



GOVERNMENT OF BERMUDA

Department of Planning



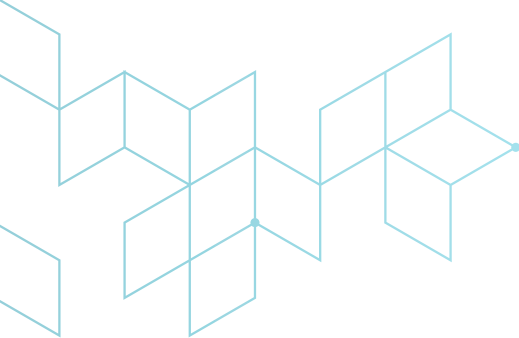
City of Hamilton Plan 2025



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1 Introduction

Land use plans are critical public policy tools designed to manage a complex balance of social, economic and environmental considerations to promote sustainable economic growth. These plans establish the overall vision for an area, with the realization of this vision imbedded within the detailed policies outlined in the plan. Within this Plan, the Vision has been the driving force from the outset, guiding policy approaches throughout the document to ensure a consistent message and a clear understanding of the Plan’s objectives. Consequently, the strategic section of this Plan, particularly its objectives and placemaking principles, will be central to the decision-making process.

This Plan has been informed by local and international research to ensure that it incorporates lessons from other jurisdictions, whilst recognizing that it must also be informed by local circumstances and what makes sense for the City of Hamilton. In general, town and city centres around the world have changed markedly since the late 1990s, caused by a combination of factors. For example, globalisation has had a profound effect on small, independent retailers, leaving many unable to compete with large, multinational corporations. In addition, economic shocks such as the 2008 financial crisis and the COVID-19 pandemic reduced expenditure and a growing trend for the development of retail parks, has reduced spending within traditional town and city centres. However, the most significant factor has been the rise in e-commerce.

These issues have led to a growing global realization of the need for a fundamental rethink of the places that town and city centres should aspire to be. This has been approached in a variety of different ways within different jurisdictions, however, there are a few common themes which have emerged from this change of direction. For example, there is a general acceptance that retailing will not be the pre-eminent driver for economic activity within town centres in the long-term and there is a need for urban centres to support a more diverse range of uses. There is evidence that leisure, recreational, artistic and cultural uses can assist in changing the perception of an area and make it function as more of a destination, rather than somewhere to be accessed out of necessity.

This Plan aims to make the City a more vibrant, pedestrian-friendly environment, as these aspirations will have direct positive economic implications. To achieve this, the Plan has adopted the concept of “placemaking” as its overarching theme. Placemaking is a broad policy concept which ensures that development is centred around the idea of making a positive contribution to the “place” credentials of an area through the sustained application of a core set of principles. Placemaking creates responsive, interesting, distinctive and welcoming design, which places people at the heart of the design process. If design is consistently derived from an understanding of how it can positively contribute towards human experiences, the resultant places will become more appealing to spend time and money in. In this light, this Plan strongly promotes the idea that if you can create a successful and appealing place, the social and economic benefits will ensue.

Another important aspect of this Plan is the way in which it is to be applied in the decision-making process, as it represents a departure from the traditional application of planning policy in Bermuda. The Plan is to be applied as a whole, balancing all relevant policies and considerations against each other, whilst maintaining a clear focus on aspiring towards the overarching objectives and placemaking principles. This transformational

approach to decision-making creates greater scope for reaching reasonable, informed and balanced decisions, negotiating better design outcomes and securing community benefits.

The City of Hamilton Plan 2025 (CHP2025) is a “local plan” which has been prepared in accordance with the Development and Planning Act 1974. This Plan supersedes the City of Hamilton Plan 2015, becoming the land use plan for the City of Hamilton, with the exception of the area of the City covered by the North East Hamilton Local Plan 2022.

1.1 Background

The Department has collated both qualitative and quantitative data from a wide range of sources to establish a comprehensive understanding of the key issues affecting the City. The majority of this information, alongside the associated analysis, is presented within the City Survey Report 2024, which accompanies this document. Discussions have also taken place with a number of key stakeholders throughout the preparation of this document and the City Survey Report 2024.

As part of our research, we have looked at what is happening within other towns and cities around the world and analysed how they are responding to the challenges being faced. It is unsurprising to note a general decline in retail activity within city centres over the last 20 years as urban centres have struggled to cope with the impacts of out-of-centre retailing and online shopping. Whilst the 2008 global financial crisis and the coronavirus pandemic have been major factors in this decline, the general consensus is that online shopping has been the single largest contributory factor. Urban centres have had to respond to these challenges in different ways and whilst it is important to learn lessons from other jurisdictions, it is also important that the vision for the future of the City of Hamilton is derived from an understanding of local circumstances.

From the analysis undertaken, the Department believes that the best way for the City to realise its fullest potential is to create a high quality pedestrian friendly urban environment. Through focusing on the quality of place, the City can become an appealing destination in and of itself and not just somewhere which must be visited out of necessity. In addition, in recognising that the vitality of urban centres will not be pre-eminently driven by retail activity in the long term, it is important that a more diverse range of services and facilities is accommodated, with a particular focus on the residential, social, leisure, cultural and entertainment sectors.

1.2 The City of Hamilton

The origins of the City of Hamilton date back to 1788 when the Governor of the day, Sir Henry Hamilton, decided that there was logic in having a town in the central part of the Island. In 1793 the town was incorporated by an Act of Parliament and subsequently the first officials were elected, with Daniel Tucker becoming the first Mayor of the town.

Within a short space of time the town was thriving as a port and quickly grew, becoming the centre of commerce for the Island. In 1815 it was confirmed as the capital of Bermuda, replacing the historic Town of St. George. The town of Hamilton had its status raised to a City by Queen Victoria in 1897 upon completion of the rebuilding of the Cathedral. Thereafter, the City of Hamilton officially became a municipality under the Municipalities Act of 1923.

Today, the City of Hamilton continues to be the Island’s centre of commerce and the seat of government. It continues to have an active port which was adapted for container shipping in 1973. The City has also established itself as a hub for international business, a key pillar of Bermuda’s economy.



Figure 1-2: City Plan Area

Key Statistics



POPULATION

Pre-pandemic, it was estimated that **40%** of the working population worked in the City.



PARKS

The City boasts **4** notable areas of public open space, as well as a number of smaller civic and green spaces.

VACANCY RATES

15% of ground floor units within the City are vacant, providing an indication that there is limited demand for commercial space within the City.



PARKING

Parking currently accounts for **12.5%** of the City's land mass, including large public parking lots, onsite parking, motorcycle parking and on-street parking. On-street parking is available on almost every street within the City and often creates a cluttered street scene which is hostile towards pedestrian movement.



THE WATERFRONT

The Waterfront area of the City is vastly underutilised, currently accommodating the container port (7 acres) and large areas of commercial parking.



HEALTH

- **75%** of adults are overweight or obese
- **50%** of adults have at least one chronic disease
- **3rd highest** in the OECD for diabetes prevalence
- **16.9%** of the population was 65+ in 2016, which is projected to reach **24.9%** by 2026

1.3 How the Plan will be used

The Plan is designed to be read and applied in its entirety, ensuring that decisions are based upon a balanced understanding of all relevant factors. There may be instances where a particular policy does not mention a specific issue, however, this does not mean that such issues are irrelevant; all aspects of the Plan need to be fully considered.

In delivering the Vision of the Plan, the Board will be supportive of proposals which align with the Objectives set out within Policy OBJ.1. Any proposals which would compromise or conflict with the Objectives will be resisted. In addition, Policy STR.1 (which sets out placemaking principles) is positioned within the strategic section of the Plan to emphasise the importance of placemaking principles to the decision-making process. Successful and meaningful application of these principles will also assist in providing strategic direction to the merits of a development proposal.

2 Vision, Objectives and Climate Change

2.1 Vision

The Vision and Objectives are of critical importance to the Plan as they guide the detailed content of the document. They have been derived through analysing the trends and issues which have affected the City historically and the challenges facing the City at present. Furthermore, the Vision and Objectives establish the long-term aspirations for the City from a planning perspective and therefore provide a continual reference point for guiding informed and strategic planning decisions.

VISION

**To facilitate a vibrant and sustainable
City of local and international appeal,
offering a broad range of services
and experiences within a pedestrian-
focused and high quality public realm**



2.2 Objectives

To provide the delivery of the Vision with clearer focus, a number of objectives have been identified. The objectives have been used to inform the detailed content of this document and are to be applied as overarching policy in providing strategic direction to the overall merits of development proposals.

Policy OBJ.1

The objectives of this Plan are:

- To support high-quality, responsive design which enhances the quality of place and the human experience of the City
- To increase activity through facilitating a diverse range of uses including residential, entertainment, leisure, recreational, cultural and tourism
- To assist in making the City a healthy, safe and pleasant environment for residents and visitors
- To enhance the City's green credentials through continuing to protect established areas of open space and capitalising upon opportunities to enhance the green network
- To support the revitalisation of North East Hamilton through enhancing connections between this area and the remainder of the City
- To facilitate a connected and accessible City which is readily usable to people with a range of physical abilities, incorporating universal design principles where possible
- To protect and enhance the historical and cultural assets of the City and, where relevant, ensure that they play a central role in the creation of new places
- To ensure that climate change and sustainability considerations form an intrinsic part of the development process
- To facilitate healthy communities through encouraging walking, running and cycling, improvements to green spaces, parks and the public realm
- To support sensitive improvements to the City's infrastructure

2.3 The Corporation of Hamilton

The Department has liaised with the Corporation of Hamilton (CoH) throughout the plan-making process and the CoH has contributed to the development of a number of policy stances set out within the Plan. The CoH has also provided the Department with a significant amount of background data, much of which is set out within the City Survey Report 2024. The CoH provided the Department with an understanding of many of the issues it faces in the course of managing the City and this information has assisted in the development of a robust and informed policy framework which is responsive to the maintenance needs of the City.

Whilst the Department of Planning is responsible for processing planning applications, it is critical that we work with the CoH and ensure that, in

response to development activity, the Corporation can continue to provide the services and facilities which support the effective operation of the City. In practice, the Department consults with the CoH on all applications that it receives within the City to ensure that it is aware of all development proposals and that it has the opportunity to input. The CoH also has a representative on the Development Applications Board, which is responsible for determining planning applications.

In its preparation of the Plan, the Department has also attempted to complement the CoH's most recent Strategic Plan in an effort to ensure that, as far as land use is concerned, we are playing complementary roles in enabling the City to maximise its potential. The Department is grateful for the input of the CoH in the preparation of this document.

2.4 Climate Change

Climate change is a complex issue which cuts across almost all areas of public policy. Land use planning is a key sector in this regard as it can help to ensure that we plan for the right development in the right places and use appropriate materials and technologies to minimise the impacts of development activity. Whilst Bermuda is a small island, we still have a role to play in ensuring that we adopt sustainable practices and minimise the impacts we have upon climatic factors. As an isolated, remote island within Hurricane Alley containing many low lying areas, Bermuda is highly vulnerable to the effects of climate change and therefore it is important that sustainability considerations form an integral part of the planning process. Bermuda also experiences extreme heat and humidity over the summer months and the effects of this are particularly prevalent within the City where there is a high concentration of hard and reflective surfaces and heating and cooling systems.

There are a number of ways in which the planning system can make a positive contribution to reducing and adapting to the effects of climate change such as facilitating active travel, requiring methods of sustainable design and construction, promoting the use of renewable energy, ensuring flood risk is appropriately managed and requiring landscaping works to act as natural adaptation measures. It is essential that consideration is given to the inclusion of these measures in the design and development process if Bermuda is going to effectively minimise and adapt to the evolving effects of climate change.

The urban heat island effect can raise temperatures by 1 to 7 degrees Fahrenheit. Plants and trees can lower the surface temperatures by 20-45 degrees Fahrenheit (11-25°C).

Policy CCG.1

All development proposals will be required to minimise, adapt to and/or mitigate against the causes and anticipated impacts of climate change, where possible through:

- a)** maximising energy efficiency;
- b)** using renewable forms of energy;
- c)** maximising the inclusion of green infrastructure;
- d)** incorporating measures to manage overheating; and
- e)** appropriately managing flood risk, including through the use of sustainable drainage methods.

3 The Strategy

3.1 Placemaking

In order to work towards the Plan's overall Vision, it is necessary to place increased emphasis upon design quality through the adoption of a holistic design-led approach to decision-making.

Placemaking is a broad and overarching concept which promotes the creation of successful and sustainable places. It is focused around a set of core principles which, if appropriately applied to development proposals over a sustained period, will result in the creation of successful places with a sense of identity and noticeable improvements to the quality of the built and natural environment. It is recognised that some proposals may only be able to make limited contributions to enhance the quality of a place, however, the principles set out under Policy STR.1 can be applied at a range of scales.

The City needs to become a destination if it is to have long-term success in delivering the needs of residents, businesses and visitors. Creating a safe, pleasant and welcoming environment, which is an appealing place to be, will allow the City to fulfill its potential. This should be the starting point. If you create places where people want to spend time and interact, they will also increase expenditure within the area and in turn, make that area a more appealing prospect for future businesses. Effective delivery of this cyclical process will be to the long-term benefit of all stakeholders.

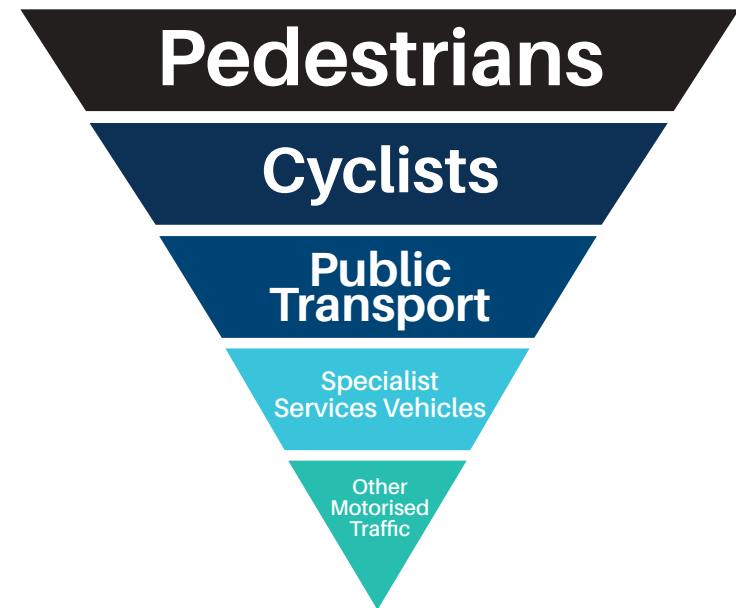


Figure 3-1: Movement hierarchy

In Lancaster, California streetscape investment which put pedestrian movement at the core cost \$11.5 million and within 4 years attracted \$130 million in private investment and \$273 million in economic output.

Policy STR.1 - Placemaking

All development proposals must be designed in a holistic manner, demonstrating an understanding of context whilst positively contributing to the surrounding area. All proposals will be assessed against the criteria set out within this policy and expanded upon within Appendix 2.



Distinctive

Development should create places with a strong sense of identity.

- Design and density should respond appropriately to site context and complement the established character of the area in terms of overall visual impact, scale, height, massing, materials and established building lines.
- Proposals should respond appropriately to positive local features through consideration of topography, skylines, views, landmarks, green and blue spaces and cultural and heritage assets.

Safe and Pleasant

Development should create places which are naturally appealing to be in because they are vibrant and have a sense of security.

- Incorporate active frontages with clearly defined principal entrances at street level.
- Windows should look onto illuminated streets, pedestrian walkways and open spaces to provide natural surveillance.
- Create places that prioritise pedestrians over vehicles.
- Avoid blind corners and recesses.



Connected, Easy to Move Around and Beyond

Development must consider the movement of people over the movement of motor vehicles.

- Layouts should prioritise and encourage sustainable and active travel choices, including walking, cycling and public transport.
- Connections should be retained, created and/or enhanced within and beyond the site, seeking to direct users to established paths, routes and/or pedestrian links where possible (See Figure 3.2).
- Access arrangements should consider and accommodate people with a range of physical abilities and incorporate universal design principles where possible.

Policy STR.1 - Placemaking cont'd



Photo: The Royal Gazette

Welcoming

Development should be enticing to prospective users and should be intuitively navigable.

- Use existing landmarks or positive features of the surrounding area intelligently in order to make the orientation of a site or area more appealing.
- Incorporate public art, planting and street furniture at appropriate locations.
- Include signage, distinctive lighting and creative artistic installations.

Adaptable

Development should consider the long-term use of buildings and spaces to support adaptability and resilience.

- Ensure that the needs of all future users are fully considered, taking into account, for example, age and degree of personal mobility.
- Creating versatile spaces that can support a range of uses, including greenspaces.



Photo: The Royal Gazette

Sustainable and Resource Efficient

Development should support the sustainable use of resources and facilitate appropriate waste management.

- Appropriate orientation of buildings and incorporation of planting to support natural heating, shading and cooling of buildings.
- Integration of renewable and low carbon technologies for water conservation, heating, cooling and electricity generation.
- Support for the adaptive reuse of existing buildings.

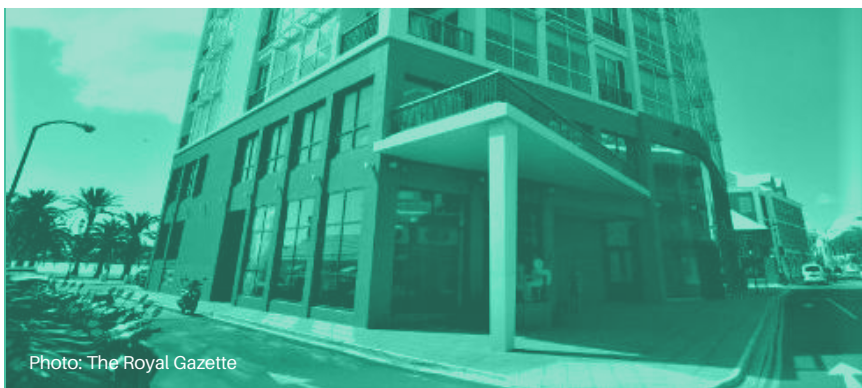


Photo: The Royal Gazette

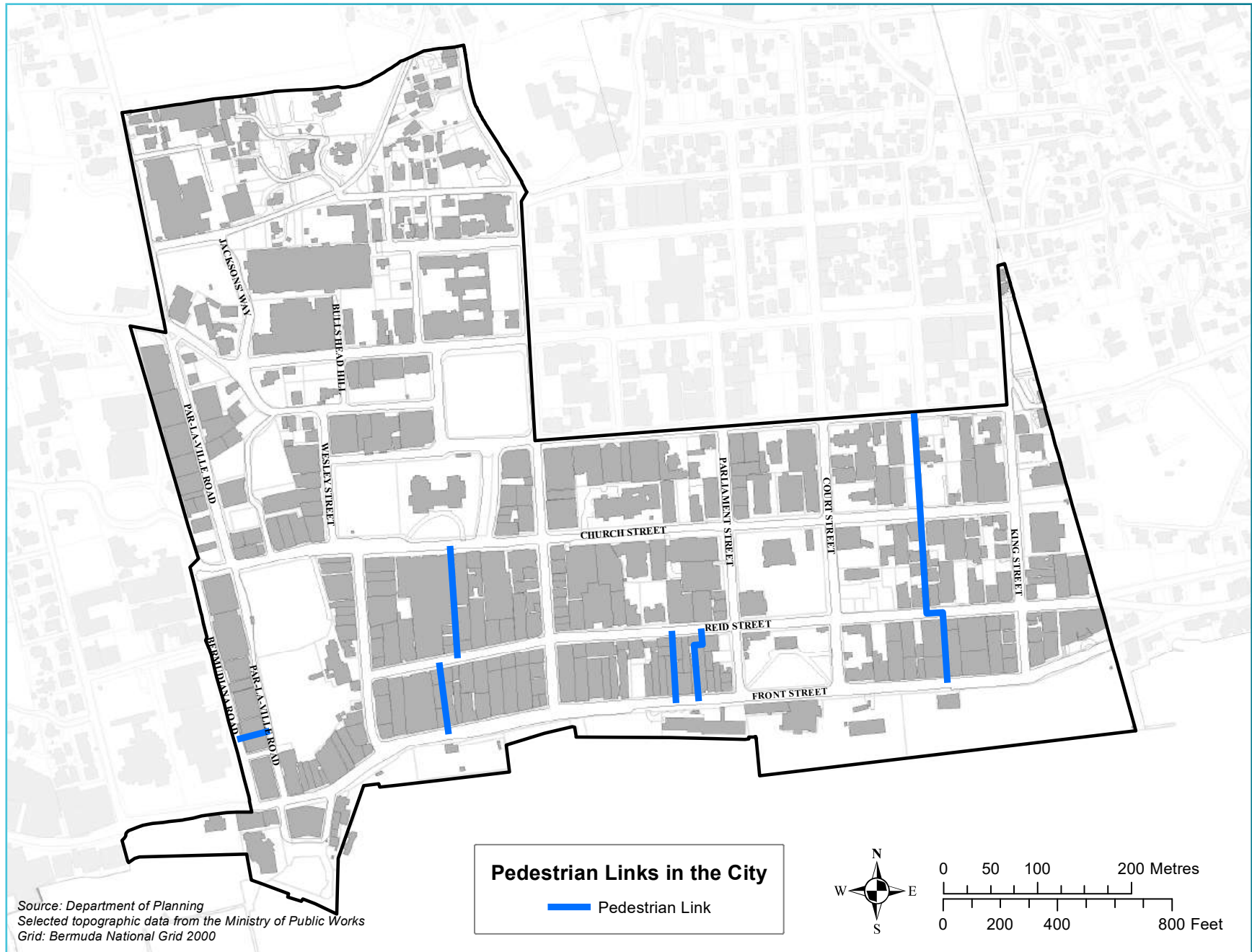


Figure 3.1: Pedestrian Links in the City

3.2 Rethinking the City

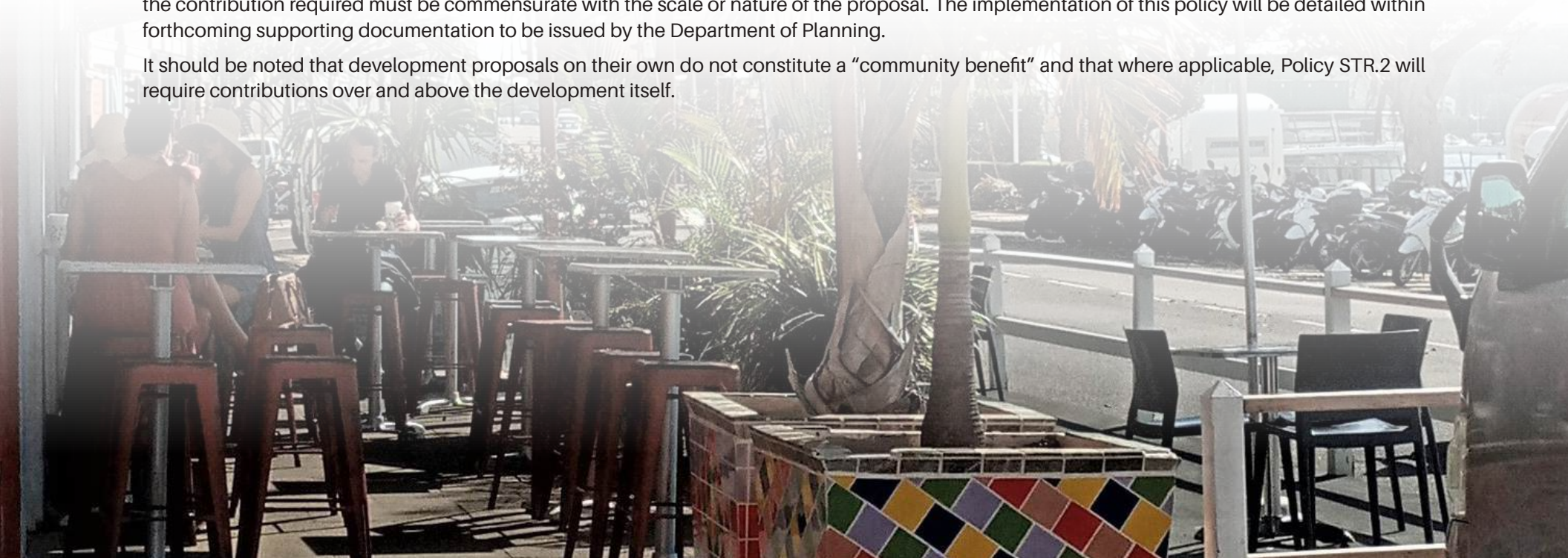
Research undertaken in support of the Plan identified a trend of increasing vacancy rates within the City. The Department will continue to monitor this and will routinely publish data on its website. It is predicted that this figure is likely to increase as the full and long-term impacts of the pandemic are felt. It is also abundantly clear that town centre retailing in general, has experienced considerable decline over the last 20 years around the world. These trends mean that in order to retain and improve the resilience, vitality and viability of the City, there must be scope for a diverse range of uses which increase footfall and expand upon the types of services and facilities offered. Accordingly, the Plan is supportive of creative uses within the City which could make efficient use of vacant space.

“When streets are designed for walkers and not cars, people are 25% more likely to walk to work” (World Health Organisation)

3.3 Community Benefits

As stated, a high-quality public realm can be the impetus behind a revitalised City. Whilst the Corporation of Hamilton will continue to undertake its programme of works to improve the environmental quality of the City, we believe that the development industry should also have a role to play in this regard. Developers will be able to yield higher returns for projects within the City if the City has an attractive and appealing public realm which makes people want to reside in or visit the area. It is therefore in the interests of all stakeholders to invest in the City. Consequently, the Board will require community benefits to be provided as part of some development proposals. This can be in a variety of forms, including the implementation of a public realm improvement project, which will require collaboration with the Corporation and/or any other affected landowner(s). The extent of the contribution required must be commensurate with the scale or nature of the proposal. The implementation of this policy will be detailed within forthcoming supporting documentation to be issued by the Department of Planning.

It should be noted that development proposals on their own do not constitute a “community benefit” and that where applicable, Policy STR.2 will require contributions over and above the development itself.



Policy STR.2

The Board will ordinarily require a commitment or contribution from a developer towards a community benefit within the City. In determining whether a community benefit contribution will be required, the Board will take into account a range of factors including, but not limited to:

- scale of the proposed development;
- proposed use;
- site context and constraints; and
- the impact of the proposed development.

The required community benefits must be commensurate with the nature of the development and may comprise, but not be limited to, the following:

- the creation or enhancement of public spaces
- sidewalk and public realm improvements
- public art (in various forms)
- infrastructure improvements
- educational and cultural facilities
- community gardens
- exercise, recreational or children's play facilities
- pedal cycle parking/storage

The community benefit may not be directly related to the proposed development and may not be located within the application site, however, all community benefits will be directed towards improving the City.



4 Procedural Policies

This section references and expands upon the legislative requirements of the Development Applications Board (“the Board”) for processing and determining planning applications and is intended to be read in conjunction with supplementary guidance notes issued on behalf of the Board and available on the Department’s website. Of particular relevance is the guidance note entitled “Submitting Planning Applications”, which should be reviewed by all applicants prior to submitting a planning application.

In terms of the requirement for some of the referenced supporting documentation, whilst it is important from a policy perspective to give an indication of the circumstances under which additional supporting studies or information may be required, ultimately it will come down to a case-by-case judgement call by the the Board.

4.1 General direction to the Board

The Board is required to determine applications for planning permission and the subdivision of land in accordance with Sections 17 and 35C of the Development and Planning Act 1974 respectively. The Board may not grant planning permission for development which is at variance with the Act or this Plan.

Policy GP.1

The Board will determine applications against the provisions of the Plan as a whole and will make balanced judgements based on all material planning considerations.

Policy GP.2

In addition to the provisions of Policy GP.1, the Board may refuse planning permission if it considers that:

- a)** insufficient details have been submitted to allow the Board to make a fully informed assessment of the proposal; or
- b)** the proposal is premature.

Where there is a conflict between a provision of a Special Act as approved by the Legislature, a Special Development Order made under Section 15 of the Act or an agreement made under Section 34 of the Act and a policy of this Plan, the provision of the Special Act, Special Development Order or Section 34 agreement, as appropriate, prevails and shall apply.

4.2 Planning permission applied for or granted before commencement day

Policy GP.3

Where, before commencement day, the Board granted in-principle planning permission for development or approved a draft plan of subdivision, any application submitted on or after commencement day for approval of any reserved matters of the in-principle planning permission or for the approval of a final plan of subdivision shall be determined by the Board under the provisions of the City of Hamilton Plan 2015.

Policy GP.4

Where an application for planning permission was received by or on behalf of the Board before commencement day, the application shall be determined by the Board under the provisions of the City of Hamilton Plan 2015.

4.3 Lots crossing the City Plan area boundary

Policy GP.5

Where a lot lies partly outside of the City Plan area boundary, the Board shall apply the policies of the development plan or local plan against which it considers to be most logical and appropriate for the application to be assessed.

4.4 Changes of use

The City of Hamilton is subject to the Development and Planning (Use Classes) Order 2022 and/or any subsequent amendments or re-enactments as issued by the Legislature.

4.5 Supplementary documentation

In addition to the statutory requirements set out by the Act, the Development and Planning (Application Procedure) Rules 1997 and relevant supplementary guidance notes, the policies of this section set out submission requirements relating specifically to planning applications affecting the plan area. In all cases, all documentation should be submitted at the time the application is submitted. The Board will issue further details on this topic in the form of guidance notes to ensure consistency in the quality of submissions.

Design Statements

The Department anticipates that there will be an increasing requirement for design statements in support of planning applications due to the renewed focus on design quality outlined within this Plan.

Policy GP.6

In assessing the design, scale and massing of a proposal, the Board may require the submission of a Design Statement, which will normally, but not exclusively, be required for development proposals:

- a) which exceeds four storeys;
- b) which affects a building or the setting of a building which is considered by the Board to be of special historical, cultural, or architectural interest; or
- c) which, in the opinion of the Board, merits detailed consideration due to the location of the site, the surrounding environment or the specifics of the proposal.

The Design Statement must explain and illustrate the design principles and design concept for the proposal, evidencing placemaking principles, and include such details as specified by the Board. Further details of what should be included within and what is considered to be an acceptable Design Statement will be set out within a guidance note.

Traffic Impact Statements

Policy GP.7

The Board may require the submission of a Traffic Impact Statement where the characteristics of the site or the particulars of the proposal require a careful examination of the potential traffic impacts of the development prior to the determination of the application. A Traffic Impact Statement shall include appropriate plans, information and data as specified by the Board in order to enable the Board to make a fully informed assessment of the potential traffic impacts of the proposal.

Environmental Impact Statements

Policy GP.8

An Environmental Impact Statement will be required for development projects which, because of the characteristics of the site and/or the particulars of the proposal, are likely to have a significant impact on the environment. Such projects may include, but are not limited to:

- major tourist and resort developments
- power plants and water supply systems
- major utility development
- major quarrying operations
- major commercial developments
- major industrial developments
- major infrastructure or transport developments
- reclamation projects

An Environmental Impact Statement shall include appropriate plans, information and data in sufficient detail to enable the Board to determine, examine and assess the potential environmental impacts of the proposal, as specified by the Board or as directed by the Legislature, as appropriate.

Energy Statements

Sustainability considerations are ingrained within placemaking principles and therefore form an integral part of this Plan. Alongside the Plan's aspirations to raise the overall standard of design quality, it is also essential to ensure that we fulfill our climate change obligations through requiring mitigation and adaptation measures as part of the design and development process.

Climate change considerations should be a fundamental part of the development process from the inception of a project through to its operational phase, including consideration of operating costs. An effective way of achieving this and ensuring that developers are considering the key issues is through requiring Energy Statements in association with planning applications.

Energy Statements will be required to demonstrate that a 3-staged process has been followed to minimise the energy requirements of the development and ensure that energy is supplied efficiently and from renewable sources, where possible. The information set out within Policy GP.9, in combination with Appendix 3 provides an indication of what will be expected to be included within an Energy Statement. The Department will be preparing a guidance note in collaboration with the Department of Energy which will provide further detail. The level of detail required to be contained within an Energy Statement will be reflective of the scale of the development proposal.

This is a new concept in Bermuda and something which will require careful consideration during its rollout. It is also highly likely that this initiative will evolve in accordance with best and workable practices. In time, it is anticipated that specific metrics, exceeding building code requirements, could be applied as definitive requirements.

Applicants should be mindful of the most recent building code requirements in formulating development proposals, including the associated International Energy Conservation Code (IECC) standards. Applicants should also aspire to achieve the standards set out within the most recent iteration of the IECC, even where these have not been adopted by the Bermuda Building Code.

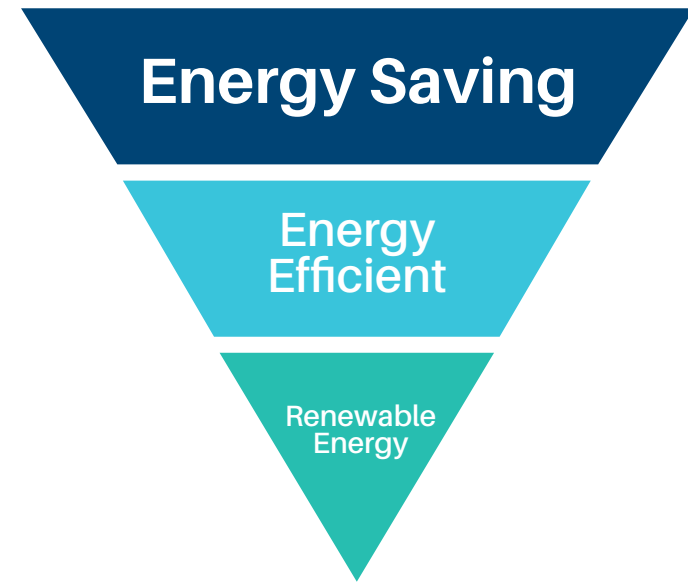


Figure 4-1: Energy Hierarchy

Policy GP.9

For all new developments (including adaptive re-use, change of use and extensions) , the submission of an Energy Statement will be required, evidencing:

- a) how the design will reduce energy consumption;
- b) the energy efficiency measures being employed; and
- c) the incorporation of renewable energy technologies.

Further information on Energy Statements is contained within Appendix 3.

Development Viability Statements

All developments have an impact, placing additional pressures upon infrastructure networks. In other jurisdictions, developer contributions are routinely sought to ensure that the development industry is responsible for mitigating the impacts of development activity. This is often a complicated process and there are a range of different contributions which can be required based upon consideration of the scale and type of development in question, alongside the characteristics of the site and its surroundings. Within Bermuda, developer contributions have never been routinely required. However, Policy STR.2 of this Plan establishes a policy framework through which developer contributions can and will be required, in the form of ‘community benefits’.

There will be occasions where some planning requirements set out within this Plan cannot be achieved for development viability reasons. In such circumstances the Board has discretion to require a Development Viability Statement, which should contain a comprehensive breakdown of development costs and anticipated returns as part of the proposed project. The Department may seek the advice of suitably qualified persons to validate the content of a Development Viability Statement.

Policy GP.10

The Board may require the submission of a Development Viability Statement where an applicant confirms that provisions of the Plan cannot be met for reasons of development viability. A Development Viability Statement shall include all details deemed necessary for the Board to obtain a comprehensive understanding of the economics of the development, including, but not limited to:

- a detailed description of the proposed development, including timeline for construction;
- the purchase price of the site;
- the existing market value of the site;
- the costs of building the proposed development whilst meeting all planning policy requirements;
- the anticipated value of the site in the event that planning permission is granted for the proposed development;
- any other anticipated income during or following construction; and
- the overall projected returns.

4.6 Consultations

In accordance with Section 19 of the Development and Planning (Application Procedure) Rules 1997, the Board may seek comments and specialist advice from other sources on an application. This may include, but is not limited to, the following:

- **Advisory Architectural Panel**
- **Bermuda Arts Council**
- **Corporation of Hamilton**
- **Department of Health**
- **Department of Environment and Natural Resources**
- **Environmental Authority**
- **Historic Buildings Advisory Committee**
- **Ministry of Public Works**

The Board will issue and update guidance on consultations, which will set out the circumstances under which it will consult with specific bodies.

5 Strategic Land Use Approach

5.1 The Districts

The City consists of a number of areas which are principally defined by the land use activities taking place, but also by the overall character, feel and function of these areas. Figure 5-1 sets out the City Districts which have been devised for the Plan. The purpose of these districts is not to be overly restrictive to the land uses which can be permitted, but to reflect the nature of the land use activities taking place and provide an indication of preferred uses. Notwithstanding, there will be a more restrictive approach within the Retail Core in recognition of the crucial role that this area plays in underpinning economic activity within the City.

Outside the Retail Core it is important to ensure that the uses taking place are complementary to the City's function as the Island's principal commercial and economic hub and do not detract from its functionality or aesthetic qualities. Subject to the application of this plan as a whole, a range of uses could potentially be acceptable outside of the Retail Core and it is important to ensure that there is a policy framework in place which is supportive of appropriate uses. Key considerations will include the need to present an active frontage to street-facing elevations and to ensure that it will make a positive contribution towards the vitality and/or viability of the area.

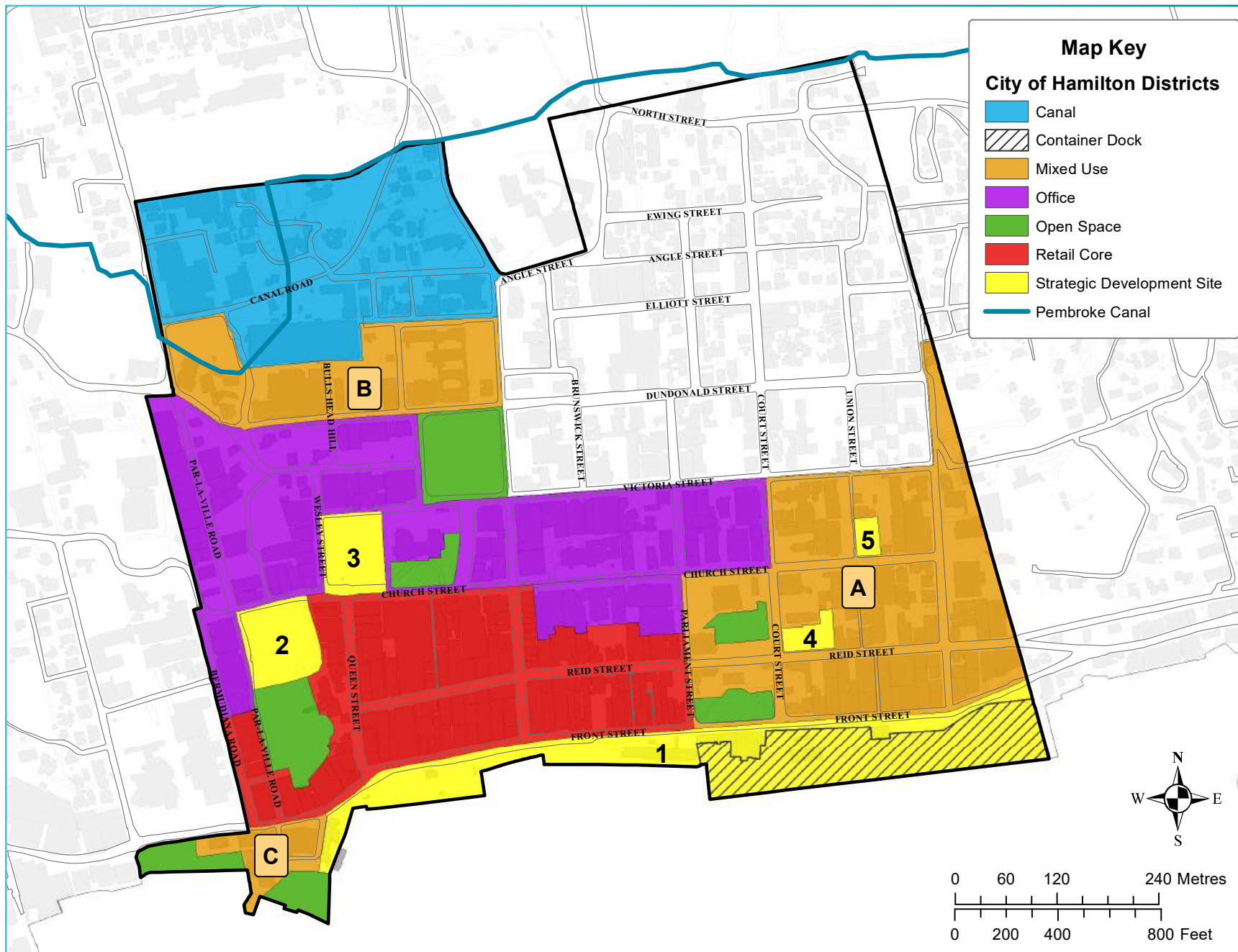


Figure 5.1: City Districts

5.2 Retail Core

This area is the main focus for retailing and commercial activities within the City and is therefore critical to its overall economic performance. The District comprises sections of both Front Street and Reid Street, in addition to Church Street, Queen Street and Burnaby Street. The area contains a high concentration of apparel stores, in addition to cafes, bars and restaurants, some of which are located above ground floor level on Front Street. The District also contains the City's main mall – Washington Mall.

It is alarming to observe increasing vacancy rates in this part of the City as this has traditionally hosted the most desirable commercial spaces on the Island. This Plan aims to create a reasonable balance between ensuring that it continues to be dominated by retailing activity, whilst also allowing for complementary uses which would assist in addressing the vacancy rates and ensuring that this area remains viable for businesses.

5.3 Mixed Use Districts

The Mixed Use districts accommodate a wide range of uses, with retail, office and residential uses predominating. These areas add to, and complement the overall blend of uses contained within the City.

The section of Reid Street which falls within Mixed Use District "A" bears little resemblance to the western end of Reid Street as it contains derelict sites, unsightly off-street parking, a high proportion of vacant ground floor units and the rear service entrance for a supermarket from which delivery and containerised trucks regularly unload produce into the store over the sidewalk. This area is one of the main vehicular routes into the City and it is therefore unfortunate that it has seen a decline in its environmental quality. The site of the former Canadian Hotel at the corner of Reid Street and Court Street presents an opportunity to accommodate a mixed-use development which could increase footfall and stimulate further investment in this area. This District also contains both the Cabinet Building and Sessions House, both of which are listed buildings and central to the functions of Government.

Mixed Use District "B" contains a high proportion of car parking associated with established uses in the area. There is an unfinished development site at Park Road which presents an opportunity to increase the residential population of this part of the City; a key policy initiative of this Plan. Despite its location, this area does benefit from footfall generated by the presence of a large hardware store and its proximity to Bulls Head car park, from which people walk through this District to get to the core of the City.

Mixed Use District "C" is located in the south western corner of the City, between Albuoy's Point and Barr's Bay Park. As noted, this District contains Point House, in addition to a yacht club, an office building (Markel House), a retail unit and the former Marine Police Station. This area experiences relatively high volumes of footfall, particularly during office hours as it is part of a wider area which is host to many of the international businesses present in Bermuda. The District also benefits from good public transportation linkages, being within proximity of a bus stop and the public ferry terminal.

5.4 Office District

Office units comprise over 75% of existing units within this District. The western end of the District marks the beginning of the highest concentration of international business premises on the Island, extending further to the west, beyond the City boundary. The central part of the District benefits from being within proximity of the Retail Core, public open space and the main public bus transportation hub. This area also contains the grade 1-listed Cathedral; the dominant feature of the City's skyline. Unsurprisingly this is a busy area during the working week with Church Street being one of the busiest streets within the City, routinely accommodating high volumes of traffic.

5.5 Canal District

This outlying area of the City has an unusual array of uses which, alongside its peripheral location, makes this area feel remote and disjointed from the remainder of the City. Residential properties are the dominant land use, however, the residences are traditional 1 and 2-storey properties, as opposed to the apartment house complexes found elsewhere within the City. There are also a number of industrial uses taking place, including the large warehouse premises of a food distribution company. This mixture of uses provides this area with a unique character, distinct from the remainder of the City.

The Pembroke Canal is an important natural feature which partly falls within this District. The Canal has suffered from poor environmental conditions for a number of years. It has been used for fly tipping and has become overgrown at various times, detracting from its practical functionality. Whilst small, this is an example of a rare inland waterway in Bermuda and it has the potential to become a feature, rather than something which just has to be managed. The Canal is protected under the Pembroke Marsh Canal Act 1969.

City Uses

Policy DIS.1

With the exception of the ground floor of the Retail Core, there will be support for a range of uses, which are complementary to the City's role as the Island's principal commercial centre.

Within the Retail Core there will be a strong presumption in favour of retail uses (Class 1 of the Development and Planning (Use Classes) Order 2022) at ground floor level to protect the viability of this area as Bermuda's principal shopping destination. Within the ground floor of the Retail Core there is scope to permit some other uses, generally limited to Classes 2 and 3 of the Development and Planning (Use Classes) Order 2022, provided that retail uses clearly predominate and the vibrancy of the area is not compromised, taking into account the cumulative impact of other non-retail uses within the Retail Core.

In all instances (both within and outside of the Retail Core):

- a)** the ground floor should maintain an active frontage with a clear public interface; and
- b)** the proposed use should contribute to the vitality and/or viability of the area.

5.6 City Gateway

The “City Gateway” (as shown in Figure 5-2) is an area which provides many people with their first impressions of the City and it is therefore important to pay close attention to the environmental quality of this area. Travelling west, the City Gateway is firstly framed by the buildings on either side of East Broadway and unsightly informal parking areas to the north before it becomes overwhelming dominated by a 10-storey building which presents a side elevation to this approach. This building makes for an unwelcoming and confusing entrance into the City and there is no clear indication that you have entered the City. The entrance is also impacted by the presence of the docks, where cranes and stacked containers are frequently visible. Whilst this Plan will continue to support the effective operation of the Container Port (Policy DIS. 12), it is prudent to include this area within the Gateway in the event of any redevelopment proposals.

The configuration and layout of the approach indicates that you are entering an area which is dominated by motorised vehicles and hostile towards pedestrian movement. Whilst options are currently limited to change some of the unfortunate defining features of this area, it is important to acknowledge the significance of this area and ensure that it is appropriately managed in the future.

The City Gateway incorporates land outside of the City, over which this Plan has no remit. However, it was considered appropriate to present this concept in its entirety, recognising that it is not something which is confined by legislative boundaries.



Figure 5-2: City Gateway



Policy DIS.2

All development proposals within the City Gateway will be required to demonstrate that cognisance has been afforded to the sensitivities and opportunities of this area as the City's primary gateway. This will be achieved through consideration of:

- a) building orientation, scale and design;
- b) vistas from East Broadway;
- c) impacts upon the skyline;
- d) landscaping works; and
- e) avoiding the creation of vacant or underutilised lots.

5.7 Open Space

There are four main areas of open space and three civic open spaces within the Plan area (as shown in Figure 5.1), comprising Victoria Park, Queen Elizabeth Park (also known as Par-la-Ville Park), Point Pleasant Park at Albuoy's Point, Barr's Bay Park, the southern grounds of the Cabinet Building, Sessions House and lawn to the south and east of City Hall. These parks and civic spaces are well-maintained, highly popular amenities and spaces which are regularly used for passive recreation, leisure and civic purposes. The parks and civic spaces provide some natural relief within what is otherwise a densely developed urban centre, whilst also supporting biodiversity, reducing the urban heat island effect within the City, and/or providing spaces for open civic purposes. The Plan strongly supports the protection and enhancement of these amenities and spaces and will also seek to capitalise upon any opportunities which could enhance the City's open space network, particularly in those areas which are deficient at present.

Policy DIS.3

The Board will protect all identified areas of open space from inappropriate forms of development. Development proposals within areas of open space will only be considered acceptable where:

- a) the scale, use and design of the proposal is sensitive to the character of the open space and there is no adverse individual or cumulative impact upon the amenity, recreational and/or civic value of the site; or
- b) an alternative area of high quality open space of at least equal size is offered within proximity.

The Board will support proposals which would enhance the green infrastructure of the City, including landscaping works, tree planting and the creation of new areas of open space.

5.8 Strategic Development Sites

The City has a small number of strategic development sites which, if appropriately developed, could assist in revitalising key areas of the City. Most of the sites identified in this section have long been recognised for their redevelopment potential and it is considered prudent to continue to highlight the existence of these sites within the Plan. The redevelopment of these locations will require careful thought and input from a number of stakeholders to ensure their success. It is possible that some sites may not be appropriate for comprehensive redevelopment, but could be more productively used to assist in consolidating some of the land uses currently taking place across these sites in order to enable the City to achieve some of the placemaking principles set out within this document.

This section provides an overview of these sites and sets out the high-level design criteria which must be taken into account in consideration of any proposals for development within these areas. The intention is not to be overly prescriptive, but to set out the key issues which must be taken into account in devising proposals. A wide variety of uses would be appropriate for these sites. In all instances, early consultation with the Department is recommended.

The Department is aware that the redevelopment of some of these sites would require significant investment and that some of the concepts suggested within this section are speculative, however, it is also the case that land use plans should be aspirational documents which establish a vision for how an area could be enhanced over the long term. Within the context of a flexible framework, the overall approach to the development of these sites, as set out within this section, would be to the long-term benefit of the City. These sites provide an opportunity to exemplify the placemaking principles set out within Policy STR.1.

Whilst these sites present opportunities for comprehensive redevelopment, it is important to have a policy framework which is equipped to respond to smaller-scale and more piecemeal forms of development. The most critical issues to consider in this regard are the appropriateness of the proposed use for the site and ensuring that the long-term redevelopment prospects of the site are not compromised. Some of these sites, most notably the Waterfront, have been used for temporary recreational and leisure uses in the past, however consents are normally provided on a temporary basis. It is considered that temporary consents on these sites remains the most suitable option to manage development activity where the proposals do not relate to their comprehensive redevelopment.

The Waterfront (Site 1)

The Waterfront area of the City is a site of immeasurable potential which currently accommodates a series of uses which fail to capitalise upon the opportunities that the area presents. Whilst it is recognised that the Container Port and areas for car parking provide facilities which the Island and City requires, this is not the best use of a prime waterfront area. The Waterfront has the potential to be Bermuda's premier destination for social activity, which would have direct knock-on benefits for existing businesses in the City and encourage new businesses to view the City as a viable location. This area presents an opportunity to accommodate a range of recreational and leisure activities set within a high quality, pedestrian-oriented public realm.

The Waterfront strategic development site consists of an area measuring approximately 11 acres, however, it is naturally split up into smaller sections due to the uses taking place and existing landscaping works. It is evident that the western portion of the site presents the most immediate

opportunity for redevelopment as it largely consists of car parking at present.

Owed to the profile, visibility and critical role which this site could play in the long-term future of the City, any proposals for the redevelopment of this area should be the subject of a public consultation exercise, providing the public with opportunities to directly influence the final proposals. Meaningful community consultation is one of the key pillars of placemaking and it is considered that the prominence and importance of this site to the long-term prosperity of the City, merits thorough community dialogue.

The Department considers that the scale and importance of this site lends itself to being informed by a masterplan, as advocated by the Corporation of Hamilton's Strategic Plan. Placemaking principles are most effective at the neighbourhood level and this site presents an excellent opportunity to apply these principles on a flagship site and to realise the benefits which can ensue from a carefully thought out and properly planned site which puts people at the heart of the process.

Policy DIS.4

Proposals for the comprehensive redevelopment of the Waterfront shall be informed by a masterplan, which will be required to, inter alia:

- a) provide a range of uses which are aimed at enhancing the social, recreational and leisure experiences of the site and wider City;
- b) ensure that pedestrian movement is prioritised over vehicular;
- c) create a high quality public realm, including comprehensive landscaping works and the inclusion of public art installations;
- d) include linkages to and from the site, which direct people to other parts of the City;
- e) include attractive directional signage which markets other parts of the City, including North East Hamilton;
- f) accommodate the continuing effective operation of the existing Container Port if it doesn't form part of the redevelopment proposals;
- g) take full advantage of the waterfront setting in terms of both the arrangements for pedestrian movement within the site and in framing views of the harbour, whilst ensuring that views of the harbour from Front Street are not significantly compromised;
- h) maintain an active port, ensuring that it contains the required infrastructure to accommodate cruise ships and other vessels; and
- i) assess and address the implications of removing parking facilities from the site on the surrounding area. For confirmation, this may require the retention of some parking on part of the site (which should be provided underground where feasible) or new facilities within proximity.

Par-la-Ville Parking Lot (Site 2)

This site is located to the west of the Retail Core and provides car parking for 206 cars, in addition to motorcycle parking. Due to the proximity of this site to the Retail Core, it has the potential to be the main parking facility in support of the commercial operations taking place within the City. The site is well screened due to the topographical conditions of the area, vegetation, boundary walls and the height of adjacent buildings. All of these factors make this site a strong candidate for consolidating public car and bike parking facilities within the City. Previous development proposals for this site have shown that the area has considerable excavation potential and therefore, there is scope to accommodate parking above and below the existing grade.

The consolidation of car and bike parking at this location would enable the reduction or removal of car and bike parking spaces from other key locations across the City in an effort to make the City a more pedestrian-friendly environment (consistent with placemaking principles) and reduce the visual clutter which is created by the plethora of car and bike parking spaces throughout the City. Anecdotally, it is understood that many businesses within the City would like to retain a high volume of car parking spaces in proximity to shops, including on-street parking. Whilst the reasons behind this are understood, the Department considers that a better balance could be struck through reducing on-street parking in particular, and thus enabling the creation of a more pedestrian-friendly environment which, various studies around the world have proven, can result in increased expenditure for nearby retail outlets over the long term. The creation of such environments makes these spaces more appealing to residents and tourists, increasing social interactions, creating an aesthetically attractive environment and facilitating safe pedestrian movements. The overall effect of this is the creation of an environment which draws people in, who in turn, will spend more time and money within the City.

Despite viewing the Par-la-Ville parking lot site as an opportunity to consolidate public car and bike parking, the long-term prospects for this site are uncertain and therefore it is important to ensure that the policies of this Plan do not unreasonably stifle appropriate alternative uses for the site.

Policy DIS.5

Proposals for the redevelopment of this site shall be informed by a design brief and will be required to:

- a) ensure that there is no net loss of public parking provision, unless demonstrated to be acceptable through the submission of a parking study, evidencing that there is sufficient capacity for public parking within the surrounding area to absorb any loss;
- b) provide additional and/or improve existing pedestrian linkages with the surrounding area, including access to Queen Street, Church Street, Par-la-Ville Street and Queen Elizabeth Park; and
- c) consider the inclusion of ground floor uses which add to the vitality of the area and increase footfall.



City Hall Parking Lot (Site 3)

This site is adjacent to the grade-1 listed City Hall and provides public car and bike parking facilities. The site is located approximately 200 feet from the public Par-la-Ville parking lot boundary at its nearest point and is also within proximity of Bull's Head public parking lot. This is a highly visible site within the City and it is unfortunate to see it utilised for parking, from a visual perspective. It is considered that the site could be used more productively as a civic square, hosting outdoor cultural events, complementing the cultural activities which take place within City Hall. The site could also be used as an outdoor market and could assist in establishing better connections with the northern part of the City.

Despite its visual implications, it is important to note that this is a popular parking facility which provides convenient access to the heart of the City. It is specifically targeted at those making short-stay trips into the City, ensuring that it is not stagnated by commuter traffic, and therefore supporting City businesses. Consequently, it will be important to ensure that, in the event of the redevelopment of this site, the existing supply of parking spaces is not lost, unless demonstrated to be justified through the submission of a comprehensive parking study or strategy which evidences where within the surrounding area would absorb the loss of spaces from this site. Alternatively, parking could be retained underground on this site.

Policy DIS.6

Proposals for the redevelopment of this site shall be informed by a design brief and will be required to:

- a) incorporate safe, pleasant and high quality civic space;
- b) demonstrate the adaptability of the site to accommodate a variety of temporary uses;
- c) include comprehensive landscaping works, designed to make the site more visibly appealing;
- d) consider the inclusion of linkages with City Hall, whilst ensuring that the setting of the building is protected and/or enhanced;
- e) provide for direct access into the site along its southern perimeter;
- f) establish legible pedestrian linkages to the north and south; and
- g) ensure that there is no net loss of public parking provision unless demonstrated to be acceptable through the submission of a comprehensive parking study or parking strategy, evidencing that there is sufficient capacity of public parking within the surrounding area to absorb any loss. The strong preference would be for parking on this site to be provided underground.

Former Canadian Hotel (Site 4)

This site is located at the junction of Reid Street and Court Street. This eastern section of Reid Street is one of the busiest routes into the City during the morning rush hour and the site is therefore highly visible to commuters entering the City. As noted within Section 5.3 of this Plan, this area bears little resemblance to the western end of Reid Street and currently has an alarming ground floor vacancy rate of 28.5%, compared with a City-wide vacancy rate of 15%. This is a clear indication that the area is not an appealing prospect for businesses. There must be a mixture of uses within the City and not everywhere can be used for retailing, however, it is important to try and increase footfall across the City as this benefits businesses and creates the overall feeling of a vibrant, safe and thriving urban centre. Whilst this site is smaller than other Strategic Development Sites, it is considered important from a locational perspective and the opportunities that it presents to address some of the issues identified within the City

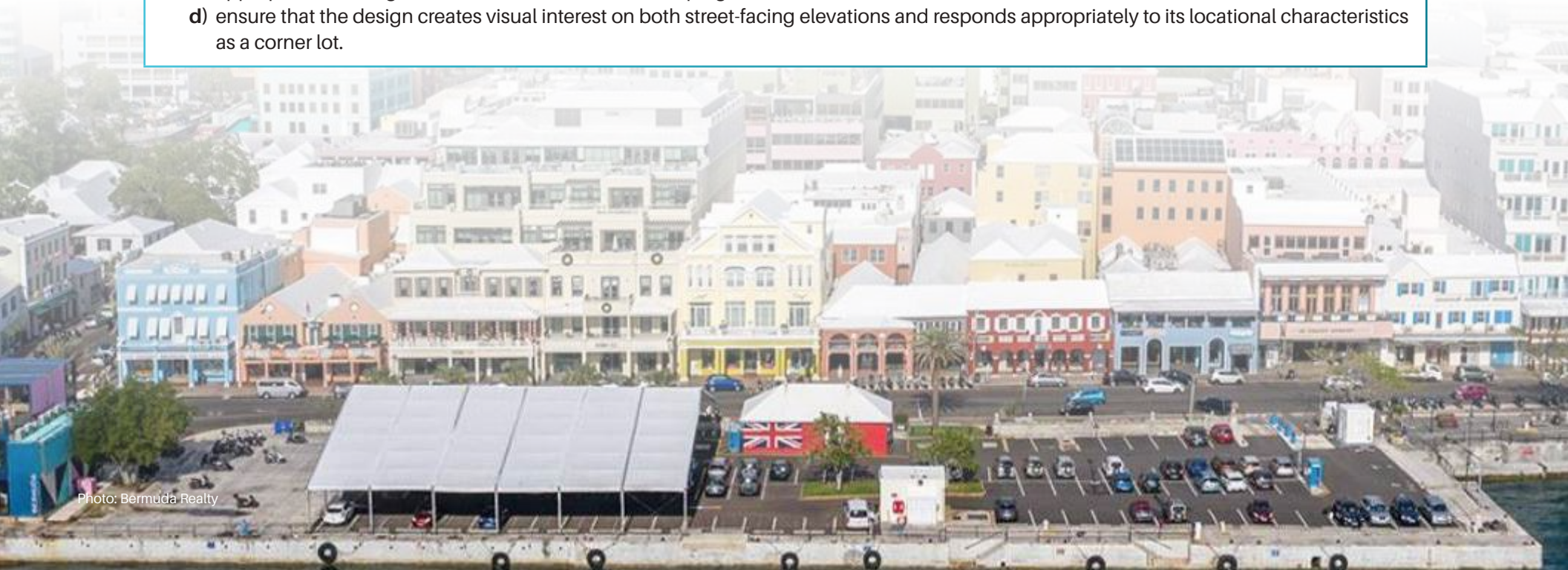
Survey Report 2024.

Corner lots can provide development opportunities for taller buildings, which should be designed with a clear understanding of their locational characteristics. This can involve making a feature of the middle section of the building, where the two street elevations meet, creating a defining landmark. The Department would expect any development on this site to be designed to a high architectural standard, providing visual interest on both street-facing elevations whilst being mindful of impacts upon the setting of the nearby Cabinet House and Sessions House buildings, both of which have Grade-1 listing status. Consideration should be given to the inclusion of a splayed corner to improve pedestrian visibility and to open up views towards Sessions House as you travel westwards along Reid Street. Due to the size of this site, it also presents an opportunity to enhance the public realm of the area through careful consideration of the transition from the public sidewalk into the site. With appropriately set back building/s on the site, there is an opportunity to incorporate some feature landscaping works with high quality paving works which would serve to enhance the overall look and feel of the area at this prominent junction.

Policy DIS.7

Proposals for the redevelopment of this site shall be informed by a design brief and will be required to:

- a) demonstrate that careful consideration has been afforded to impacts upon the setting of both Cabinet House and Sessions House;
- b) enhance the vitality of the area through incorporating uses within the ground floor which generate regular pedestrian movements;
- c) ensure that careful consideration is afforded to the transition into the site from the public sidewalk, including the establishment of an appropriate building line and the inclusion of landscaping works; and
- d) ensure that the design creates visual interest on both street-facing elevations and responds appropriately to its locational characteristics as a corner lot.



South of 7 Joell's Alley (Site 5)

This site is located east of Joell's Alley where it intersects with Church Street and has the advantage of having already been extensively excavated. This is a peripheral area of the City where a range of land use activities are taking place, however, it lacks vibrancy. The area is one of the busiest routes used by vehicular traffic to exit the City, including buses, and is therefore highly visible. The site presents an excellent opportunity to accommodate a mixed-use development, including residential above ground floor, which would provide the area with greater vitality.

The redevelopment of this site must carefully consider potential impacts upon the building to the north in particular and Joell's Alley itself, which has been identified as a key pedestrian linkage within the City. Opportunities to enhance the quality of this connection should be explored as part of any redevelopment proposals.

Policy DIS.8

Proposals for the redevelopment of this site shall be informed by a design brief and will be required to:

- a) demonstrate that careful consideration has been afforded to the retention and enhancement of Joell's Alley as a pedestrian link;
- b) ensure that the amenity of existing buildings to the north and east is respected;
- c) enhance the vitality of the area through incorporating uses within the ground floor which generate regular pedestrian movements along Church Street and Joell's Alley;
- d) ensure the design creates visual interest on both vehicular and pedestrian street facing elevations; and
- e) if parking facilities are deemed necessary, they should be provided underground.

Temporary uses within Strategic Development Sites

Policies DNS.4 – DNS.8 establish the design considerations and key issues which shall be used to inform the comprehensive redevelopment of each of these sites. However, due to the undeveloped nature of these sites (most notably the Waterfront and City Hall Parking Lot) they present opportunities for temporary uses which could add to the vitality of the City. The Plan is supportive of such temporary uses provided that they would not compromise the long-term redevelopment potential of the sites.

Policy DIS.9

A variety of uses and forms of development can be supported on each of the Strategic Development Sites on a temporary basis, provided that the proposal will not compromise the long-term comprehensive redevelopment of the wider site.

5.9 Container Port

The Container Port is one of the most important pieces of infrastructure on the Island. It facilitates the delivery of a wide range of goods, including vehicles and a significant proportion of the Island's food. Whilst the Government is supportive of an alternative location for the Container Port, it is important that the existing facility is provided with broad planning support to enable it to function effectively whilst it remains in its current location.

Policy DIS.10

The Board will support proposals which provide for the continued effective operation of the Container Port facility.

6 General Policies

6.1 North East Hamilton

The North East Hamilton Local Plan (NEHLP) 2022 was adopted in July 2022. The primary purpose of that Plan is to encourage increased economic activity and growth within the area for the benefit of the local community. Planning applications within North East Hamilton will continue to be determined in accordance with the provisions of the NEHLP 2022.

Although the City Plan and the NEHLP2022 are two separate documents, they do not exist in isolation and it is important that these documents complement each other. Alongside the NEHLP2022, this Plan aims to support and raise the profile of North East Hamilton as an area for investment, living and visiting. We want to strengthen linkages between the remainder of the City and North East Hamilton to generate greater expenditure within that area for the benefit of local businesses and residents. This could be achieved in a number of ways, for example, implementing quality landscaping schemes between development sites and North East Hamilton, implementing creative artistic installations within and adjacent to North East Hamilton to draw people towards the area, enhancing the quality of street surfacing materials which link to the area, implementing directional signage to North East Hamilton (in the context of recognising its cultural and historical contribution towards Bermuda) and capitalising upon any opportunities to facilitate easy movement to and from the area within nearby development sites.

Creative artistic works helped to raise the profile of Chancery Lane and made it an appealing area for photography, particularly for visitors to the Island. Joells Alley and Fagans Alley present an opportunity for a similar approach on a larger scale, potentially linking Front Street with Victoria Street. Such a project would also align with the recognition that the eastern section of Reid Street requires investment. In an effort to make the City more inclusive and in recognising that the success of the City as a whole is more important than the success of its constituent parts, it is considered that it is reasonable to direct some forms of community benefit accrued through Policy STR.2, towards investment in the infrastructure of North East Hamilton and the surrounding area.

Policy NE.1

Opportunities to enhance linkages between North East Hamilton and the remainder of the City shall be explored where possible and, in appropriate circumstances, developments may be required to implement directional signage or improve the environmental quality of routes linking North East Hamilton with the remainder of the City.

The Board will also explore opportunities to implement environmental improvement works within North East Hamilton through the community benefits initiative (Policy STR.2).

6.2 Subdivision

Subdivision is the process of splitting a tract of land into smaller parcels or lots, the adjustment of boundaries between existing lots or the creation of rights or easements over land. Previous city plans have required minimum lot sizes, however, based upon research undertaken in support of this Plan, it is considered that there is clear merit in having no minimum lot size requirements in order to enable a wider variety of businesses to locate within the City. In consideration of subdivision proposals, there is more value in applying criteria which can be used to make case-by-case judgement calls on subdivision proposals, rather than applying minimum numerical requirements.

Suitability of land for subdivision

Policy SDV.1

All applications for subdivision will be required to satisfy the following criteria:

- a)** the subdivision is suitable for the intended use of the land and demonstrates that an adequate development area can be accommodated;
- b)** the layout and design of the proposed subdivision are sensitive to the physical and environmental characteristics of the site and surrounding area and:
 - (i)** respects the topography of the site; and
 - (ii)** avoids creating lots, rights of way or easements where development would require excessive cutting and filling
- c)** a safe and adequate pedestrian access is provided to each lot;
- d)** the subdivision would not prejudice the retention or provision of an adequately-sized pedestrian pathway or the delivery of any planned highway or sidewalk improvements; and
- e)** the proposed subdivision would not compromise the development potential of, or access to, any lot.

6.3 Industrial Development

Analysis of how existing industrial activities affect their immediate environs provides a strong indication that such uses are not typically appropriate within a city environment. Some of the common issues which are routinely observed in connection with existing industrial activities within the City are a requirement for vehicular access to buildings which meant vehicles crossing over sidewalks, inappropriate frontages which negatively affected the streetscape (particularly during evening hours), noise, unpleasant fumes and the lack of activity associated with these uses, which causes safety issues, particularly in the evening.

It was also apparent in one instance that industrial activities taking place within a site have incrementally intensified over a number of years, leading to nearby buildings also being utilised by the same business and a large vacant lot being stifled from development activity. All of these issues have solidified the stance that the City is not an appropriate location for increased industrial activity.

Policy IND.1

No new, or expansion of existing industrial or light industrial development will be permitted.

7 Design

As stated within Section 3, the Plan establishes a significant change to the application of planning policy in Bermuda. At the heart of this change is a holistic, design-led approach to development which is guided by the placemaking principles set out within Policy STR.1 and expanded upon within Appendix 2.

To create successful places, it is important to understand the existing circumstances, including how an area works in terms of pedestrian and vehicular movement, the key views and vistas, the historical and cultural heritage associations of the area, the established built fabric, street orientation and the opportunities which these issues collectively present for future development. Placemaking is a method of ensuring that these issues are considered in the round and it is hoped that this design-led approach to development will improve the social and environmental qualities of the City, with the resultant knock-on economic benefits.

Positioning design issues at the centre of the decision-making process means that developers will be increasingly required to competently and comprehensively explain how placemaking principles have been applied in devising design solutions. This information may be required in the form of a design statement. Where the Department requires such information, it will be a pivotal part of the decision-making process and therefore high-quality and carefully considered submissions will be required.

In keeping with the adoption of a balanced approach to decision-making, the traditional design constraints which have been imposed within the City in terms of building heights and upper storey setbacks have not been employed within this Plan. Such an approach comes with a greater level of responsibility for all stakeholders and must be carefully managed to ensure that this change achieves the intended outcomes. The removal of these design parameters should not be construed as the Department abandoning the principles behind those design parameters; but rather that there is a better way of effectively addressing those issues through enabling a case-by-case assessment of a site and its surroundings. In turn, this provides greater flexibility to produce innovative and exciting designs which breathe new life into the City, which should be embraced by designers and developers.

7.1 Design requirements

The Department will be preparing a design guidance note which will address placemaking principles, as well as general design criteria. However, in the absence of this guidance note, it is necessary to address a number of specific design issues. The information contained within this chapter should be read in conjunction with Policy STR.1, Appendix 2 and the design guidance note, when available.

Refuse and Recycling Storage

Policy DSN.1

All developments shall provide appropriate facilities for the storage of refuse and recyclable goods, which must be:

- a) located within the development site;
- b) contained within a building or purpose built structure which is enclosed and covered; and
- c) designed to blend in with the overall character of the development.

Roller Shutters and Grilles, Plant and Machinery

Policy DSN.2

The use of roller shutters shall be discouraged. Where it has been demonstrated that there are no reasonable alternative solutions, all roller shutters and grilles fronting on to a street should be open-panelled and located internally within the building.

Policy DSN.3

Where practicable, all plant and machinery should be housed within the building; where it has been demonstrated that it is not possible they should:

- a) be integrated into the overall design scheme for the development, through coordination of materials, colour and configuration;
- b) be placed on the part of the property which is least visible from adjacent streets and properties, as far as practicable; and
- c) be adequately screened from view.

Re-grading

Policy DSN.4

Re-grading shall be designed in accordance with the following provisions:

- a) the overall height and extent should be kept to a practical minimum;
- b) rock cuts and retaining walls should be:
 - (i) stepped; and/or
 - (ii) screened by planting; and/or
 - (iii) screened by buildings;
- c) high rock cuts and retaining walls should be avoided; and;
- d) fill material should be properly landscaped, grassed over and planted to give a natural appearance.

Walls and fencing

Policy DSN.5

Careful consideration shall be given to the design and materials of proposed walls and fencing to ensure that they are high quality and appropriate for the established character of the area. In all cases the height of walls and fencing shall be kept to a practical minimum and informed by the established character of the area.

The use of chain link or mesh fencing shall generally not be accepted.

Where a wall or fence is proposed within an area which is publicly visible, the use of appropriately designed murals and/or soft landscaping will be required.

Landscaping

Policy DSN.6

Development proposals will be required to be accompanied by a landscaping scheme unless it is determined to be unnecessary or unfeasible due to the nature of the proposal and/or the onsite circumstances.

Street Trees

Policy DSN.7

Existing street trees should be retained and protected as part of any development proposal.

Notwithstanding, where a street tree is at risk of being damaged or is proposed for removal, consultation with the Corporation of Hamilton will be required.

Aviation

Obstacle Limitation Surface (OLS) requirements have been created for the LF Wade International Airport in order to protect the controlled airspace around Bermuda, in accordance with International Civil Aviation Organisation (ICAO) requirements, the UK Air Navigation (Overseas Territories) Order 2013 (as amended), Air Safety Support International (ASSI) requirements and the Bermuda Development of Land (Airport Approaches) Act 1956 (as amended). The City is located within the 15 Kilometre OLS, also known as the “outer horizontal surface”, where no development may be permitted which exceeds a height of 150 metres above the elevation of the runway threshold, which lies at 5.5 metres Above Mean Sea Level.

Policy DSN.8

The Board shall ensure that development proposals do not interfere with aerial navigation and the safe operation of aircraft.

Street level setbacks

Street level setbacks will ordinarily be informed by contextual analysis, as required by Policy STR.1. However, there may also be instances where a different approach is merited in an effort to improve the pedestrian experience of the City in alignment with the Vision and Objectives of this Plan. To ensure that lots are served by sidewalks and crucially, that they are of a sufficient width to accommodate unobstructed pedestrian movement, there may be occasions where development must be set back within a lot. A minimum sidewalk width of 7 feet is the conventional standard. The views of the Corporation of Hamilton should be sought in this regard.

Policy DSN.9

Whilst taking into account established building lines, development may also be required to be sufficiently set back to ensure that lots are served by an adequate sidewalk to facilitate pedestrian activity. This will normally require a sidewalk depth of 7 feet.

8 Historic Environment

As the Island’s capital, the City of Hamilton is host to some of Bermuda’s best examples of architecture, including the Cathedral, the Cabinet Office and City Hall. The rich architectural heritage that survives in the City reflects the Island’s evolution from a small colonial settlement to a global financial centre. The Plan recognises the value of the City’s historic environment, which has been shaped by Bermuda’s people responding to their surroundings and their need for developmental progress to sustain a thriving community. Within the City this is particularly evident with varying architectural styles, forms and uses of the built environment. The preservation of the historic environment is also important from a sustainability perspective and aligns with the placemaking principles set out within Policy STR.1.

The Plan provides an appropriate balance between ensuring that the built heritage of the City and its key landmarks are protected and preserved, whilst acknowledging the need to embrace contemporary forms of quality architecture which meet the needs of modern businesses and residents. The Department’s position is that these issues are not mutually exclusive, and that the City can successfully achieve a blend of architectural styles from different eras which add to the overall interest of the City.

8.1 Listed Buildings

Under Section 30 of the Act, the Minister is required to compile lists of buildings of special architectural or historical interest. There are a total of nine listed buildings within the City, as shown in Figure 8-1. The Plan supports the protection of listed buildings and their setting from inappropriate forms of development. In some instances, development proposals may be required to be accompanied by sufficient information to demonstrate how the proposal would contribute to the conservation of these heritage assets. The Plan also supports the conversion, rehabilitation and adaptive reuse of listed buildings within the City. Additional guidance on appropriate design for the historic environment can be found within the Listed Building Restoration Guidance Note.

Policy HE.1

There will be support for the sensitive restoration, maintenance and reuse of listed buildings. In determining an application that affects a listed building or its setting, the Board shall ensure that the appearance, siting, layout, scale, design, materials and architectural details of development preserve and enhance the quality and character of the building and its setting.

8.2 Historic Areas

The Plan seeks to preserve not only individual buildings, but areas of special historic, architectural and/or cultural character. These areas are considered representative of the historic evolution of the City and are indicative of Bermuda’s rich architectural heritage. These areas are classified as Historic Areas, protected under Section 31 of the Development and Planning Act 1974.

Development proposals within Historic Areas should reflect an understanding of the character of the area and its defining features. Whilst there may be instances where pastiche design solutions are appropriate, contemporary interpretations of traditional features and characteristics can also be supported. The critical factor in determining the acceptability of a proposal will be the overall design quality, including a demonstrable understanding of site context.

There are five designated Historic Areas (Figure 8-1) within the Plan area and each of these areas has its own unique characteristics and defining features. The following information provides an overview of each of the Historic Areas, including the uses taking place and the key architectural features which future development proposals must be mindful of.

Front Street

Front Street is the most vibrant area of the City, containing a variety of retail stores, bars and restaurants. It accommodates a significant volume of traffic, being one of the main vehicular routes within the City. It also has a number of bus stops and taxi stands and is the location of the City's public ferry terminal. This Historic Area contains a variety of architectural styles from different time periods which have combined to provide one of the most enduring and characteristic images of Bermuda. The area contains some notable consistent features such as the use of verandas at street level, decorative upper storey facades and balconies which take advantage of the views offered over Hamilton Harbour. Any future development should be sensitive to the established scale, form, defining features and characteristics of this Historic Area.

Queen Street

This Historic Area is within the Retail Core with a variety of shops, fast food outlets and other services. The area contains some of the better examples of the City's 20th century architecture. Queen Street comprises a number of architectural styles from different periods and new development should add to and complement the characteristics of this Historic Area.

Upper Burnaby Street

Between Reid Street and Church Street, this Historic Area holds a diverse and eclectic collection of traditional style multi-storey buildings. It is a unique stretch that has changed very little over time.

The Cabinet Office and Sessions House

Alongside the former Magistrates' Court Building, The Cabinet Office and Sessions House form a cluster of civic listed buildings that collectively create an attractive landscaped setting and provide a green enclave in this part of the City. Although the Former Magistrates' Court Building falls outside of the Historic Area, collectively these buildings are of significant cultural, historical and architectural significance to the Island as a whole. Both the Cabinet Office and Sessions House are rare examples of listed buildings within the City which have retained an attractive immediate setting, although this has been somewhat compromised in a wider context by the presence of the Container Port. Within this Historic Area it will be critical to ensure that these buildings and their settings are retained and respected.

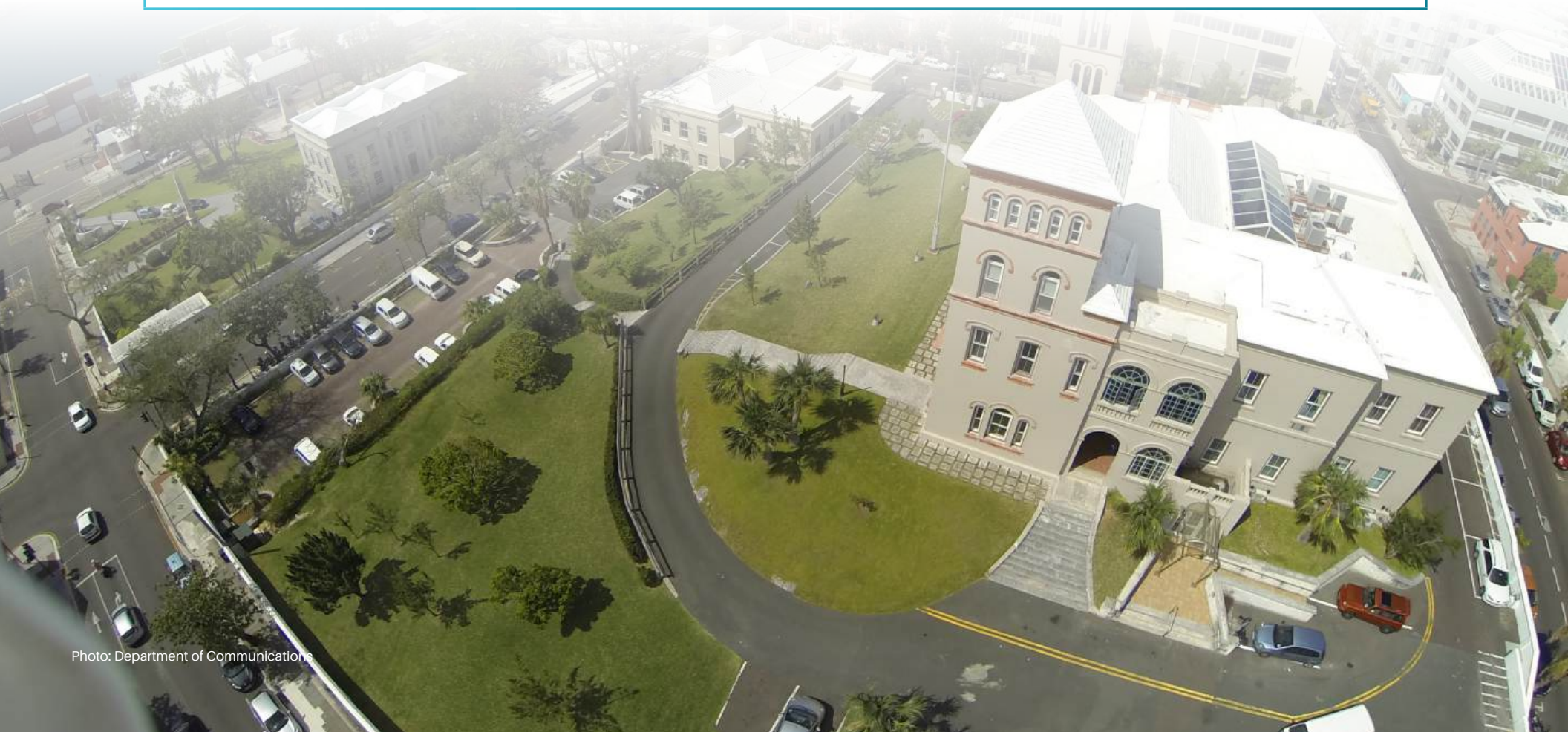
Anglican Cathedral

The Anglican Cathedral is the iconic feature of the City's skyline and is clearly visible from a number of locations both within and outside of the City. The prominence of this building, which is the Island's first listed building, is particularly evident from sections of Harbour Road.

Development within these areas will be considered carefully according to its historical, architectural and cultural significance. Within a Historic Area, the design of any new buildings, as well as renovations to existing buildings, should be sympathetic to and in harmony with the area's character, appearance and setting.

Policy HE.2

All development proposals shall be sympathetic to the historic, architectural and cultural character of Historic Areas and their settings. Development should seek to enhance the architectural and historic qualities of Historic Areas, having regard to appearance, layout, scale, design, materials and architectural details.



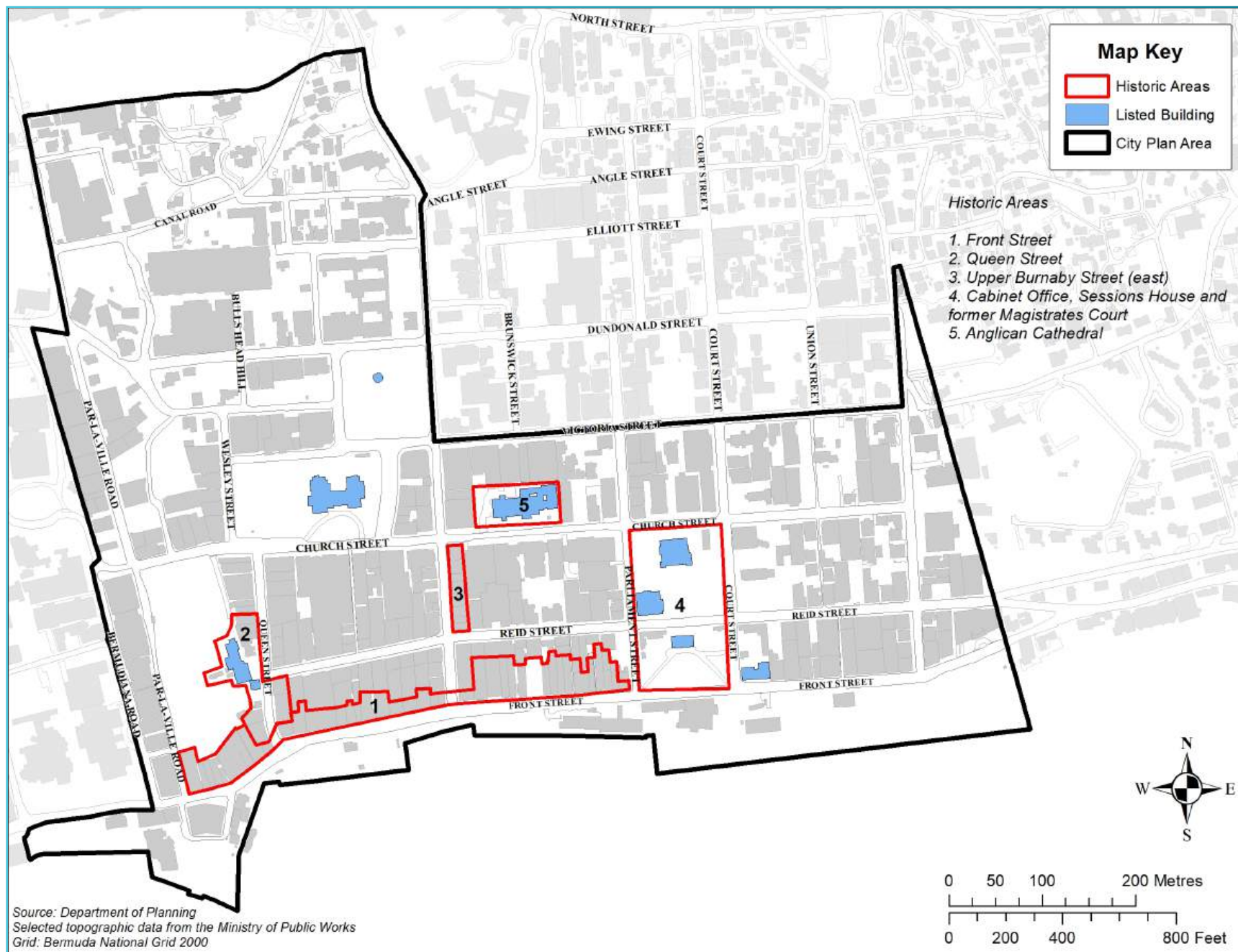


Figure 8-1: Historic Areas and Listed Buildings

9 Residential in the City

The Plan supports residential development within the City to reduce the need to travel to access goods, services and places of employment. Increasing the residential population of the City also assists in boosting the City economy as there is an increase in the number of people living within walking distance of City businesses, including those principally aimed at the evening and weekend economies. There is a balance to strike between facilitating an increase in the residential population of the City and ensuring that the City maintains its identity as the Island's premier destination for retailing and other forms of commercial activity. There is no threat in this regard at present, however, one way of safeguarding this is to require appropriate ground floor uses and the inclusion of active frontages with residential uses being restricted to above grade level across the City. The exception to this is the Canal District, which has a distinct character from the rest of the Plan area. Within the Canal District there are a number of existing residential units at ground floor level and this forms part of the character of the area. Accordingly, whilst the Plan will look favourably upon a diverse range of ground floor uses, residential on the ground floor can be supported within this District.

This section addresses the impacts of development upon residential amenity and ensuring that new residential developments are designed to an appropriate standard. The Plan ascribes a high level of importance towards the provision of private open space within residential developments however, establishes a different approach to communal open space than has previously been applied within the City. This change of approach has been driven by a number of factors, including the quality of the communal spaces which have been provided in the past, anecdotal evidence that these areas are underutilised, and a desire to adopt a more inclusive approach to the provision of quality open space throughout the City.

9.1 Residential Development

Policy RS.1

There will be support for residential development above the ground floor level throughout the City with the exception of the Canal District, where new residential development can be supported at any level.

9.2 Residential Amenity

Policy RS.2

All development proposals must ensure that there will be no unacceptable detrimental impacts upon residential amenity by ensuring that:

- a) adequate levels of privacy, natural lighting and ventilation are retained to all habitable rooms of neighbouring buildings;
- b) there is no overbearing impact upon residential properties; and
- c) the proposed use would not be injurious to the environment of nearby residential properties by reason of noise, vibration, disturbance, smell, fumes, ash, dust or other noxious condition.

9.3 Minimum Unit Sizes

Where a development proposes the adaptive reuse of an existing building, it is recognised that there may be space constraints which limits the ability to achieve the minimum space standards set out under Policy RS.3. In alignment with the Plan's support for the adaptive reuse of existing buildings, the Board will have scope to reduce these minimum space standards. However, in all circumstances applicants should ensure that the requirements of the Bermuda Building Code are met.

Policy RS.3

All new residential development, including the adaptive reuse of existing buildings, shall comply with the following minimum standards:

| Dwelling Unit Type | Minimum Gross Floor Area |
|-----------------------|--------------------------|
| Studio | 275 square feet |
| One bedroom | 425 square feet |
| Two bedroom | 600 square feet |
| Three bedroom | 800 square feet |
| Four or more bedrooms | 1,100 square feet |

| Group Housing | Minimum Gross Floor Area |
|------------------------------|--------------------------|
| Bedroom | 70 square feet |
| Shared living room / kitchen | 150 square feet |
| Separate shared kitchen | 50 square feet |

In consideration of proposals for the adaptive reuse of an existing building, the Board has discretion to reduce these minimum standards.

9.4 Private Outdoor Space

The pandemic highlighted the value of private outdoor spaces. Around the world people turned to these spaces as a way of continuing to connect with the outside world which had, and continues to have, documented mental health benefits. However, such spaces can be underutilized if they are not thoughtfully designed, particularly those spaces which are above grade, which are often a design afterthought. Outdoor space which is designed as an integral feature of the overall development results in high quality spaces which are valued and utilised. Key considerations in this regard include, orientation, shelter (from all elements), privacy and relationship with the indoors.

Policy RS.4

Private outdoor space shall be provided for each dwelling unit in a residential development in accordance with the following minimum standards or a combination of these:

| Size of Unit | Minimum Area at Grade | Minimum Area above Grade |
|-----------------------|-----------------------|--------------------------|
| Studio | 100 square feet | 60 square feet |
| One bedroom | 100 square feet | 60 square feet |
| Two bedroom | 150 square feet | 100 square feet |
| Three or more bedroom | 300 square feet | 130 square feet |

Private outdoor space shall form an integral part of the overall development. Accordingly, development proposals will be required to demonstrate that the following issues have been fully considered and integrated into the design of private outdoor space:

- a) orientation of the space, ensuring that the design has been informed by an understanding of solar paths and prevailing winds;
- b) shelter from the sun, wind and rain;
- c) achieving a reasonable standard of privacy from both public areas and nearby residential properties, including those within the same building;
- d) connectivity between outdoor and indoor space, allowing outdoor areas to function as a natural extension of indoor spaces;
- e) incorporating landscaping works to soften the visual impact of the development and enhance the natural attributes of the space;
- f) ensuring that the outdoor space is immediately adjacent to and directly accessible from the associated dwelling unit; and
- g) the proportions of the proposed space ensure that it is usable, with the width being no less than 5 feet.

9.5 Communal Open Space

Previous requirements for communal areas of open space within residential developments have rarely resulted in the delivery of high-quality spaces which are regularly utilised. Within the City, where space is extremely limited and land is at a premium, the cost of having to include communal open space can drive up developer costs substantially, meaning that the sale price of the units will also be increased. Furthermore, the City has a number of publicly accessible spaces which can be used for outdoor passive recreation. For these reasons, and alongside a renewed focus on the delivery of high quality private open space, the requirement for communal open space has been removed. Notwithstanding, new residential developments within the City will be required to make a community benefit contribution (see Policy STR.2) and it may be the case that a contribution to upgrade a public park is deemed appropriate. Consultation with the Corporation of Hamilton would be required in this regard. Further details of the overall community benefit scheme will be contained within a forthcoming guidance note.

There will be general support for the inclusion of communal open space within developments, particularly in the form of rooftop gardens, as these areas are often underutilised within the City. Such spaces, if well executed, can not only offer all of the normal benefits that come with having access

to open space, but they can facilitate greater levels of social interaction between residents, assisting in creating a sense of community, as well as enhancing the marketability of a site. For confirmation, the inclusion of communal open space within a development proposal will not negate the requirement to satisfy Policy STR.2.

9.6 Home Occupations

In recognition of the importance of affording flexibility to residents and entrepreneurs, this Plan supports the limited occupational use of residential properties. The carrying out of a business from home does not require an application for planning permission where no material change of use would take place, as assessed on a case-by-case basis. Where the operation of a business would amount to a material change of use, the carrying out of a business from home may be permitted by the Board subject to specific considerations, as set out within Policy RS.5.

Home occupations provide an opportunity for small-scale, limited commercial operations to take place within a residential setting. The key determinants in considering the acceptability of such operations will be ensuring that the commercial use remains ancillary to the residential function of the property and ensuring that there are no adverse impacts upon the residential amenity of the surrounding area. Any application for a home occupation will therefore be required to provide details of how the home occupation will function, including, inter alia, the frequency and volume of customers visiting the premises, the frequency of any deliveries to and from the premises and the hours of operation. The business will be required to operate in accordance with the information provided as part of the planning application.

Policy RS.5

Home occupations are permitted within the City provided that the home occupation:

- a)** employs no more than two persons on the premises, of which at least one person shall be a bona fide resident of the dwelling;
- b)** is strictly accessory to and compatible with the residential use of a property;
- c)** maintains the residential appearance and character of the building and land; and
- d)** is not injurious to the amenity of the residential area by reason of noise, vibration, odour, smoke, dust or the generation of traffic.

10 Traffic and Parking

The City of Hamilton experiences significant volumes of traffic, particularly during rush hour. In addition to commuter traffic, there are regular vehicular movements associated with schools, commercial activities and large container haulage vehicles travelling to and from the Container Port. Traffic congestion and pollution has been a concern within the City for a number of years and there have been various technical studies which have looked at addressing these issues.

Traffic and public parking issues generally fall within the remit of the Corporation of Hamilton and therefore, this Plan can only have a limited influence over these issues. However, the Plan does have control over the traffic and parking implications of new development, including specifying parking standards. Traffic implications are generally managed on a case-by-case basis as they are dictated by the location of the proposed development, the surrounding environment and the proposed use.

Extensive research has been conducted on the topic of parking to ensure that the policies of the Plan are based upon an understanding of the relevant issues (as set out within the City Survey Report 2024). The Department also analysed whether there may be unintended consequences of existing and previous parking standards. It is clear that there is an abundance of parking within the City, including on-street, private and public parking facilities, in addition to the vast number of motorbike parking bays. This creates the feeling of a City which is principally designed for the movement of vehicles. Whilst the importance of having parking options within the City is clear, the current volume and spread of parking facilities is to the detriment of the pedestrian environment.

The starting point for addressing the traffic and parking issues of the City is to encourage a greater uptake of sustainable modes of transport, including ferries, buses, pedal cycling and walking. Where possible, the Plan will continue to encourage and facilitate the use of these modes of transportation. However, this will only ever be part of the solution and there will be a continuing need to manage a high volume of private vehicles within the City.

Traffic and parking issues cannot be considered in isolation as the implications of these issues are far reaching and fundamentally impact upon the functionality and appeal of the City. Over 12.5% of land within the City is dedicated to parking facilities of various forms. This not only facilitates high volumes of traffic entering the City, but it also discourages development of lots being used for parking and detracts from the aesthetics of the City as parking facilities are generally unattractive and can be large, dead spaces at certain times of the day. Furthermore, there is a significant volume of parking at the Waterfront which is not only visually intrusive in a highly visible part of the City, but also a missed opportunity to capitalise upon one of the City's best assets. Accordingly, this Plan favours the consolidation of public parking facilities across the City in order to release land in key, strategic locations for alternative uses which would increase the vibrancy of the City.

Another concerning trend which has been observed within the City is the demolition of vacant buildings and the subsequent use of these sites for parking lots. This Plan aims to prevent this from occurring as, not only are many parking lots a blight on the streetscape, a concentration of such uses makes a minimal contribution towards the vitality of the City.

10.1 Traffic Management

Policy TP.1

All development proposals will be required to prioritise the movement of pedestrians over vehicular movements.

Onsite Servicing/Drop-off

The servicing requirements of a building do not generally necessitate onsite vehicular access. In addition, the Corporation of Hamilton issues service vehicle parking permits to support the convenient servicing of buildings within the City. Similarly, very few uses fundamentally require onsite drop-off areas to support the effective functionality of the associated use. Consistent with the Vision and Objectives of the Plan, we want to protect and enhance the pedestrian environment to increase footfall and facilitate safe pedestrian movement and the Plan is therefore generally resistant to additional vehicular crossings over the sidewalk. However, outside of the Retail Core there may be rare occasions where an onsite drop-off area is merited. The acceptability of this will be dependent upon whether there is a clear demonstrable need relating to the associated use, the frequency and duration of vehicular trips, and its appropriateness in the context of the established character of the surrounding area.

Offsite drop-off, and to a lesser extent, servicing arrangements can have significant implications for congestion within the City at certain times of the day. For example, schools and daycare facilities can generate significant volumes of traffic over short durations which can prohibit the free movement of vehicles. As such, understanding the nature of the proposed use, the frequency and duration of associated vehicular trips and existing traffic issues within the area will be key in the assessment of a development proposal.

Given its responsibility for managing the public road network within the City, consultation with the Corporation of Hamilton will assist in determining the acceptability of servicing and drop-off arrangements. Furthermore, any proposed vehicular access over the sidewalk will require the approval of the Corporation.

Policy TP.2

- 1) No new vehicular crossings over the sidewalk will be permitted within the Retail Core for onsite servicing or drop off.
- 2) Outside of the Retail Core proposals for onsite servicing which necessitate a vehicular crossing over a sidewalk will generally not be accepted.
- 3) Any proposal for a drop-off facility which requires vehicular access over a sidewalk will not be supported unless it is demonstrated that:
 - a) it is fundamentally required to support the effective operation of the associated use;
 - b) it will not cause any unacceptable detrimental impacts upon the pedestrian environment or road network, taking into account its design and the frequency and duration of vehicular trips to and from the site;
 - c) it is appropriate in the context of the established character of the area; and
 - d) there are no reasonable alternatives.

Policy TP.2 cont'd

- 4) Where provision (3) is met only one vehicular crossing per site, not exceeding 16 feet in width, shall be permitted over a sidewalk.
- 5) The Board may require written confirmation of offsite servicing and/or drop-off arrangements, including details of location, frequency and duration of such operations. In all instances the Board must be satisfied that servicing and drop-off operations will not have an unacceptable detrimental impact upon the pedestrian or vehicular environment.

Loading and Unloading

Loading and unloading operations are a fundamental requirement for many City businesses, however, they can have a significant impact upon the pedestrian and vehicular environment of the City and it is therefore important to ensure that satisfactory arrangements are in place for the effective management of such operations. Consistent with other aspects of this Plan, vehicular crossings over the sidewalk for loading/unloading will generally not be supported within the Retail Core. Elsewhere, there will be circumstances, particularly larger developments with a high turnover of products (such as supermarkets) where the provision of an onsite loading facility may be to the overall benefit of the wider pedestrian and/or vehicular environments. For example, if there was no onsite loading/unloading such operations would have to take place offsite and, dependent upon the scale of the operation, this could result in goods regularly being transported across the sidewalk whilst also generating congestion issues within the area. In such circumstances, the provision of a single vehicular sidewalk crossing may be to the overall benefit of the pedestrian and/or vehicular environment, as assessed on a case-by-case basis.

Due to the potential implications of both offsite and onsite loading operations, it is important to have an understanding of the method(s), location, frequency and duration of such activities. Consultation with the Corporation of Hamilton will assist in determining the appropriateness of loading/unloading operations and ensuring that effective mitigation measures are applied, where necessary.

Policy TP.3

- 1) Onsite loading/unloading operations shall generally not be permitted within the Retail Core. Elsewhere, onsite loading/unloading operations will only be permitted where:
 - a) it is demonstrated to the full satisfaction of the Board that accommodating such operations onsite would be to the overall benefit of the pedestrian and/or vehicular environment due to the volume, method, frequency and duration of confirmed loading and unloading operations; and
 - b) there are no reasonable alternatives.
- 2) Where onsite loading/unloading is to be provided, the following requirements shall apply:
 - a) the loading space shall be not less than 20 feet in clear length, 9 feet in clear width and 16 feet in clear height; and
 - b) the entire loading space and adequate space for turning vehicles shall be provided wholly within the application site.

Policy TP.3 cont'd

The Board will require written confirmation of all loading/unloading operations (offsite and onsite), including details of the method(s), location, frequency and duration of such operations. In all instances the Board must be satisfied that loading/unloading operations will not have an unacceptable detrimental impact upon the pedestrian or vehicular environment.

10.2 Parking

There are two distinct types of parking which need to be addressed within the Plan: standalone commercial parking lots, and onsite private parking associated with a specific development. As a general point, the Department's research provides a strong indication that there is an over provision of car parking options within the City and that proposals for additional parking facilities should be deterred unless they form part of a wider strategy which has fully considered all of the associated complexities. The exception to this is parking facilities provided in association with new residential developments outside of the Retail Core.

However, it is also important to acknowledge that there are some circumstances where there is a fundamental need for onsite parking in association with a proposed use and therefore, outside of the Retail Core, there will be limited circumstances under which a minimal amount of onsite parking could be supported. The onus will be on the applicant to demonstrate the operational need for parking facilities in such circumstances, taking into account the established parking capacity within the surrounding area. A parking study may be required to assess the quantity of publicly available parking spaces available within a 5-minute walk of the application site. This equates to 1,300 feet as there is general consensus in research studies that 3 miles per hour is a reasonable average walking speed.

A study in the US estimates that zoning codes with minimum off-street parking requirements costs renter households approximately 17% of rents. The impacts of this are particularly burdensome to carless renters.

Standalone parking lots

Policy TP.4

No new parking lot or the extension of an existing parking lot shall be permitted within the Retail Core.

Outside of the Retail Core there will be a presumption against the creation of new, or expansion of existing standalone parking lots, unless it can be demonstrated to the full satisfaction of the Board that the proposal has been informed by, and directly relates to the implementation of, a comprehensive City-wide parking strategy.

Onsite parking

Policy TP.5

No onsite parking or the extension of existing onsite parking facilities shall be permitted within the Retail Core.

Outside of the Retail Core, there will be a presumption against the creation of new or expansion of existing onsite parking facilities unless it can be demonstrated to the full satisfaction of the Board that:

- a) the proposed parking facility is directly associated with a new development;
- b) there is an evidenced under provision of public parking facilities within 1,300 feet of the application site, informed by a parking study;
- c) the proposed use fundamentally requires the provision of onsite parking in order to support the nature of operations taking place; and
- d) the number of spaces proposed and extent of the area dedicated towards parking is kept to practical minimum.

Design of parking areas

Policy TP.6

- a) New parking facilities shall be provided underground or above street level unless demonstrated to be technically unfeasible.
- b) Applications for new, and additions to existing parking facilities, shall not undermine the pedestrian environment and may be refused on the basis that they would create an overprovision of sidewalk crossings within the area.
- c) Any new parking facility shall be designed as an integral part of the associated development, incorporating landscaping works throughout, including suitable screening from public areas.

Parking in association with residential development

Part of the rationale for encouraging an increase in the residential population of the City is to reduce the number of car journeys. City residents have the benefit of being within proximity of a wide range of services and amenities, which reduces the need for vehicular travel. However, it is also recognised that a significant proportion of city residents will wish to own a car and therefore require a place to park. These competing considerations must be carefully balanced to ensure that they do not unreasonably deter city living.

Taking the foregoing into account, a maximum of one car parking space per residential unit can be permitted outside of the Retail Core. However, in all instances, efforts must be made to minimise onsite parking. This issue is further complicated by the fact that even if a residential unit does not have an allotted car parking space, the owner could still be issued with an assessment number which entitles car ownership. In turn, this places pressure upon the Corporation of Hamilton to issue residential parking permits for on-street parking, removing spaces from the City's parking inventory. This can have notable implications within some locales. For this reason, outside of the Retail Core, any unit which does not have a

dedicated car parking space must be confirmed as a 'residential restricted unit/apartment (cycle only)' unit, removing the ability to own a car in association with the residential unit. In those cases, provision shall be made for onsite motorcycle parking. Within the Retail Core only 'residential restricted unit/apartment (cycle only)' units are permitted with no onsite motorcycle parking permitted.

Where adaptive reuse of an existing building is proposed outside of the Retail Core and it can be demonstrated that onsite motorcycle parking cannot be provided the Board has discretion to waive the need for onsite motorcycle parking subject to consultation with the Corporation of Hamilton.

Policy TP.7

- 1) No onsite vehicular or cycle parking will be permitted within the Retail Core.
- 2) Any new residential unit created within the Retail Core shall be deemed as a 'residential restricted unit / apartment (cycle only)' unit.
- 3) Within new residential developments outside of the Retail Core a maximum of one car parking space per dwelling unit may be permitted. For those units outside of the Retail Core which are not designated a car parking space onsite, they shall be deemed as 'residential restricted unit/apartment (cycle only)' units and shall be required to provide one motorcycle parking space per unit onsite.
- 4) In the case of an adaptive reuse of a building outside of the Retail Core, where it can be demonstrated that onsite cycle parking cannot be provided, the Board has discretion to waive the need for onsite cycle parking.
- 5) In the case of special needs and group housing outside of the Retail Core, parking requirements will be assessed on a case-by-case basis due to the specific nature and function of these forms of residential accommodation. In all instances, proposals will only be permitted to include the operational minimum number of parking spaces, which must be demonstrated.

Parking for disabled persons

Policy TP.8

In any parking area spaces for disabled persons shall be provided in a convenient location, designated and reserved specifically for use by disabled persons. The number of spaces shall comply with the following standards:

| Total number of car parking spaces | Minimum number of car parking spaces required for disabled persons |
|------------------------------------|--|
| 5 - 25 | 1 |
| 26 - 50 | 2 |
| 51 - 75 | 3 |
| 76+ | 4 |

Electric Vehicle Charging

The Government supports the transition to ‘Zero Emission’ vehicles, as evidenced by the replacement of the public bus fleet with electric buses. Over the forthcoming years, efforts to support this transition will be intensified, with the ultimate long-term goal being that all private and public vehicles will be electric. It is important to consider how this initiative can be supported from a planning perspective. Electric vehicle charging will normally take place at home and in existing residential developments people will have to adapt to this. However, going forward all new residential parking spaces should be provided with the necessary “roughing-in” infrastructure to enable the charging of electric vehicles, even if this won’t be an immediate requirement for some. In practice, this will mean the installation of conduit and piping to ensure that the wiring required to charge vehicles can be conveniently installed as and when required.

As part of our research, it became clear that ‘range anxiety’ for electric vehicles is generally not an issue in Bermuda as people can comfortably generate sufficient charge at their accommodation to make the journeys they need to make. Consultation comments confirmed that this means that there will be limited demand for electric charging stations outside of people’s home environments. There is therefore no need to mandate electric charging infrastructure for any new non-residential private parking areas. We will encourage the installation of electric charging stations within any new, or extension or renovation of existing public parking lots. In time, payment for such facilities is likely to be commonplace and therefore, there will be an economic incentive to install the infrastructure, which will naturally result in this occurring.

Notwithstanding, it is acknowledged that tourists regularly utilise electric vehicles and will therefore require charging facilities at their accommodations. Many owners offering tourist accommodation outside of the City have recognised this demand and installed such facilities onsite, making them more appealing to tourists who intend to utilise this form of transportation. Demand for charging facilities is likely to be increasingly market driven and therefore commonplace. As such this Plan will support the installation of such infrastructure, particularly in association within any proposed hotels or guest house accommodation within the City.

Policy TP.9

In all new residential parking areas, every car parking space shall be provided with “roughing-in” infrastructure to support the charging of electric vehicles. For the avoidance of doubt, this includes parking facilities associated with buildings which are being converted to residential use.

Within any other new parking areas, the provision of infrastructure to support electric vehicle charging stations will be supported.

Parking space standards

Policy TP.10

All car and motorbike parking spaces must be independently accessible and comply with the following criteria:

- a) a car parking space shall be not less than 16 feet in clear length, 8 feet 6 inches in clear width and 7 feet 6 inches in clear height;
- b) a cycle parking space shall be not less than 6 feet in clear length, 3 feet in clear width and 7 feet 6 inches in clear height; and
- c) a car parking space for a disabled person shall not be less than 16 feet in clear length, 12 feet in clear width and 7 feet 6 inches in clear height.

Pedal Cycle Storage

In keeping with the overarching sustainability aspirations of this Plan, it is important to facilitate forms of active travel where possible. A key issue which emerged from the Department's research and as part of the consultation process is that there is a lack of cycle storage facilities within the City. New build developments should be able to accommodate a small amount of space for cycle storage to make it easier for employees or customers to choose this form of transportation. However, it is accepted that development space within the City is constrained and therefore offsite locations may be a reasonable alternative in some circumstances. Furthermore, it is also important to monitor the usage of such facilities on an ongoing basis to ascertain whether there is adequate demand to require such for all new build developments.

Policy TP.11

In all new build developments, a pedal cycle storage facility shall be provided onsite unless it has been demonstrated that the circumstances of the site do not allow for such to be accommodated. Alternatively, a pedal cycle storage facility shall be provided at an offsite location within proximity unless there is an evidenced overprovision, subject to the satisfaction of the Board.

11 Utilities, Drainage and Telecommunications

A modern, efficient and effective infrastructure network is a critical component of any thriving urban centre. The Corporation of Hamilton provides and maintains the City's utilities infrastructure, including wastewater (sewage) collection, treatment and disposal, storm water management and refuse collection, as well as the City's road networks. The Corporation works with other utility providers to facilitate the provision of water and energy supply, telecommunications systems and port facilities.

This Plan supports the continual review and upgrading of the City's infrastructure by the Corporation to ensure that the systems which support the functionality of the City remain fit for purpose.

There is also support for the Corporation of Hamilton's fats, oils and grease (FOG) policy, which in part requires the installation of grease interceptors. Since the policy was introduced in 2014 it has resulted in a significant reduction in the volume of grease entering the Front Street Wastewater Treatment Plant.

Policy UDT.1

Where practicable, utilities and associated infrastructure should be provided underground. Where this is not feasible, proposals shall be designed and sited so as to mitigate any environmental, visual and/or amenity impacts.

11.1 Water Supply

In support of the overarching sustainability goals of the Plan, the collection and storage of both potable water and greywater will generally be required onsite. In terms of potable water, a roof catchment and associated water tank storage will ordinarily be required through the building permit process and therefore it is strongly recommended that prospective applicants determine what the requirements will be in this regard prior to the submission of a planning application. Efforts should also be made to collect and store greywater onsite for flushing and landscaping, ensuring that, as much as possible, developments can employ water conservation methods and be self-sufficient.

Policy UDT.2

Development proposals should ensure that an adequate water supply is made available for each unit for both drinking and flushing purposes. This will normally require a roof catchment and associated water tank storage for potable water needs and separate supply for non-potable water needs.

11.2 Sewage and Waste Disposal

Priority should be given to disposal via the City sewer system and connections to this system may be required in some cases, as per the provisions of the Hamilton Sewerage Act 1917.

In addition, this Plan designates areas in proximity to the Island's main water resources as Water Resource Protection Areas, where the protection of Bermuda's ground water resources shall be of paramount importance, having particular regard to methods of sewage disposal within this area. Within the City, the Water Resource Protection Area includes all areas which are at an elevation of 13 feet or less above sea level.

Policy UDT.3

All development must be designed to dispose of sewage and other effluent in an environmentally satisfactory manner. To this end, the Board shall give careful consideration to the disposal of waste water in association with developments within a Water Resources Protection Area (see Figure 11-1).

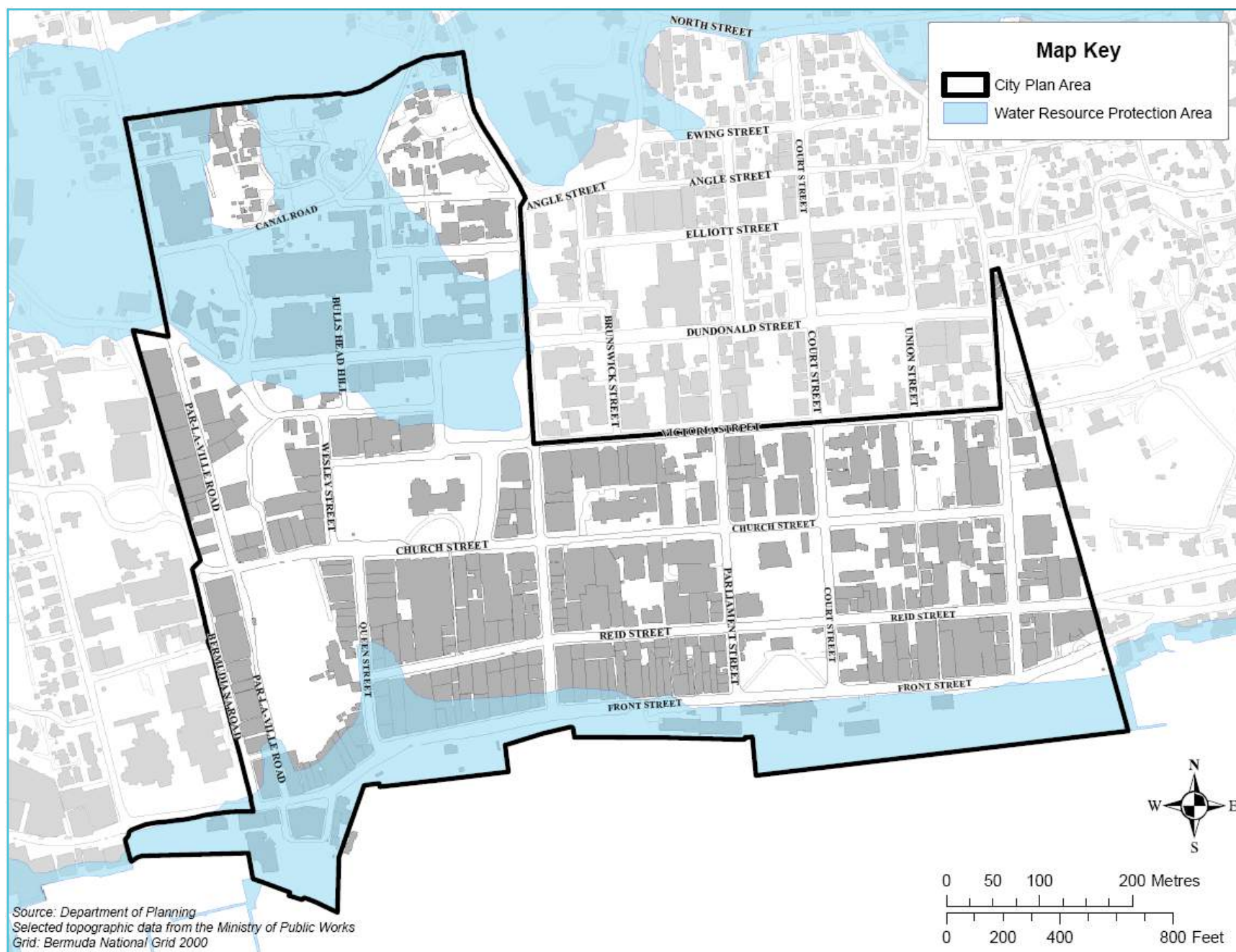


Figure 11-1: Water Resource Protection Area

11.3 Storm Water Management

The City of Hamilton has two watershed areas (see Figure 11-2) from which storm water either drains north towards the Pembroke Canal or south towards Hamilton Harbour. Both the Pembroke Canal and Front Street have been the subject of increasingly frequent flooding events as Bermuda has experienced more periods of intense rainfall over short durations. Land which is at or below 13 feet above sea level is particularly vulnerable to flood risk and these areas are identified by the Water Resource Protection Area (Figure 11-1). As a consequence of this flood risk, it is critical to ensure that all development proposals provide appropriate storm water drainage and disposal methods within the boundaries of the application site, ensuring that the capacity of the City's storm drain system is not unduly affected.

The Pembroke Canal is protected under the Pembroke Marsh Canal Act 1969 and associated Pembroke Marsh Canal Regulations 1971. These Regulations prohibit the discharge of effluents into the Canal. Proposals will be required to satisfy the requirements of the Pembroke Marsh Canal Act 1969, where applicable.

There may be occasions where it is determined that a borehole is required to manage storm water and in those instances consultation with the Environmental Authority will be required to obtain confirmation that a borehole can be supported at the chosen location and that the Environmental Authority is willing to issue a Water Right Certificate.

Policy UDT.4

All development must demonstrate that the control and disposal of all storm water runoff will take place within the boundaries of the application site. There will be a strong presumption in favour of sustainable drainage systems, where feasible. The use of impermeable surfaces must be kept to a practical minimum and may only be accepted where it is demonstrated to the satisfaction of the Board that permeable or porous paving is not appropriate.

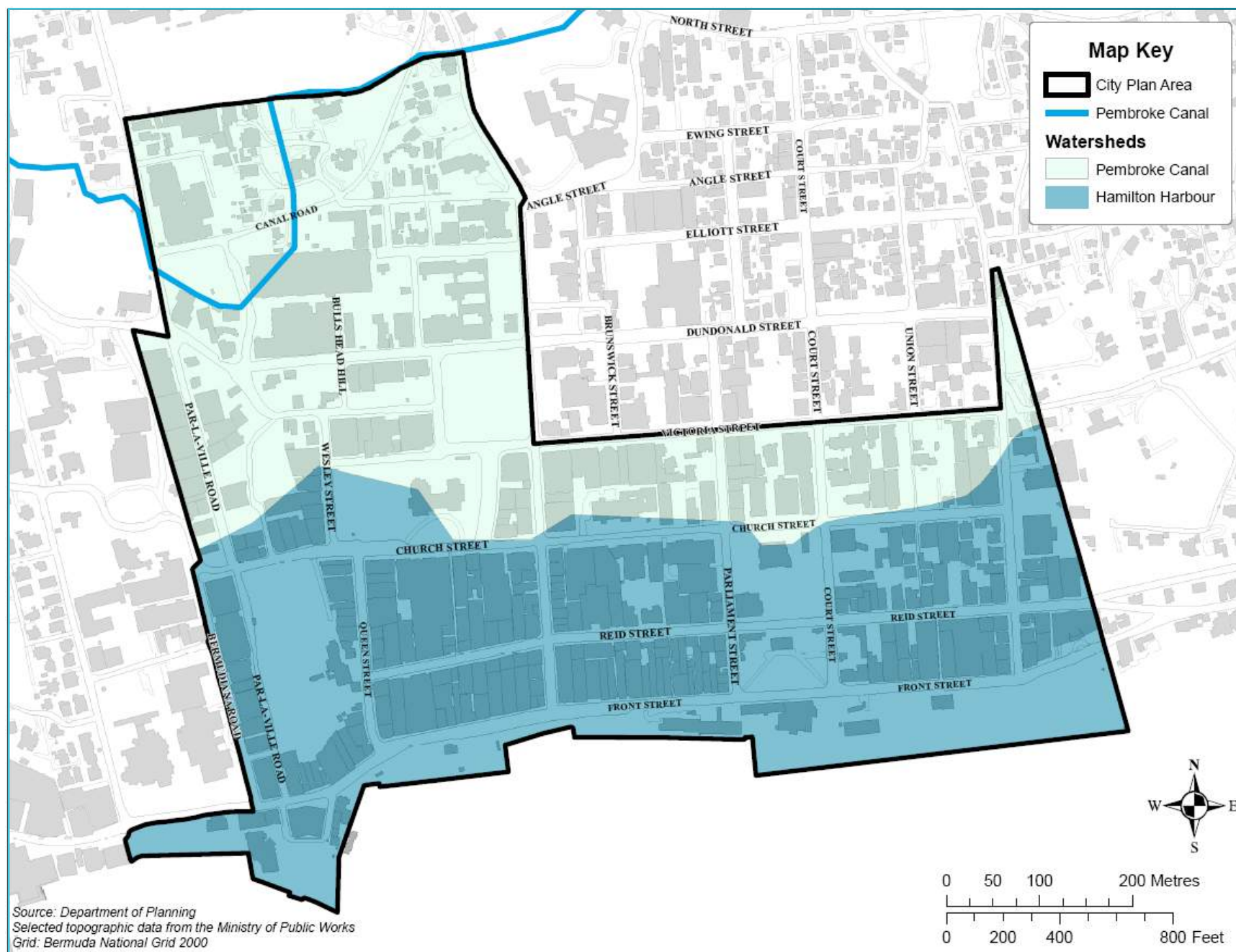


Figure 11-2: Watershed Areas

11.4 Telecommunications

In addition to visual considerations, the Board must also consider the potential health impacts of telecommunication developments, for which the advice of the Department of Health and the Regulatory Authority will be sought. This Plan promotes sharing of towers amongst telecommunication operators to limit the number of towers needed for signal coverage. To this end, it will be necessary for the applicant to demonstrate that proper consideration has been given to sharing a tower in the first instance. It will also be important to assess the cumulative visual impact of support structures within an existing site and beyond to ensure that they do not negatively impact on the character of the area.

Policy UTD.5

In assessing applications for the installation of a new support structure or the replacement of an existing support structure, the Board must be satisfied that:

- a) the proposal would not have a demonstrable detrimental impact on the health and safety of the surrounding area;
- b) the applicant has demonstrated that every effort has been made to utilise or share an existing support structure or, where not practicable, the proposed structure is capable of being shared with multiple operators;
- c) the proposal has been appropriately sited to minimise its visual impact; and
- d) appropriate arrangements are in place for the decommissioning and removal of any apparatus that are no longer required.

Appendix 1: Definitions

Accessory – in relation to a building or use, means a structure or use which is supplementary, subsidiary and incidental to the principal building or the principal use on the same site

Active Frontage – ground floor street facing elevations containing windows and doors which provide an active visual engagement between the street and the inside of buildings

Active Travel – making a journey in a physically active way, including walking and cycling

Amenity – an element or elements that contribute to the overall character or enjoyment of an area and the living conditions of residents

Blue Spaces – areas containing waterbodies or watercourses

Building line – a line parallel to the facade of an existing structure drawn from the outermost wall or surface of that structure

Commencement Day – _____, the day on which the City of Hamilton Plan 2025 became operative as a plan in accordance with Section 10 of the Act

Community Benefit – as defined by Policy STR.3

Development – the carrying out of building, engineering or other operations in, on, over or under any land, the making of any material change in the use of any building or other land, or the demolition or the making of a material alteration to the external appearance of a Listed Building, subject to the exceptions as set out by Section 14 of the Act

Dwelling Unit – a self-contained residential unit capable of human habitation having its own bathroom, permanent cooking facilities, living space and access and where the accommodation is intended for related persons or no more than five unrelated persons

Façade – the principal elevation(s) of a building

Grade – ground floor level

Gross Floor Area – the habitable area within the perimeter of the outside walls of a building as measured from the inside surface of the exterior walls, with no deduction for hallways, stairs, closets, thickness of walls, columns, or other interior features

Group Housing – accommodation such as boarding houses, rooming houses and staff accommodation intended for persons who are ordinarily resident in Bermuda and in which cooking and/or sanitary facilities are shared.

Habitable Room – any room in a building meeting the requirements of the Building Code for sleeping, living, cooking or dining purposes, excluding such enclosed places as closets, storage spaces, pantries, bath or toilet rooms, laundries, hallways, utility rooms and other similar areas

Height – in relation to a structure, the vertical distance from the grade to the highest point of the structure

Landscaping Scheme – a landscape plan or plans illustrating high quality hard and soft landscaping proposals and specifically detailing:

- (a) existing vegetation noting species, height, spread, condition and whether the vegetation is to be retained, relocated or removed;
- (b) other physical features such as rock cuts, walls and existing buildings;

- (c) the extent of the proposed development including areas of hard surfacing;
- (d) the location of all proposed planting, noting species, number and size;
- (e) measures for achieving site protection of soil and vegetation to be retained or reused; and
- (f) details of implementation and future maintenance

Listed building - a building or structure which has been included on a list approved by the Minister under Section 30 of the Act as important for its special architectural or historic interest, and whereby the listed building is given a designation of grade HM, grade 1, grade 2 or grade 3 which have the following meanings:-

- “Grade HM” or “Historic Monuments” refers to buildings, structures or groups of buildings not originally intended for residential, commercial or administrative purposes but built as defensive structures, monuments, outbuildings or other ancillary structures, some of which may have become significant ruins, and where their aesthetic value may be modest but their historic significance and structural interest make them of vital historic importance, and integral to both the Island’s history and to its cultural tourism;
- “Grade 1” refers to buildings, structures or groups of buildings that have survived in essentially their original condition and that are of such exceptional interest and architectural or historical value that they should largely be preserved in their present form, both structurally and decoratively;
- “Grade 2” refers to buildings, structures or groups of buildings that have survived in such condition and are of such special interest and architectural or historical value that alterations and additions should be limited to works that do not impinge on those parts of the building to be protected and preserved;
- “Grade 3” refers to buildings, structures or groups of buildings which serve Bermuda as an important visual amenity and are of such architectural or historical value that alterations or additions should normally be carried out in sympathy with the structural and decorative style dominant in the existing structure

Loading/Unloading - a space provided for the temporary parking of motor vehicles, taking on board or discharging of materials

Massing -the overall size, bulk and form of buildings, and the overall appearance and visual impact thereof resulting from the juxtaposition of buildings

Passive Design - passive design measures are those issues which have been incorporated into the overall design of a project to reduce energy demand. This includes, but is not limited to, consideration of building orientation, air sealing, continuous insulation, windows and daylighting, shading, and taking advantage of natural ventilation opportunities.

Private Outdoor Living Space - an open area provided specifically for the enjoyment of the residents of a dwelling unit including, but not limited to, a private garden, terrace, patio or balcony

Public Art - installations which would be clearly visible to the public, typically be located outdoors, which may include, but not limited to, murals, sculptures and water features

Open Space - areas identified by Figure 5-1 or otherwise created during the operation of this Plan

Renewable Energy - means energy that is obtained from naturally occurring sources that are replenishable.

Residential – the use of land or buildings for the provision of a dwelling unit in a detached house, an attached house, an apartment house, special needs or group housing

Residential, restricted unit / apartment (cycle only) – a residential unit which is assigned an ‘Apartment (cycle only)’ assessment number by the Department of Land Valuation and to which the Transport Control Department will not allow a car to be registered

Road – the carriageway and related verges and/or sidewalks of a public or private road but not including a driveway

Scale – in relation to a building, the proportions of a building and the relationship of the building to its surroundings and to the physical characteristics of the site

Setback – the distance, measured perpendicular to a lot line or estate or public road boundary

Servicing – activities such as garbage collection, deliveries, building maintenance

Special Needs Housing – accommodation to meet the needs of groups of people who may need special care including but not limited to elderly and disabled persons in which care is provided for health, disciplinary or other reasons in a residential environment

Street Level – the floor level within a building which is at-grade with the adjoining street or sidewalk

Storey – that portion of a building between the surface of a floor and the upper surface of the floor or roof above

Structure – a combination of materials which form a permanent or semi-permanent construction including but not limited to buildings, platforms, swimming pools, radio towers, satellite dish receivers, aerial masts, water tanks, piers, docks, wharves, sheds, walls and fences

Subdivision – as defined by Section 35A of the Development and Planning Act 1974

Sustainable Drainage Systems – methods of drainage designed to manage stormwater locally (as close to its source as possible), to mimic natural drainage and encourage its infiltration, attenuation and passive treatment

The Board – the Development Applications Board, a body of persons appointed by the Minister to determine planning applications as well as set out procedures and guidance on the planning process

Tourist Accommodation – short term accommodation such as, but not limited to, hotels, vacation rentals, bed and breakfasts and guest houses where no medical care is provided

Waste – sewage, waste water, materials and liquids which, if dumped, mishandled or improperly stored, may cause a detrimental impact to water resources, natural features and/or public health

Water Resources – ground water and bodies of water including marshes, ponds, lakes, bays, coastal waters and the Pembroke Canal

Appendix 2: Placemaking and Design Guidance

The information contained within this appendix is intended to complement the placemaking approach set out under Policy STR.1.

1. Distinctive

How people feel about an area and why they feel that way is very intuitive and unique to the individual. It can be difficult to articulate all of the complex inter-relationships which take place within a streetscape and how they combine to provide a place with a unique character and identity. However, through careful consideration and analysis the component parts of a streetscape can be broken down to provide greater insight into how they contribute to providing a place with its identity.



The design of this building has not recognised the topographical changes of the site and has instead reduced the size of a window to maintain a linear approach..

- It is important to appraise a site and its surroundings before commencing the design process. Quality design is derived from understanding the context of a site and the key characteristics of the area. The key issues of a contextual analysis include the scale, height, footprint, massing, form, established building lines, roof design, natural features, linkages and materials used within the surrounding area and how these issues have combined to provide the area with its distinctiveness. Consciously responding to these key design components will assist in complementing and enhancing a sense of identity. Differing building heights can be appropriate in some circumstances but the buildings should relate well to each other and not be overbearing.

- The City has a very distinctive topography, rising steeply from south to north. Design should seek to work with the topographical changes across the City. Some of the more recently constructed buildings on Front Street are an example of this, where upper storeys have been set back to reinforce the topographical changes. Such an approach is particularly effective where there is a street facing side elevation and therefore, greater appreciation for topographical changes. However, there will also be occasions where such an approach is not merited, particularly in other parts of the City. Contextual and site analysis will provide a clear indication of where this is appropriate.



View of the Hamilton Harbour



An example of a building responding to its location on a corner lot through using an additional storey to define the corner, a wrap-around veranda and a splayed corner.

- Verandas are a common architectural feature of Front Street, which also have a practical function in that they offer shade. The use of verandas in this part of the City will generally be required.
- Views of Hamilton Harbour are evident from a number of locations within the City, including Front Street, Court Street, Parliament Street, Burnaby Street and Queen Street. Development proposals should be mindful of the distinctive role which the Harbour plays in creating a setting for the City and should fully consider the intervisibility of the water with public areas. For example, established viewing corridors such as that looking from Burnaby Street to the Harbour should be retained.
- Corner lots can provide development opportunities for taller buildings, which can provide defining landmarks. Given their high visual prominence, buildings on corner lots should be designed to a high architectural standard, providing visual interest on both elevations fronting the public road.
- Development should respond appropriately to built heritage features and should ensure that the setting of such features is not compromised, capitalising upon any opportunities to enhance views to and from existing heritage assets.
- New buildings should enhance the quality of a place. Contemporary architecture will be supported where it responds appropriately to its context, particularly where it takes design cues from traditional Bermudian architectural features.

2. Safe and Pleasant

Creating safe, pleasant and welcoming places involves putting people at the centre of design considerations. If places do not feel safe then they are less likely to be used or valued.



An example of how natural surveillance, public art, lighting and considered landscaping works can make a place feel safe and pleasant.

- The presence of other people is a good way of making people feel safe. Having a mixture of uses is an effective way of achieving this, however, it is also important within the City to ensure that ground floor properties have an active frontage to stimulate interest and pedestrian activity.

- Development should be designed to overlook streets, paths and areas of open space to provide passive surveillance. The City has a small number of established pedestrian linkages and where possible, development will be required to incorporate windows which overlook these routes and in some instances, to provide pedestrian access points.

- Ensuring that spaces benefit from considered lighting is another way of enhancing people's enjoyment of areas, particularly in the evening. Although street lighting is an issue which falls within the remit of the Corporation, there may be opportunities to incorporate sensitive feature lighting within buildings, which can add interest.

- Development should create places which are principally designed for pedestrian movement, making pedestrians feel safe and encouraging movement within and beyond the site.

- The inclusion of quality and considered landscaping works can soften the impact of development whilst enhancing the overall look and feel of an area.

- Development should seek to contribute towards an enhanced pedestrian experience within the City through incorporating measures which provide protection from the elements.

3. Connected, Easy to Move Around and Beyond

As part of the process of prioritising pedestrian movement within the City, we must ensure that we deliver places that are better connected, both internally and to their surroundings.



Example of a building which does not present its frontage to the street. The blocked up portion of the building on the left detracts from the streetscape and adds no vitality to the pedestrian environment.

Connecting a development into its surroundings

- There should be safe and convenient access to and from development sites, with particular focus on pedestrian movement. It is important that access points are located appropriately, taking account of established infrastructure. Where there is a change of use, the existing entrance into a site or building may no longer be appropriate.
- Larger developments should have a choice of access points, whilst ensuring that the principal elevation faces the street.

Movement to and through the site

- New development should be designed to consider the needs of pedestrians, cyclists and public transport ahead of private motorised vehicles.
- Development should capitalise upon any opportunities to create new or reaffirm existing pedestrian connections within the City.
- Development should be barrier free and usable to everyone regardless of physical ability and incorporate universal design principles where possible.

Connections to nature

- Development should explore any opportunities to link to the natural assets of the City, including the parks and waterfront. One way of achieving this is through strategically locating access points to direct users towards these assets.

Infrastructure

- Provision should be made for safe and functional cycle parking and storage, where appropriate.
- Any paths should be accessible to all, well-lit and overlooked.

4. Welcoming

Successful places are consciously designed to be for and about people. This should be a consideration in all aspects of design. If places are to be successful they must be attractive, appealing and welcoming, otherwise they will be underutilised. All development should give careful consideration to how street facing elevations relate to the surrounding area in terms of both aesthetics and functionality.



Active frontages at ground floor level

- Buildings should have active frontages at the street level and avoid the use of reflective or tinted glass. Creating continuous active frontages involves having frequent doors and windows along a street, with minimal blank walls, incorporating bay windows and porches, which create a welcoming feeling and, on occasion, having intervisibility between the activities taking place within the ground floor of a building and the street.
- Principal elevations should face the street and provide interest for pedestrians.
- Where tall buildings are proposed, they should evidence a clear understanding of human scale at the street level through careful consideration of the height of the ground floor, materials and architectural detailing which can be used to engage pedestrians.
- Large buildings which do not relate well to the established built environment can be overbearing and unwelcoming. Achieving an appropriate scale of development is therefore a critical factor in creating welcoming places.
- Landscaping works can be used to soften the impact of development, screen views of service areas, provide shade and make an area more visually appealing. All development proposals should consider how soft landscaping works could be incorporated.
- Ensure that operations fronting onto the public realm do not cause detriment by means of smell or noise.
- Avoid the installation of features which are used to deter vagrancy, for example spikes. Such features create a negative perception of an area, particularly to visitors.

5. Adaptable

Providing buildings and spaces with scope to adapt to changing needs and uses will enhance their sustainability. This can be achieved in a range of different ways depending upon the nature of the proposal. Consideration should be afforded to building form and layout and allowing areas of open space to be multi-functional. Simplicity and minimising permanent obstacles can be beneficial in this regard.

- Development should be robust and designed for the long-term. This will include ensuring that the practical use of a building over the long-term forms part of the design process, including integrating requirements for waste recycling/storage.
- Developers should think about the long-term use of buildings, including unforeseen uses or requirements which may arise in the future. Buildings and spaces should therefore be designed to facilitate alterations or extensions and be adaptable to potential changes of use.

6. Resource Efficient

All development proposals, regardless of scale should consider ways in which the short and long term impacts of the development could be reduced and/or mitigated.



The usable space within this building is set back from the primary façade to reduce direct exposure to the sun and the need for mechanical cooling.

- Development should seek to make the most of existing resources on a site such as existing buildings or landscaping works. Utilising these resources is not only best practice from a sustainability perspective, but can also provide new development with a strong sense of place.
- Development proposals should respond appropriately to local climatic conditions including prevailing winds and opportunities to maximise solar gain.
- Development should maximise energy efficiency through incorporating water conservation measures, green building materials and the use of micro-renewables.
- Landscaping works, particularly street trees, should be used to provide shade from the sun.
- Materials should be durable to Bermuda's climatic conditions.
- Sustainable drainage systems can be a highly effective way of managing flood risk whilst also enhancing biodiversity. These techniques provide a different approach to managing runoff through not seeing the issue as a hindrance but as an opportunity to improve the amenity of an area and maximising the potential of the resource.
- High density areas make an efficient use of limited land resources, which is of particular relevance to Bermuda. Urban areas such as the City naturally lend themselves to be appropriate for high density development. Whilst the principle of high density development is supported within the City, it must be design-led, meaning that the high density is a consequence of a considered design process and is not the aspiration for a project from the outset.
- Xeriscaping solutions could offer a low-maintenance alternative to traditional landscape planting as significantly less water is required.
- The use of green roofs is encouraged, where appropriate as this can assist in mitigating the effects of the urban heat island effect.

Appendix 3: Energy Statements

The information contained within this section is intended to act as a guide to prospective applicants in preparing energy statements. In all instances, it will be the responsibility of the applicant to determine the overall suitability of the design techniques, materials and technologies employed within the development.

a) Reduce Energy Consumption

Passive design concerned with employing intelligent design interventions to reduce or remove the need for mechanical heating and/or cooling. Some examples of the measures which can achieve this include:

- Optimising solar gains through consideration of building orientation and solar paths
- Maximising the hours of natural daylighting through consideration of window and door placement in relation to solar paths
- Orientating buildings to facilitate natural ventilation through consideration of the prevailing wind direction (southwest) and the location and size of windows
- Incorporating sun control and shading devices
- Utilising appropriate forms of glazing, with careful consideration the tint of the glass
- Air sealing
- Continuous insulation

In Bermuda, one of the key issues in successfully employing passive design techniques will be finding the correct balance between the measures which would benefit occupants during both the summer and winter months. For example, shading may be beneficial during hot summer months, but could also prevent optimising natural daylighting. However, through careful consideration of solar paths throughout the year, the optimal design solutions can be identified.

b) Using energy efficiently

In other jurisdictions energy efficiency measures are required to explore the potential for connecting to a heat network system. There are complexities with these types of systems which may make them cost prohibitive in Bermuda, however, they could be worth exploring in the long term. Other energy efficiency measures could include:

- Installing electrical appliances with high energy efficiency ratings
- Installing Smart Appliances
- Using heat pump water heaters
- Installing solar tubes

c) Incorporate renewable energy technologies

Energy statements shall explore the inclusion of renewable energy systems and demonstrate to what extent the system which has been selected would reduce CO₂ emissions over conventional forms of energy supply. The most common forms of renewable energy generation in Bermuda are photovoltaic panels, heat pumps and solar water heaters. Inclusion of these technologies shall be considered at the outset of a project as some of these technologies may influence the design of a building.

