



Southern Sector Study

Project Brief

June 2009

1 Introduction

The Future Proof Growth Management Strategy was adopted by the Joint Committee in May 2009. Once the Strategy has been adopted by each of the Council partners it will then move into the implementation phase.

The Future Proof Strategy has been developed by four partner councils: Environment Waikato, Hamilton City Council, Waipa District Council and Waikato District Council. Tangata whenua representatives, the New Zealand Transport Agency and Matamata-Piako District Council have also been integrally involved in the development of the Strategy.

The Southern Sector is a key part of the Future Proof Strategy. The Strategy recognises that further work needs to be completed in order to better understand the relationship between land uses, and between land use, infrastructure and funding in the Southern Sector.

A priority action in the Future Proof Strategy is to¹:

Undertake and identify long term land use options through an integrated and collaborative study of the area to the south of Hamilton City (between Ruakura in the north, Mystery Creek Gully in the south, Matangi in the east and to the east of Temple View (southern links)).

The lead agencies for the study are Environment Waikato, Hamilton City Council, Waikato District Council, Waipa District Council and the New Zealand Transport Agency. The timeframe for completion is by November 2009.

The Southern Sector is at the cross roads of all three local authorities, therefore a sub-regional approach to the area is required.

Attached as **Appendix 1** to this brief is a map of the Southern Sector area.

2 Context

The Southern Sector is experiencing significant growth pressures. There are a number of entities that have an interest in the area. The complexity of the proposals and their inter-relationships means that a high level strategic approach needs to be taken in order to consider the Sector in an integrated and sustainable manner.

The long-term land use pattern for the Southern Sector has in part been confirmed through the Future Proof Strategy. However, there is a need to verify the Future Proof approach to the Southern Sector and to take this further through a high level strategic analysis in order to anchor a clear land use and infrastructure plan for the area. There needs to be a clear focus on sustainability in undertaking this work.

An important part of the Southern Sector Study is Southern Links² which is a significant transport project for the sub-region. This project and the surrounding

¹ Action 8.15.4(8) of the Future Proof Strategy, May 2009 at page 109

² SH1, from Kahikatea Drive in Hamilton City to Tamahere in the south; and SH3, from Lorne Street in Hamilton City to Hamilton International Airport.

land uses need to be properly integrated in order to ensure the sustainability of the route and to manage growth effectively.

Future Proof contains the following land use information for the Southern Sector:

- Peacocke (including the Hamilton Urban Growth Strategy decision to prioritise Peacocke as a residential growth area) - residential development to provide for a population of around 20,000 people.
- Ruakura high technology and innovation precinct and general employment area – 310ha (20ha by 2021; an additional 120ha by 2041 and another 170ha by 2061). Note that Ruakura will be subject to a separate structure planning exercise and is therefore outside of the scope of the Southern Sector Study.
- Hamilton Airport vicinity – 223ha (73ha by 2021; an additional 75ha by 2041 and another 75ha by 2061). 117ha of this land has already been zoned for Titanium Park. The land also includes 41ha for the Montgomerie Block (airside) and 8ha of industrial land on Airport Road (Ashton). Local servicing at Peacocke – 10ha (5ha by 2041 and another 5ha by 2061)
- Waikato District towns and settlements being Matangi, Tamahere, Tauwhare and Tauwhare Pa.
- Town centre boundaries defined by urban limits

Two private plan changes have been lodged which are within the Southern Sector. These are the Meridian 37 (immediately north of Airport) and Findlay Farms (off Houchens Road). The two private plan changes are only proposed at this stage and are currently going through statutory processes.

There has already been work undertaken which is of relevance to the Southern Sector. This includes:

- Hamilton Urban Growth Strategy (2009) which confirmed the City's commitment to Peacocke and Ruakura
- Waipa 2050 Growth Strategy (2009)
- Waikato District Growth Strategy (2009)
- Preliminary work on Southern Links Scoping Study (NZTA, HCC, EW, Waipa & Waikato District Councils). Note that the Southern Sector Study will need to be in alignment with this work.
- Peacocke Structure Plan (2007), including Variation 14 to the Hamilton City Plan.
- Waikato Expressway Strategic Evaluation (2007 and a March 2009 update)

- Southern Links Strategy Study (2004) - formerly known as the Southern Hamilton Arterial Network Strategy Study - a joint arterial roading strategy between NZTA and HCC to determine structure for east / west links and southern connections to the city.
- Tamahere, Matangi and Tauwhare Community Plans
- Waikato Expressway – contribution to the Government Policy Statement on Transport Funding (April 2009)
- NZTA Board papers
- Access Hamilton Strategy
- Greater Hamilton Arterial Network Study – in progress
- Waipa Integrated Transport Strategy – in progress, scoping study completed in June 2009
- Waikato Regional Rail Discussion Document (2008)
- Waikato Regional Rail Strategy – in progress
- Airport studies and the Airport Strategic Plan

The Southern Sector Study also ties in with the Future Proof Southern Growth Corridor which is as follows:

- Future link to airport
- Hamilton into Waipa via State Highways 1 and 3 and the North Island Main Trunk.
- Connections to Taranaki
- Growth areas of Cambridge, Te Awamutu
- Managing rural land use
- *Tamahere Quadrant and Southern Links – detailed integrated land use and transport planning required*
- Industrial land at the Airport, Hautapu, Te Awamutu – Bond / Paterangi
- Hamilton International Airport
- Waikato Expressway

The strategic land use analysis also needs to reflect decisions already taken by the Future Proof partners, for example the Peacocke Structure Plan, as well as the decisions given by the Hearings Committee on strategy amendment requests.

3 Issues

The key issues to be addressed by the Southern Sector Study are:

- The urban and rural interface
- Protecting the Airport as an essential regional infrastructure asset
- Identifying and protecting other regionally significant facilities within the area
- Assessing the ongoing demand for non rural activities
- Managing pressure for rural residential development
- Successfully integrating land use with infrastructure, particularly transport
- Addressing the issue of a rail link to the Airport
- Identifying funding implications
- Examining urban design approaches to the development of the area, in particular urban design principles around Southern Links
- Boundary planning issues (specifically in the vicinity of Southern Links and the Hamilton Bypass)
- Protecting the Waikato River
- Creating effective transportation linkages (north-south and east-west)

4 Objectives

The objectives of this study are to:

- Confirm the land use pattern signalled in the Future Proof Strategy for the Southern Sector
- Ensure that the amount of business land identified for the Southern Sector is adequate (there should not be an over supply or an under supply)
- Identify specific uses for the Southern Sector business land
- Input into rural residential land use work being undertaken by Environment Waikato, Waipa and Waikato Districts
- Ensure that the efficiency of the Airport is not significantly compromised by land use and is well connected to key transportation corridors
- Ensure reverse sensitivity issues are minimised

- Take an integrated approach to land use and transport planning in the Southern Sector in order to ensure that transport and land use are optimised
- Understand the transport needs of the Southern Sector and, if appropriate, ensure that these are identified for inclusion in the Regional Land Transport Programme
- Identify sub-regional wastewater, stormwater and water supply infrastructure issues as well as a process for their resolution
- Identify a process to achieve an integrated land use, infrastructure and funding plan for the Southern Sector
- Develop a comprehensive and sustainable high level structure plan for the Southern Sector which includes staging and funding
- Deliver outcomes that “inform” subsequent land use, infrastructure and transportation actions, for example any proposed changes to the Regional Policy Statement, the Regional Land Transport Strategy, Waipa District Plan Review, Southern Links investigation
- Identify necessary District Plan changes.

5 Scope

The scope of the Southern Sector Study is to consider strategically land use and infrastructure for the area between Ruakura in the north and Mystery Creek Gully in the south, and between Matangi in the east and to the east of Temple View in the west (to include Southern Links potential transport network).

The aim in undertaking this work is to complement the Future Proof Strategy and the other work already completed. The intention is not to relitigate past issues but to confirm the Future Proof approach and Southern Links scoping, then take this further by developing a comprehensive high level structure plan for the Southern Sector.

This project will sit within the Future Proof framework and is part of strategy implementation.

6 Tasks

The following is a summary of the tasks that need to be completed and who will need to undertake these:

Task	Who
Confirm the extent and form of the Southern Sector residential areas.	HCC, Waipa DC, Waikato DC, EW
Define civil aviation requirements in the vicinity of the airport and particularly on runway approaches	HCC, Waipa DC, Waikato DC, EW, Hamilton International Airport Ltd, Civil Aviation Authority
Determine if any ecological or heritage constraints exist	HCC, Waipa DC, Waikato DC, EW (discuss with Department of Conservation if appropriate)
Consider consequences of proposed airport noise contours	HCC, Waipa DC, Waikato DC, EW, NZTA (Hamilton International Airport if necessary)
Identify any particular tangata whenua issues pertinent to the area	HCC, Waipa DC, Waikato DC, EW, tangata whenua
Look at the business land areas provided by Future Proof for the Southern Sector and compare against typical business land ratios to determine if the amount of land is sufficient. Identify which land holdings should be recommended to be included in the industrial land allocation for the Airport.	HCC, Waipa DC, Waikato DC, EW
Have input into rural residential policy formulatin work currently being undertake by EW, Waipa DC and Waikato DC	HCC, Waipa DC, Waikato DC, EW
Consider the transport needs of the southern sector. Discuss with the Regional Transport Technical Group. Determine whether a future rail link to the Airport is viable. Note that the land use decisions will need to feed into the Waikato Regional Transportation Model.	EW, NZTA, HCC, Waipa DC, Waikato DC, KiwiRail / ONTRACK
Gain an understanding of the infrastructure needs of the Southern Sector, how these might be most efficiently provided for, and the funding implications. This should include: water, wastewater, stormwater, transport and community facilities. These need to be costed and a funding plan developed to ensure that the needs can be met.	EW, NZTA, HCC, Waipa DC, Waikato DC, KiwiRail / ONTRACK
Develop a draft high level structure plan for the Southern Sector.	EW, NZTA, HCC, Waipa DC, Waikato DC
Develop an integrated land use,	EW, NZTA, HCC, Waipa DC, Waikato DC

infrastructure and funding plan.	
Determine a consultation process for the study and implement this	HCC, Waipa DC, Waikato DC, EW, NZTA

7 Approach to the Tasks

As indicated in section 2 of this brief, the Southern Sector Study is already well informed by a number of existing pieces of research and Future Proof partner decisions. While it is important to ensure that the Southern Sector Study presents a strategic view of the way ahead, it is not a piece of work which is starting from first principles. The knowledge required to complete the study lies with the partner Councils. The challenge is how to extract this knowledge in the most efficient manner possible.

There is also a need for the partner Councils to negotiate an agreed position before the study is finally documented. The most efficient way of delivering on each of the tasks above is for a small representative project group to workshop each of the issues, for additional information to be sought where there are gaps, and for the outcomes to be documented and reviewed. Taking this approach is both cost effective in terms of time and budget. This is reflected in section 9.

The risks of not taking this approach could result in a further piece of work which is not aligned with the current Future Proof strategic direction. It is also critically important that the dataset which forms part of Future Proof is replicated in any strategic sector study.

8 Timetable

Final Report and Structure Plan by end of March (subject to public consultation decisions)

9 Project Management

The Future Proof Implementation Management Group will have the overall responsibility for managing this project. There should also be a project manager appointed to oversee this work. The project manager will be responsible for ensuring that the tasks are completed on time and for pulling together the necessary information in order to complete a high level structure plan for the area. The project manager will report to the Implementation Management Group.