Station Corner Limited

Submission on Plan Change 12 – Enabling Housing Supply (PC12), Hamilton City Council

Full Name:	Station Corner Limited
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Submission Information:

Station Corner Limited could not gain an advantage in trade competition through this submission.

The specific provisions of the Plan Changes that Station Corner Limited submission relate to are attached.

Station Corner Limited seeks amendment to the specific provisions as listed in the attached document. The reasons are provided in the attached document.

The decisions that Station Corner Limited wishes Hamilton City Council (HCC) to make to ensure the issues raised by Station Corner Limited are dealt with are also contained in the attached document.

Station Corner Limited wishes to be heard in support of this submission of this submission.

If others make a similar submission, Station Corner Limited will consider presenting a joint case with them at a Hearing.

Regards,

Fraser McNutt

1.0 Introduction

Station Corner Limited is a major developer in Hamilton focused upon establishing high quality urban development enhancing Hamilton City. Station Corner Limited are owners of 99-107 Tasman Road, 1-15 Chalmers Road and 1-11 Winders Road, Hamilton.

Figure 1: Aerial showing subject site and surrounds (Source: Hamilton City Council)

The site is zoned Industrial under the Operative District Plan (ODP) and the adjacent sites are also within the Industrial Zone. To the east of the site is the KiwiRail designation (F1) which is located between the site and the Business 3 'Sub-Regional Centre' Zone, which encompasses 'The Base' shopping centre, as shown in Figure 2.

Figure 2: ODP zoning map with adjacent features.

The site is not identified as containing any natural flooding hazards, and is not identified as containing any historic heritage values or archaeological sites, nor are there any in close proximity to the subject site.

2.0 General Feedback

Hamilton City Council (**HCC**) a tier 1 Council, is required give effect to the National Policy Statement-Urban Development (**NPS-UD**), including making planning decisions which improve housing affordability[1] and enabling more people to live in, and more business and community services to be located in, areas of urban environment[2]. To achieve these outcomes HCC is required to provide at least sufficient development capacity to meet the expected demand for housing and for business land over the short term, medium and long terms[3] and enable urban development in accordance with policies 3 and 4 of the NPS-UD.

In accordance with section 80E of the Resource Management Act (**RMA**), HCC is required to change the ODP using an intensification planning instrument (**IPI**) to incorporate the MDRS and to give effect to policies 3 and 4 of the NPS-UD. Plan Change 12 (**PC12**), has been notified, being proposed by HCC as enabling housing in Hamilton City as an IPI.

[1] NPS-UD Objective 2
[2] NPS-UD-Objective 3
[3] NPS-UD- Policy 2

Station Corner Limited consider, for reasons further detailed in this submission, that the plan change fails to give effect to the National Policy NPS-UD accordance with the RMA.

Rather than enable more people to live in, and more business and community services to be located in areas of an urban environment, in accordance with Objective 3 of the NPS-UD, HCC have used PC12 to constrain urban development. By applying unnecessary constraints (extensive qualifying matters that cover a large proportion of the City) and failing to only modify the relevant building height and density requirements under policy 3 of the NPS-UD only to the extent necessary HCC have reduced the development capacity of the ODP.

Station Corner Limited consider that this approach to urban development and implementation of the NPS-UD will result in the inability of HCC to provide sufficient development capacity to meet the demand for housing and for business land in the short term in accordance with policy 2 of the NPS-UD.

Station Corner Limited, consider that the scope, Section 32 evaluation and justification for PC12 zoning and provisions are fatally flawed for the following reasons:

1. PC12 does not consider the appropriateness of rezoning business or industrial land as residential zones, appendix 2.2 options to achieve objectives has failed to consider rezoning business and industrial land as an option.
2. PC12 applies qualifying matters from Plan Change 9 Historic Heritage and Natural Environment, contrary to Section 77I of the RMA and in the absence of appropriate evaluation in accordance with sections 77J and 77K.
3. PC12 applies a centres approach which relies upon arbitrary centre criteria (e.g. presence of existing activities such a supermarket, a healthcare provider, and 400m being a walkable catchment), inconsistently applies zone descriptions and up zoning, and fails to give effect to policy 3 of the NPS-UD.
4. Section 32 does not comply with the requirements of section 77J and 77K of the RMA.

Station Corner Limited, **oppose** PC12 as notified, and **seek amendments** as detailed further in sections 3 and 4 of this submission.

2.1 Rezoning of business or industrial land for residential purposes

Relief Sought

That HCC comprehensively review all business and industrial land with a view to rezone or enable residential activities, to provide sufficient development capacity to meet housing demand and business land capacity.

Reason

As a tier 1 Council, HCC is required to provide "plan enabled" development capacity for housing or for business land to provide at least sufficient development capacity to meet expected demand in the short term, medium term and long term in accordance with policy 2 of the NPS-UD.

PC12 is supported by Appendix 3.4 Residential Capacity Modelling Report, prepared by ME Consulting. This report is completely focused upon residential capacity and does not reassess business or industrial capacity as a result of PC12, instead cross referencing the original ME

Residential Capacity Model derived for the 2021 Housing and Development Capacity Assessment (HDCA).

Station Corner Limited consider that this report does not accurately reflect plan enabled housing capacity, as it completely disregards all capacity provided ODP business and industrial zones. The ODP industrial zone for example provides for many non-industrial activities including the provision of ancillary residential units as a controlled activity within the industrial zone. Therefore, it can be concluded that the industrial zone does in fact provide for both plan enabled business and residential land for the short-term development capacity.

The HCC Business Development Capacity Assessment 2021 (BDCA) has evaluated the capacity provided by the ODP business zoning, including the activities enabled by the plan. The BDCA concludes that Hamilton City in the short-term has a "*significant surplus of plan enabled land zoned for commercial activities*", the District Plan provisions "*significantly over provide for retail development*". The BDCA also concludes that the industrial space available to be developed on the land is "*significantly more than demand requires"*. However, the BDCA also concludes that "*what is important is that the areas identified as being industrial development areas are protected from encroachment by other uses (notably large format retail)*.

Station Corner Limited generally support the BDCA conclusions, that industrial areas should be protected, however, Station Corner Limited consider that Council should comprehensively review the industrial zones, for two purposes (1) strengthen protection of the Industrial Zone provisions to afford the appropriate level of protection of industrial land and (2) to review land zoned Industrial Zone under the ODP to determine what is the most appropriate zoning to given effect to the NPS-UD and recognise existing character, amenity and activities. Station Corner Limited note that many areas of land zoned Industrial under the ODP have been utilised and consented for non-industrial activities (excluding retail and office use).

Based upon these conclusions, in order the give effect to the NPS-UD, HCC should consider the distribution and location of business zones and activities via rezoning and strengthening of rules.

2.2 Plan Change 9 Historic Heritage and Natural Environment Qualifying Matters

Relief Sought

That HCC delete all cross references to PC9 matters as MDRS and intensification qualifying matters and rely upon the ODP.

Reason

HCC have determined that Significant Natural Areas, Relationship of Maori with Archaeological Sites, Built Heritage and Heritage Areas as proposed by PC9 should be included as qualifying matters in PC12. Whilst Station Corner Limited generally support the concept of appropriately managing effects on these features in accordance with Section 6 of the RMA, it is considered that PC9 has not sufficiently been progressed through the plan change process and will be subject to change. It is further noted that PC12 must follow a stream lined process, which will result in a mis-alignment of provisions given the standard process followed by PC9. Furthermore, as drafted PC12, does not propose to change or limit the MDRS within these locations, rather rely upon the overlay to manage effects.

2.3 Sufficient Business Land Qualifying Matter

Relief Sought

That HCC delete the requirement of the NPS-UD to provide sufficient business land as a qualifying matter.

Reason

HCC is required to implement the NPS-UD comprehensively, this includes the provision of both housing capacity and capacity for business land. Station Corner Limited consider the HCC should be reviewing the appropriateness of zoning and provisions comprehensively, rather than applying retention of business land as a qualifying matter. As previously discussed, the HCC Business Development Capacity Assessment 2021 (**BDCA**) has evaluated the capacity provided by the ODP business zoning, including the activities enabled by the plan. The BDCA concludes that Hamilton City in the short-term has a "*significant surplus of plan enabled land zoned for commercial activities*", the District Plan provisions "*significantly over provide for retail development*". The BDCA also concludes that the industrial space available to be developed on the land is "*significantly more than demand requires"*.

3.0 The Base and Surrounds Zoning

Relief Sought

That HCC review and amend the zoning of The Base and surrounding walkable catchment, to give effect to policy 3 of the NPS-UD, comprehensively assessing the appropriateness of the area for intensification including:

a. Amending the plan to include a Metropolitan Centre Zone, which recognises the importance of The Base and surrounds as a focal point with a broad range of commercial, community, recreational and residential activities; and

b. Rezoning the following area as Metropolitan centre zone:

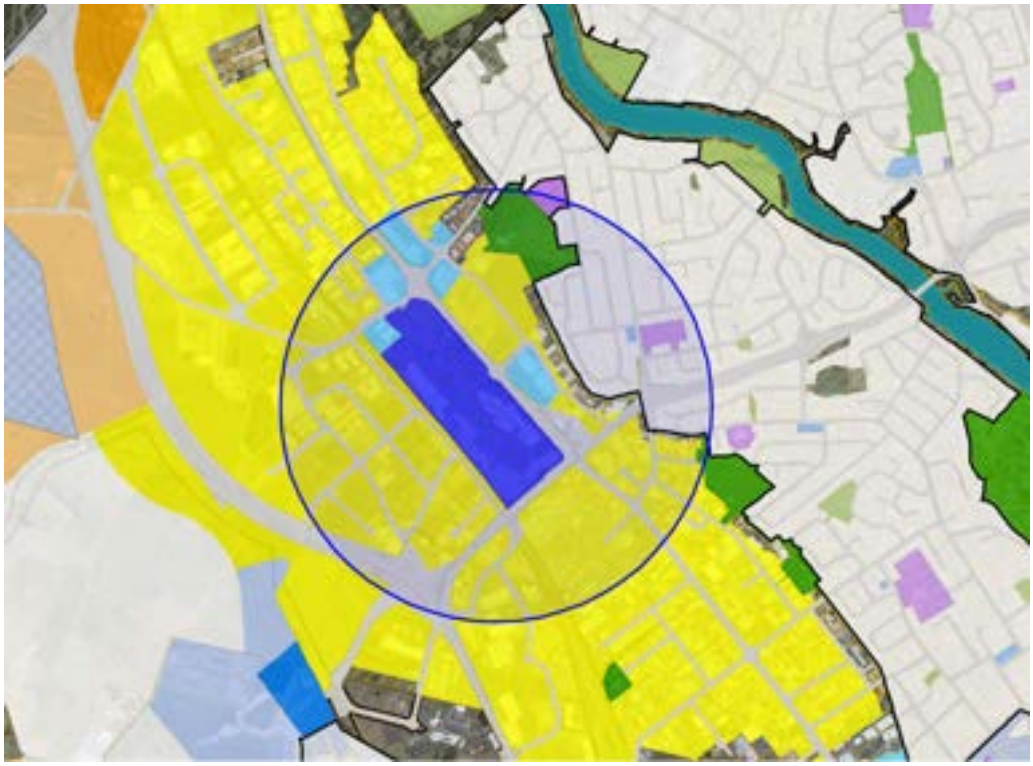


Figure 1: The Base and Surrounds – Catchment to be considered for rezoning.

c. Rezone all Residential Zoned land within a 800m walking catchment of The Base (or proposed Metropolitan Centre Zone) Medium Density Residential Zone; and

d. Undertake any consequential amendments to any district wide chapters, necessary to incorporate the Metropolitan Centre Zone.

Reason

HCC is required to implement the NPS-UD comprehensively, including the provision of both housing capacity and capacity for business land. PC12 has not comprehensively reviewed business and industrial zoning, instead it has amended existing business zone provisions and up zoned surrounding areas of selected locations to provide for the MDRZ. The section 32 evaluation report has not evaluated the option of rezoning areas of existing business or industrial land for mixed uses or residential uses, and the PC12 Assessment of Options to Achieve Objectives (Appendix 2.2) only evaluates two options (status quo and updating the existing zone provisions to implement the MDRS). For these reasons, Station Corner Limited, consider that PC12 does not give effect to policy 3 of the NPS-UD.

Council has determined in Appendix 3.6 Centres Assessment that the ODP zones would be defined based upon the 'equivalent' NPS-UD zone (Appendix 1), Station Road Limited consider that this definition process has unnecessarily restricted zoning options, therefore the section 32 has failed to consider the most appropriate methods to give effect to the proposed objectives and the NPS-UD. The report provides no justification or technical evidence in support of the equivalent zones selected. Station Road Limited consider that The Base and surrounding area fit perfectly with the

National Planning Standards description of a Metropolitan Centre Zone[4], and this is the most appropriate zoning for this location to implement the NPS-UD.

The Council centres assessment (Appendix 3.6 Centres Assessment) has considered and evaluated the methods to apply policy 3d of the NPS-UD. This evaluation has been based upon a number of assumptions, which in our opinion have been established from preconceived outcomes and has resulted in The Base being excluded from further assessment for suitability for intensification[5]. These assumptions are:

a. The intensity assessment has been solely focused upon the existing activities currently located with the centre zoned land rather than comprehensively considering the surrounding catchment.

b. Restricting 'adjacent' from Sub-Regional Centre Zones to a 400m walkable catchment is inconsistent with urban design best practice and Ministry for Environment Guidance, which recommends determining walkable catchment size appropriate for local circumstances.

c. Assessment of accessibility, opportunity for intensification and walkability has been completed following flawed assessment of centre intensification suitability.

d. ODP industrial land should be retained and not rezoned. This assumption is inconsistent with the findings of the BDCA.

e. The centres assessment is based solely upon existing land use activities, no consideration has been given to future enabled land use activities.

Appendix 2, of Appendix 3.6 Centres Assessment evaluates each centre for intensification suitability, Station Corner Limited consider that the assessment of The Base and its surrounds is flawed because the assessment concludes that The Base does not provide a supermarket, health or community facilities and is not adjacent to residential activities. This statement is incorrect, at least the following are provided in the catchment:

- Te Rapa Countdown is located within The Base catchment and within a 750m walking distance of existing residential activities.
- Community services such as Pukete School, Educare Pukete, Pukete Kindergarten, Crossroads Church and North Care Pukete Road are all located within The Base catchment.
- Residential Zoned land of Sherwood Drive, Oakfield Crescent, Sandwich Road and Morrow Avenue are all located within 750m of The Base and within the walkable catchment and should be considered 'adjacent'.

[4] Areas used predominantly for a broad range of commercial, community, recreational and residential activities. The zone is a focal point for sub-regional urban catchments.

4.0 Conclusion

In conclusion, Station Corner Limited seeks the following relief:

a) Station Corner Limited's general feedback in Section 2.0 and specific feedback in Section 4.0 is addressed and necessary changes incorporated into the PDP.

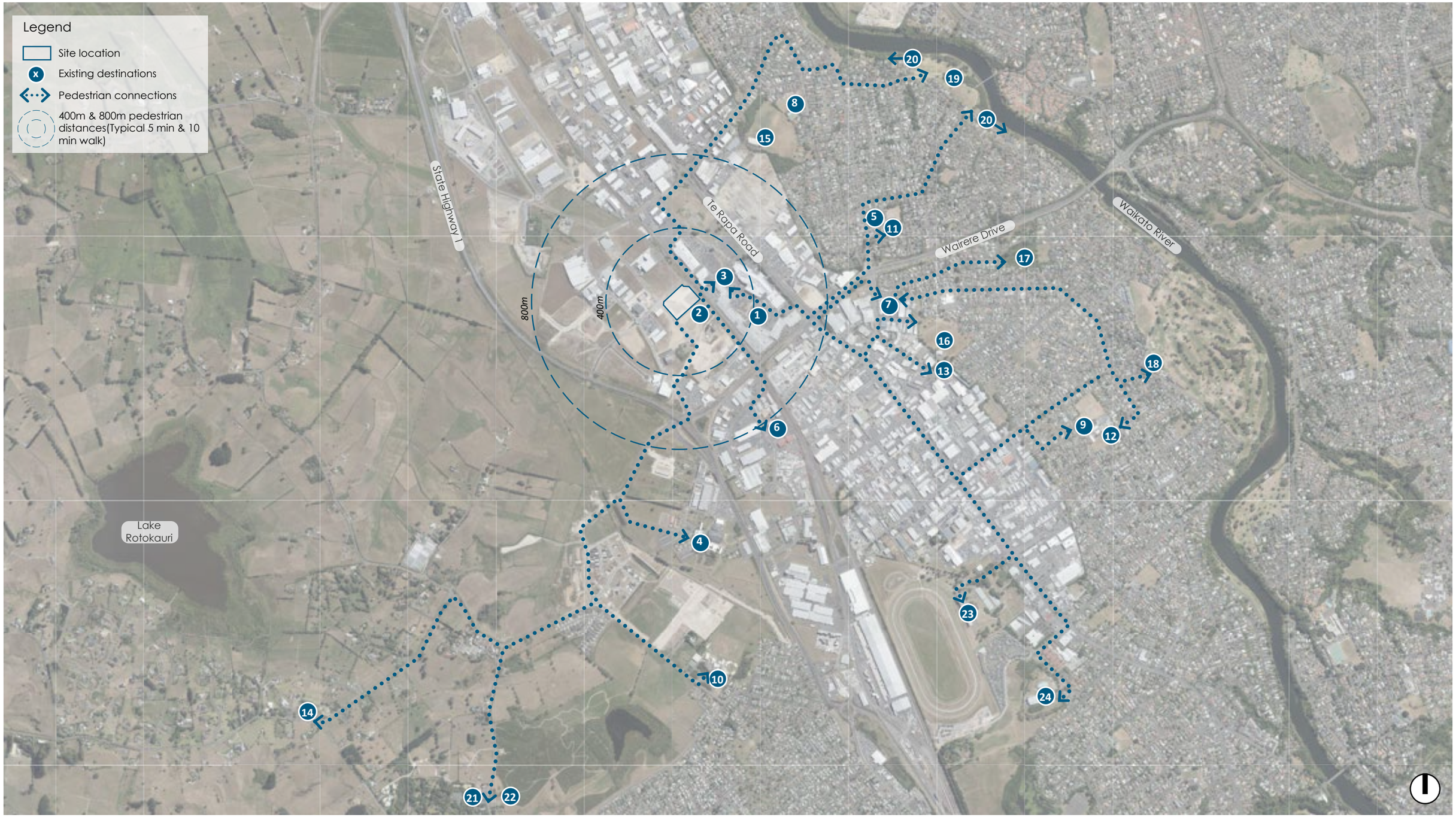
b) Any further necessary consequential amendments required to achieve (a) above.

Station Corner Limited looks forward to working collaboratively with HCC to address the above relief and is happy to meet with HCC policy staff or consultants to work through these matters.

5.0 Specific Submission Points on PDP

Sub #	Feedback Topic	Support/Oppose/Seek Amendment	Comments / Reasons	Relief Sought
Strategic Direction				
1	2.1.e Purpose	Oppose	Unnecessary repetition of the RMA, qualifying matters should be addressed within section 32 evaluation.	Delete paragraph e
2	Figure 2.1a Hamilton's Plan at a Glance	Support	Figure appropriately identifies The Base as a sub-regional centre.	Retain
3	Policy 2.2.a.ii, v - vii	Oppose	Significant natural areas should be managed via specific policy direction linked appropriately to mapping of said areas. Clause ii does not clearly link to and implement objective 2.2.2. Clauses v-vii are specific methods which are best addressed in the infrastructure chapter and duplicates proposed objective 25.13.2.2 and policy 25.13.2.2.a Clause vii is inappropriate and in-effective, HCC own section 32 evaluation has concluded that there is insufficient infrastructure capacity.	Delete clause ii and v - vii.
4	Objective 2.2.4	Oppose	The proposed wording results in the objective being limited in its application, resulting in uncertainty and risk for "brown-field urban development".	Retain ODP – delete "greenfield".

5	Objective 2.2.5 and policy 2.2.5d	Support	Consistent with policy 6 of the NPS-UD.	Retain.
6	Objective 2.2.6 and policy 2.2.6a	Support	Policy recognises the hierarchy of business centres, including The Base.	Retain.
7	Objective 2.2.14 and policy 2.2.14c	Seek Amendment	As detailed in Section 2 above it is considered that The Base and surrounding land should be recognised as a Metropolitan Centre Zone and surrounding land be appropriately zoned as MDRZ. Maintains consistency with policy 2.2.6a.	Amend policy 2.2.14c as follows: Provide for medium-density residential developments within a nominal 400m walking distance of the Sub-regional Centre at Chartwell and the Suburban Centres at Thomas Road, Lynden Court, Five Cross Roads, Clyde Street East, Hamilton East, Glenview, Frankton, and Dinsdale; and Provide for medium-density residential development within a 800m walking distance of the Metropolitan Centre Zone at The Base.
8	Objective 2.2.14 and policy 2.2.14h	Oppose	Business land development capacity should be established in accordance with the NPS-UD, it is considered that this policy is unenforceable, ineffective and inefficient as drafted.	Delete
Subdivision				
9	23.7.1.t Allotment Size and Shape.	Oppose	Insufficient section 32 justification to support any amendments to industrial zone provisions. Proposed shape factor is unnecessarily restrictive.	Delete



Notes.

1. This map was formulated by Barker & Associates using Google Maps.
2. 400m distance relates to a typical 5 minute walk.
3. 800m distance relates to a typical 10 minute walk.
4. This sheet should be read in conjunction with sheet 02/02.

Tasman Road, Te Rapa, Hamilton
Accessibility Plan

Scale. 1:20,000 at A3
Date. 01/08/2022

Status. Request for further information (RFI)
Sheet. 01/02

B&A
Urban & Environmental

	Destination	Distance (m)		
1	The Base (shopping centre)	950m	11 min	3 min
2	Rotokauri train and bus station	85m	1 min	1 min
3	Platform B bus interchange (The Base)	210m	3 min	1 min
4	Wintec	1800m	23 min	6 min
5	Pukete School	1600m	21 min	6 min
6	Te Kopuku High	1000m	12 min	3 min
7	Bizzy Bee Pre-School Education Centre	1500m	20 min	8 min
8	Te Rapa Primary School	2200m	28 min	8 min
9	Hamilton Junior High	3000m	37 min	11 min
10	Nga Taiatea Wharekura High School	2770m*	33 min*	8 min*
11	Pukete Kindergarten	1600m	21 min	6 min
12	Hamilton North School	3400m	43 min	13 min
13	Te Rapa Early Education Waikato	1800m	24 min	8 min
14	Rotokauri School	4130m*	49 min*	13 min*
15	Ashurst Park	1600m	20 min	6 min
16	St Andrews Park	1700m	22 min	8 min
17	Totara Park	2300m	29 min	10 min
18	St Andrews of Hamilton Golf Club	3200m	41 min	13 min
19	Braithwaite Park	2500m	32 min	10 min
20	Waikato River Walk	2500m	32 min	10 min
21	Hamilton Zoo	3500m*	42 min*	11 min*
22	Waiwhakareke Natural Heritage Park	3370m*	40 min*	10 min*
23	Te Rapa Race Course	3000m	38 min	11 min
24	Waterworld	3800m	44 min	13 min

**Pedestrian speed = 84 meters per minute*

**Cyclist speed = 333 meters per minute*

The NPS-UD (National Policy Statement - Urban Development) aims to ensure that the cities and towns of New Zealand are well-functioning urban environments that are able to meet the changing requirements of our diverse communities. The NPS-UD seeks to reduce barriers to development to enable growth 'up' and 'out' in locations which have good access to existing services, public transport networks and infrastructure or are responsive to demand for those land-uses within a particular location.

The subject site ("the site") is located directly adjacent to Rotokauri Train and Bus Station ("The Hub"). This transport hub is also a major point along several of Hamilton and Waikato's bus routes with 180 current planned daily bus movements which is anticipated to increase to 400.

The Base (a major shopping centre) is located less than 950m from the site. This shopping centre contains a significant range of retail outlets, amenities and employment opportunities which will help to service the proposed residential catchment in this location.

As referenced in the adjacent table, there are a number of open spaces / reserves which are in reasonable proximity to the site. Whilst many of these destinations would require a 20 - 30 minute walk, they are only approximately a 10 minute ride by bicycle.

Image referenced from: *Auckland Transport Urban Street and Road Design Guide (page 50).*

The proposal also contains a generously sized communal open space comprising soft landscaping, informal seating, specimen tree planting and lawn areas which could facilitate the ability for residents to 'kick a ball around'. This space would likely service the immediate needs of the proposed residential catchment while the other open spaces / reserves identified serving as a viable alternative.

Notes.

1. All distances and travel time for both pedestrians and cyclists have been taken from Google Maps.
2. The distances and travel metrics for those destinations with a (*) have been based on the future Te Wetini Drive Extension and future connection to Taiatea Drive.
3. This sheet should be read in conjunction with sheet 01/02.

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Date. 01/08/2022

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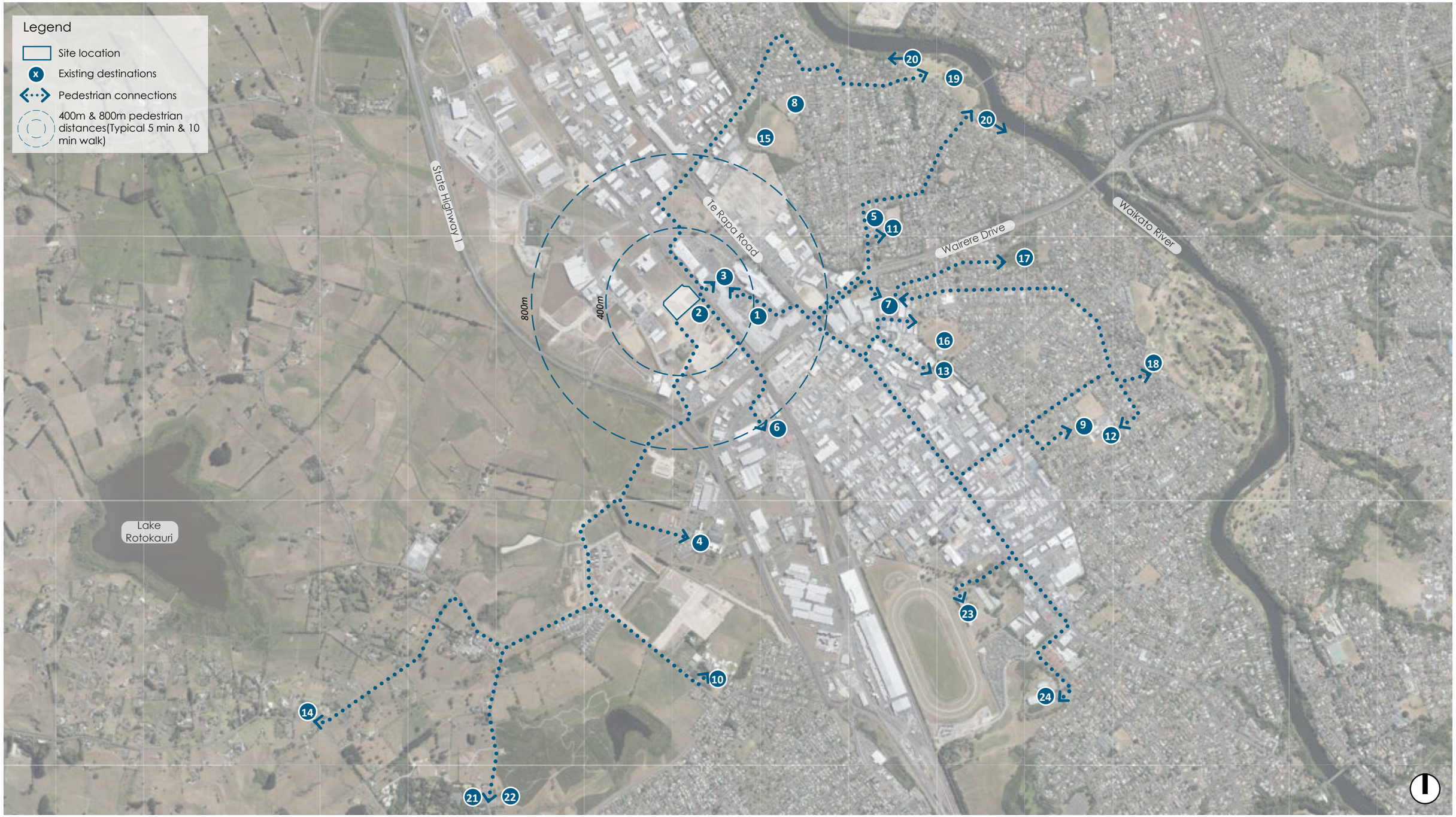

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Sheet. 02/02

B&A
Urban & Environmental

greenwood associates

Landscape Concept Package for

Station Corner Ltd

Tasman Rd
Te Rapa, Hamilton

Drawing Number:	Drawing Description:	Drawing Issue Date:
211120/1	- Local Context & Landscape Character	8/11/21
211120/2	- Site Opportunities & Constraints	8/11/21
211120/3	- Design Precedents	8/11/21
211120/4	- Landscape Concept Plan	8/11/21

greenwoodassociates.co.nz

File: /Volumes/Data HD/GA-DATA/Lockdown Aug21/01 PROJECTS/Tasman Support/01 Drawing Files/03 Tasman Rd Concept Plan.pln Issued: 10:58 AM, 8/11/21

A Rotokauri train & bus station

B Te Awa Shopping Centre (250m)

C Ashurst Park (1.6km)

D St Andrews Park (1.8km)

E Existing Farmland

F Pukete Primary School (2.5km)

G Te Rapa Industrial Area

H Waikato River Walk Trails

I St Andrew Golf Course (2.8km)

J Pukete Farm Park (2.0km)

K Fonterra Te Rapa (4.0km)

L Te Kopuku High School (1.0km)

M Te Rapa Racecourse (3.0km)

N Waterworld / Minogue Park

O Hamilton City Centre (7.2km)

P Waiwhakareke Natural Heritage Park

There are two large parks within 2km of the site: Ashurst Park to the north and St Andrew's to the east

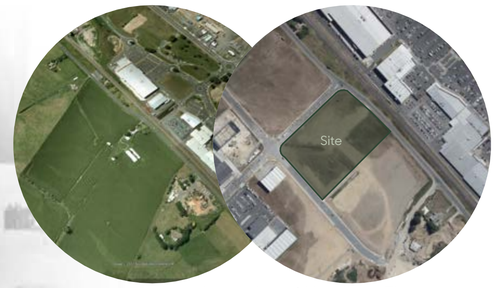
The Waikato River offers a corridor through the city with promenade walking & cycle trails

Open farmland to the west and the Waiwhakareke Natural Heritage Park to the south of the site provide ecological corridors for biodiversity

The Te Rapa industrial park a short distance to the north/southeast of the site offers a wide range of employment opportunity within walking distance

Client Station Corner Ltd	Project Tasman Rd, Te Rapa, Hamilton	Drawing 211120/1 Local Context & Landscape Character		Scale NTS	Issue Date 8/11/21 Revision Draft	Drawn JG Checked MB

greenwood associates



The site lies on the urban edge of Hamilton, 7km to the north-west of the city centre, on previously farmed land, traditionally the lands of Waikato-Tainui

The site is zoned for commercial land-use and is in close proximity to Te Awa shopping centre and many other facilities such as schools, employment hubs and parks across the railway line

The site is also directly adjacent a bus exchange with a Park & Ride and the Rotokauri Railway Station: a stop for Te Huia - the Hamilton to Auckland rail line

Te Rapa was named after the Pā on the banks of the Waikato river, south of the old Kiriiroa Pā - which Hamilton was strategically founded nearby

- Communal amenity opportunity
- Unit frontages activate/address the street
- Direct pedestrian circulation routes
- Private interface to neighbouring property
- Visually open interface to public space
- Vehicle circulation to access homes & businesses
- Natural surveillance from living spaces (Repeated on upper levels)
- Intermittent natural surveillance opportunities

Client	Project	Drawing	Scale	Issue Date	Drawn
Station Corner Ltd	Tasman Rd, Te Rapa, Hamilton	211120/2 Site Opportunities & Constraints	1:400@A1 1:800@A3	8/11/21 Revision Draft	JG Checked MB

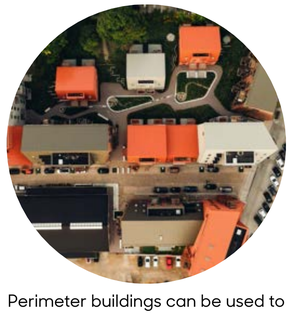
greenwood associates

MASTER PLANNING

Communal space at the heart of residential blocks successfully blends private space with semi public

Effective layering of planting, lawns and pathways in enclosed courtyards creates lively textures

Routes to connect with existing flows of movement



Perimeter buildings can be used to enclose and create unique private spaces

TREES & PLANTING

Seasonal variation to flat lawn spaces in built environments brings warmth and vibrance

Integrate planting with architecture to soften built form

Loose sprawling clusters of vegetation breaks up the rigidity of a regimented space

Formal pathways can be utilised as contemplative cloister-like spaces with purposeful planting

Denser layering of planting softens the built presence when used in close quarters

Avenue planting creates focal points and enhances way-finding with a comforting overhead canopy

New planting can be anecdotal of a former agrarian land-use

Narrow trees planted in tight groves create a beautiful woodland effect in smaller spaces

OPEN SPACE

Spaces scribed with feature desire-lines can create inviting fragments of soft landscape

Informal park-like courtyards cater for a wide range of users

Overlapping forms and patterns can work to provide different experiences within a single large space

Spaces can be enlivened by harnessing sun, shade and inviting informal play

HARDSCAPE TREATMENTS

Paving variation in accessways provides traffic calming and way finding

Flexible courtyard spaces create a platform for social interaction

Hierarchy of use/users reflected in changes of surface treatment

Open areas punctuated with seating activate social opportunities

Linear landscape features can provide narrative and direction to an enclosed site

Variation and rhythm to pathways, gardens and lawns creates unique breaks in highly built up areas

Raised features add dimension and manipulate perambulation in a space

Thresholds emphasise a sense of entrance and approach

SCREENING

Hedging and shuttered fencing delineates private and shared space

Paths and planting used to create a separation soft from

Layered planting combinations balance privacy & passive-surveillance

Planting can be used to create 'rooms' within a space

Client
Station Corner Ltd

Project
Tasman Rd, Te Rapa, Hamilton

Drawing
211120/3 Design Precedents

Issue Date
8/11/21
Revision
Draft

Drawn
JG
Checked
MB

greenwood associates

Chalmers Road

Clem Newby Road

Tasman Road

Te Awa

Rotokauri Railway Station

Rotokauri Transport Hub Park & Ride

Building H
Non - Residental

Building I
Non - Residental

Building A
(Residential &
Non-Residential)

Building A2
(Residential &
Non-Residential)

Building A3
(Residential &
Non-Residential)

Building D
(Residential)

Building E
(Residential)

Building F
(Residential)

Building C
(Residential)

Building G
(Residential)

Building B1
(Residential &
Non-Residential)

Building B2
(Residential &
Non-Residential)

Unique large grade trees create landmarks set character, add scale and provide shade

Crown lifted trees around the access ways maximises visibility for pedestrians and motorists

Natives will be utilised in shady areas on the southern side of blocks to create a lush, sub tropical feel

Layered hybridised planting surrounding the access ways will be quick to establish, low maintenance and durable

Seasonal features such as wild flower meadows and bulbs can be fun and reasonably low maintenance

Climbers will be used on freestanding structures in the landscape and on facades such as ground floor parking

Furniture will be developed to be, simple, durable and multi use

Hardwood arbor structures will aid way finding, privacy and pull landscape character through the development

- Large grade feature trees - E.g. Jacaranda
- Native specimen trees - E.g. Titoki
- Columnar specimen trees - E.g. Rewarewa
- Crown lifted specimen trees - E.g. Himalayan birch
- Fruit trees - E.g. Lemon, Lime, Feijoa
- Privacy hedging - E.g. Ficus 'Tuffy', Corokia
- Feature amenity planting - Mix of low maintenance shrubs
- Native fill planting - Mix of shade tolerant flaxes & ferns
- Hardy strip planting - Mix of low maintenance grasses
- Wild flower meadow - Seasonal & low maintenance
- Climbers - Range of low maintenance species
- Outdoor furniture - Hardwood benches and tables
- 1.8m high privacy screen - 400mm visually permeable upper
- 1.0m high frontage fencing - Modern style picket fencing
- Arbor frames - Hardwood arches with climbers

Client
Station Corner Ltd

Project
Tasman Rd, Te Rapa, Hamilton

Drawing
211120/4 Landscape Concept Plan

Scale
1:400@A1
1:800@A3

Issue Date
8/11/21

Revision
Draft

Drawn
JG

Checked
MB

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