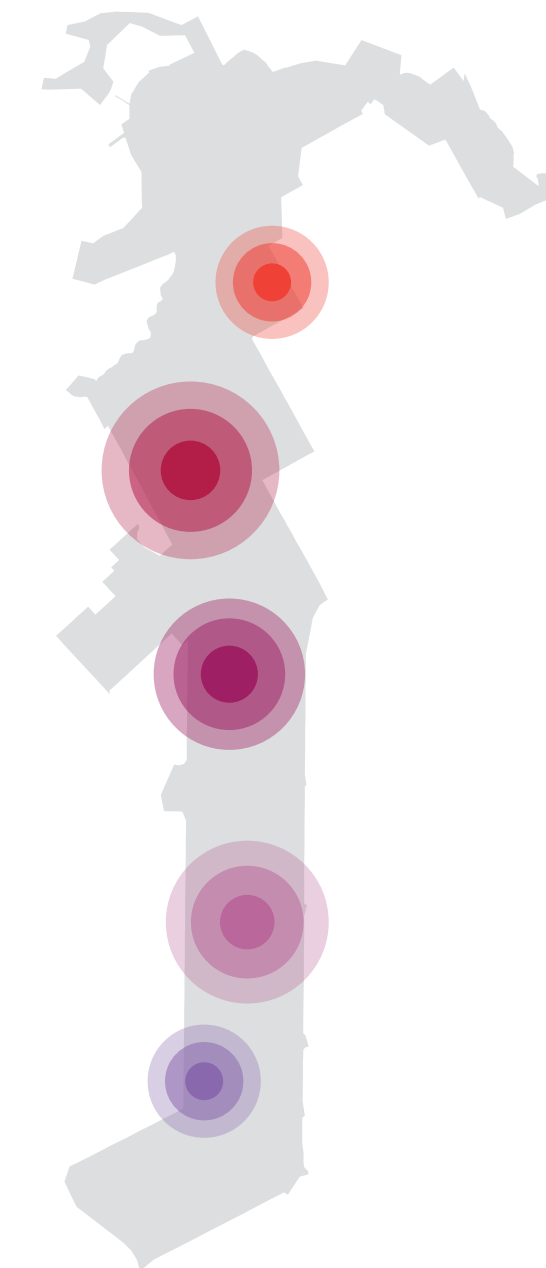
CONNECTING THE BELT

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



STRENGTHENING COMMUNITY ACTIVITIES

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



DIVERSIFYING USES

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



3.5 MASTERPLAN CHARACTER AREAS

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

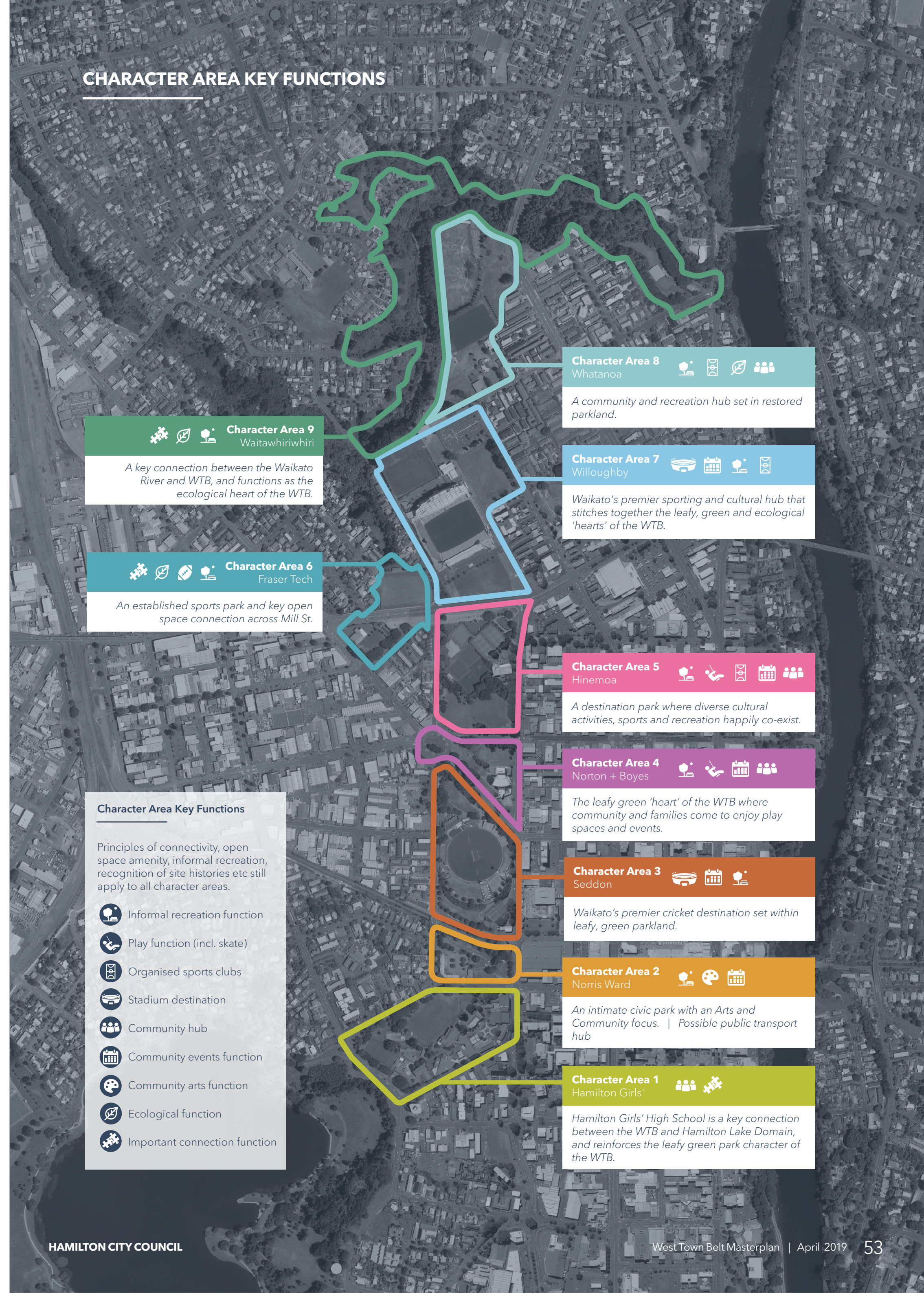
1. Hamilton Girls'
2. Norris Ward
3. Seddon
4. Norton + Boyes
5. Hinemoa
6. Fraser Tech
7. Willoughby
8. Whatanoa
9. Waitawhiriwhiri

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

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

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

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



CHARACTER AREA KEY FUNCTIONS

Character Area Key Functions

Principles of connectivity, open space amenity, informal recreation, recognition of site histories etc still apply to all character areas.

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

Character Area 8
Whatanoa

A community and recreation hub set in restored parkland.

Character Area 7
Willoughby

Waikato's premier sporting and cultural hub that stitches together the leafy, green and ecological 'hearts' of the WTB.

Character Area 9
Waitawhiriwhiri

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

Character Area 6
Fraser Tech

An established sports park and key open space connection across Mill St.

Character Area 5
Hinemoa

A destination park where diverse cultural activities, sports and recreation happily co-exist.

Character Area 4
Norton + Boyes

The leafy green 'heart' of the WTB where community and families come to enjoy play spaces and events.

Character Area 3
Seddon

Waikato's premier cricket destination set within leafy, green parkland.

Character Area 2
Norris Ward

An intimate civic park with an Arts and Community focus. | Possible public transport hub

Character Area 1
Hamilton Girls'

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

3.6 SITE WIDE STRATEGIES

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

The site wide strategies are:

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

3.7 VEGETATION STRATEGY

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

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

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

The masterplan can also give effect to the LIBS strategy through the inclusion of appropriate plant species such as totara, matai, ribbonwood and tawa into parkland spaces and streetscapes.

3.9 SIGNAGE STRATEGY

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

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

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

Wayfinding

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

Code of conduct and safety

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

Interpretive

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

3.8 PATH STRATEGY

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

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

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

3.10 FURNITURE & KIT OF PARTS STRATEGY

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

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

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

3.11 TE ARANGA MAAORI DESIGN PRINCIPLES

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

Mana Rangatiranga - Authority

- Provides a platform for working relationships where Mana Whenua values, world views, tikanga, cultural narratives and visual identity can be appropriately expressed in the design environment.
- Mana Whenua groups are engaged as early as possible to ensure that the status of iwi and hapuu as Mana Whenua is recognised and respected.
- Kanohi ki te kanohi - face to face, in person, in the flesh.

Whakapapa - Names and Naming

- Opportunity for the WTB Masterplan document to include translation of key chapters and sections.
- Opportunity for re-naming sites and possibly places throughout the WTB.

Taiao - The Natural Environment

- Work with Mana Whenua to develop planting plans for the revitalisation of stream and native ecosystem. This could include flora that is familiar and significant to Mana Whenua and native species eco-sourced from the Waikato area.
- Natural environments are protected, restored or enhanced to levels where sustainable Mana Whenua harvesting is possible.

Mauri Tū - Environmental Health

- Environmental health is protected, maintained and / or enhanced.
- The wider development area and all elements and developments within the site are considered on the basis of protecting, maintaining or enhancing mauri.
- The quality of wai, whenua, ngē hū re and air are actively monitored.
- Community wellbeing is enhanced

Mahi Toi - Creative Expression

- Mana Whenua significant sites and cultural landmarks are acknowledged.
- Iwi/hapū narratives are captured and expressed creatively and appropriately.
- Ancestral names, local tohu and Iwi narratives are creatively reinscribed into the design environment including:

landscape; architecture; interior design and public art.

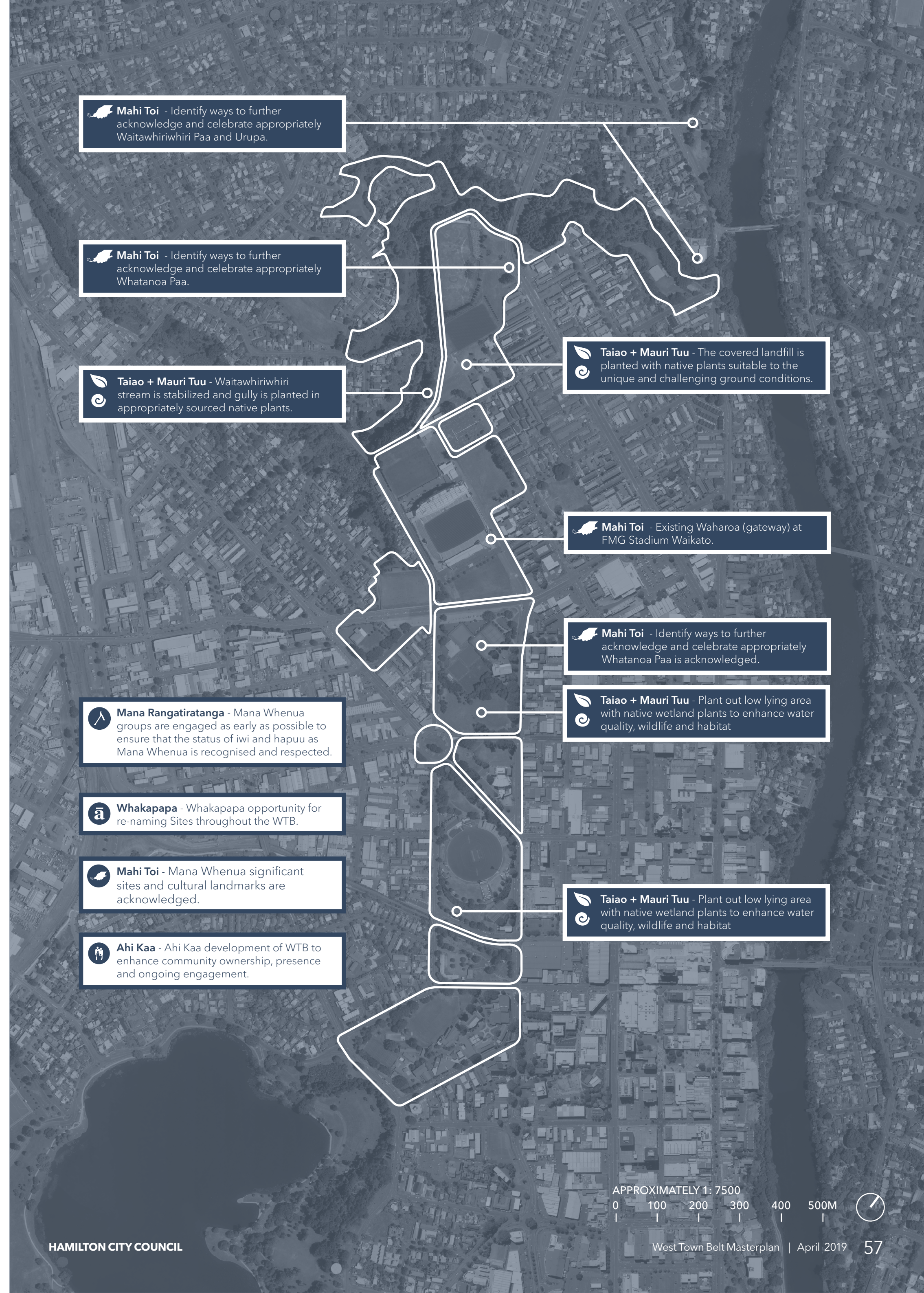
- Iwi / hapū mandated design professionals and artists are appropriately engaged in such processes.

Tohu - The Wider Cultural Landscape

TBC

Ahi Kā - The Living Presence

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



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

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

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

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

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

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

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

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

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

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

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

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



3.12 PLACEMAKING FOR PUBLIC SPACES

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

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

Placemaking principles

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

Tactical urbanism

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

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

Example of tactical urbanism approach to placemaking

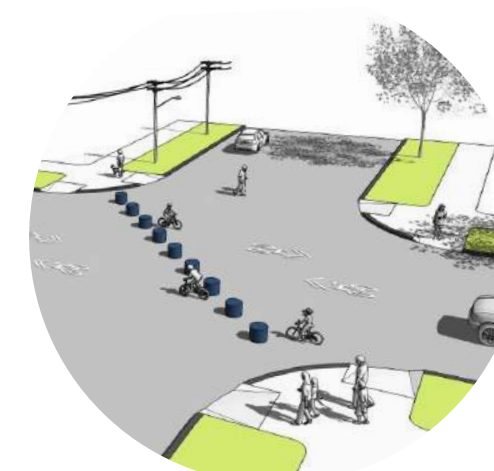
INCREASING TIME AND INVESTMENT REQUIRED FOR IMPLEMENTATION



Demonstration Event

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

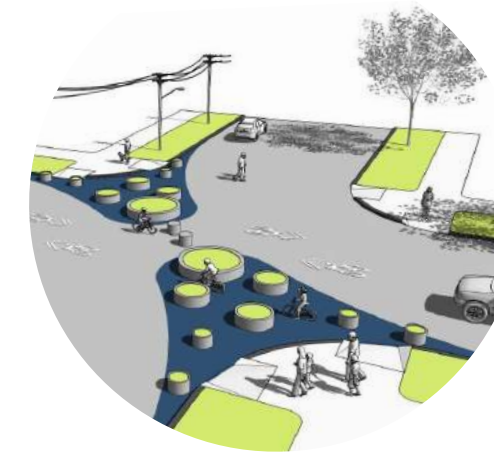
Example_ A local street is closed on a Friday and a street party is held to trail and socialise the concept with project partners, key stakeholders and community.



Pilot Project

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

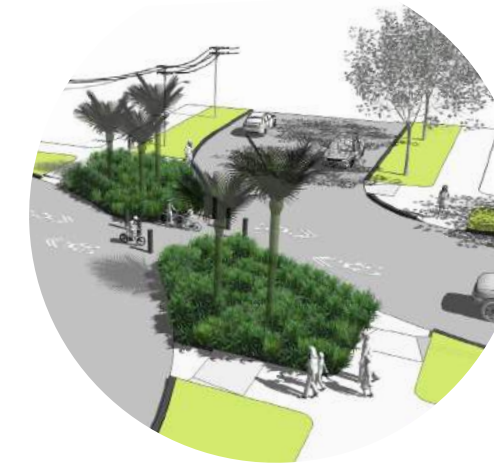
Example_ A local street is for an extended period of time is held to test functionality of design and weather or not new patterns of behaviour start to emerge in response to the pilot project.



Interim Design

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

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

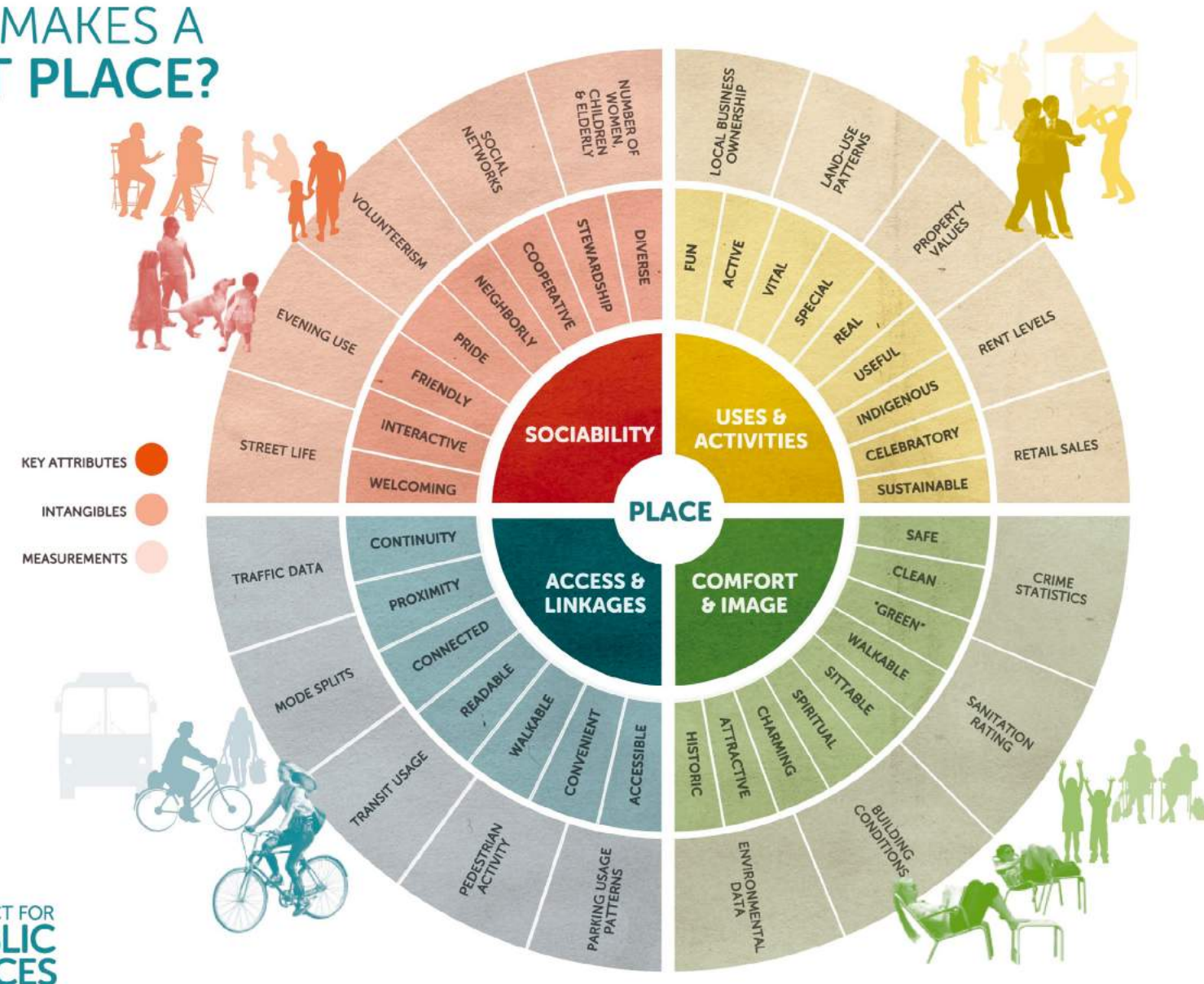


Permanent Installation

The permanent installation of a design.

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

WHAT MAKES A GREAT PLACE?



4.0 PROJECTS TO DELIVER THE VISION

Projects within the WTB have been categorised as either:

- open space projects or
- streetscape projects.

This allows projects to be initiated, managed and/or delivered by different Council departments (in collaboration with various project partners, stakeholders and the community) according to their various budgets, timeframes and project requirements. It also enables (and encourages) collaboration between departments when and where necessary.

4.1 OPEN SPACE PROJECTS

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

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

Character Area 1: Hamilton Girls'

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

Character Area 2: Norris Ward

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

Character Area 3: Seddon

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

Character Area 4: Norton + Boyes

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

Character Area 5: Hinemoa

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

Character Area 6: Fraser Tech

- R. Formalise west 'Pit Lane' carpark
- S. Fraser Tech Rugby Club
- T. Fraser Tech Park

Character Area 7: Willoughby

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

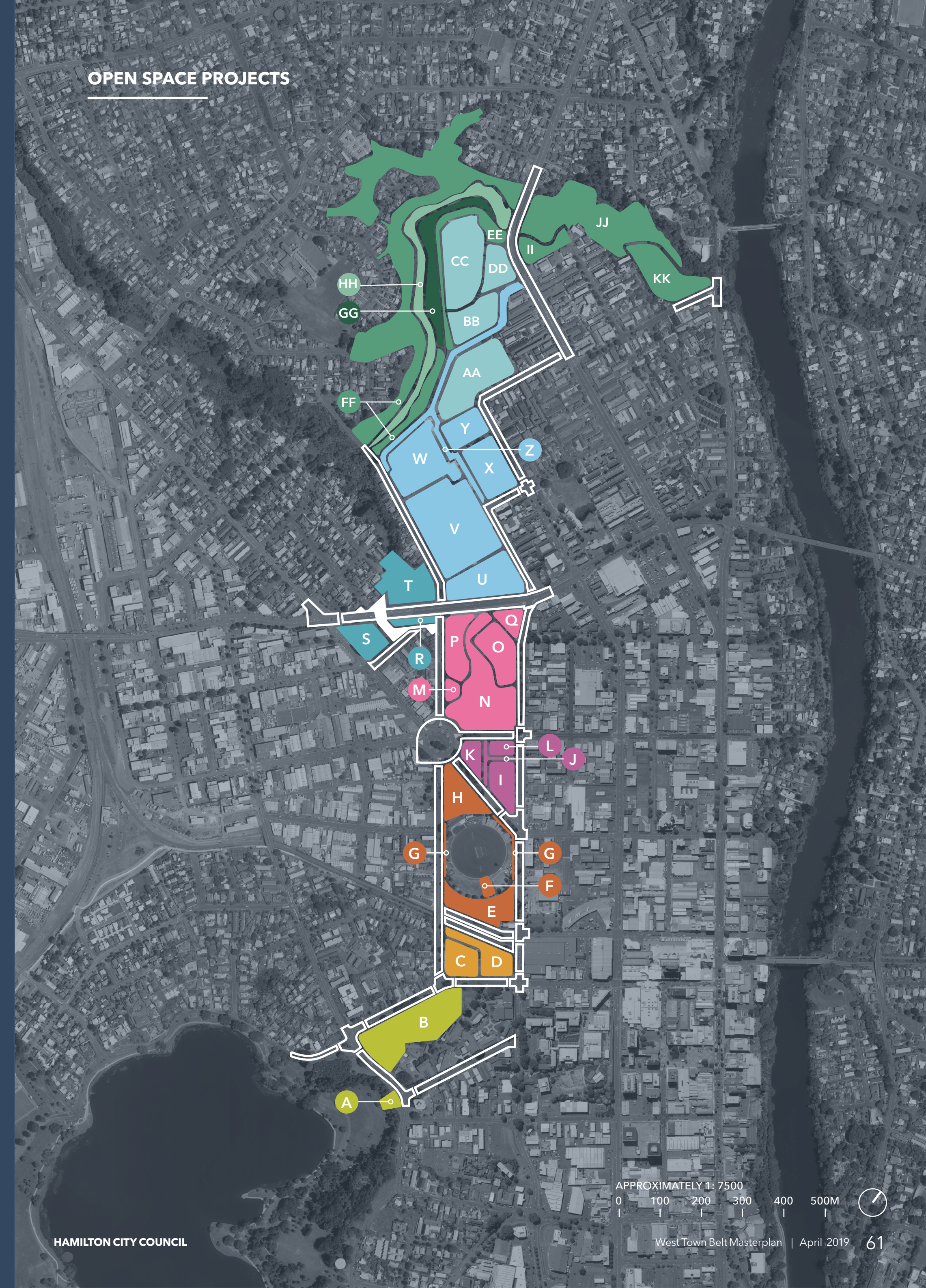
Character Area 8: Whatanoa

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

Character Area 9: Waitawhiriwhiri

- FF. Waitawhiriwhiri Gully Restoration
- GG. Waitawhiriwhiri Stream Corridor Restoration
- HH. Waitawhiriwhiri / Willoughby Closed Landfill Restoration
- II. Edgumbe / Ulster Entry Project
- JJ. Edgumbe Gully Restoration
- KK. Edgumbe Park Project

OPEN SPACE PROJECTS



4.2 STREETScape PROJECTS

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

Streetscape projects help to deliver on the Key Design Moves of Creating the Loop and Connecting the Belt

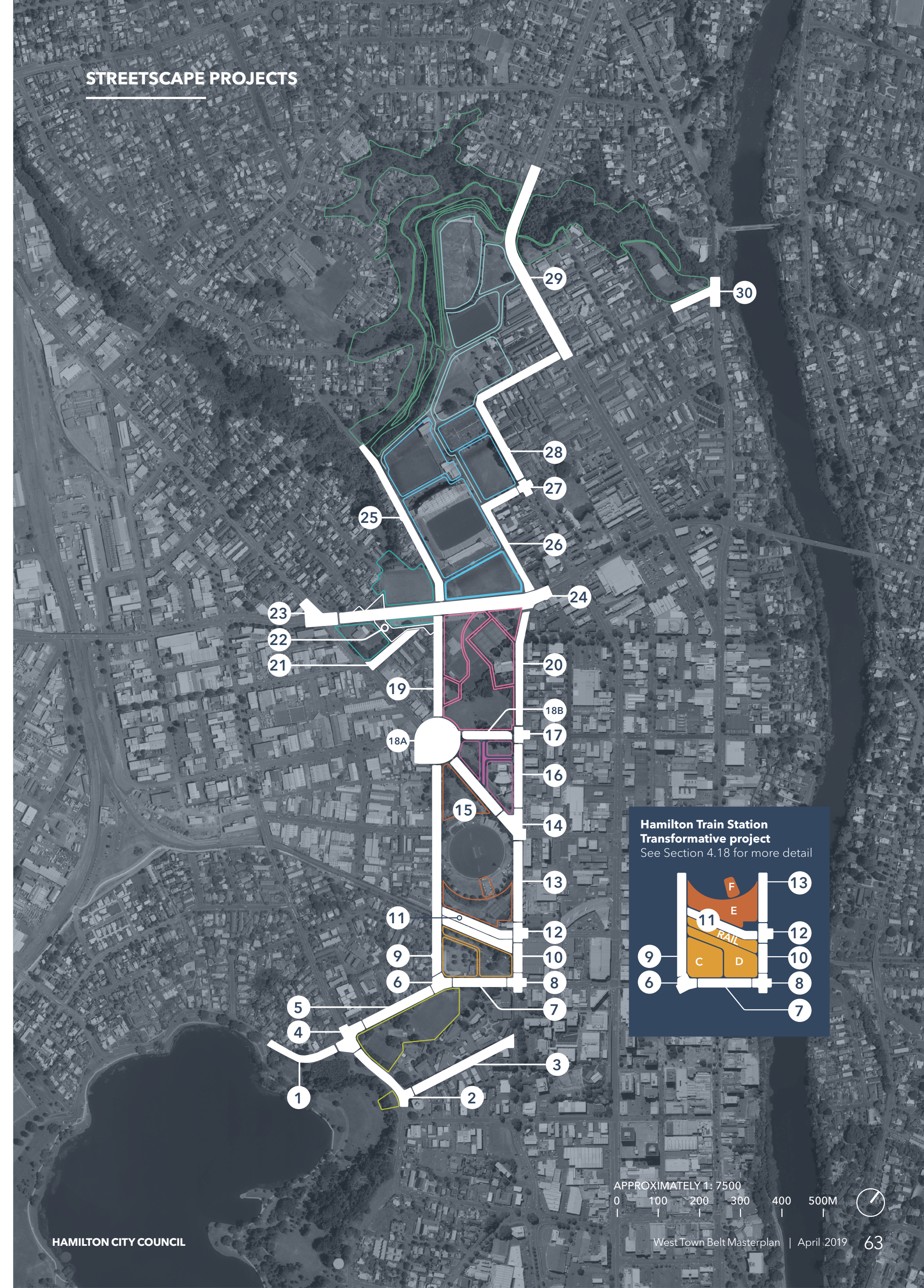
Streetscape projects include:

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

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

17. Rostrevor / Tristram Intersection Upgrade
- 18A. Norton Roundabout - Cycle Path and Pedestrian Connection, and King Street Corner Project
- 18B. Rostrevor Greening and Pedestrian Connection
19. Seddon Road Greening and Pedestrian Connection
20. Tristram Street Greening and Pedestrian Connection
21. Old Mill Street Greening and Pedestrian Connection
22. Mill Street Underpass Upgrade
23. Norton / Mill Intersection Upgrade
24. Mill Street Boulevard
25. Seddon Road Greening and Pedestrian Connection
26. Tristram Street Greening and Pedestrian Connection
27. Tristram / Willoughby / Abbotsford Intersection Upgrade
28. Willoughby/ Richmond Greening and Pedestrian Connection
29. Ulster Street Greening and Pedestrian Connection
30. Waikato River Path Connection

STREETScape PROJECTS



CHARACTER AREA 1: HAMILTON GIRLS'

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



Desired outcomes

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

Open Space Projects

A. Lake Domain viewshaft

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

B. Girls' High Performance potential health and wellbeing centre

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

Streetscape Projects

Note: Some streetscape projects overlap with neighbouring Character Area

1. Lake Domain Dr footpath connection

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

2. Hill St /Ruakiwi Rd intersection upgrade

Improve pedestrian connections by introducing designated pedestrian crossing on Ruakiwi Rd and slowing traffic speeds through Ruakiwi Rd and Hill St intersection by sharpening the radius of the corners.

3. Hill St greening and pedestrian connection

Improve pedestrian connections and safety by widening footpath, rationalise parking, introducing raised pedestrian crossings to align with school entrances and introducing street trees, rain gardens and/or amenity planting.

4. Tainui/Ruakiwi/Lake Domain and Lake Rd intersection upgrade

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

5. Tainui St greening and pedestrian connection

Improve pedestrian connections along key WTB connection by widening footpath, and rationalise parking, and introduce street trees, rain gardens and/or amenity planting to soften streetscape, provide shade and reduce traffic speed

6. Tainui/Seddon/Ward intersection upgrade

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

7. Ward St greening and pedestrian connection

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

8. Ward/Tristram intersection upgrade and Western Rail Trail connection

Improve pedestrian and cycle connections through the intersection to connect Ward St (funded road upgrade project) and with the Western Rail Trail and Norris Ward park with Hamilton Girls High School improving safety and accessibility into adjacent character areas and broader neighbourhoods.



Key

- Open space project
- Streetscape project
- Project boundary
- Existing kerbline
- Existing fences
- Existing buildings
- Existing building/facility entrance
- Key open space entrance
- Proposed main open space path
- Proposed secondary open space path
- Indicative new buildings/structures
- Indicative future development area
- Removed buildings/structures
- Existing car park
- Indicative new car park
- Bus stops
- Existing trees
- Trees that could be removed
- Indicative new trees
- Temporary event space
- Enhanced pedestrian crossing
- Signalised pedestrian crossing
- Active edge
- Corner articulation for future buildings
- Enhanced sightlines/visual connections

CHARACTER AREA 2: NORRIS WARD

An intimate civic park with an Arts and Community focus. | Possible public transport hub.



Desired outcomes

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

Open Space Projects

Project C - Multi-purpose art-based community facility

OPTION A - New community facility

Replacement of existing Council owned building (the former Council works depot) with a purpose-built community facility that compliments Norris Ward Park and addresses Seddon Rd, providing a clear viewshaft between Tainui St and Norris Ward Park that links the WTB to Lake Domain. Include multi purpose car parking areas designed as flexible spaces to accommodate not only facility parking but events, markets, pop-up spaces, performance area etc.

OPTION B - Remove building and return to green open space

Following the end of the building's life, community groups are relocated and the buildings removed. The area is returned to open space for informal recreation, including flexible spaces to accommodate events, markets, pop-up spaces, performance area etc.

D. Norris Ward Park enhancement

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

Potential future project

In the future a new commuter train station may be located in the northern part of Norris Ward Park. This would include widening the rail corridor to accommodate double tracking of lines. This project has the potential to integrate Norris Ward Park, Circus Park and Seddon Park with pedestrian connections, e.g. pedestrian crossing across rail line.

Streetscape Projects

Note: Streetscape projects with an asterisk overlap with neighbouring Character Area

6. Tainui / Seddon Ward intersection upgrade*

Improve pedestrian connections through the realignment of roadway and introduction raised pedestrian crossings to safely link character area 1 and 2.

7. Ward Street greening and pedestrian connection*

Improve streetscape for pedestrians by widening footpath, rationalise parking, introducing street trees, rain gardens and/or amenity planting to enhance the pedestrian experience and encourage more use.

8. Ward/Tristram intersection upgrade and Western Rail Trail connection

Improve pedestrian and cycle connections through the intersection to connect Ward Street (funded road upgrade project) and with the Western Rail Trail and Norris Ward park with Hamilton Girls High School.

9. Seddon Rd greening and pedestrian connection

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

10. Tristram St pedestrian connection

Improve streetscape for pedestrians along key WTB connection by widening footpath to encourage greater use.

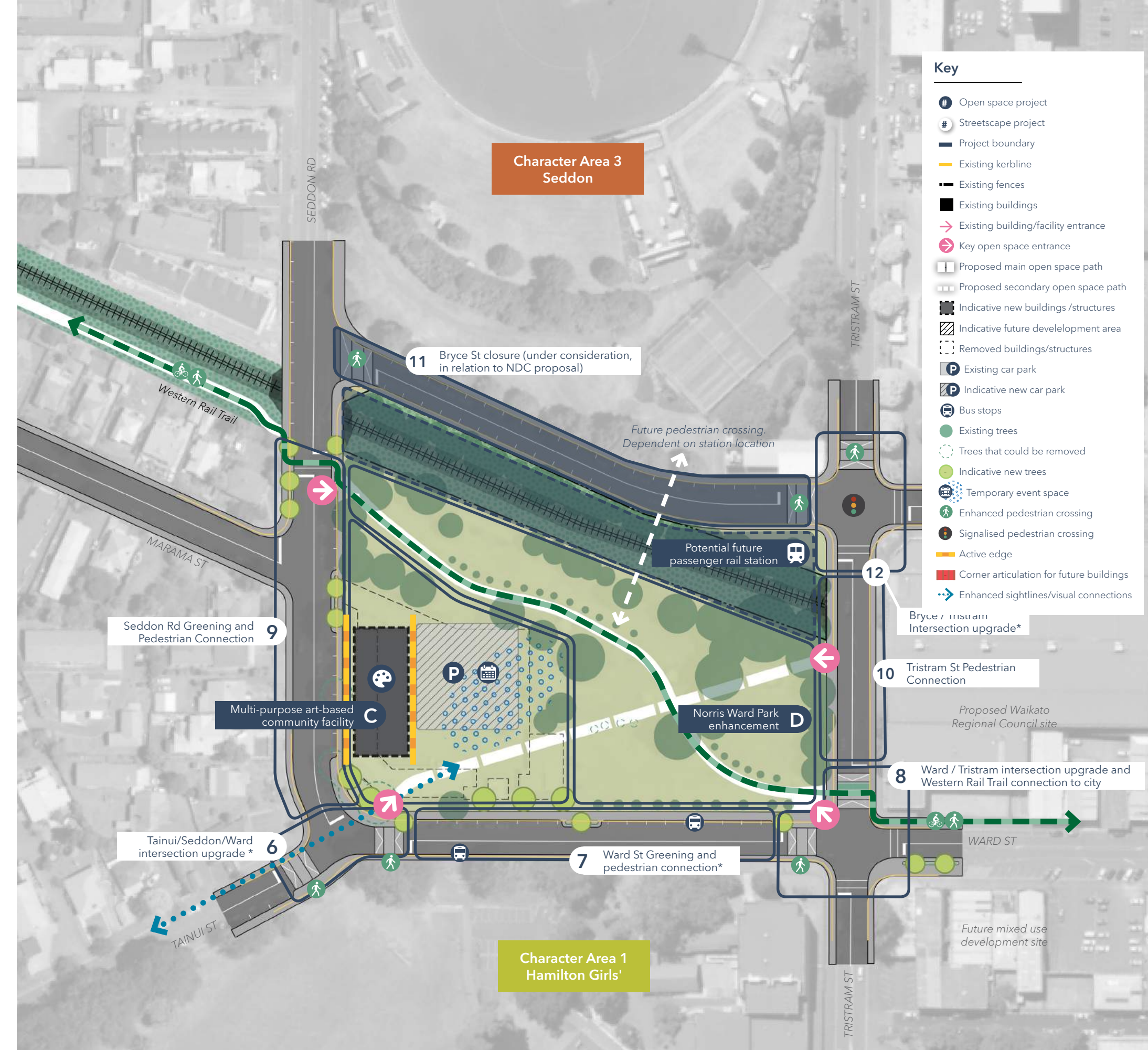
11. Bryce St Project - Street closure under consideration*

Potential closure of Bryce St creates an opportunity to transform Bryce street into shared space linking to the NDC proposal and Seddon Park main encouraging a space for healthy active connections; or

if not closed, improve streetscape for pedestrians by widening footpaths, rationalise parking, introducing street trees, rain gardens and/or amenity planting to enhance pedestrian safety and experience.

12. Bryce / Tristram Intersection Upgrade*

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



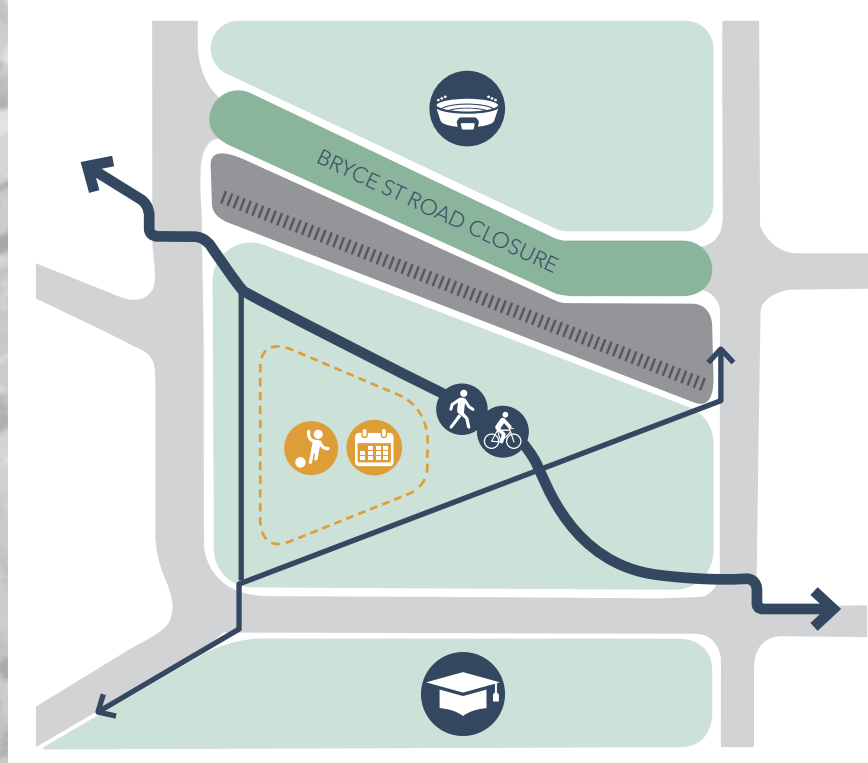
PROJECT C - OPTION A:

New purpose-built arts-based community facility with multi-purpose parking/events area (e.g. markets)



PROJECT C - OPTION B:

Remove building at end of life and return to green, open space and informal recreation



CHARACTER AREA 3: SEDDON

Waikato's premier cricket destination set within leafy, green parkland.



Desired outcomes

- Seddon Park remains Waikato's premier cricket venue that celebrates its heritage and plans its future.
- The stadium, parkland and streetscapes work together to create a cohesive whole.
- Seddon Park positively contributes to the surrounding leafy green parkland and streetscapes.
- Seddon Rd, Tristram St and intersections are developed as primary pedestrian links creating north south connections along the WTB.
- Locals and visitors can easily and safely navigate their way to and around Seddon Park.
- Circus Park is leafy and green with high quality public realm and forms part of the primary entrance to the stadium.
- Casey's Garden maintains its high open space values and forms a key pedestrian connection between Seddon Rd and Boyes Park.

Open Space Projects

E. NDC cricket expansion and Circus Park upgrade

Northern Districts Cricket project approved by Council resolution - Includes two outdoor nets, one set of indoor nets, office space and public realm upgrades. Depending on final design, the project could include Project F - Seddon Park main entrance (below).

F. Seddon Park main entry

Strengthen the main entrance to Seddon Park and integrate with adjacent public space in Circus Park to create a cohesive public realm entrance and accommodate expansion of cricket facilities.

G. Seddon and Tristram frontage project

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

H. Casey's Garden enhancement

Planting in Casey's Garden is maintained and enhanced and the central open space continues to provide area for temporary events associated with the stadium.

A pedestrian connection is created between Seddon Rd and Boyes Park as part of the primary pedestrian connection through the WTB.

Streetscape Projects

Note: Streetscape projects with an asterisk overlap with neighbouring Character Area

9. Seddon Rd greening and pedestrian connection*

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

11. Bryce St Project - Street closure under consideration*

Potential closure of Bryce St creates an opportunity to transform Bryce St into a shared space linking to the NDC proposal and Seddon Park main; or if not closed, improve streetscape for pedestrians by widening footpath, rationalise parking, introducing street trees, rain gardens and/or amenity planting.

12. Bryce / Tristram intersection upgrade*

Improve pedestrian connection and safety across Tristram St. The intersection design is dependant on the design Bryce St.

13. Tristram St pedestrian connection

Improve streetscape for pedestrians along key WTB connection by widening footpath enhancing pedestrian experience and use.

14. Norton / Tristram / London intersection upgrade

Improve pedestrian connection through intersection. Explore option raised crossing across Tristram St to improve safety. The intersection design is dependant on the design of the Norton Rd roundabout - If the roundabout is maintained the left turn from Norton Rd to Tristram St can be removed. If the roundabout is removed then this left turn will need to be maintained.

15. Norton St greening and pedestrian connection*

Improve pedestrian connections by widening footpath, rationalise parking, introducing raised pedestrian crossings to align with school entrances and introducing street trees, rain gardens and/or amenity planting to enhance pedestrian experience reduce vehicle speeds along Norton Street.



CHARACTER AREA 4: NORTON & BOYES

The leafy green 'heart' of the WTB where community and families come to enjoy play spaces and events.



Desired outcomes

- Boyes Park and the Founders Theatre site, together with the southern end of Hinemoa Park are designed and developed:
 - As the leafy green 'heart' of the WTB;
 - To provide play spaces for all ages and abilities including preschool, school age and youth age play as well as spaces for families.
- The Centennial Fountain, Dame Hilda Ross Fountain and the Founders Theatre site are maintained, celebrated and integrated with the future uses of the parks.
- The Norton Rd roundabout and Tristram St, including the intersection with Rostrevor St are developed as key pedestrian links creating north/south connections along the WTB.
- The Norton roundabout provides is well integrated with the WTB and facilitates safe, convenient, easy and enjoyable movement between the WTB and Frankton.
- King Street Corner open space values are enhanced and the space is integrated into the WTB open space network.
- Norton Rd, Tristram Ave and Rostrevor St are leafy and green and contribute to the character and amenity, user experience and comfort and ecological function of the area.

Open Space Projects

I. Founders Theatre project

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

A: Retention of the building for community use (which would require building works to remedy health and safety risks) and associated parking; or

B: Partial demolition and retention of some of the building for repurposing for other community uses or as part of the retention of the memory of the building and use; or

C: Complete demolition of building and reduction in car parking are in order to return land to open space function (including informal recreation opportunities such as play spaces). An additional option to retain and reuse some of the materials from the building for future development of the park.

In all options, ensure the Dame Hilda Ross Fountain is maintained, celebrated and integrated with the future uses of the parks.

J. Founders shared path connection

An accessible and safe 3m (min) wide shared path connection is created between Casey's Garden and Hinemoa Park providing a more direct access away from streets.

K. Centennial Fountain Project

Forms part of a destination park that includes play spaces for all ages and abilities including preschool, school age and

youth age play as well as spaces for families. Incorporate adaptive re-use of the Centennial Fountain.

L. Boyes Park project

Forms part of a destination park that includes play spaces for all ages and abilities including preschool, school age and youth age play as well as spaces for families.

Streetscape Projects

Note: Some streetscape projects overlap with neighbouring Character Area

14. Norton/Tristram/London intersection upgrade

Improve north/south pedestrian connection across Norton Rd. Explore options such as raised crossings and removing free left turn from Norton Rd to Tristram St.

15. Norton St greening and pedestrian connection*

Improve pedestrian connections by widening footpath, rationalise parking, introducing raised pedestrian crossings to align with school entrances and introducing street trees, rain gardens and/or amenity planting.

16. Tristram St greening and pedestrian connection

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

17. Rostrevor/Tristram intersection upgrade*

Improve pedestrian connections across Tristram St. The intersection design needs is dependent on the design for the Norton roundabout and Rostrevor St to increase safe use.

18a. Norton Rd roundabout - Pedestrian improvements OPTION A

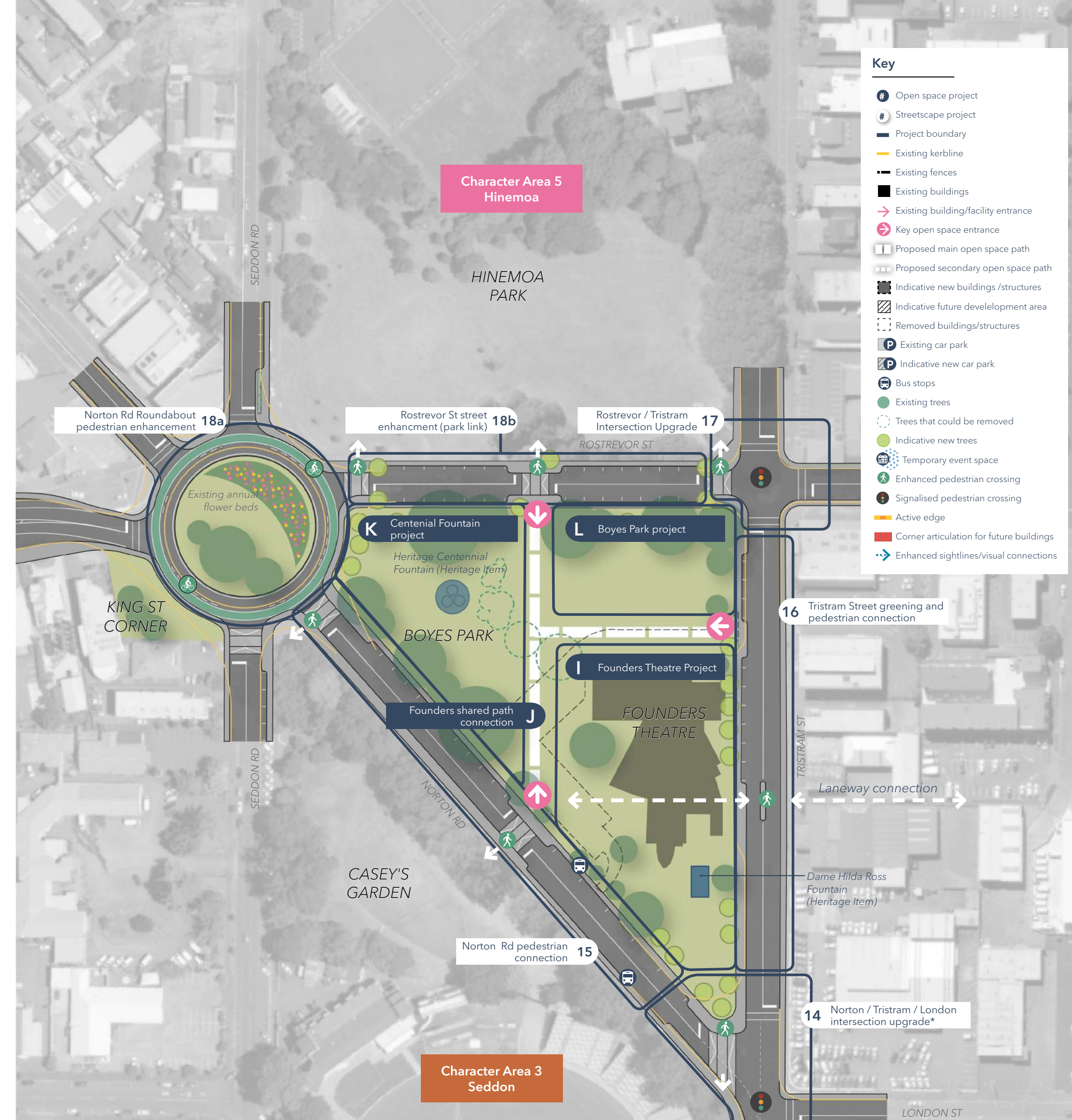
Improving pedestrian and cycling safety and connectivity around the roundabout (and thereby improving access to the WTB) at road crossing points

OPTION B

Improving pedestrian and cycling safety and connectivity through and around the roundabout (and thereby improving access to the WTB) with additional signalised pedestrian crossings going through the roundabout.

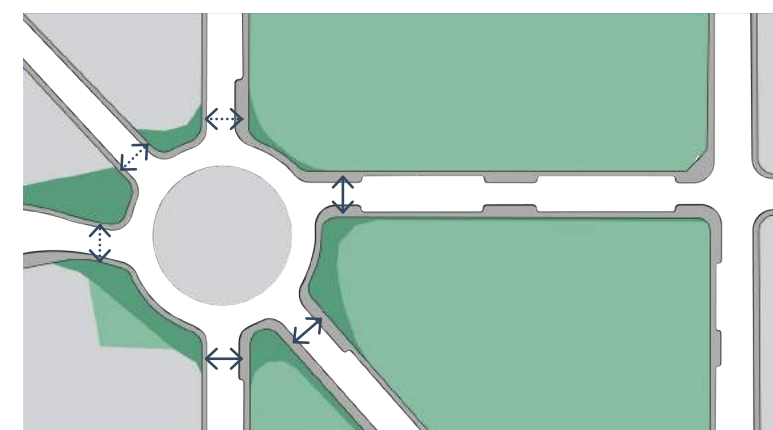
18b. Rostrevor St Street enhancement (park link)

Integrate Boyes Park/Founders site with Hinemoa Park to the north through improved pedestrian connections. Reduce vehicle speeds/access along Rostrevor St to encourage pedestrian safety and increase use.



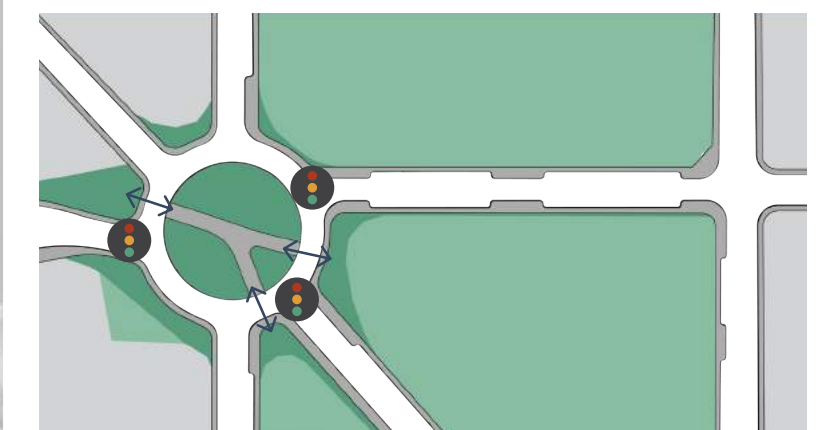
PROJECT 18A OPTION A - LOW INTERVENTION

Optimise pedestrian crossing across thresholds to roundabout (as shown on main plan above)



PROJECT 18A OPTION B - MEDIUM INTERVENTION

Optimise pedestrian crossings, plus additional signalised crossings.



CHARACTER AREA 5: HINEMOIA

A destination park where diverse cultural activities, sports and recreation happily co-exist.



Desired outcomes

- Hinemoia Park is a high-quality and multi-functional open space where cultural facilities and activities mix with informal recreation activities.
- Hinemoia Park is known by the public as a safe, convenient and fun place for people to meet, socialise, and spend time together in the park.
- Existing and future community and cultural facilities integrate with the surrounding open space and contribute towards a safe, enjoyable and well-used spaces.
- The southern end of Hinemoia Park is designed and developed together with Boyes Park and the Founders sites as the leafy green 'heart' of the WTB.
- Contains play spaces for all ages and abilities.
- The heritage transformer building is maintained, celebrated and integrated with the future uses of the parks.
- Seddon Rd, Tristram St, including the intersection with Rostrevor St and Mill St, the Seddon Rd crossing and the central spine of Hinemoia Park are developed as key pedestrian links creating north south connections along the WTB.
- Seddon Rd, Tristram Ave, Rostrevor St and Mill St are leafy and green and contribute to the character and amenity, user experience and comfort and ecological function of the area.
- Car parks are consolidated and shared between community groups.
- The V8 Super Cars Pit Lane site is reintegrated into Hinemoia Park.

Open Space Projects

M. Heritage transformer building project

The future of the transformer station and surrounding parkland (including the radio antennae and two established totara trees) is yet to be determined. There are two primary options:

- Minor retrofit and restoration to maintain, enhance and diversify existing community uses. Or
- Re-configure the Schedule B building to accommodate uses that open up onto the park space while retaining heritage values.

N. Hinemoia Park project

Together with Character Area 4, forms part of a destination park that includes play spaces for all ages and abilities - including preschool, school age and youth age play as well as spaces for families.

- The central spine of Hinemoia Park provides a key north-south pedestrian link.
- Improve physical and visual links through the removal of lawn bowls facilities and the removal and pruning of select trees.
- Explore the opportunity to incorporate/integrate wetland planting for enhanced biodiversity in low lying, boggy area through the spine of the southern end of the site.

O. Squash and tennis club project

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

P. K'aute Pasifika project

K'aute Pasifika were selected as the lead applicant for the former Stadium Bowling site. The proposal to redevelop the site is currently in its infancy. The proposal includes a pasifika fale - a traditional building for social and performance activities. The Masterplan depicts the indicative location of the lease area, fale and associated parking. Project outcomes need to ensure that:

- Buildings, fencing and surrounding landscape opens up onto Hinemoia Park to create physical and/or visual connections with adjacent public spaces, including outdoor event space;
- Parking areas are designed as flexible spaces to accommodate parking as well as events, markets, pop up spaces, performance area etc.
- Trees scheduled under the Operative District Plan are retained.

Q. Hinemoia/Mill/Tristram Project

The V8 Super Cars Pit Lane site is reintegrated into Hinemoia Park through the following options. All options should enable the key north/south pedestrian link to be created, provide for direct and safe pedestrian access and ensure that open space values are enhanced where possible.

OPTION A: Retain car parking area on Pit Lane site

OPTION B: Return to open space (shown on adjacent plan)

OPTION C: Car park and informal skate park.

The Mill/Tristram corner of open space: future path connections should be rationalised to align with street projects. Character and amenity of this corner is maintained and enhanced through retention of established trees.

Streetscape Projects

18b. Rostrevor St Street enhancement (park link)

Integrate Boyes Park/Founders site with Hinemoia Park to the north through improved pedestrian connections and reduced vehicle speeds/access along Rostrevor St.

19. Seddon Rd greening and pedestrian connection

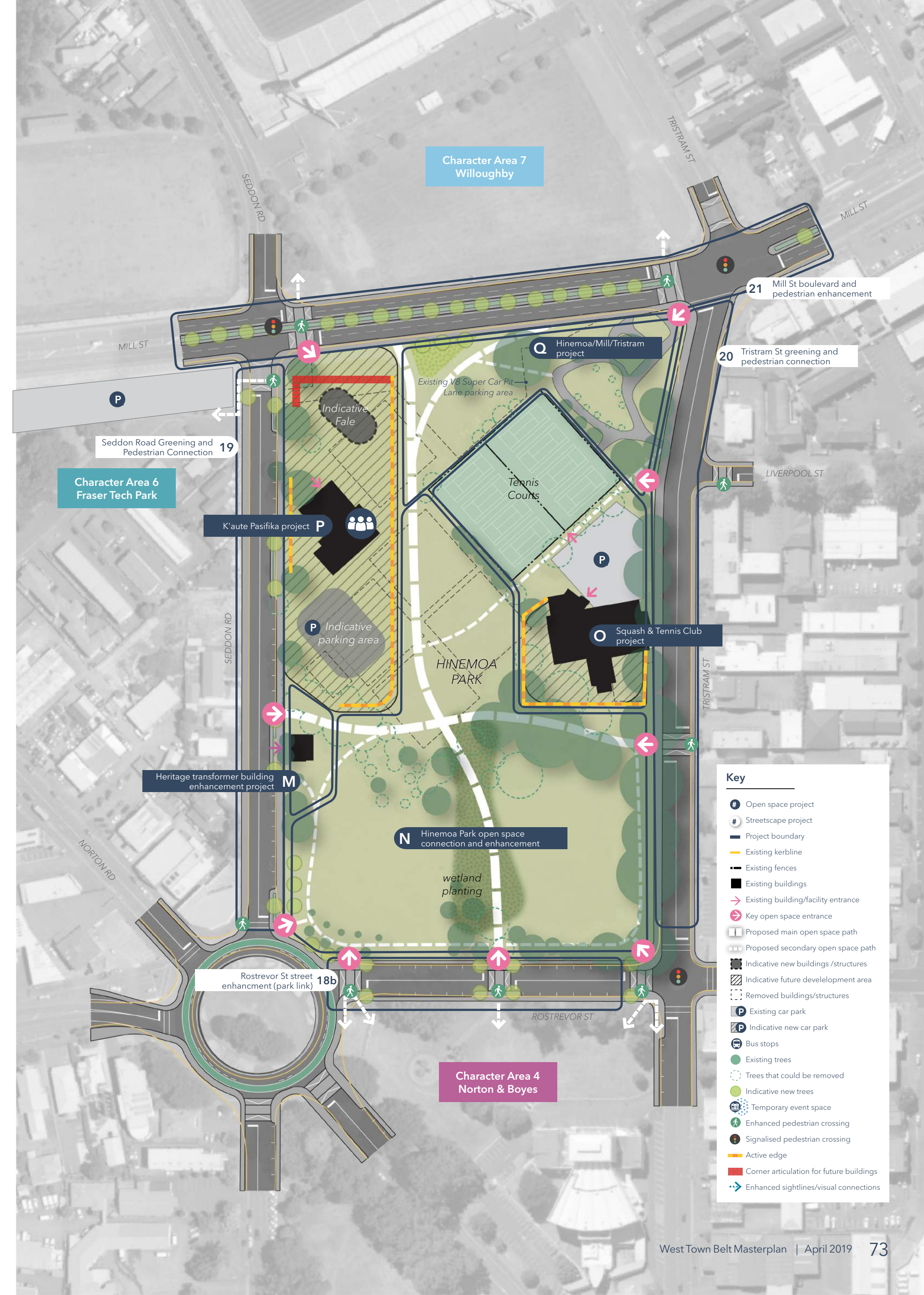
Improve pedestrian connections along key WTB connection by widening footpath, rationalise parking, and introducing a raised pedestrian crossing, street trees, rain gardens and/or amenity planting.

20. Tristram Rd greening and pedestrian connection

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

21. Mill St boulevard and pedestrian enhancement*

Improve the amenity and pedestrian connections along and across Mill St including improving pedestrian/cycling crossing facilities, formalise pedestrian/cycle path along former Passing Red site and introducing a row of trees with amenity planting along the middle of Mill St.



OPTION A - Retain car parking area

The entire V8 Super Car Pit Lane site is retained long term as a paid commuter parking space and is formalised for this purpose. K'aute Pasifika development is set back from Mill Street and outdoor performance space is reduced.

The western section of the V8 Super Car site is also retained long term as a paid public parking facility.



OPTION C - Car park & informal skate

Retain car park long term and convert eastern-most corner as an informal skate park. K'aute Pasifika development is set back from Mill Street and outdoor performance space is reduced.

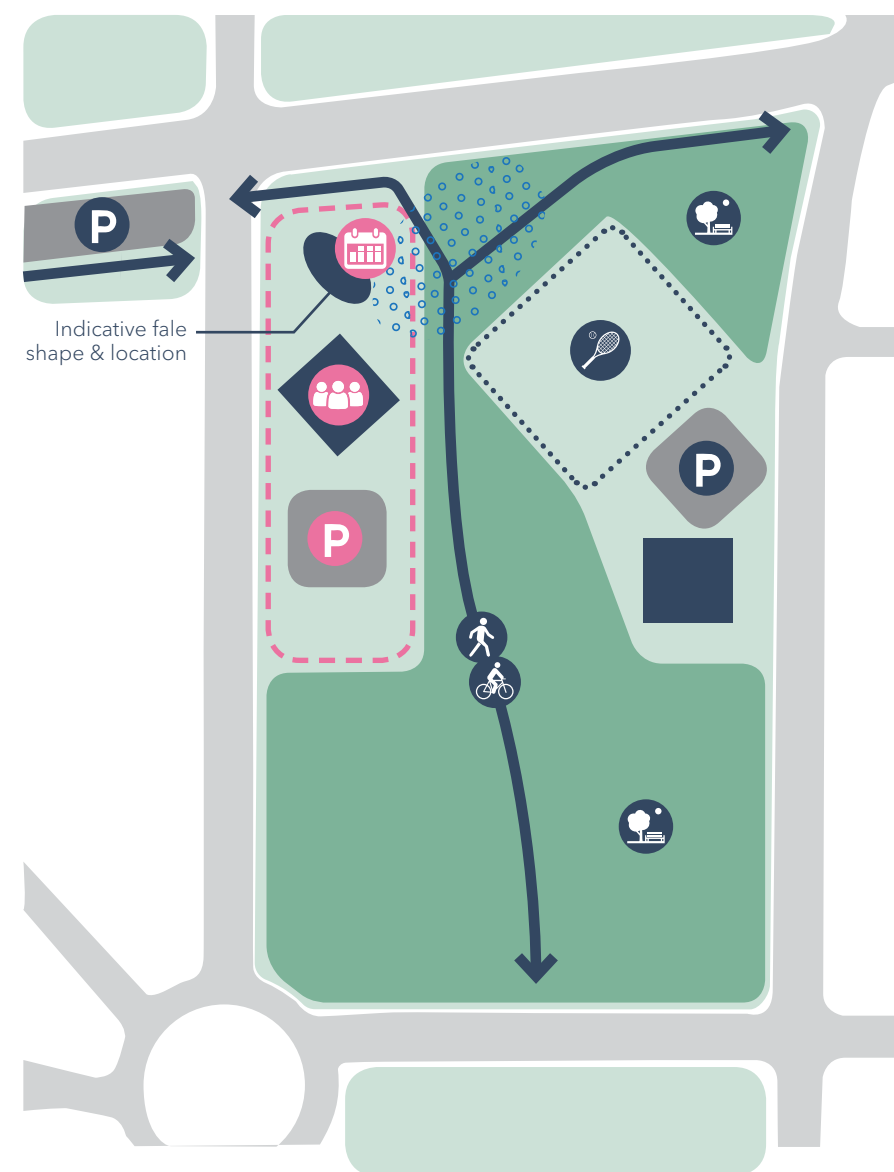
The western section of the V8 Super Car site is also retained long term as a paid public parking facility.



OPTION B - Return to open space

Following K'aute Pasifika development, eventually return the eastern section of the V8 Super Cars site to open space (green or hard surface options can be considered). The commuter car parking can remain in the interim.

The western section of the V8 Super Car site is retained long term as a paid public parking facility.



Key

- K'aute Pasifika community hub
- Temporary event space (for large events)
- K'aute pasifika parking (indicative only)
- Main pedestrian/cycling route
- Informal recreation
- Existing parking areas
- Skate park
- Tennis courts

CHARACTER AREA 6: FRASER TECH

An established sports park and key open space connection across Mill St.



Desired outcomes

- Fraser Tech Park is a leafy green, high-quality and multi-functional open space supporting sports facilities, particularly rugby.
- The severance of Mill St is addressed through primary pedestrian connections facilitating safe, convenient, easy movement between the two sites and the wider WTB.
- The streets surrounding Fraser Tech park are leafy and green and contribute to the character and amenity, user experience and comfort and ecological function of the area.
- Car parking relates to open space and major facility activities

Open space projects

R. West 'Pit Lane' carpark

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

S. Fraser Tech RFC grounds

Continues as a hub for community and sporting uses. If and when the facilities (including parking and landscaping) are modified options should be explored to reinforce the park context though enhanced physical and visual connections with adjacent public spaces.

Direct pedestrian access from Mill Street down to the Mill Street underpass and across to Old Mill Rd should be given consideration and priority in any future works to the car park

T. Fraser Tech Park

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

Streetscape projects

Note: Some streetscape projects overlap with neighbouring Character Area

21. Mill St boulevard and pedestrian enhancement*

Improve the amenity and pedestrian connections along and across Mill St including improving pedestrian/cycling crossing facilities, formalise pedestrian/cycle path along former Passing Red site and introducing a row of trees with amenity planting along the middle of Mill St.

22. Mill St connection and underpass upgrade

A key pedestrian route for the WTB: Create direct, safe and accessible pedestrian connections from Hinemoa Park to Fraser Tech field, Wye Ave and Avon St via the Mill St underpass.

Direct pedestrian access from Mill Street footpath down to the Mill Street underpass and across to Old Mill Rd should be given consideration and priority in any future works along the street.

23. Norton/Mill intersection upgrade

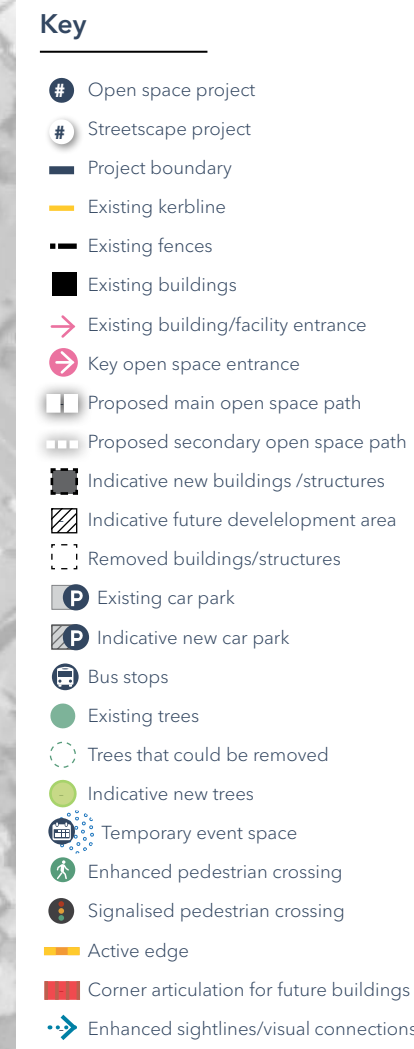
Improve pedestrian connections across Mill St and Norton Rd.

24. Old Mill St greening and pedestrian connection

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

25. Seddon Rd greening and pedestrian connection*

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



CHARACTER AREA 7: WILLOUGHBY

Waikato's premier sporting and cultural hub that stitches together the leafy, green and ecological 'hearts' of the WTB.



Desired outcomes

- FMG Stadium Waikato, surrounding open space and street network work together as a cohesive whole, operating as a flexible and adaptable open space that accommodates a range of activities and allows multiple users to happily coexist, including parking and fan zones for significant events.
- The streets surrounding Willoughby are leafy and green and contribute to the character and amenity, user experience and comfort and ecological function of the area.
- Tristram St is pedestrianised, leafy and green with high quality public realm that forms part of the entrance to the stadium and the primary pedestrian path connection for the WTB.
- Hamilton West Cemetery is maintained and enhanced and is integrated into the open space network.
- Willoughby Park is maintained and enhanced as a space for informal recreation and community events.

Open space projects

U. Mill St field and events space

Maintenance and enhancement of Mill St Field as a multi-functional open space for temporary events.

Enhanced pedestrian connections and park amenity along the western and eastern edges of the field to improve the stadium entrance and an east/west path connection along southern stadium edge.

V. FMG Stadium Waikato enhancement

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

W. Hamilton Old Boys RSC

Continues as a hub for community and sporting uses. If and when the facilities (including parking, fencing and landscaping) are modified options should be explored to reinforce the park context through enhanced physical and visual connections with adjacent public spaces. Options for removal of the boundary fence to encourage public access from Seddon St should be considered

X. Willoughby Park enhancement

Willoughby Park is maintained as a sports field and peripheral

open space is enhanced to provide for informal recreation opportunities and temporary events.

Y. Hamilton West Cemetery

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

Z. Willoughby shared path connection

An accessible and safe 3m (minimum) wide shared path connection is created through the Character Area, between Tristram St and Beetham Park, and along the edge of the Waitawhiriwhiri Gully and Hamilton Old Boys field to connect Seddon Rd footpaths with the WTB.

Streetscape projects

Note: Streetscape projects that overlap with neighbouring Character Area are asterisked *

21. Mill St boulevard and pedestrian enhancement*

Improve the amenity and pedestrian connections across Mill St improving crossing facilities for pedestrians and introducing a row of trees with amenity planting along the middle of Mill St.

25. Seddon Rd greening and pedestrian connection*

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

26. Upper Tristram/Stadium greening and pedestrian connection*

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

27. Tristram/Willoughby intersection upgrade*

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

28. Willoughby/ Richmond St greening and pedestrian connection *

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



CHARACTER AREA 8: WHATANOA

A community and recreation hub set in restored parkland.

Desired outcomes

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

Key

- Golf
- Sports field
- Pedestrian/Cycling path
- Community hub
- Lookout
- Dog walking
- Informal recreation
- Natural area
- Community hub

OPTION A - MAINTAIN DRIVING RANGE LONG TERM



OPTION B - CONSIDER RETURNING TO OPEN SPACE ONCE GOLF LEASE EXPIRES



Open spaces projects

AA. Richmond St Community Hub and Beetham Car Park consolidation

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

BB. Beetham Training Field

Retain training field

CC. Prodrive Driving Range Project

Long term, and when the lease of Prodrive expires, the Council should work with the community to consider whether:

OPTION A: ProDrive continues to operate as a commercial entity, and, the interfaces with adjacent public spaces are enhanced, particularly through projects DD and EE below. **OR**

OPTION B: Consider returning the site to public open space. Alternative uses for the site should take into account the landfill and heritage requirements and consideration of the Waitawhiriwhiri Gully. Option B would result in larger, more diverse open space areas and improved path circuit. The dog exercise area could be enhanced and provision made to overlook gully from former paa site

DD. Beetham Park Wetland and walkway enhancement

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

EE. Waitawhiriwhiri Crest Walk

A safe and accessible 3m wide (min) pedestrian path established along the crest of the Waitawhiriwhiri Gully to provide an alternative connection between the Willoughby character area and Ulster Street.

Streetscape projects

28. Willoughby/Richmond greening and pedestrian connection*

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

29. Ulster St greening and pedestrian connection*

Improve pedestrian connections along key WTB connection and across Ulster St by:

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

Key

- Open space project
- Streetscape project
- Project boundary
- Existing kerbline
- Existing fences
- Existing buildings
- Existing building/facility entrance
- Key open space entrance
- Proposed main open space path
- Proposed secondary open space path
- Indicative new buildings/structures
- Indicative future development area
- Removed buildings/structures
- Existing car park
- Indicative new car park
- Bus stops
- Existing trees
- Trees that could be removed
- Indicative new trees
- Temporary event space
- Enhanced pedestrian crossing
- Signalised pedestrian crossing
- Active edge
- Corner articulation for future buildings
- Enhanced sightlines/visual connections



CHARACTER AREA 9: WAITAWHIRIWHIRI

A community and recreation hub set in restored parkland.



Desired outcomes

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

Open spaces projects

FF. Restore and maintain the Waitawhiriwhiri Gully and Stokes Cres Reserve

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

GG. Waitawhiriwhiri Stream corridor restoration

- Restore and stabilize stream banks, including the removal of unsightly stormwater outlets to improve safety and amenity.
- Plant stream edges and floodplain with appropriate native species to improve biodiversity, habitat and water quality.
- Remove barriers to the movement of fish, if any, to improve quality and function of stream environment.
- Replace existing maintenance access track with pedestrian and cycle connection along the valley floor connecting Seddon Rd with Ulster St to improve safety and accessibility along stream corridor

HH. Waitawhiriwhiri/Willoughby Closed Landfill restoration

- Restore and stabilize gully walls and plant with native plants

and habitats that can grow and thrive on the unique and challenging conditions.

- Investigate formalising the existing Four Wheel Drive track along the banks of the Gully, into a pedestrian track to create a mid-point park connection between the lower gully stream and the upper Beetham Park. This should connect with the Gully Crest walk and wider path connections.

II. Edgecumbe/Ulster St park entrance project

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

JJ. Edgecumbe Gully Restoration

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

KK. Edgecumbe Park Project

- When lease expires, consider relocating Table Tennis facility to open up Edgecumbe Park and encourage greater informal recreation uses
- If the facility remains, consideration should be given to opening the building to the surrounding park space to create physical and/or visual connections, improve compatibility with the surrounding open space and improve public safety, particularly within the car park.
- Enhance the park entrance to create an identifiable and inviting entrance/exit point, improved pedestrian and cycling access between street and park, clear linkages with the River Path
- The closed public toilets at the Table Tennis facility are reoped on the edge of Edgecumbe Park facing Edgecumbe St to improve public safety and awareness of the facility, particularly for those using the River Path.

Streetscape projects

30. Waikato River path connection

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



Key

- Open space project
- Streetscape project
- Project boundary
- Existing kerbline
- Existing fences
- Existing buildings
- Existing building/facility entrance
- Key open space entrance
- Proposed main open space path
- Proposed secondary open space path
- Indicative new buildings/structures
- Indicative future development area
- Removed buildings/structures
- Existing car park
- Indicative new car park
- Bus stops
- Existing trees
- Trees that could be removed
- Indicative new trees
- Temporary event space
- Enhanced pedestrian crossing
- Signalised pedestrian crossing
- Active edge
- Corner articulation for future buildings
- Enhanced sightlines/visual connections



Character Area 9c
Waitawhiriwhiri



- Key**
- Open space project
 - Streetscape project
 - Project boundary
 - Existing kerblines
 - Existing fences
 - Existing buildings
 - Existing building/facility entrance
 - Key open space entrance
 - Proposed main open space path
 - Proposed secondary open space path
 - Indicative new buildings /structures
 - Indicative future development area
 - Removed buildings/structures
 - Existing car park
 - Indicative new car park
 - Bus stops
 - Existing trees
 - Trees that could be removed
 - Indicative new trees
 - Temporary event space
 - Enhanced pedestrian crossing
 - Signalised pedestrian crossing
 - Active edge
 - Corner articulation for future buildings
 - Enhanced sightlines/visual connections

Character Area 9c
Waitawhiriwhiri



- Key**
- Open space project
 - Streetscape project
 - Project boundary
 - Existing kerblines
 - Existing fences
 - Existing buildings
 - Existing building/facility entrance
 - Key open space entrance
 - Proposed main open space path
 - Proposed secondary open space path
 - Indicative new buildings /structures
 - Indicative future development area
 - Removed buildings/structures
 - Existing car park
 - Indicative new car park
 - Bus stops
 - Existing trees
 - Trees that could be removed
 - Indicative new trees
 - Temporary event space
 - Enhanced pedestrian crossing
 - Signalised pedestrian crossing
 - Active edge
 - Corner articulation for future buildings
 - Enhanced sightlines/visual connections

5.0 APPENDICES

APPENDIX 1: OPEN SPACE PLAN 2013



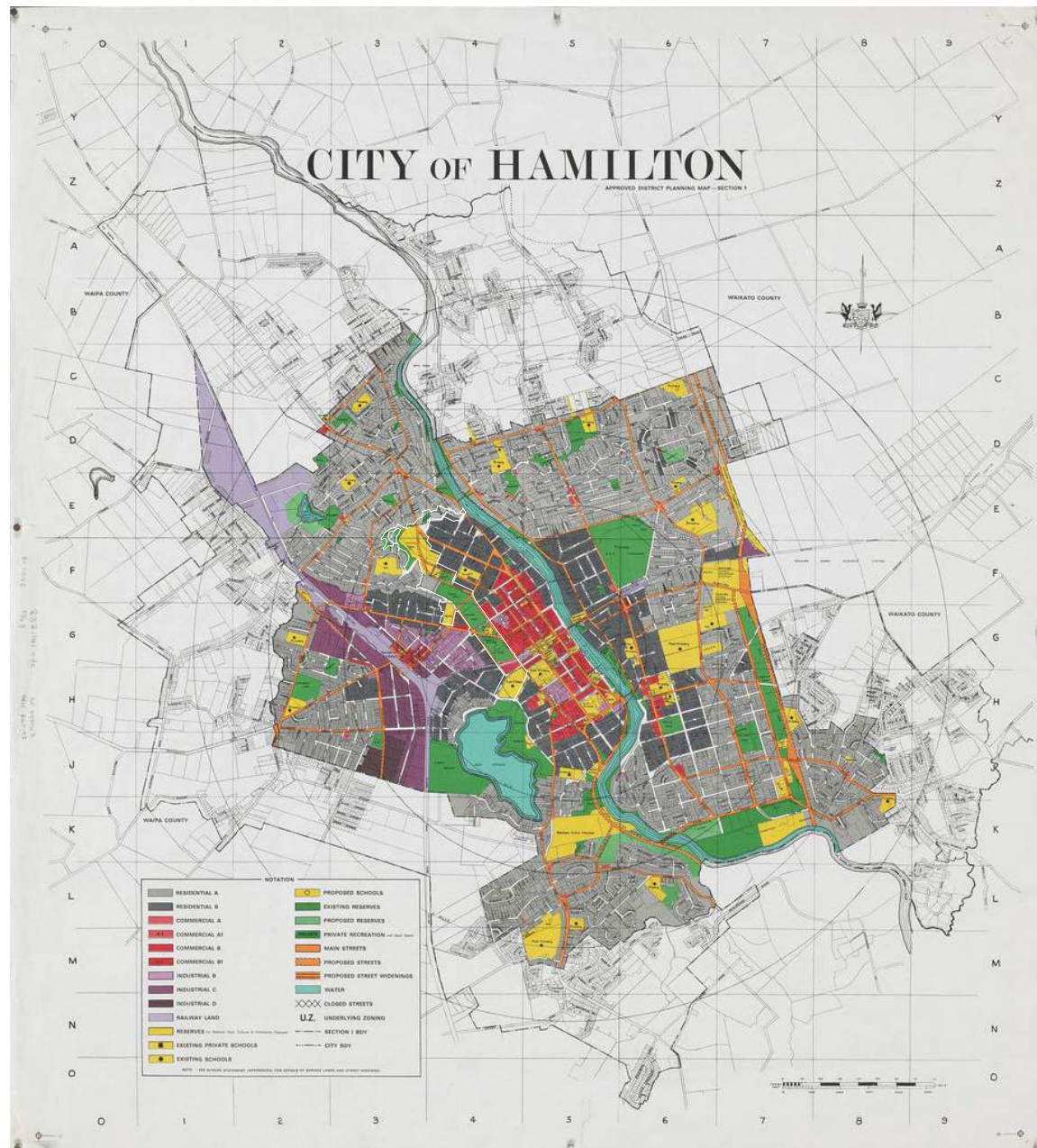
Figure 2: Our Vision for Open Space

APPENDIX 2: HISTORICAL MAPS

West Town Belt_1927 Hamilton Borough Plan



West Town Belt_1963 District Plan map



FURTHER INFORMATION


[hamilton.govt.nz/westtownbelt](https://www.hamilton.govt.nz/westtownbelt)

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