



hamilton city centre design guidelines

volume 3 of 4

prepared by **hansen partnership** for Southern Grampians Shire Council
october 2011



these hamilton city centre design guidelines were prepared by **hansen partnership** and are a shared initiative of the state victorian government and the southern grampians shire council.

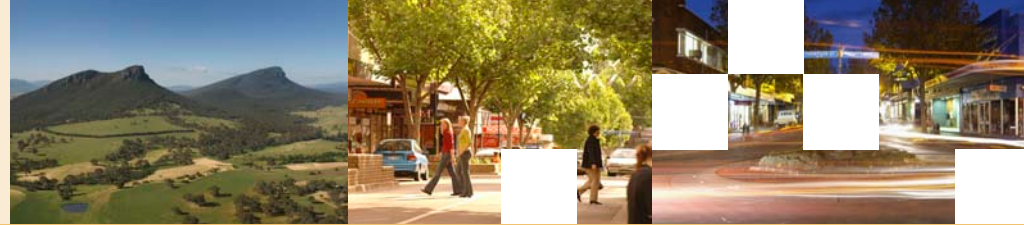
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1 introduction



hansen partnership has been appointed by the Southern Grampians Shire Council to undertake a series of planning processes for Hamilton which will guide development of the city over the next 20 years. This document, the *Hamilton city centre design guidelines* is one of five documents which will provide a coherent, practical and sustainable path for development.

These five documents are:

- The **Hamilton Structure Plan**: which will guide the broader land use and development of the whole city (vol 1);
- The **Hamilton city centre urban design framework**: which will provide more detailed directions, plans and strategies to guide the future development of the city centre (vol 2);
- **Hamilton design guidelines**: these will provide both broad guidelines for built form but will also provide some specific guidelines for particular 'types' of development in a Hamilton context (vol 3);

- The **Hamilton Masterplans**: these affect six key areas of the city and provide a greater level of detailed guidance as to how these areas will change and develop over time (vol 4); and
- **Hamilton CBD Parking Strategy**: will outline a broad approach to the management of car parking in the CBD and form the basis of a Parking Precinct Plan.

Hamilton is a special place with a particularly compact city centre based on an orderly grid network of streets and a broad array of traditional buildings that project a strong 'sense of place'. One of the strongest features of the city's image is its relatively orderly low scale, ensuring an awareness of topography and the dramatic skyline of Church Hill. The 'look and feel' of Hamilton is also influenced by the nature of public spaces including the wide open streets and narrow lanes that cross the centre, and the open aspect to parks and gardens that give the city its particularly green quality.

While the city centre enjoys these favourable attributes and is attractive in its own right, it is vital for new investment and development in the core of Hamilton to ensure its sustained role as the civic, community and commercial focal point. Development of any type will result in change, and it is therefore important to ensure that any proposed buildings correspond to the key place values of the city and reinforce, rather than dilute the 'sense of place' of Hamilton. This is not to say that all new buildings in Hamilton's city centre are required to be traditional in appearance, or necessarily of a low scale, rather it suggests that any new buildings should forge 'connections' with the prevailing patterns, forms and materials of the city as it is today.

The mandate for change in the city centre is not confined to private development, indeed there should also be regard for continuous improvement of the city's public realm. As with new buildings, proposed public spaces including the design and upgrading of streets, footpaths, parkland and spaces should have regard to common themes that remind us all that we are in Hamilton.

There are many elements that contribute to the 'feel' and 'look' of Hamilton today and these represent the key themes that should be referenced in the planning and design of new buildings and public places within the city centre. Key themes include:

- The city's *role* as a regional focal point;
- The city's *image* as a place with grand civic buildings;
- The city's *scale* which is predominantly 1-3 storeys;
- The city's *topography*, which provides for a dramatic skyline and long panoramic views;



- The city's generous *public domain* consisting of exotic tree lined streets and parklands;
- The city's *traditional building* stock, which emanates primarily from the 19th and early to mid 20th century;
- The city's *core grid street network* and the nature of junctions as meeting places; and
- The city's *address to landscape* with its strong frontage to both Melville Oval and the Botanic Gardens.

purpose of the guidelines

The purpose of these guidelines is to outline the important building siting and design matters that should be taken into account when:

- Constructing a new building, or
- Extending or altering an existing building, and
- Designing public space and places within the city;

to ensure that future development is responsive to Hamilton's character.

These guidelines outline the matters that Council will consider in the assessment of development proposals in order to achieve high quality urban design and architecture which reflects the particular characteristics, aspirations and cultural identity of the community and promotes the unique qualities of the city within a strategic context. The guidelines will help to ensure a degree of consistency in new development within the city centre, noting architectural diversity and variety should be achieved 'within' a common urban design pattern applied to particular parts of the city.

The guidelines have been prepared in order to assist building owners, developers, architects and planners devise concept plans and application material for new buildings. Some guidelines are generic to the whole of the city centre and should be regarded in relation to any application for buildings and works. Other guidelines provided in this document are precinct specific recommendations, and provide advice on how to address particular 'types' of buildings within different parts of the city grid.

The guideline document is set out as follows:

- **Part 1:** identifies the role of the guidelines and defines the key precincts within the city centre,
- **Part 2:** identifies *general* guidelines for the siting of buildings within the city centre,
- **Part 3:** which identifies *precinct specific* built form guidelines for particular precincts with the city,
- **Part 4:** outlines the *general* rules for building configuration within a site and their relationships to interfaces, and
- **Part 5:** outlines a series of *general* public realm measures and fixtures as a guide for the design of streetscape spaces.

city centre vision

The *Hamilton city centre design guidelines* seek to reinforce the overall vision for the city centre as spelt out in the *Hamilton city centre urban design framework*. This vision statement provides the basis for a series of more detailed design recommendation.

It seeks:

"For the Hamilton city centre to be the civic, shopping, business, entertainment, social, cultural and community heart of the city and region, which is safe and walkable and accessible to all by all means of transport, which is vibrant and busy, which showcases its heritage, open spaces and attractive boulevards and streetscapes, and which can evolve and intensify over time to accommodate the needs of the municipal and regional community, both residential and business in a compact and efficient urban form."

definition of precincts within the city centre

The Hamilton city centre is made up of a number of parts and this has, over time, led to the proliferation of different uses or activities along certain streets and in precincts. What is clear from analysis of the city is that the retail core on Gray Street presents different design issues compared to more robust warehouse uses along French or Cox Street. Similarly, the requirements for development at the city edge where housing and businesses coexist has its own requirements. It is therefore sensible to apply guidelines to precincts. These include:

- **Precinct 1:** A core retail and business precinct focused on Gray, Thompson, Brown, Lonsdale and French Streets,
- **Precinct 2:** A bulky goods precinct located along Cox Street between Lonsdale and Station Street,
- **Precinct 3:** A mixed use precinct positioned around the periphery of the retail core of the centre, and
- **Precinct 4:** A consolidating residential precinct extending beyond Cox Street, Melville Oval and the Botanic Gardens.

The extent of these precincts are identified as a key to where particular guidelines apply.

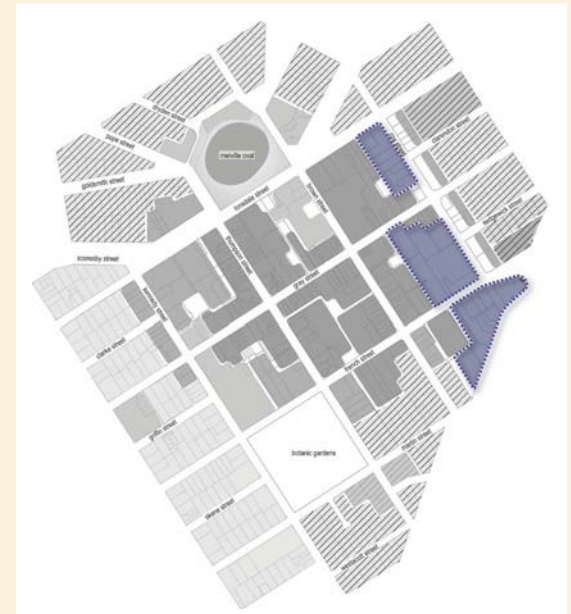
precinct 1: core retail / business

The core retail precinct within the city centre is the activity focus for Hamilton and includes a suite of supermarket and speciality retail uses combined with offices and shop top activity. Each of the key retail streets within the city are characterized by a “fine grained” subdivision pattern and an attached building form typically set hard to the street frontage. The streetscapes within the core retail area include Gray, Brown, Thompson, Lonsdale and French Streets and these accommodate development of typically 1-3 storeys in both traditional and contemporary format. This precinct also includes a number of heritage buildings and is graced with a strong and orderly arrangement of laneways (used for vehicle access and pedestrian movement) that traverse the urban blocks. The ambition for this precinct is to better utilise central city business zoned land and present a consistent ‘active and attractive’ frontage to the public streetscape. Development scale in the order of 2-3 storeys is generally supported in this precinct, with opportunities for shop top activities above the established retail street parapets. An emphasis in this precinct is better utilisation of open car parking areas and celebration of the city’s heritage architecture.



precinct 2: bulky goods

The eastern edge of the city centre along Cox Street is presently dominated by large format service and warehouse forms. This spine is also the primary entrance (and exit) to the City from both the east and west and an important approach to the retail core along Gray Street. While this area currently consists of hardware and car sales premises, it is likely that over time these uses will coexist within ‘large format’ style buildings. The west side of Cox Street, between Lonsdale Street in the north and Station Street in the south is an area preferred for such large format bulky good uses, as there are large lots in place and excellent access. The precinct between French and Gray Street currently has the capacity to deliver large format bulky good buildings in an integrated manner that will complement the function of the retail core to the west. Due to the prominence of Cox Street, it will be necessary to ensure that new 2-3 storey development of this type is well presented, so that they effectively communicate the pride of place and prosperity of the city.



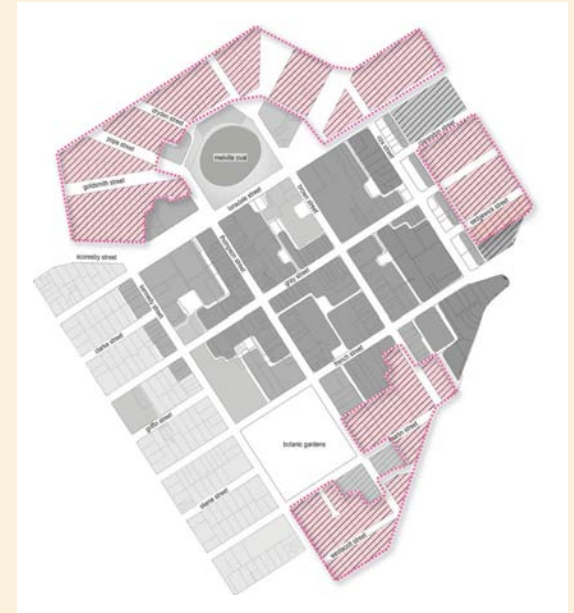
precinct 3: mixed use

Mixed use areas outside of the core retail precinct are locations where housing, offices and select retail and community uses can coexist within a relatively uniform building stock. It is not necessary in these areas for such a rigorous application of attached buildings set hard to the street frontage, indeed these are locations where front setbacks, courtyards and stepped building arrangements may be warranted due to the particular requirements of (non retail) uses. Land on the east side of Cox Street, along Kennedy Street and Lonsdale Street west and the south side of French Street each have the capacity to deliver development of between 1-3 storeys, with strong frontage and landscape treatments that emphasise the 'transitional' nature of these spaces. Given the location of these precincts so close to the retail core, their potential as medium scaled residential buildings offering alternative 'apartment' housing is excellent.



precinct 4: consolidated residential

The city centre is presently bound by established residential areas which have a strong suburban character and an excellent landscape contribution. Some parts of the residential surrounds such as Church Hill have notable heritage designations and should not be considered for change. Other areas, for example to the north around Melville Oval, east of Cox Street and to the south abutting the Grange Burn have considerable capacity for infill. This does not mean that medium rise apartments will proliferate, but there is the opportunity for townhouse or multi dwelling subdivision within the Residential 1 Zone. Buildings will be generally 1 and 2 storeys in scale and there will be a negligible impact or presence in the suburban streetscape. This simple approach to consolidation can in time result in a notable increase in dwelling density as required around the city centre for greater activity and street life. Vegetation protection and front and side setback treatments are key in this precinct.

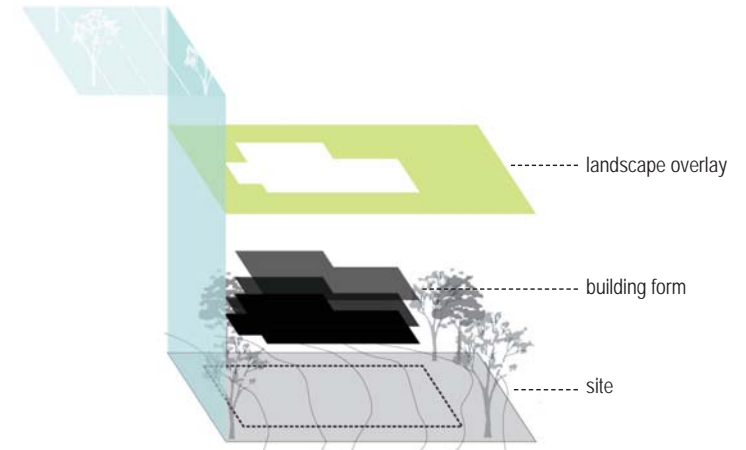


the planning & design process

The process of site planning and design for development in the Hamilton city centre should be a sequential one grounded in site research and investigation and liaison with Council's planning officers. The *Hamilton city centre design guidelines* recommend the following approach:

1. Identity site and appropriate planning scheme controls and policies,
2. Liaise with Council's planning officer to determine any key strategic directions or land use emphases,
3. Consider the *Hamilton city centre urban design framework* and these design guidelines,
4. Undertake site analysis of the land and its surrounding context to ensure an awareness of issues,
5. Prepare a design response plan that acknowledges the constraints and opportunities of the land,
6. Devise a site planning concept that outlines the position and configuration of proposed works in the land (refer Part 2),
7. Advance a building envelope concept referencing both general and precinct specific urban form guidelines (refer Parts 3 & 4),
8. Develop the functional outline of the proposed building in light of its use and user requirements (refer Part 5),
9. Ensure that manoeuvrability to, through and around the proposed form is appropriate (refer Part 6), and
10. Have regard to the ambitions for the public domain including key street and footpath spaces (refer Part 7).

It is recommended that draft site analysis, design response plans and an initial site planning concept is discussed with Council's planning officers in a pre-application process in advance of formal lodgement of drawings. The commissioning of architectural designers in the process of preparing applications is strongly encouraged.



2 site design



Site design is a critical part of the planning process as it ensures that buildings and spaces relate well to a site and the streetscape. A site specific approach to design is fundamental to achieving a positive outcome for any given site within Hamilton. The matters that are important in site design include the following:

site analysis

- A site analysis plan and accompanying statement should address the opportunities and constraints offered by a given parcel of land.
- The design response must be derived from the particular circumstances of the land.
- The site analysis must address the site's relationship to nearby private or public open space.
- The retention of canopy trees and significant natural characteristics need to be considered in the design response.
- The existing interfaces with adjoining parcels of land and pedestrian paths and the road network must be examined.
- Key considerations such as heritage, materiality, massing, height and expression should be identified at the site and surrounding properties.

building orientation

- Ensure that new buildings address the street and respect the particular attributes of the frontage (i.e. park, road, path, civic precinct).
- Ensure that building entries within the frontage are highly visible from pedestrian pathways and the street space.

- Ensure that façade treatments wrap around corners and address both frontages where applicable.
- Locate all services, car parking and loading areas away from the frontage and the street view.
- Ensure that building orientation is derived from principles of passive solar design, wherever possible.

building address

- In retail and commercial areas, buildings should be generally attached and set hard to the street front.
- In residential or mixed use areas, building frontage may be setback to allow for landscape or garden frontages.
- The design of buildings should employ markers or definition in the overall architectural composition to highlight entry or focal points.



building on slope

- In instances where slope is a factor, consider designing split level forms to avoid notable cut and fill on a site.
- Ensure that basements do not result in expanses of inactive walls at interfaces with pedestrian areas.
- The natural drainage of land must be considered in the design of development on sloping sites.

sustainability

- The siting of forms should ensure that potential for passive and active sustainability measures to be established is created.
- Both building and landscape design on a site should be integrated to achieve the best sustainability outcomes.
- Shading structures should be integrated into the overall design of buildings where required.
- The selection of materials should be sourced locally from renewable sources as much as practicable.
- Building design should implement sustainability assessment tools such as the STEPS or SDA processes which provide useful guides for incorporating sustainability considerations.

3

3.1 built form: retail core



The built form guidance for new development within the retail core is intended to ensure that the intimate fine grained quality of existing streetscapes is maintained while recognising that increased scale and upper level activity may be realised. Given the central location of the retail precinct and the grid street links to heritage precincts and open spaces, respect for heritage fabric, view lines and landscape remain important. The matters that are important in building design within the retail precinct include the following:



building height & scale

- Encourage consolidated development form in retail streetscapes to a maximum scale of 2-3 storeys.
- Support development on consolidated lots of up to 4-5 storeys to Lonsdale Street overlooking the Melville Oval.
- Support variation in scale and frontage form within the retail core with punctuations in scale at corners.
- Moderate or alter development scale in the context of key views, sight lines or heritage settings.
- Encourage 1-2 storeys forms along Gray Street between Brown and Thompson Streets.
- Benchmark the scale of potential development with abutting buildings wherever possible.

building form & setbacks

- Buildings in the retail core should reflect a zero lot line to achieve good retail activation at ground level.
- Buildings should be set hard to the street frontage for a least 2 storeys and preferably to a maximum of 3 storeys.
- Upper level setbacks to the street frontage are only required where it is necessary to match and abutting parapet.
- Upper level setbacks to the street frontage may be warranted on Lonsdale Street above a 3rd level.
- Building setbacks to the rear are acceptable for service and loading purposes.

façade & frontage treatments

- All buildings within the retail core should be attached and built hard to side boundaries to the front.
- Wide frontages should be vertically divided in a manner that respects the traditional 'grain' of the streetscape.
- Ground level to retail streets should be largely glazed and activated with display and building entry.
- A minimum of 70% of the street frontage should be transparent to enable a dialogue with passersby.
- Ensure flush ground level transitions from internal spaces to footpaths wherever possible.
- Above awnings, building frontages should display a regular rhythm of fenestration and balconies.
- Fenestration should be designed in sympathy with the proportions of other window openings in the street



- Horizontal definition of levels with the front and side elevations is required.
- The front façade of a retail form should be defined by a horizontal parapet or fascia.
- Where possible, match parapets along the streetscape to ensure a continuity of frontage form.

heritage form & additions

- Retain and conserve historic buildings within the retail core and support the restoration.
- New buildings in a heritage overlay require an assessment of the impact of the design response.
- Additions to historic buildings in the retail core should be setback behind the host form.
- Upper level and rear extensions to historic buildings should be contemporary in design and clearly distinguishable.

roof form and skyline

- Incorporate parapet forms to street frontage and concealed roof form within the retail core.
- Awnings to retail streetscapes should be provided at a height of 4m and should be cantilevered.
- Encourage shop top housing and roof top activity that demonstrates a mix of uses within the core area.

architectural style

- Encourage contemporary design that draws inspiration from the existing architectural traditions of Hamilton.
- Retain the integrity of identified heritage streetscapes without mimicking heritage styles.
- Consider and interpret the influence of late 19th century, art deco and inter war period architecture in new forms.
- Ensure buildings are designed and constructed so they can adapt to accommodate a range of uses over time.

materials & finish

- Utilize traditional building materials in an innovative manner, including the use of masonry, render and exposed brickwork in association with painted surfaces when adapting existing buildings and timber lining.

- Ensure a responsible colour palette that takes cues from the local landscape and/or streetscape elements.
- Consider energy efficiency in colour/material selection such as the use of durable/recycled materials and organic compounds to achieve a sustainable outcome.
- All building elevations within the retail core should adopt combinations of materials with a diversity of texture rather than single uniform surface that projects 'bulk'.

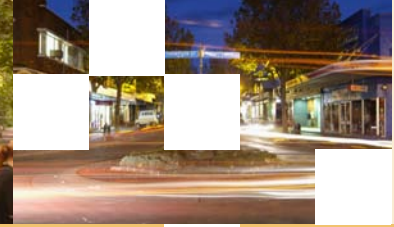
signage

- Retail signage should be carefully managed within retail streetscapes to a single under awning sign and a fascia panel located below the parapet.
- Street panel signs, sandwich board signs and projecting signs located above cantilevered awnings are discouraged.



3

3.2 built form: bulky goods



The built form guidance for new development within the bulky goods corridor along Cox Street is intended to support the transition of the precinct into a newly defined entrance into Hamilton from Ballarat Road. Recognising the large format building requirements of substantial warehouse and trade supplied uses and related bulky goods providers, the intention is to ensure an amenable and attractive presentation to Cox Street and a concealment of ancillary and service activities behind to the rear. As the primary entrance to the City, the presentation of active frontages to the Cox Street spine is critical. The matters that are important in building design within the bulky goods precinct include the following:



building height & scale

- Encourage consolidated development on the west side of Cox Street to a maximum scale of 2-3 storeys.
- Encourage the amalgamation of lots to enable the establishment of large format bulky goods stores.
- Achieve a scale of at least 2 storeys to the street front with ancillary service yards located to the rear of sites.
- Benchmark the scale of potential development with abutting buildings wherever possible.

building form & setbacks

- Bulky goods buildings on Cox Street should reflect a zero lot line to achieve good activation.
- Given the nature of bulky goods uses, large shed buildings with activated frontages are appropriate.
- No frontage car parking or access is to be achieved off Cox Street.
- Side setbacks are warranted only to the display of outdoor trade.
- Building setbacks to the rear are acceptable for service and loading purposes.
- Consider transitions in bulky goods building form in proximity to existing lower scaled form.
- Open areas of car parking as required should be located to the rear of the sites or in basement format.

façade & frontage treatments

- All buildings within the bulky good areas should be attached and set hard to side boundaries.
- Large glazed openings for access and egress and display areas are necessary to the Cox Street frontage.
- If possible, locate a skin of active frontage in front of the large format store to conceal the big box.
- If a large format store, a minimum of 50% of the frontage should be transparent.
- Ensure flush ground level transitions from internal spaces to footpaths wherever possible.
- Cantilevered awnings are encouraged along Cox Street to mitigate the presence of large shed forms.



roof form and skyline

- Allow corrugated iron or colourbond pitched warehouse roof forms and gable ends along Cox Street.
- Encourage the design of a visually interesting or defining roof form at each Cox Street junction.
- Support the provision of mezzanine and upper levels within bulky goods forms with fenestration and openings.

architectural style

- Recognise the robust nature of bulky goods 'sheds' and encourage a diverse and dynamic response at street level.
- Encourage contemporary design that draws inspiration from existing working buildings in Hamilton.
- Ensure buildings are designed and constructed so they can adapt to accommodate a range of uses over time.

car parking & servicing

- Bulky goods uses require substantial car parking and this should be provided at the back of the site.
- A secondary entry to bulky goods stores may be provided to ensure direct access from the rear car park.
- Car parking areas should include defined pedestrian connections and adequate landscape for shade and shelter.

materials & finish

- Utilize traditional building materials in an innovative manner, including the use of masonry, render and metallic sheeting and large areas of glazing.
- Ensure a responsible colour palette that takes cues from the local landscape and/or streetscape elements.
- Consider energy efficiency in colour/ material selection such as the use of durable/ recycled materials and organic compounds to achieve a sustainable outcome. Avoid the use of highly reflective textures or colours.

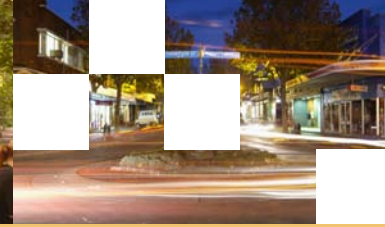
signage

- Bulky goods signage should be carefully managed within streetscapes to a single under awning sign and a fascia panel located above the parapet. No sky, projecting or pole signs are permitted and no illuminated signage is to be presented to Cox Street.

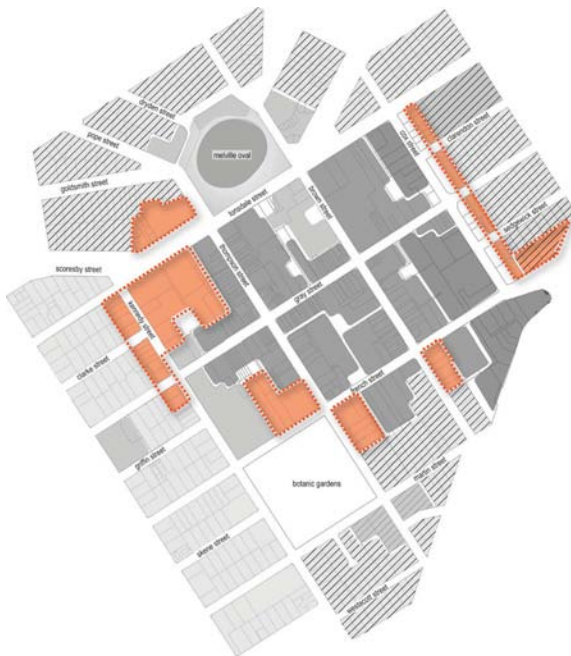


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3.3 built form: mixed use



The built form guidance for new development within the mixed use areas seeks to support flexible building modules that can serve as either residential, office, retail or community uses, or in some instances a range of activities vertically separated over levels. The nature of mixed use form as a transition between the core retail area and the residential surrounds ensures that the intensity of mixed use form requires moderation with an important role for landscape. The matters that are important in building design within the mixed use precinct include the following:



building height & scale

- Encourage consolidated development form in mixed use locations to a maximum scale of 2-3 storeys.
- Reflect the prevailing height in a streetscape, especially where there is predominant street character.
- Support variation in scale and frontage form within the mixed use areas with punctuations in scale at corners.
- Benchmark the scale of potential development with abutting buildings wherever possible.

building form & setbacks

- Non residential buildings in the mixed use areas may be set hard to the frontage to achieve good retail activation at ground level.
- Buildings within the mixed use area may also incorporate setbacks of up to 3m to allow for residential entries, except on Cox St.
- Provide separate entrances to residential development in mixed-use buildings and avoid sharing entrances between commercial and residential uses.
- Buildings should generally be set hard to the street frontage for a least 2 storeys with setbacks behind if possible.
- Side building setbacks are supported above the ground level to ensure amenity and aspect to upper level housing.
- Upper level setbacks should be applied that ensure good northern orientation to upper level dwellings.

- Building setbacks to the rear are acceptable for car parking, service and loading purposes.
- Building setbacks for ground level or upper level private open space is also acceptable.

façade & frontage treatments

- Buildings within the mixed use areas should be carefully sited to frontage to ensure an active interface.
- Where a site abuts a heritage form or other key features such as landscape, other setbacks may be required.
- If the proposed mixed use development abuts an existing street parapet, the design should seek to connect.
- Wide frontages should be vertically divided in a manner that respects the traditional 'grain' of the streetscape.
- Ground levels may be largely glazed and activated with display or may be presented with a building entry.



- If a mixed use form is retail at ground level, a minimum of 70% of the frontage should be transparent.
- A residential entry at ground level should be defined with canopy or portico and a rising profile up the front elevation.
- Above the ground level building frontages should display a regular rhythm of fenestration and balconies.
- Fenestration should be designed in sympathy with the proportions of other window openings in the street
- Horizontal definition of levels with the front and side elevations is required.

heritage form & additions

- Retain and conserve historic buildings within the mixed use precinct and support the restoration.
- New buildings in a heritage overlay require an assessment of the impact of the design response
- Additions to historic buildings in the mixed use areas should be setback behind the host form.
- Upper level and rear extensions to historic buildings should be contemporary in design and clearly distinguishable.

roof form and skyline

- Mixed use forms may present a more diverse arrangement of roof form with the prospect of roof decks.
- Weather protection at ground level should be provided in the form of cantilevered canopy or awnings.

architectural style

- Encourage contemporary design that draws inspiration from the existing architectural traditions of Hamilton.
- Retain the integrity of identified heritage streetscapes without mimicking heritage styles.
- Consider and interpret the influence of late 19th century, art deco and inter war period architecture in new forms.

materials & finish

- Utilize traditional building materials in an innovative manner, including the use of masonry, render and exposed brickwork in association with painted surfaces when adapting existing buildings and timber lining.
- Ensure a responsible colour palette that takes cues from the local landscape and/or streetscape elements.

- Consider energy efficiency in colour/ material selection such as the use of durable/ recycled materials and organic compounds to achieve a sustainable outcome.

signage

- Signage with the mixed use area should follow that guidance applied in retail areas.
- Identification of residential accommodation in terms of signage should be integrated into the architectural design



3

3.4 built form: residential consolidation



The built form guidance for new development within the residential consolidation area is intended to allow for optimal use of city centre fringe land with relatively limited visible impact on the domestic streetscapes that surrounds Hamilton city centre. This suggests that the potential for townhouse, duplex and dual occupancy forms on existing lots or more substantial forms on amalgamated lots will prevail. With the prevalence of traditional and heritage forms and a strong landscape overlay in residential streetscapes, aspects of development scale and frontage effects will be important. The matters that are important in building design within the residential consolidation precinct include the following:



building height & scale

- Encourage consolidated domestic development in fringe areas to a scale of 1-3 storeys.
- Support development on consolidated lots more consistent 2-3 storeys subject to neighbouring amenity impacts.
- Support variation in domestic scale along residential streetscapes with upper level form setback from frontage.
- Consolidated forms where upper levels are contained and concealed within pitched roof forms are encouraged.
- Benchmark the scale of potential development with neighbouring residential buildings wherever possible.

building form & setbacks

- Buildings in the residential consolidation area should reflect the pattern of traditional neighbourhood development.
- The primary form of consolidation will be double storey townhouse forms and dual occupancies to the rear of sites.
- Townhouse forms should reflect the established garden suburban frontage setbacks with landscape.
- Garages or service buildings should not be located in front of the primary residential frontage in any streetscape.
- Dual occupancy or duplex forms should be designed in sympathy with the retained building on the site.

- The configuration of site consolidation will be determined by the position of vegetation and assets on the site.
- Upper levels in the form of 3rd storeys should in most instances be contained within roof form or setback.
- Side setbacks should reflect the pattern of breaks in the streetscape and be consistent with Clause 55.

façade & frontage treatments

- Frontage forms in residential consolidation areas should reflect the prevailing setback condition.
- Frontage should not be utilised for the purpose of resident or visitor car parking but for landscape.
- In heritage or traditional street contexts, the shape and form of the frontage should echo that of the street.



- Particularly wide or amalgamated frontages should be broken down in rhythm to reflect the established grain.
- Arrange frontages in a way that references the patterns of openings, features and fenestration in the street.
- Ground level form should incorporate a clearly defined building entry and/or portal to shared entries or foyer.
- Horizontal definition of levels with the front and side elevations is required.

heritage form & additions

- Retain and conserve historic buildings within the retail core and support the restoration.
- New buildings in a heritage overlay require an assessment of the impact of the design response.
- Extensions and addition to historic buildings should be located well behind the host form.
- Upper level and rear extensions to historic buildings in residential areas should be clearly distinguishable.

architectural and garden style

- Encourage contemporary design that draws inspiration from the existing architectural traditions of Hamilton.
- Retain the integrity of identified heritage streetscapes without mimicking heritage styles.
- Where appropriate adopt a familiar pitched, hipped or gable end roof form as is predominant in the streetscape.

- Incorporate upper most levels into roof form wherever possible so as to maintain the integrity of the setting.
- Consider and interpret the influence of the period architecture of the streetscape in the design of new forms.
- Consider the influence of traditional front fencing and landscape treatments in the design of new developments

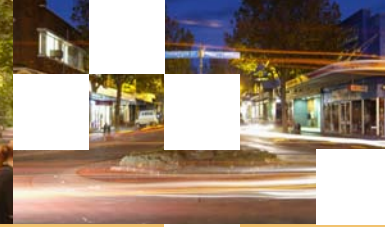
materials & finish

- Utilize traditional building materials in an innovative manner, including the use of masonry, weatherboard and timber lining and corrugated iron and tiled roofing.
- Ensure a responsible colour palette that takes cues from the local landscape and/or streetscape elements.



4

building configuration



The configuration of buildings in terms of their primary movement and activity zones and interfaces with adjoining form is a principal planning concern. While guidelines should not determine how a building is arranged internally, there are a series of 'external' influences that will often guide decision making on the layout and configuration of a building, including relationships with adjoining buildings. The matters that are important in building configuration include the following:

building function

- The internal layout of buildings should have regard to the orientation of the form on the lot, including solar access and cross ventilation.
- The internal arrangement of uses should correspond to the nature of external influences, including views, aspect or access.
- Residential buildings of more than 1 storey should typically incorporate ground level living areas with bedrooms upstairs.
- Residential buildings should typically configure habitable rooms and living quarters with a northern orientation and aspect to open space.
- Commercial or retail forms should ensure the presentation of glazed frontages and street life, with service and storage areas behind.

interface management

- Building design must have regard to the potential for future development of adjoining properties, so as not to compromise them through overshadowing or placement of services, loading or car parking.
- Buildings in commercial precincts should typically be built to front and side boundaries, but setback off side boundaries towards the rear of lots to allow for permeable access to light and ventilation.
- Buildings in residential areas should be guided by the provisions of clause 55 of the Planning Scheme with particular attention to the impacts of overshadowing and overlooking.
- Buildings in residential areas may seek to employ ground level setbacks along side boundaries with landscape to compensate for sheer walls of up to 2 storeys in scale.



external spaces

- Front setbacks should be utilised in residential areas for the provision of landscape and not for the use of surface car parking.
- While setbacks to the frontage in commercial or retail areas are discouraged, any such spaces if required should be utilised for outdoor trade.
- Buildings should be configured around existing notable trees on site wherever possible, with setback advice from a suitably qualified arborist.
- Spaces around a building should be well defined with fencing to side and rear properties and typically low (or no) fencing to frontages.
- Hardstand external spaces to the rear of shops or commercial premises may be utilised for parking and storage if well concealed.
- The incorporation of green roofs or roof decks into all forms of development is encouraged.

5 public domain



The design of the public realm, typically relating to the design of streets, pavements, parks and spaces is typically undertaken by Council and Government agencies and is also required to comply with guidelines that demonstrate a 'fit' within the Hamilton setting. The public realm of Hamilton, including the design of spaces, furnishings, pavements and artworks presents an outstanding opportunity to celebrate the culture and history of the city and at the same time serve as a thoughtful and inviting forum for all resident and visitors to Hamilton. The matters that are important in public domain design in Hamilton include the following:

public space

- Public spaces, including footpaths, plazas, parks and spaces should be accessible to all throughout the day.
- Public spaces should have good access to natural sunlight and ventilation and be surveilled wherever possible.

- Flexibility in the design of public space is paramount and the inclusion of too many fixed objects should be avoided.
- Public spaces should be highly accessible and located with good visual and physical connections.
- Public spaces, including streets should be well lit to ensure safety and crime prevention throughout day and night.
- Where possible powerlines should be placed underground to both improve safety and to improve visual amenity.
- Barriers to movement and conflicts with vehicles in public spaces should be avoided, so that the pedestrian is given priority.

street tree planting

- Street tree planting is encouraged to build upon the strong tradition of city avenues and reinforce the identity of Hamilton.

- Exotic street tree planting should be consistent within the retail core, allowing for summer shade and winter sunlight.
- Have regard to the location of canopy trees in retail streetscapes given the need for exposure and retail visibility.
- Cultural plantings such as those found on Church Hill may be a cue for species selection in the city centre.
- Residential streetscapes should adopt a native or indigenous street tree planting regime to ensure compatibility with the surrounds.
- Any planting within 200m of the Grange Burn should maintain a native or indigenous theme so as to avoid weed invasion.
- Avoid planting of any species which have potential to become environmental weeds.



- A strong definition of avenue planting representing a key route through the city should be established on Cox and Lonsdale Streets.
- Street tree planting should be setback from junctions to ensure an open profile and safe manoeuvrability across intersections.
- Encourage thorough tree planting in car parking areas to provide shade and shelter and lesser the dominance of hardstand.

public furnishings

- Public furnishings, including bench seats, rubbish bins, bollards, bus shelters and other street furniture should be designed in a consistent manner.

- Public furnishings should be off the shelf and readily available product of an agreed local supplier/provider.
- Public furnishings should be of contemporary appearance, be comfortable and consist of a tactile timber finish where possible.
- Design features in furnishings that demarcate Hamilton, including a logo or defined insignia are encouraged.
- Ancillary elements including bicycle parking and parking meters should also be considered as part of the suite of fixtures.
- Public signage and infrastructure including lighting poles should be wherever possible integrated and rationalised.
- Wayfinding signage in the city centre should be provided through custom designed freestanding vertical panel signs

pavements

- Hardstand areas, including the Gray Street priority pedestrian precinct should be re-paved with reconstituted stone or stone flagstones, drawn from historic photographic imagery of Hamilton's streets. This is the focus for pedestrian treatments.
- Detailed design of the Gray Street cross section and investigation of raised threshold treatments is required.
- Special pedestrian spaces and plazas spaces leading off Gray Street occurring within laneways should include special feature paving.
- A network of priority pedestrian footpath is to be established along Thompson, Brown and Lonsdale Streets with provision of an asphalt pavement surface with stone or concrete paving trim.



- New pavement treatment are also encouraged around Melville Oval and the Botanic Gardens in an asphalt or other stabilised surface to enable a walking or running trail to be established.
- Roundabout junctions on Gray, Brown and Thompsons Streets are to be reconfigured as raised threshold treatments or other to enable improved pedestrian access and safety without compromising vehicle manoeuvrability.

artworks & public expressions

- Advance the key creative themes in Hamilton's public realm across the notions of 'reflection, reconciliation and respect'.
- Through artworks and public installations, consider celebrating the layers of Hamilton's growth and its key influential people and events.
- Provide information on the story of Hamilton's evolution

through indigenous and settlement histories and highlight the role of people and events in the growth and establishment of the city.

- Through landscape and environmental works and the design of street and park fixtures, highlight Hamilton's outstanding environmental and natural setting.
- Recognise the outstanding attributes of the Grange Burn, Melville Oval and the Botanic Gardens as unique connected attributes within the City centre
- Through events, activities and public information panels, acknowledge Hamilton's tradition of enterprise as one of its strengths, including a revealing of the city's institutions and business landmarks.

drainage management

- Best practice Water Sensitive Urban Design is to be pursued wherever possible in the management of stormwater in streetscapes.
- Sustainable water management should be promoted in a tactical and engaging manner for education gain within public spaces.
- Wherever possible, public spaces to be designed with semi-permeable surfaces to assist in drainage management.

materials and finishes

- Wherever possible, source locally supplied materials for construction and fabrication.
- Ensure materials selected for fixtures are durable, cost effective and easily replaced.

