

HASTINGS
CITY
CENTRE

Public Spaces

FEB 2019

REVITALISATION PLAN

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1 Introduction

This Hastings City Centre Public Spaces Revitalisation Plan (the Plan) will enable the delivery of key projects identified in the Hastings City Centre Strategy 2013-2033.

The projects specifically relate to the provision and enhancement of attractive and inviting public open spaces in the city centre. Together with a number of other Council initiatives, these projects will contribute to further positive improvement in the vibrancy of the city.

The city centre includes a network of public open spaces: parks, the Central Plaza, streets, pedestrian links, laneways and footpaths, all providing space for people to relax, engage and be entertained.

Many of these spaces are currently underused with limited facilities and amenity. In many cases they are used simply as thoroughfares and their design, location and quality contribute little to the vibrancy of the city. These spaces should be the focal point for community social interaction, and their development provides Council with the opportunity to enhance visitor experience; encouraging people to visit, stay longer, and return.

The scope of this Plan extends to the enhancement and development of the following public spaces:

- Green Spaces
- Hospitality Spaces
- Laneways & Pedestrian Links
- Street Upgrades
- Street Amenity Improvements.

The Plan is a non-statutory document identifying priority development sites where Council will focus investment over the next five years. It aligns with the City Centre Strategy and the 2018-28 Long Term Plan (LTP) budget, and is informed by the Hastings Urban Design Strategy 2010.

The purpose of the Plan is to assist with the improvement of the performance of the city centre through urban design initiatives, thereby creating a distinctive city centre that attracts people.

To achieve this, it dovetails with traffic and parking initiatives designed to make the city easier to access; and with economic initiatives which focus on promoting business in the city centre.

The proposed priority of the projects are identified in this document on page 71.

1.1 REPORT STRUCTURE

The plan is organised in six sections, as described in Figure 1 below:

SECTION 1.0
Introduction

SECTION 2.0
Background

SECTION 3.0
Strategic Context

SECTION 4.0
Consultation & Feedback

SECTION 5.0 Proposed Activation Areas



SECTION 6.0
Implementation

Figure 1: Plan Structure

1.2 SCOPE

The spatial scope of the Plan encompasses an area of approximately 60ha, framed by Nelson, St Aubyn, Hastings and Southampton Streets (Map 1).

While it is recognised that the city centre does not function in isolation, the aims and projects identified in this Plan are focussed within this area.

The project scope includes the following public open spaces: (1) Green spaces; (2) Hospitality spaces; (3) Laneways and pedestrian links; (4) Street upgrades; and (5) Street amenity enhancements.

It identifies activation and project areas; specifically those spaces that can practically be provided and enhanced, consistent with the city centre strategy and complementing developer and business investment within the city centre.



1.3 AIMS

The Plan aims to:

1. Communicate a clear and coherent vision and programme for Council investment in the enhancement of city centre public spaces.
2. Identify priority projects and the opportunities associated with each site that will assist to:
 - reinforce the city centre as a key destination
 - recognise and celebrate the character, history and culture of the area
 - improve accessibility and connectivity
 - create vibrant and distinctive places that attract people
 - create functional and usable spaces
 - create stronger first impressions by enhancing the amenity of the approaches and gateways to the city centre.



Map 1: Hastings City Centre



The city of Hastings has grown substantially since 1873 when early European settlers chose it as the location for a new town. Hastings' grid road system was laid out from the 1870's when Thomas Tanner subdivided his Riverslea Estate.

Today's city centre is strongly influenced by our forebears' decision to build the centre to both sides of the railway line, dividing it into east and west, and the city's distinctive architectural styles and development that occurred in the wake of damage inflicted by the 1931 earthquake.

The architecture of note is predominantly stripped classical, Spanish mission and art deco.

2.1 TRAFFIC CIRCULATION

The main functional elements of today's traffic system were established between 1991 and 1997. Changes at that time included the removal of the previous one-way ring road system, and the establishment of an arterial traffic box comprising St Aubyn, Hastings, Southampton and Nelson Streets. With the introduction of two-way traffic flow on Market and Russell Streets in 2002, the only remaining one-way street is Russell St South, between Eastbourne St and Lyndon Rd.

The existing grid of two-way traffic is easy to understand, provides maximum route choice, and full accessibility throughout the city centre. Council, therefore, has no plans to make significant changes to this street pattern in the immediate future.

The exception to the above is the Central Plaza, which is currently a dedicated pedestrian space. The options and implications of reinstating traffic across Heretaunga St at the railway line and through the Central Plaza are considered at a high level later in this Plan.



Map 2: Existing Council Public Open Spaces

2.2 PUBLIC OPEN SPACE

The city centre is the district's business and commercial heart. It is where much of the district's commerce, employment, retailing, administration, leisure, cultural and entertainment activities take place. The development of this area represents considerable private and public investment in terms of buildings, infrastructure, community facilities, public spaces, services and streetscape elements.



Map 3: Existing Street Amenity Features

The city centre accommodates a well-developed network of public open spaces, off-street car parks and pocket parks (see Map 2). Central streets feature generally high-quality footpath paving, several kerb build-outs into the parking zone, street trees, high-quality lighting, furniture, and public artworks. Map 3 identifies the location of street trees, potted plants and feature lighting. At the core of the centre is the Central Plaza, a pedestrian-only public space. The clock

tower, public art, water fountain, landscaping, stage and large paved area with seating provide space for community events, and a place to stop, rest, gather and socialise. Another key public open space is Civic Square, home to the library, art gallery, and a number of other community and cultural spaces and facilities. Additionally, Albert Square, Landmarks Square and smaller spaces within street corridors provide public open spaces for passive recreation.

Background

The city centre has many positive attributes that can be built on, including:

2.3 OPPORTUNITIES & CHALLENGES

- Ongoing positive retail statistics
- Anecdotally, good market conditions for boutique retail and unique food and beverage businesses
- Relatively legible traffic and pedestrian layout with the majority of buildings aligning with and addressing the street
- Good walkability due to the flat terrain and highly connected network of streets and lanes
- Unique and distinctive heritage character of a relatively intact urban fabric with building façades that can be retained
- Artwork telling the story of historic and culturally relevant aspects of Hastings
- High-quality established palette of streetscape features and furniture that reflect the historical and cultural narratives of the district (art deco snake lights, hook of Maui seats and cycle stands) in the heart of the city centre
- Many established corner-site kerb build-outs available for more intense use
- Sufficient public parking
- A willingness within Council and large sectors of the community to invest in improving the quality of the city centre
- Some large areas of Council-owned property that provide development opportunities.

However, like many New Zealand provincial cities, Hastings is also faced with a number of challenges as it positions itself as sustainable, resilient and competitive, including:

- The railway line dividing the east and west sectors of the city
- Competition from other urban centres and satellite communities that are striving to enhance social, cultural and economic environmental well-being and growth
- Variability of the streetscape
- Elongated nature of the retail strip
- Historic negative perceptions of safety which still linger
- Degree of severance between Heretaunga St and Civic Square
- Lack of visibility of culture and history outside of Civic Square
- Low functionality of public open spaces along the streets.





Strategic Context

The purpose of this Plan is to translate the strategic intent of the City Centre Strategy into a series of achievable priority and development projects, directly related to public open spaces within the city centre.

It is informed by a number of other Council strategies, plans and frameworks specifically focussed on the city centre, in particular the Hastings Urban Design Strategy 2010 and the 2018-28 Long Term Plan. For reference, the relevant parts of these documents are briefly outlined in this section.

3.1 HASTINGS URBAN DESIGN STRATEGY 2010

The Hastings Urban Design Strategy was adopted in 2010. It sets out key assumptions, priorities and goals related to the growth and development of Hastings, providing a design framework that assists with coordinating projects as urban development opportunities and challenges arise.

It was initiated to generate new approaches to urbanism that more closely reflected the shifting priorities and challenges associated with achieving more sustainable urban growth. The design-led process that underpinned the development of the strategy encouraged a high degree of participation from staff, key stakeholders and interested parties.

The strategy comprises four work streams: (1) HPUDS and Medium Density Housing; (2) District Plan; (3) Hastings City Centre and Greenspace; and (4) Transport.

Key recommendations and conclusions from each work stream were translated into a series of practical actions, aimed at informing Council decisions to enable the goals to be realised.

The strategy includes the following six key recommendations relating to work stream (3): Hastings City Centre and Greenspace:

- Provide variety in public space options
- Develop at least four new public spaces within the city centre
- Ensure public spaces are inclusive, accessible and activated
- Use existing Council land for public spaces wherever possible
- Recognise Civic Square as the primary public asset in the city centre
- Explore the benefits of future vehicle and pedestrian connections to improve viability of adjacent activities and businesses.

3.2 CITY CENTRE STRATEGY 2013-33

The 20-year City Centre Strategy was adopted by Council in September 2013. It is focussed on creating a strong, vibrant, compact and resilient city centre with a strong sense of place – making it a city centre of choice for our residents and visitors.

Significant public consultation was undertaken in the preparation of this strategy, in order to understand the needs and aspirations of the community. This was achieved using community drop-in consultation meetings within the city centre, telephone surveys, and targeted engagement of city centre retailers, businesses, property owners and residents. The broad reoccurring themes arising out of the process are identified in Figure 2.

The strategy sets out how Council proposes to embrace the opportunities and challenges. It is visionary and pragmatic, while also allowing scope for creativity, innovation, and flexibility. This is to ensure it remains realistic, grounded, and achievable.

Figure 2: Key Consultation Themes, City Centre Strategy 2013



WHAT YOU TOLD US

The broad reoccurring themes arising out of the 2011/12 consultative process are noted below:

Retain our sense of place, heritage character and amenity
Our City Centre's appearance, its heritage character and overall amenity were seen as key strengths. Opportunities to further build on the positive enhancements that have been completed to date were voiced. It is evident that much of the investment, via the Landmarks Development Plan and other initiatives, have helped to improve the appearance, operation and sense of place of Hastings Central. The community expressed a strong appreciation for the public art and heritage features of our City Centre, including specifically the clock tower, heritage buildings and various sculptures, all of which positively contribute to the identity of our city and its people.

Establish more green/open space
The desire to see more green and open space in our City Centre is a clear priority for our community. The City Centre can benefit from more green/public spaces for people to relax and enjoy the City Centre. Meeting hotspots such as the clock tower, cafés/eateries and the water fountain can be further enhanced through the provision of green and open spaces. Opportunities to further promote people movement corridors would be welcomed by our community.

Improve vibrancy
There is a perception that our City Centre is not a safe place to be at all times of the day or week. Perceptions regarding safety need to be addressed. Suggestions such as bringing more people and activity into the City Centre were voiced.

Retail diversity
The main drivers for coming into the Hastings City Centre are retail, services and employment. There is a strong desire to see a greater diversity of retail in the City Centre but not in the form of large format stores.

Comments around the need to fill shop vacancies were also made, as well as attracting and growing our retail offerings. The desire to see extended shopping hours was also noted by the community.

Events and activity
There is a strong desire to grow after-5pm activities within the City Centre. The community expressed a desire to see more events, entertainment, restaurants, cafés and places of hospitality. Events and activity need to cater for all, young and old.

The City Centre Square and Fountain
The community's appetite to reintroduce traffic through City Square is low, as is any proposal that would result in removal of the water feature. In the long term, events may predicate the need to reassess this as a vehicle corridor; however, today the community appreciates the "people friendly nature" of this area.

Parking
The car is by far the number-one form of transport into our City Centre, walking is second. While the view on whether we have enough parking, or require more parking is variable, there is scope to assess whether car parks are located in the best possible place. Car parking and proximity to the City Centre is important.

Inner City Centre accommodation
The community was generally split as whether there was a need to provide more inner-city housing options. While we acknowledge the 'split' nature of the feedback received, we believe that the demand for inner-city living is strongly linked to the form and function of the area in which it is located. It is anticipated that higher amenity areas will have the greatest demand.

A compact City Centre
Community feedback supports maintaining our compact City Centre footprint. There is a strong desire to keep our footprint small, compact and easy to navigate via the provision of various forms of transport options and attractive streets.

3.2.1 VISION
The preparation of the City Centre Strategy brought together local businesses, communities and other public, private, community and voluntary organisations to articulate and deliver the following shared vision for the city centre:

HASTINGS
City Centre of Choice
Great living for a sustainable and fulfilling future...
In 2033, the Hastings City Centre will be a growing, vibrant and fun place that recognises and embraces its wider landscape, productive hinterland, creativity and cultural diversity - it will be the Heart of Hawke's Bay.

Figure 3: Vision

3.2.2 STRATEGIC DIRECTION

The city centre strategy provides a holistic and coordinated view of the city centre to guide its long-term development and is based on five interrelated goals, each delivering multiple outcomes.



Figure 4: City Centre Strategy

3.3 LONG TERM PLAN 2018-28

3.3.1 CONSULTATION DOCUMENT

The consultation document for the Long-Term Plan 2018-28 (LTP) 'Planning for our Future' was released to the public in May 2018.

It identified key areas of focus and investment, including 'investment in the Hastings city centre to increase its vibrancy and to meet the challenges of changing retail patterns and how people use the central city'.

The shape of city centres continues to evolve through new technology and changing retail trends, such as online shopping and big box retail. Council needs to respond to these trends and work with others to get the best out of our city centre; helping to create an environment where people want to do business and socialise. Our city centre needs to be people-focussed. The proposed investment in the LTP recognises this.

The document identifies that a competitive and attractive city centre is a key objective for Council. That objective reflects the desire of the community for a strong, vibrant, compact and resilient city centre with a strong sense of place, high in amenity, and reflective of our culture and heritage.

Three areas within the city centre were identified in the LTP as the first priorities for Council investment of \$4.5m to achieve this vision: (1) Central Plaza; (2) Heretaunga St East Block Entertainment Precinct; and (3) Civic Square. Descriptions and illustrations of what these spaces could look like were provided to the community for feedback, as detailed in Figure 5.

CENTRAL MALL
\$1.6 MILLION

VISION
A place where people gather, rest, socialise, play and shop

Our proposal is to upgrade and enhance the Central Mall, creating an urban oasis where people gather, rest, socialise, play and shop. This will include additional seating areas, play provision for young and old, enhanced stage area and lighting to facilitate social interaction, entertainment and evening use and improved linkages to Civic Square.

EAST BLOCK ENTERTAINMENT PRECINCT
\$1.4 MILLION

VISION
The hospitality, entertainment and retail precinct, full of people, energy and activity, day and night

Our proposal is to facilitate the continued development of the Heretaunga Street East blocks into our city centre's hospitality, entertainment and retail precinct; full of people, energy and activity, day and night. This will include the provision of additional outdoor dining areas and amenity lighting and façade enhancements.

CIVIC SQUARE
\$1.5 MILLION

VISION
Civic Square is a key civic asset in need of reinvigoration and better intergration into the wider city centre

Our proposal is to upgrade Civic Square to a more useable and enjoyable space forming part of the Hastings City Centre Strategy. The Civic Square will connect to the proposed Arts Precinct, the Central Mall and East Block. The existing facilities will be re-designed to enhance activities and experiences with the Square being the centre point.

Figure 5: Long Term Plan Consultation Document 2018



Preparing the Hastings City Centre Public Spaces Revitalisation Plan

To refine the projects designed to improve the city's open spaces, as this Plan was prepared a series of workshops were held with stakeholders, developers, and business and building owners in August, September and November 2018.

These workshops specifically looked at what was working, what needed improvement, what a vibrant space could look like, and how to best link the east and west sides of the city.

This engagement and feedback formed an integral part of the process, providing further valuable insight into the community's views.

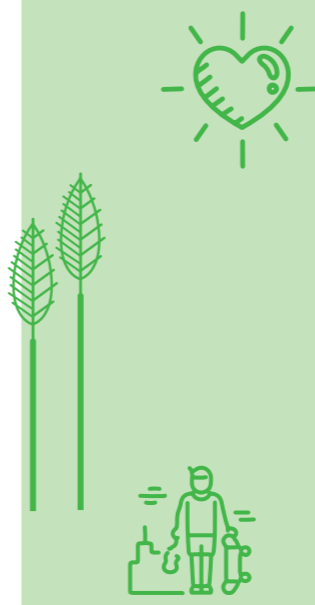
Traffic modelling was undertaken in order to further explore vehicle movements within the city centre under a variety of scenarios.

4.1 FEEDBACK

The feedback confirmed that the goals, vision and priorities set out in the City Centre Strategy and LTP remain relevant and are supported, and that there is an overwhelming desire that Council progress investment in the city centre.

Feedback was also sought from the Youth Council, which requested consideration of a number of initiatives, specifically focussed on the provision of youth spaces and facilities: places to learn, collaborate, create and perform; space for the provision of youth social services; streetscape ideas, free Wi-Fi, youth-focussed pop up shops, and the upgrade of Civic Square with an overall focus on sustainability.

A number of key themes were identified during the workshops, in the main consistent with those identified by the community in the preparation of the City Centre Strategy. These have been summarised into the following key points:



Activity in the City

Enhance and provide outdoor dining and hospitality areas; encourage activity in the evenings.

Culture in the City

Celebration of culture and provision of art.

Narratives of the City

Tell our story; recognise cultural narratives, our stories and memories in the design.

Play in the City

Provide youth spaces; spaces where children can play; where adults can interact.

Nature in the City

Enhance and create green infrastructure; plant more trees and create more green spaces.

Gateways into the City

Enhance the entrances into our city; improve route legibility and welcome.

Access to the City

Encourage alternative transport options into the city; cycle lanes and cycle storage.

Connections around the City

Enhance the east and west connections; the Civic Square and city centre connections; provide more laneways.

People in the City

Put people at the heart of the city centre; address the vehicle/pedestrian balance.

Sustainability in the City

Make Hastings a sustainable city; solar power initiatives.

Differing opinions were received with regard to the reinstatement of traffic across the Heretaunga St railway line and through the Central Plaza. The Landmarks Trust, arts and cultural community and members of the Hastings City Business Association were opposed to the idea. That response was consistent with the results of community consultation undertaken during the preparation of the City Centre Strategy in 2013.

While there was some support for the initiative from some developers, there was also recognition that the cost and timeframes associated with further investigating the proposal may halt progress. The general preference was to move forward with investment to achieve vibrancy in the first instance.

4.2 RESPONSE – PUBLIC OPEN SPACE INITIATIVES

The purpose of this Plan is to identify priority sites that can be developed by Council over the next five years. The proposed projects are aligned with the following public open spaces and capital works objectives:

Green Spaces

The provision and continued improvement of public green spaces provide a very cost-effective means of promoting community health and well-being, as well as a mechanism for increasing community involvement and engagement, and civic pride. They provide the opportunity through innovative and sustainable design and layout to showcase our cultural, creative and heritage roots. They also provide the ability for people of all ages to play, gather and interact within the city centre.

A successful green space or pocket park should:

- Have a favourable orientation that makes the most of sunlight and include shelter from the elements
- Be conveniently and prominently located on pedestrian routes so it is easy to find
- Incorporate soft landscaping such as lawn, trees and gardens, street furniture and amenities including seating, rubbish bins, toilets, drinking fountains, cycle stands and lighting
- Feel inviting, be safe and encourage use as a meeting space with multiple functions
- Be close to the action and add to the vitality of the city centre
- Cater for multiple users of all ages and abilities with provision for rest and play
- Be recognisable as a public space and connect to car parks and streets
- Incorporate design and artworks which contribute to Hastings' identity
- Be a place to entertain and showcase the creative talent of Hastings
- Not be windy, overly shaded, cold or bland
- Not invite anti-social groups to gather and intimidate.

The creation of a series of new green spaces and pocket parks are recommended in this Plan, including in King St and Heretaunga St East. It is recommended that existing green spaces are enhanced to provide additional amenity and facilities.



Hospitality Spaces

Council recognises the important role that street dining plays in adding vibrancy to the city centre. This Plan proposes extending the initiative that is already successfully operating outside a number of existing hospitality venues.

The vision is that the 100 to 300 Heretaunga St East blocks will be our city centre's hospitality, entertainment and retail precinct, full of people, energy and activity, day and night. Initiatives to open the street to the people in the form of outside dining opportunities will bring people into the city centre, to dine, relax and be entertained.

Further on-street seating areas available to hospitality operators will help enliven the city centre beyond the normal retail trading envelope of 9am to 5pm, giving people a reason to go into the area after hours.

Whilst Council encourages street dining, it is also responsible for maintaining standards for the functionality, safety, public accessibility and the appearance of the city's streets, footpaths and public spaces. Mid-block kerb build-outs require the removal of on-street carparks, and therefore a good balance must be struck in each block between outdoor dining areas and parking.



It should be noted that a core element of this Plan is much-improved access between Council's off-street car parks and the main shopping areas using laneways and pocket parks. The net effect will be increased access to more car parking and increased vibrancy, despite the replacement of some parks with built-out dining areas and green spaces.

Mid-block kerb build-outs are recommended for the Heretaunga St East blocks, where there are already established hospitality businesses that would immediately benefit from such provision.

These spaces would be identified by a different style and colour of paving. Street furniture and planters would provide a buffer between these spaces and moving traffic. The furniture would be located in the parking/tree zone so pedestrians would be able to continue walking along the footpath without obstruction.

The introduction of permanent pergola or veranda-like structures with fairy lights are supported but need to be carefully designed and considered against the potential to obscure views of heritage buildings and façade and importance to not detract from the character and form of the streetscape. It may be prudent to invest in other low cost weather protection devices in the short term such as high quality umbrellas to assess the success of these spaces prior to further investment in permanent structures. Such measures will also require full involvement and support of the associated businesses as to their preferences.

Council will update its Outdoor Dining Policy with a focus on encouraging street dining within the city. This will provide a cohesive design and style palette of furniture, traffic barriers, structures, shelter and lighting which will complement and reinforce the local character of the street and city, as well as supporting businesses to plan, operate and maintain street dining areas.





Street Amenity Enhancements



There are a number of opportunities for general street amenity enhancements throughout the city centre that require minimal investment. Such initiatives include improved lighting, amenity and feature lighting of buildings and artwork, and the addition of more of the potted plants that have been successfully trialled in Queen St. There are opportunities to enhance large existing kerb build-outs in the Heretaunga St West blocks to create seating and rest areas with furniture and landscaping. The amenity of Council-owned off-street car parking areas could also be improved, with new lighting, trees and landscaping.

Streetscape features should reinforce Hastings' identity while being robust and practical in a public environment. Existing examples in Hastings include the 'snake lights', which have a 1950s art deco design predicated on that of the city centre's clock tower, and the stainless steel seating and bike racks which echo the hook shape of Hawke's Bay. The colour of the city's terracotta paving, which emphasises gateways and pedestrian spaces, ties in with that of the Spanish mission architecture, helping to create a warm Mediterranean feel, while the distinctive limestone kerbs reflect the characteristics of the hills surrounding Hastings.

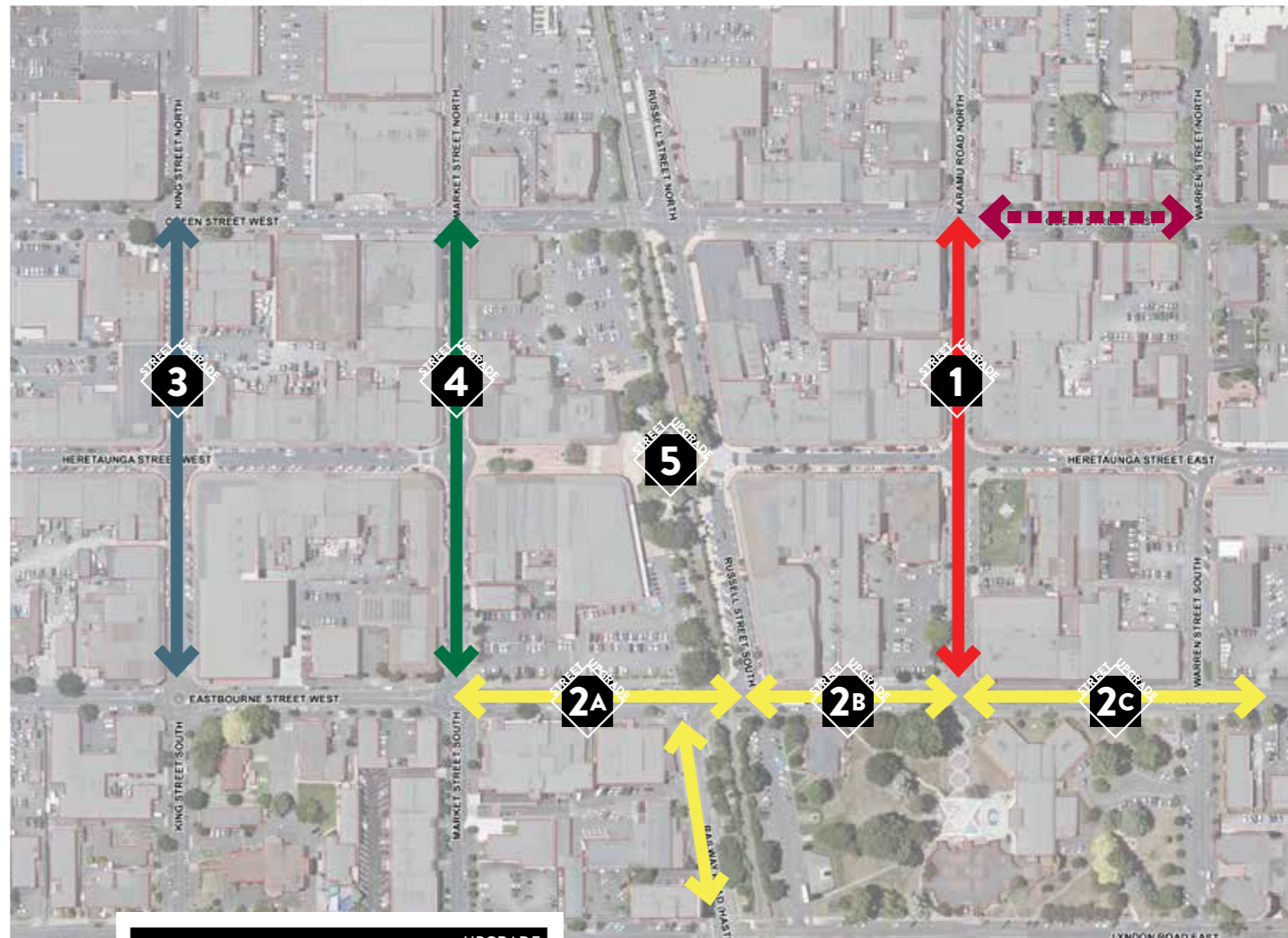
Laneways & Pedestrian Links

The 2013 Hastings City Centre Strategy and Hastings City Parking Strategy both identify the need for developing pedestrian connections throughout the city centre, linking appropriately located parking facilities with main activity areas. Through-block connections improve the accessibility and permeability of the city centre, making it a more desirable destination for people to visit, spend time and do business. Providing new pedestrian connections to off-street public car parks will provide ready and easy access to the retail and entertainment attractions in the city centre, further enhancing vitality.

Providing improved access to off-street car parks will also mitigate the removal of some on-street car parks for outdoor dining, as discussed in 'Hospitality Spaces' section. A study by Urban Perspectives 'Hastings City Centre Parking and Pedestrian Linkages' in 2014 identified a number of potential sites for such links. The recommendations made in that study are included in this Plan. Those recommendations include the completion of the West 200 laneway and the development of new laneways and pedestrian links in the East blocks.

Street Upgrades

The Hastings City Centre Street Upgrade Programme has been guiding city centre street refurbishments since 2000. It is funded substantially (80 per cent) by a targeted rate on properties within the city centre, amounting to \$300,000 per year. The objective of the programme is to deliver a considered series of projects that add to the vibrancy of the city centre. The work carried out typically includes footpath renewal and the installation of amenity street lighting, trees and street furniture, with the design informed by that of the already completed streets. The most recent review of the 10-year programme was carried in 2018 and was formally adopted by Council in December of that year. The revision included consultation with the Hastings City Business Association. The programme identifies the priority of central city streets to be upgraded as shown in Map 4.



Map 4: Streetscape Upgrade Programme December 2018



Proposed Activation Areas & Projects

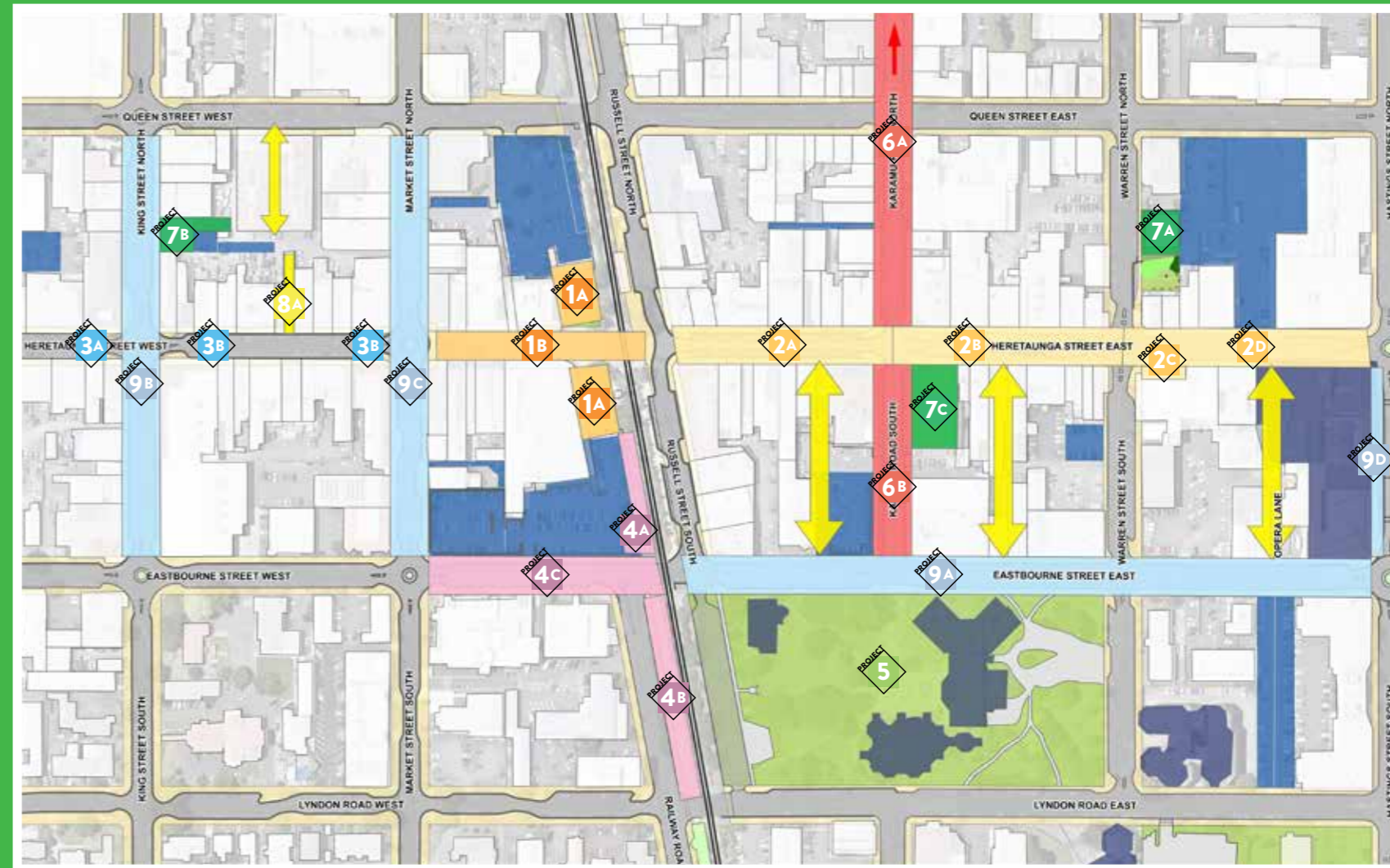


5.1 PROPOSED ACTIVATION AREAS & PROJECTS

The Plan identifies a total of 23 proposed activation areas within the city centre as identified in Figure 5 and Map 5.

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Figure 5: Activation Areas & Projects



Map 5: Activation Areas & Projects

1 Central Plaza	1A Central Plaza: Pocket Parks	
	1B Central Plaza: Heretaunga Street West 100	
2 Heretaunga Street East Hospitality Precinct	2A Heretaunga Street East 100: Hospitality Spaces	
	2B Heretaunga Street East 200: Hospitality Spaces	
	2C Heretaunga Street East 300: Pocket Park	
	2D Heretaunga Street East 300: Hospitality Spaces	
3 Heretaunga Street West Amenity Improvements	3A Heretaunga Street West 300: Street Amenity Improvements	
	3B Heretaunga Street West 200: Hospitality Spaces	
	4 Railway Road Entrance Gateway	
	4A Southern Carpark Gateway & Pedestrian Link	
	4B Railway Road Corridor Enhancements	
	4C Eastbourne Street - Railway Road Street Upgrade	
5 Civic Square	5A Civic Square	
	6 Karamu Road Precinct & Entrance Gateway	
	6A Karamu Road (St Aubyn-Heretaunga St) Street Upgrade	
	6B Karamu Road (Heretaunga -Eastbourne St) Precinct	
7 Pocket Parks	7A Landmarks Square Extension & Hospitality Space	
	7B King Street North Pocket Park	
	7C Albert Square (Leased)	
8 Laneways & Pedestrian Links	8A Heretaunga Street West: Laneways	
	8B Heretaunga Street East: Laneways	
9 Street Upgrades	9A Eastbourne Street: Upgrade	
	9B King Street: Upgrade	
	9C Market Street: Upgrade	
	9D Hastings Street: (Opera Plaza Precinct)	



1 Central Plaza

2 Heretaunga Street East Hospitality Precinct

3 Heretaunga Street West Amenity

4 Railway Road Entrance Gateway

5 Civic Square

6 Karamu Road Precinct & Gateway

7 Pocket Parks

8 Laneways & Pedestrian Links

9 Street Upgrades



PROJECT 1A



Central Plaza: Pocket Parks

Improvements to the two green open spaces in the Central Plaza will increase amenity and liveliness, encouraging people to spend more time in the area. The vision is to create an urban oasis where people gather, rest, socialise and play, there is a focus on adding elements that would enliven the two green spaces to the sides of the fountain.

It is recommended that to the northern side of the fountain in front of the stage a more durable weather-resistant surface be laid. It is envisaged that the existing trees would be

retained and that more seating be built around them. Amenities, such as a giant chess set, should be considered for the area.

On the southern side of the fountain the area around the sheep sculptures would benefit from being grassed. A large sculptural play feature should be considered for the space, over a durable surface suitable for children's play. The existing trees will be retained where they are providing shelter; however some are impacting on views through and around the Plaza area and of key landscape and heritage features that need to be considered. Additional public seating should added to this area.

The addition of play spaces into the plaza would provide further reason for people to visit and encourage them to stay longer.



PROJECT 1A



Central Plaza

PROJECT 1B

Central Plaza: Heretaunga Street West 100

The Heretaunga Street West 100 block, commonly known as the central plaza or mall, is home to the water feature, artworks, seating and a large paved space used for gatherings, markets and other community events.

It is a well-established and dedicated pedestrian gathering place with the Long Term Plan proposing further activation and enhancement to continue to develop it as a 'people-orientated space'. It was during this submission process, however, Council was asked to consider the reinstatement of traffic over the railway and through the mall prior to further investing in the area.

The options and implications of reinstating traffic across Heretaunga St at the railway line and through the Central Plaza are considered here.

OPTIONS CONSIDERED

A number of options that may provide improved connectivity between the Central Plaza and surrounding streets and car parks have been closely considered. Diagrams explaining seven options can be seen in Figure 6).

OPTION B: TRAFFIC THROUGH THE CENTRAL PLAZA

This option would see the railway crossing and central plaza are opened to two-way traffic, restoring Heretaunga St as Hastings' vehicular spine.

Previous analysis carried out as part of the 2010 Urban Issues Project found that the severance of Heretaunga Street by the creation of the dedicated pedestrian mall in the 100 West block was considered to have negatively impacted retail vitality. It was also considered that reinstating traffic through the plaza could assist with passive security surveillance outside of business hours. At that time Council resolved not to pursue this further, given the high cost, the uncertainty of a positive outcome and community opposition.

Since the 2010 study, retail conditions on the eastern side of the railway line have improved, as indicated by the decrease in commercial vacancies and increase in boutique retail and unique food and beverage outlets, particularly in the 100 and 200 east blocks.

This option would have a significant negative impact on the public open space quality of the street with the loss of the pedestrian plaza and fountain. It also has the potential to attract 'through-route' traffic rather than the desired destination-based traffic.

It may however improve route legibility in the city centre for both pedestrians and motorists, contribute to liveliness and security after business hours, and improve access to shops within the central mall during business hours if associated car parks were provided.

This option also requires the removal of the fountain and the installation of a vehicle crossing over the rail line.

The removal of the water feature would allow the Heretaunga St footpaths on either side of the railway line, as well as Russell St, to be straightened. As well as allowing vehicle access to through the mall, the direct sightlines along these routes would help route legibility for pedestrians.

The matter of reinstating a new crossing over the railway line requires specific consideration.

KiwiRail has advised that this option would require an application for a new at-grade vehicle crossing in the position of the existing fountain. Nationally, KiwiRail is determined to reduce the number of level crossing throughout New Zealand through closures and grade separations. Its current policy states: 'No new level crossings can be formed over the rail network. Only in exceptional circumstances will KiwiRail permit a new level crossing to be introduced over the rail network'. KiwiRail is unwilling to consider the merits or otherwise of such a proposal without receipt of a full feasibility study, traffic impact assessment, risk analysis, reasons why an at grade separation option is not possible, and whether there are any other level crossings that may be able to be closed in favour of creation of any new level crossing.

Further consideration of this option would also require full public consultation, most appropriately as part of the Long Term Plan three-year review in 2021.

OPTIONS C-G: CAR PARK CONNECTIONS AND ONE-WAY TRAFFIC

Analysis identified that while the options connecting the car parks and adjacent streets on either side of the Central Plaza (Options C-G) would be helpful for vehicle access, they would not address the east-west severance as they would not reconnect the two ends of Heretaunga St. They would also have a negative effect on the pedestrian-oriented spaces around the fountain through the introduction of vehicle conflict.

Consideration was also given to the introduction of one-way traffic to some or all of these new connections and through the central plaza. Analysis found that this would not be helpful for route legibility within the city centre, and was too little change to warrant the cost to implement.

RECOMMENDATION

Public consultation on the City Centre Strategy showed the community's appetite for the reintroduction of traffic to the central plaza to be low, particularly if it resulted in the loss of the fountain. While the consultation during this Plan provided mixed feedback on the reinstatement of traffic through the plaza, there was an overwhelming desire to see additional high quality lively public open spaces within the city centre.

On balance, given KiwiRail's costly and time-consuming at-grade rail crossing application process, limited community support, loss of considerable public open space, and the high capital costs with uncertain benefits of the alternate options, Option A is recommended, and detailed on page 32.



OPTION A
Railway Road extension to southern carpark and Central Plaza enhancements.



OPTION B
Heretaunga Street reinstatement over railway line and fountain.



OPTION C
Railway Road extension to Market Street and northern carpark.



OPTION D
Railway Road extension to Queen Street.



OPTION E
Railway Road extension to Queen and Market Street.



OPTION F
Same as Option E but one way.



OPTION G
Railway Road extension to Market Street.

Figure 6: Connectivity Options



OPTION A: FURTHER ACTIVATION OF THE CENTRAL PLAZA AS A PEDESTRIAN SPACE

In this option, the central plaza and fountain remain an iconic and unique people-focussed feature celebrated as the heart of the city - a gathering point for community and civic functions.

As stated by the Landmarks Trust: "The city centre is the heart of our community. It is the focal point of our local identity, community pride, and cultural and heritage values."

Recommended changes are predominantly focussed on the improvement of pedestrian links between the east and west sectors of the city, principally by improving sight-lines and visual connections and reducing the perceived walking distances.

The central plaza is currently characterised by a large expanse of paving with numerous vertical elements including trees, artworks and lights. While individually all of these contribute to the character of the area, together they reduce route legibility and sightlines through the Plaza to the two sides of Heretaunga St.

This plan proposes a reduction and reorganisation of some of these features to create a clear route down the centre of the plaza, lined on either side with trees and the continuation of the feature snake lights. These would align with those on the roads at both ends. This would reopen the vista from the west through the plaza to the east blocks and Te Mata Peak in the distance, and strengthen the sense of place and connection.

Additional seating areas would be provided in this area, both permanent and temporary, as well as areas of landscaping to encourage social interaction, entertainment and evening use.

It is also suggested that the size of the fountain be reduced by approximately a third. This has several benefits, including improved connectivity and opportunities to improve vibrancy.

With regard to connectivity, it would make the walk between the east and west sectors a straight line, removing the perception of the fountain as a barrier, and open up the sight-lines between the two sectors.

With regard to vibrancy, it would provide an opportunity to redevelop the fountain with seating edges, allowing better interaction of the public with the water feature, and the installation of interactive water jets in the enlarged paving area.

This project would have the added benefit of allowing Council to address the 30-plus year-old fountain's infrastructure issues that have, over the last several years, resulted in rising maintenance requirements.



There would also be other positive benefits from reducing the size of the fountain, allowing the Heretaunga St East and Russell St intersection to be straightened to improve its route legibility, and also provide additional pavement space for outdoor dining areas on the enlarged corner areas that would result.

Redevelopment within the central plaza would allow space for further elements, such as increased outdoor dining areas and strategically placed relocatable kiosks able to be used as pop up stalls, information stands, or markets. They could be positioned in the pocket parks to further activate these spaces; placed to ensure they did not obscure the views across the city to Te Mata Peak.

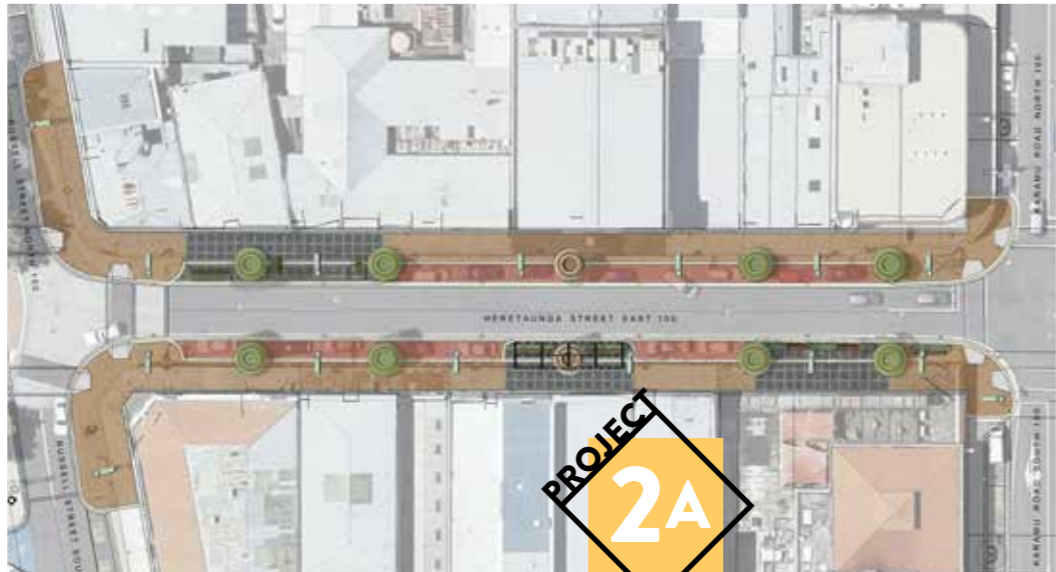
Of most benefit, Option A seems to have the support of the wider community, with existing funds already allocated to enable the enhancement work to commence immediately.



What it could look like



2 Heretaunga Street East Hospitality Precinct



Heretaunga Street East 100: Hospitality Spaces



Heretaunga St East has in recent years developed as arguably the city centre's main hospitality destination. This applies particularly to the 100 and 200 blocks.

The vision for the three Heretaunga St East blocks (100 – 300) is to introduce urban design strategies and high amenity elements that support a vibrant, welcoming Heretaunga St East.

It is proposed that activation of the street be encouraged by enabling activity on widened pavements.

Kerb build-outs can provide space for amenities and activity, allowing both the inner and outer edges to be used by cafes. The palette would be limited to a cohesive suite of quality materials which reinforce the local character and existing street scene.

In the East 100 block this could include the creation of three new kerb build-outs in the locations indicated (at the left).

These spaces would be identified by a different style and colour of paving. Street furniture and planters would provide a buffer between these spaces and moving traffic.

The furniture would be located in the parking/ tree zone so pedestrians would be able to continue walking along the footpath without obstruction.

Consideration should be given to the addition of overhead structures over one or all of these spaces, to provide weather protection. That could range from umbrellas to permanent pergola or veranda-like structures. It would be important to ensure that any permanent structure did not detract from the character and form of the streetscape.

The kerbside spaces could be available for outdoor dining by cafe customers or used by passers-by as places to stop, rest, and socialise.

The proposed concept plans reduce the on-street parking in this block by up to five parking bays, slightly moving the balance of the street in favour of pedestrians. However, as previously outlined, a focus on greatly improving links between Council's central city off-street car parks and the main activity areas (including in the east blocks) will improve access to parking overall.

As previously noted in this document (4.2), Council intends to update its Outdoor Dining Policy with a focus on encouraging street dining within the city, to support businesses to plan, operate and maintain street dining areas.



What it could look like

2 Heretaunga Street East Hospitality Precinct

Heretaunga Street East 200: Hospitality Spaces



In the East 200 block it is proposed that one new kerb build-out be created and furniture and planters added to existing mid-block build-outs to provide for outdoor dining and enhanced streetscape outside existing hospitality businesses.

The hospitality focus in this block is primarily towards the eastern end, hence the selected location. These spaces will look similar to and work in the same way as those proposed for the East 100 block.

A tree will be added in between these spaces to provide shelter against the elements, visual softening, and a vertical element, further contributing to traffic calming.

The proposed concept plans reduce the on-street parking in this block by up to two parking bays, slightly moving the balance of the street in favour of pedestrians. Again, it should be noted that the planned much-improved access to off-street car parks should result in a net benefit of better access to car parking.



What it could look like



2 Heretaunga Street East Hospitality Precinct



PROJECT 2c



Heretaunga Street East Pocket Park

On the corner of Warren and Heretaunga St East there is a wide portion of footpath with the adjacent building set well back (in front of the Hawke's Bay Today building).

There are three trees and two bike stands in what is a large space of empty paving which is significantly underused.

This space is of a good size and orientation, and so offers an ideal opportunity for a public space that could be used to pause, rest and socialise.

A different style and colour of paving could be used to indicate the pocket park.

It is proposed that planters with edges suitable for sitting on be installed. Grass and trees would provide visual interest and softening, shading and wind protection. A pergola would give further prominence to the space and planters would provide a buffer between this space and moving traffic.



PROJECT 2c

What it could look like

2 Heretaunga Street East Hospitality Precinct



What it could look like

Heretaunga Street East 300: Hospitality Spaces

In the East 300 block it is proposed that the existing kerb build-out on the Hastings St corner be extended to stretch in front of the entrance to the Municipal Building. This would strongly celebrate the Municipal Building by giving its entrance greater prominence. It would have the advantage (once the building is reopened) of providing an area in front of the entrance better able to accommodate people entering or spilling out of the building.

Similar to other proposed kerb build-outs and new public spaces along Heretaunga St East, a different style and colour of paving would be used to demarcate the area, while planters would provide a buffer between the space and moving traffic. The proposed concept plans reduce the on-street parking in this block by two parking bays. That would have minimal impact on the availability of parking in this area, especially with the provision of the new off-street car park across the road.



3 Heretaunga Street West Amenity Improvements



PROJECT 3A

Heretaunga Street West 300 Street Amenity Improvements



PROJECT 3B

Heretaunga Street West 200 Hospitality Spaces

Heretaunga Street West functions as the city centre's main retail destination with a component of hospitality businesses. The 200 and 300 blocks feature brick paved footpaths and on-street parking in a combination of angled and parallel arrangements.

On street corners and at crossing points in these blocks there are kerb build-outs that are useful for pedestrians waiting to cross. The narrowing of the street at these points also helps to calm traffic.

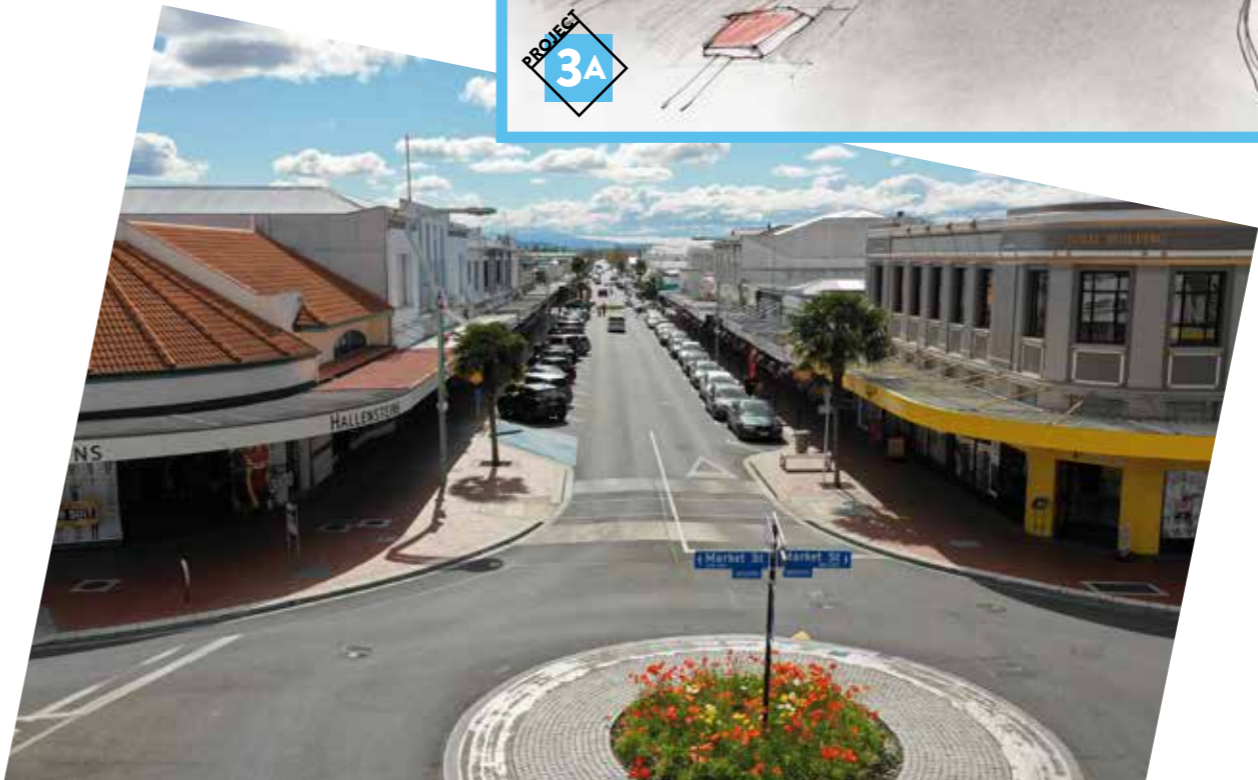
However, these spaces are currently somewhat under-used and could play a more important role for pedestrians.

It is proposed that seating, planters and vegetation will be introduced to these existing areas. Some of these areas would provide public seating for rest and social interaction while others could accommodate outdoor dining associated with one or more food and beverage outlets.

As well as benefitting food businesses, outdoor dining adds to the vibrancy of the street and invites people to spend more time in the area, in turn benefitting other businesses.



PROJECT 3A



What it could look like

4 **Railway Road Corridor Enhancements**



PROJECT
4A

Southern Carpark Entrance & Pedestrian Link

Railway Rd is the major southern gateway into the city centre; a key connection that leads to the very core of the city centre. However, at the point where Railway Rd reaches Eastbourne St, traffic is directed to either turn left or right at traffic lights, with the large southern car park directly ahead. Pedestrians can cross but have to find their way past the car park to access a footpath leading north to the Central Plaza and other parts of Heretaunga St.

It is proposed that a more welcoming first impression be created by allowing vehicles to continue straight ahead into the car park, from where Heretaunga St is easily accessible on foot. This reconfigured gateway into the city centre will create a good first impression.

The new entrance to the car park would be supported by a strong line of trees leading towards the Central Plaza complementing the existing trees in the area, and low vegetation would line the access way.

A much wider footpath, more like an elongated public space with plantings and street furniture, leading into Heretaunga St would invite people to spend time in the area.

This space can also provide the 'stitch' to link the Central Plaza with Civic Square, creating a green artery for pedestrian movement. This link will provide a pleasant walking and cycling corridor through the city, complemented by quality open spaces. Places to sit and pause could be introduced along this corridor.



PROJECT
4A

What it could look like

4 Railway Road Corridor Enhancements

Eastbourne Street - Railway Road Street Upgrade



Railway Road Corridor Enhancements

Along Railway Rd South, between Lyndon St and Eastbourne St, changes are proposed that will make the entrance into the city centre more inviting. Recently Council replaced the dense stretch of shrubs between the street and the railway line with low planting. This has increased visibility across the railway line, helping with the route legibility in that area of the city centre.

It is proposed that the upgrade of Eastbourne St East continue over the railway line to improve the area outside the new police station and courthouse, and the street edge of the Southern car park. This treatment would also extend along the section of Railway Rd to the intersection of Railway Rd and Lyndon Rd, complementing the enhancements in Project 4b. It is envisaged that the feature lighting and banners used across the central cityscape would be extended along what is an important entryway to the city centre. That and continuing the planting of rata trees would create a visual connection over the railway line. Softening of the hard landscaping in this area could also extend into the southern car park, to provide more amenity and shade in this area. The upgrade of this street is programmed into the Hastings City Centre Street Upgrade Programme, adopted by Council in 2018.

It is proposed that small areas of seating and several new trees be added to this area. This would make this part of Railway Rd more attractive as an entranceway and encourage people to use it as a lunch break destination, particularly those working in the nearby offices and in the new Police headquarters being constructed. Tree branches along the strip would need to be kept above eye-height, in order to retain visibility for route legibility and for passive surveillance purposes.



What it could look like

5 Civic Square



Despite being the largest area of public open space in the city centre, Civic Square is currently underutilised. Being an area that is not frequented by a lot of people and overshadowed by very large trees, there is a perception that the area is unsafe and that the only reason to go there is to access the two public facilities sited there; the Hastings Memorial Library and the Hastings City Art Gallery.

The placement of 18 traditionally-carved pou in Civic Square in July 2013, which marked the start of the Civic Square redevelopment, brought a strong sense of Māori cultural identity to the place. The pou represent tupuna (ancestors) and face toward the marae they represent. The establishment of the pou in Civic Square has made the location increasingly important to Ngāti Kahungunu, imbuing the area with a wairua (spiritual atmosphere) that makes it a place to be respected and revered.

Civic Square has the potential to become the vibrant heart of the community, a destination for events and activities, as well as appealing to the busy public as a place for relaxation and rest. It needs to be enlivened, while at the same time remaining as an oasis in the centre of the city.

The size and importance of Civic Square requires the preparation of a dedicated plan, however this Plan also contributes some recommendations.



The key physical elements of a redevelopment aimed at making Civic Square a vibrant central civic space that is a destination in itself would include:

- Enhanced and legible entrances to the art gallery and library and the development of a stronger identity for the park as the focus of the arts precinct
- Improved landscaping and connections, with sheltered walkways and interactive water features
- A more prominent setting for the cenotaph
- New playground and passive recreation spaces for older youth
- Suitable and efficient car parking that does not detract from pedestrian amenity
- The potential for the establishment of an iconic café
- Spaces that can be used for a wide range of activities and events
- Improved accessibility from the rest of the city centre with a strong gateway at the point where Karamu Rd intersects with Civic Square
- Improved visibility of the pou
- A more legible entrance into Civic Square from Lyndon Road East.

PROJECT 5 Civic Square

Civic Square is a vitally important part of the cultural and historical character and identity of both Hastings city centre and the wider district. Council's vision for Civic Square is: "A place where our people will gather to engage with our arts, to embrace our culture and to celebrate our proud heritage."

The location of Civic Square, adjacent to the main retail and hospitality areas, makes it a prominent and unique open space within the city centre. Its development and enhancement can see it become the district's cultural focal point.



PROJECT 6A

Karamu Road (St Aubyn-Heretaunga St) Street Upgrade



Karamu Rd is the major northern gateway corridor into the city centre. It is the key connection to the city's commercial areas, the hospitality and entertainment precinct, and the Civic Square Library and Art Gallery precinct. This road also follows the historic route along which Hastings was established.

For these reasons it is proposed that improvements be made to the streetscape of Karamu Rd to provide a clear visual and physical signal that this is a main gateway into the city centre.

This could be achieved by softening the hard landscaping with the continuation of the planting of rata trees along the stretch, new footpath treatments, and the installation of feature lighting and banners.

This treatment would increase the amenity of these three blocks, giving visitors a more attractive and welcoming first impression when entering the centre via this route.

There is significant private investment into the refurbishment of the former HB Today building and development of a new office/hospitality precinct on the corner of Karamu Rd and Queen St. It is recommended that Council consider street upgrade and parking improvements as part of this project to extend down the Queen St East 200 block.



6 Karamu Road Precinct & Entrance Gateway

A more comprehensive redevelopment programme is proposed for the northern section of Karamu Rd, between Heretaunga St and Eastbourne St.

This block provides the connection between Hastings' main street and Civic Square. It is proposed that pedestrians be given much greater priority in this precinct, in part achieved by narrowing the roadway to slow vehicles. Using special paving in the carriageway would indicate that the road was a shared space, encouraging pedestrians to cross and motorists to slow down.

The removal of the car parks on the southern side of the road would provide room for a much wider footpath on the sunny side of the street. It would become an inviting public space to enjoy between Heretaunga St and Civic Square. Banners and special lighting would provide further vitality and could be used to announce specific events in the art gallery, the library or elsewhere in Civic Square.

It is envisaged that additional tree planting would provide shelter and verticality on both sides of the road.

A special intersection treatment at Eastbourne St would announce the arrival into Civic Square. The traffic lights at this intersection would be retained.

There is also the opportunity (to be aligned with Project 5) to make Hastings City Art Gallery the main focal point of this gateway view, with the installation of large art piece visible from a distance and lit at night.

It is also suggested that the cultural and historic significance of Karamu Rd be made visible and celebrated using street art, stylised paving and/or other streetscape elements to provide symbolism and interpretation.

Across the road from the entrance to Civic Square, the Council car park offers a key opportunity for a building to help activate and spatially define this portion of Karamu Rd. It is proposed that Council undertakes or enables the development of a building that accommodates a retail or commercial use on the ground floor and a commercial, community or residential use on the upper floor/s. It is crucial that this building integrates well with the street and provides weather protection through a veranda. With reconfiguration and consolidation of its layout, the car park can continue to function, despite the reduction in area and therefore the number of parking bays.

Karamu Road (Heretaunga-Eastbourne Streets) Precinct



7 Pocket Parks



Landmarks Square Extension & Hospitality Space



Landmarks Square is a popular and attractive public space in the city centre due to its favourable orientation and location just off Heretaunga St East. Visitors, shoppers and workers use it as a space to meet people, eat their lunch, or rest.

Building on its success, it is proposed that this public space be extended over the adjacent Council car park.

Public consultation has indicated a need for more landscaped public areas in the city centre with children's play places and public toilets. The expansion of Landmarks Square is considered an excellent opportunity to add to the city centre's green space.

An area of raised lawn with edges to sit on is proposed for the Warren St boundary. This lawn would provide an area to sit, lie or play on. It would also form a buffer between a proposed children's play area and the street. The lawn would feature a sculpture over fall-safe paving

that could be played on by children of various ages. It is envisaged that it would be photogenic – encouraging residents and visitors to take their photos in front of it.

The planting of trees and low vegetation to the rear of the space would deter antisocial behaviour while not limiting passive surveillance from the street. The planting would also filter the view of the car park behind. There would be a direct pedestrian connection between the extended pocket park and the car park.

The southern part of the space could be used for outdoor dining, adding further vibrancy to the area.

Towards the northern end of the extension it is proposed that a set of public toilets be constructed. They would be designed and placed in a way that is not too intrusive, while allowing good visibility for security purposes.



What it could look like



King Street North Pocket Park

The western part of the city centre beyond the Central Plaza is considered to be short on public space, other than the footpaths and kerb build-outs along the street.



The Council-owned carpark on King St North behind an established cafe offers an opportunity for conversion into a pocket park with outdoor dining space. This aligns with Council's desire to encourage outdoor dining to increase vibrancy in the city.

This land is located along an existing pedestrian cross block with an east/west link. There is direct visual connection to the street, and its size and orientation are appropriate for a usable open space.

It would feature trees and lawn, providing much-needed 'softening' in this part of the city centre, while benches would invite people to pause in the shade on a hot day.

It is envisaged that a path leading through to car parking areas would be designed in such a way that both pedestrians and slow moving cars accessing private car parks and service lanes could share the space.

Planters would form a demarcation line along the street edge, low enough to retain good visibility in both directions.

The existing public toilets would be retained. This development ties in with the proposal for additional pedestrian laneways, connecting streets with public car parks (refer to Project 8. Laneway and Accessibility Corridors). A system of such laneways is proposed for this block.



What it could look like





Albert Square

Albert Square is leased from the landowner by Council to provide the community with an area of green space in the city centre.

Given it is not in Council ownership, investment in fixed infrastructure to date has been minimal. It is limited to a large chess set, a storage shipping container, and four bench seats and fruit trees planted around the street edge. Adjoining shipping containers are provided to the Hastings City Business Association, one of which can transform into a covered stage when the side door is pulled down.

Given the optimal location of this site relative to local cafes and restaurants, the library, the art gallery and the bus stop, it is proposed that the space be further developed on the basis that any infrastructure could be relocated if necessary.

The redevelopment of this space would be particularly focussed on youth, who are currently not well catered for in the heart of the city centre. The relatively large size of Albert Square and its good visibility make it ideally suited to this.

As identified by the Youth Council, sustainability is a key consideration. This site provides the optimal location to introduce solar powered phone charging stations with Wi-Fi, which could be artistic as well as functional, providing seating and shelter.

Additional activities could be added to the site, such as a covered table tennis or swing-ball adjacent to the chess set, with seating and a shade sail.

The shipping container stage would be retained and there is potential for the standalone shipping container to be used by youth for activities.

To complement the existing fruit trees, raised gardens planted with herbs and vegetables could be installed along the car park boundary, watered using the existing irrigation on the site.

Such facilities and activities would encourage the use of this space by young people after school hours, with the added benefit of attracting families in the evenings and weekends and office workers during lunch breaks.



What it could look like



Laneways & Pedestrian Links



Heretaunga Street West Laneways

The City Centre Strategy 2013-2033 identifies the need to develop cross-block pedestrian connections through the city centre, linking off-street public car parks with shopping areas.

To achieve this, the strategy identifies that Council should acquire strategic sites as opportunities arise. Successful laneways should be located in the middle of city blocks.

They should be clearly signalled from the street and easy to find, provide clear sightlines along their length, and be open to the sky to draw in sufficient daylight.

They should feel safe, have some activity along their edges, be well-lit at night, and be sufficiently wide (at least 3.5m). High quality design and materials should be applied.

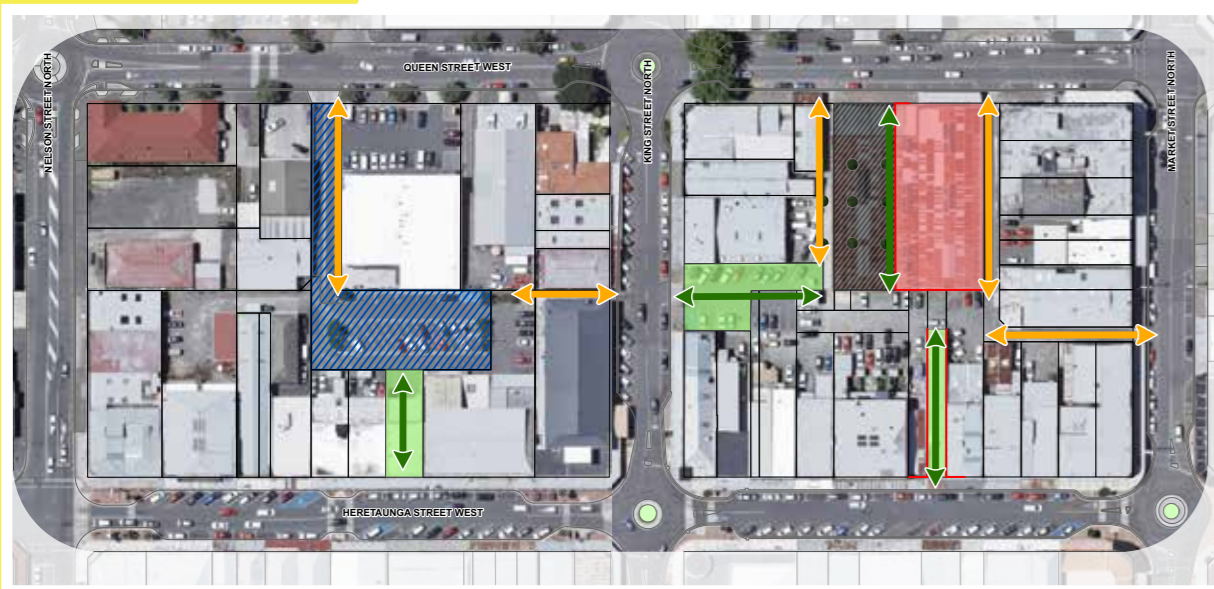
The provision of pedestrian connections between off-street parking areas and the retail and entertainment attractors of Heretaunga St improves the accessibility and permeability of the city centre. By providing more people with easier access to more car parks, the laneways also mitigate the removal of some street car parks for vibrancy initiatives.

The continuous built edge of Heretaunga Street means that any new pedestrian links to mid-block public car parks will need to go through and be integrated within existing buildings.

The recent development of the 300 West Laneway has successfully provided an attractive mid-block direct pedestrian access from Heretaunga St West to an existing off-street public car park. The retention of the historic building façade has meant the character of the streetscape has been preserved.

The recent strategic purchase of buildings in the 200 West block presents the opportunity to further develop this initiative by providing a laneway link to a new off-street public car park planned for the block bounded by Heretaunga St, King St, Queen St, and Market St. The proposed King St pocket park (Project 7b) would be connected to this network. It is envisaged that the laneway would be of a style and design that complements the 300 block laneway, with a further opportunity to introduce sustainable elements such as living walls.

What it could look like

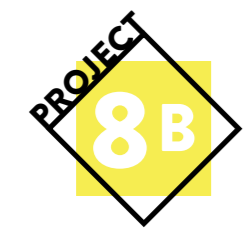


Map 5: Heretaunga Street West Future Connections



Future Laneway Opportunities

Laneways & Pedestrian Links



Map 6: Heretaunga Street East
Future Connections



Heretaunga Street East Laneways

As with Heretaunga St West, the east blocks are characterised by a continuous built edge, meaning that any new pedestrian links to public off-street car parks will need to go through and be integrated within existing buildings.

There are a number of public and private initiatives being considered and worked on that should be supported to provide laneways and pedestrian corridors within the Heretaunga St East blocks to link with parking facilities, pocket parks, and Civic Square.



9 Street Upgrades



Eastbourne Street Upgrade



Eastbourne St, between Russell St and Warren St, will be upgraded in 2019 in conjunction with already scheduled underground infrastructure work. This portion of Eastbourne St forms the edge of Civic Square and needs to be crossed when moving between this space and Heretaunga St. The street also accommodates the main bus stop in the city centre.

The design of the upgrade, focussed on pedestrian amenity and traffic calming, was approved by Council in 2018.

Additional trees and streetlights with banners will provide verticality to visually narrow the street, while coloured Insets in the carriageway will further help slow traffic. On-street parking will be retained, providing a buffer between the traffic and pedestrians.

As outlined in project 6b. Karamu Rd (Heretaunga St to Eastbourne St), the Karamu Rd intersection will be treated with a special pavement to function as a 'welcome mat' for Civic Square. For drivers moving along Eastbourne St this will also attract attention to pedestrian movement across the street.



What it could look like



9 Street Upgrades



King Street Upgrade

The two King St blocks between Queen St and Eastbourne St are proposed to be upgraded with a treatment that will bring the stretch into line with the central parts of Russell St and improve the visual links to the city centre and through to William Nelson Park.

The laying of high-quality footpath pavement with different-coloured and textured insets will be introduced and additional street trees placed on street corners to complement the existing ones on the Queen St and Eastbourne St intersections.

The streetlights will be replaced with the signature 'snake lights' that can be found in other parts of the city centre. The upgrade of this street is programmed into the Hastings City Centre Street Upgrade Programme, adopted by Council in December 2018.



Market Street Upgrade

As with King St, two blocks of Market St, between Queen St and Eastbourne St, are proposed to be upgraded with a treatment that will bring the stretch into line with the central parts of Russell St.

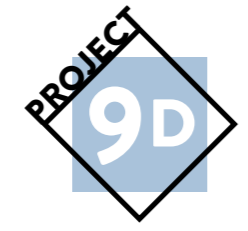
The laying of high-quality footpath pavement with different-coloured and textured insets will be introduced and additional street trees placed on street corners to complement the existing ones on the Queen St and Eastbourne St intersections.

This section of Market St already features the signature 'snake lights'.

The upgrade of this street is programmed into the Hastings City Centre Street Upgrade Programme, adopted by Council in December 2018.



9 Street Upgrades



Hastings Street Opera House Precinct Upgrade



The star of Hastings, the Hawke's Bay Opera House, sits within this block of Hastings St, between Heretaunga St and Eastbourne St. The proposals set out here are designed to celebrate this much-loved and newly renovated building by providing a grand threshold reflective of the building's size and scale, and its importance to the central city and wider district.

This section of the street already features a relatively high-quality streetscape, with pavers along the footpaths, stone insets in bands across the carriageway, street trees, modern streetlights with flag banners, and kerb build-outs at either end.

In order to better cater for activities and events in and around the Hawke's Bay Opera House involving large groups of people, it is proposed that the western footpath be extended into the parking zone, almost doubling its width. A mountable kerb should be used to allow vehicles to, in special circumstances, pull up in front of the entrance to drop off and pick up people without blocking the carriageway.

The carriageway, and parking and footpath on the eastern side of the street would remain unchanged. This treatment would provide a grand entrance to the Opera House, and give visitors to that building and the adjoining Plaza and Municipal Buildings a place to gather and socialise before and after events. Removable bollards along the kerb edge would enable the parking of service vehicles, buses or cars when required.

A number of other initiatives would further enhance what is, culturally and historically, a critically important sector of the city and the wider district, including the installation of two commissioned gateway art pieces to be located in the centre of the roundabouts to either end of this section of street. These should be of significant scale and lit at night. The replacement of the tired olive trees with rata trees would complement the planting of rata that is planned for Eastbourne St.

During the design and planning process for this section of Hastings St, much consideration has been given to permanently closing it to vehicular traffic. Traffic analysis has identified that this would have unacceptable consequences for other parts of the city centre, given the role Hastings St plays for north-south traffic. It is also considered to be a disruptive measure that would be capitalised on relatively infrequently. Instead of permanently closing this portion of street, it is proposed to allow for temporary closures when events in the Opera House necessitate this. The two roundabouts at either end allow for easy turning, which means temporary closures can be easily accommodated from a traffic management perspective.



What it could look like





Implementation

6.1 MANAGEMENT, ACTIVATION & LEADERSHIP

Streetscape and public space upgrades should be complemented by non-spatial measures.

CITY CENTRE MANAGEMENT

The management of the city centre is crucial for its continued economic well-being, especially in light of competition from shopping malls in the region and internet shopping. It is therefore important to ensure that the scope of the existing city centre management organisation is adequate. Possible services worth considering for this organisation include:

- Maintenance and cleaning
- Marketing
- Education (e.g. related to internet retailing)
- Events and promotion
- Working with leasing companies on targeted strategies for attracting new retailers with a focus on achieving the right mix
- Market research and strategy
- Lobbying
- Branding, alongside Hastings District Council communications advisors.

ACTIVATION

Another key task for a City Centre management organisation is activation. This means introducing elements within the public realm that invite people to engage with and enjoy a public space, rather than just use it functionally. The current city centre already does this to some extent, but this can be increased as part of the proposed streetscape upgrades. Specific ideas aimed at increasing vibrancy in the city centre that should be taken into account during the detailed design process include:

- Frequently changing street art
- Interactive public art or sculptures to play on or be photographed with in a greater number of locations
- Public pianos or music equipment for public use
- Open mic opportunities
- More street games, e.g. Jenga or checkerboard, in addition to the existing chess board
- Basketball hoops and other sport-oriented attractions (table tennis/swing-ball)
- More performance areas/stages/ bandstands.

The temporary use of empty buildings for public and community purposes such as art displays, galleries or use by community groups can temporarily transform these spaces into part of the public realm, helping to maintain a sense of high energy.

Clever lighting can highlight historic buildings and architectural details, deter anti-social behaviour increase safety and amenity.



CITY CENTRE DEVELOPMENT CHAMPION

Consultation identified the need for a stronger Council focus on private development within the city centre.

It is proposed that consideration be given to assigning a 'City Centre Development Champion' within Council. This person or team would be the custodian of city centre development incentives and fully informed of Council's public realm upgrade programmes in order to ensure coordination between public and private initiatives.

They would function as a coordinator between Council departments; a 'one-stop-shop' for consenting. This needs to be a senior position, potentially within the consenting department, in order to prioritise the well-being of the city centre.

This person or team would also advocate for the reuse of city centre heritage buildings or city centre sites, rather than locations on the periphery of the urban area, and could be a source of information on such things as effective development and earthquake strengthening approaches.



6.2 FUTURE DETAILED DESIGN STAGES

The projects identified in this plan will each be going through one or more detailed design stages. Public space designs will be prepared by landscape architects and public space designers. During this stage important aspects such as, but not limited to: microclimate effects, Crime Prevention Through Environmental Design (CPTED), lighting, materiality, furniture, cadastral boundaries and easements, and plant and tree species will be addressed.

During this phase the relevant stakeholders and elected members will be specifically consulted on the detailed design, allowing for relevant place-based issues to be addressed.

REGIONAL IDENTITY

The celebration of culture and recognition of our history and narratives are vital components of a vibrant, caring and culturally connected city centre.

Our built environment plays a significant role in shaping our sense of place and identity. This is important in terms of civic pride, connection, and sense of belonging. Some of the city centre's culture and heritage is already represented within the architectural built form and infrastructure such as the Pou and a number of artworks within the Central Plaza.

It is recommended that the important stories about our identity be integrated into the city centre fabric. These stories, old and new, can be demonstrated through literal and abstract forms throughout the city centre, such as artworks, interpretation boards, native plantings, design elements and infrastructure.

Council has endorsed the Arts & Culture Strategic Framework, in particular the agenda of *Building and Expressing our Regional Identity through Place Based Design*.

This framework will include the preparation of an Urban Design Guide for use by developers, architects, landscape architects, urban designers, artists, mana whenua and anyone else who may seek to give expression to the regional identity.

It is recommended that a Working Group be established to assist with design features and implementation of individual projects consistent with the framework and design guide.

This group could include representation from: Council, Landmarks Trust, Mana Whenua, Arts & Culture Sector, Hastings City Business Association, and Youth Council.

6.3 IMPLEMENTATION PROGRAMME & FUNDING ALLOCATION

IMPLEMENTATION PROGRAMME

This Public Spaces Revitalisation Plan identifies priority projects where Council will focus investment over the next five years to complement developer and business investment in the Hastings City Centre. It aligns with the City Centre Strategy and the 2018-28 Long Term Plan budget, and is informed by the Hastings Urban Design Strategy 2010.

The identified projects will assist with the improvement of the performance of the city centre through urban design initiatives. To achieve this, it dovetails with other Council investment in the city centre including Opera House, Opera Plaza, Municipal Building and infrastructure upgrades. Together these integrated projects will contribute to further positive improvement in the vibrancy of the city centre.

The proposed investment programme prioritises those projects identified in the Long Term Plan, including Central Plaza, East Block Entertainment Precinct and Civic Square. Many of these projects are included in Year 1 to coincide with the opening of the Opera House towards early 2020.

The majority of identified projects are currently included within the Council forward programme of works. Consideration can be given to the allocation of funds to complete those three unprogrammed capital works projects as part of future Annual Plan and Long Term Plan reviews (2021 onwards). Notwithstanding the above, the exact timing and sequence of the implementation is still flexible and can be varied to respond to changing priorities and / or possible private developments and upgrade or maintenance works.

It should also be noted that Council has a separate budget for improvements to the lighting of streets and other public open spaces. These funds could be drawn from for lighting improvements as part of the projects described in this plan.

KEY

- ◆ Short Term
- ◆ Medium Term
- ◆ Long Term
- * Parking Allocation
- ◆ No Allocated Funds

IMPLEMENTATION PROGRAMME

PROJECT	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	NO ALLOCATED FUNDS
1A Central Plaza: Pocket Parks									
1B Central Plaza: Heretaunga Street West 100		STAGE 1		STAGE 2					
2A Heretaunga Street East 100: Hospitality Spaces									
2B Heretaunga Street East 200: Hospitality Spaces									
2C Heretaunga Street East 300: Pocket Park									
2D Heretaunga Street East 300: Hospitality Spaces									
3A Heretaunga Street West 300: Street Amenity Improvements									
3B Heretaunga Street West 200: Hospitality Spaces									
4A Southern Carpark Gateway & Pedestrian Link									
4B Railway Road Corridor Enhancements									
4C Eastbourne Street-Railway Road Street Upgrade									
5 Civic Square		STAGE 1		STAGE 2					
6A Karamu Road (St Aubyn-Heretaunga St) Street Upgrade									
6B Karamu Road (Heretaunga-Eastbourne St) Precinct									
7A Landmarks Square Extension									
7B King Street North Pocket Park									
7C Albert Square									
8A Heretaunga Street West Laneway *									
8B Future Laneway Opportunities *									
9A Eastbourne Street Upgrade									
9B King Street Upgrade									
9C Market Street Upgrade									
9D Hastings Street (Opera Plaza Precinct)									





**HASTINGS
CITY
CENTRE**

Public Spaces
REVITALISATION PLAN

FEB 2019