

Report

# Southern Sector Study

**Prepared for Future Proof Partner Councils**

**By Beca Carter Hollings & Ferner Ltd (Beca)**

**In association with Gray Matter Ltd**

7 July 2010



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## Document Acceptance

| Action       | Name                              | Signed | Date |
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# Executive Summary

## Background

The Future Proof sub regional growth strategy identified a need to consider land use and infrastructure planning in the area sited immediately south of the Hamilton City Boundary extending east of Temple View, north of Mystery Creek and west of Matangi. This area, termed the 'Southern Sector Study area', is illustrated in Figure 1 below.

While the study area falls within two territorial authorities –Waipa and Waikato District Councils, it is also of particular interest to all Future Proof partners, including Hamilton City Council, Environment Waikato, the New Zealand Transport Agency and Tangata Whenua.

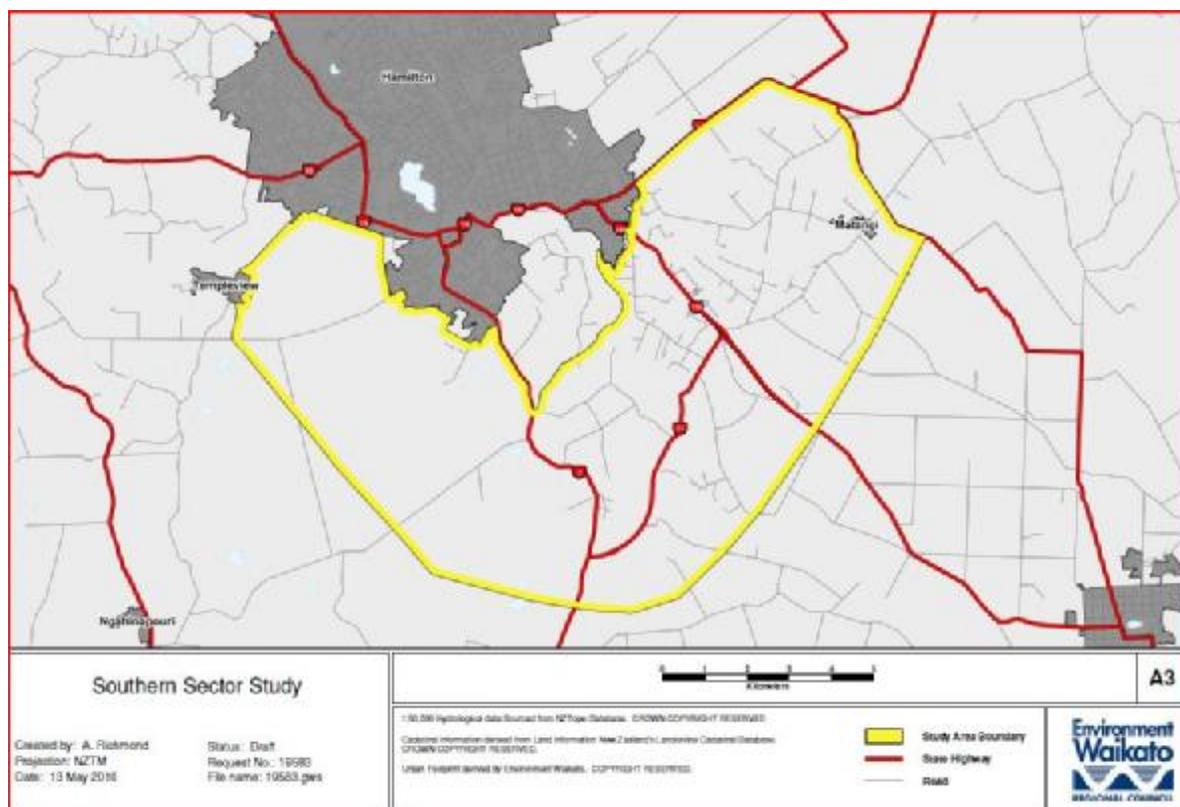


Figure 1: Southern Sector Study Area

This report has therefore been prepared to:

- n provide a review of and comment on the land use and infrastructure issues facing the area from an holistic perspective (i.e. ignoring respective territorial authority boundaries) within and beyond the Future Proof study period (to 2061);
- n develop a recommended land use pattern for this area based on information received from Councils, landowners, stakeholders and the general public;
- n provide recommendations on future infrastructure planning and provision to support the recommended land use plan; and
- n provide recommendations on actions that should be undertaken (including by who and when) to give effect to the land use plan.

It is envisaged that the recommendations of this report will be implemented by the various partner agencies through their statutory or management processes. As such the study has not been taken through a 'formal' consultative and submissions process under either the Local Government Act or the Resource Management Act (or both).

## Process

To develop this report a four stage process has been used, namely:

- n Scoping Stage – reviewing background documents, sourcing information from Councils;
- n Consultation – with partner agencies, tangata whenua, key stakeholders and the general public via one on one meetings and via a consultation afternoon;
- n Issues Development – based on the above, development of key issues relating to land use and infrastructure in the study area;
- n Document development - The information from the previous stages has been used to identify the key themes / issues on which the direction of this report has been based.

## Key Issues Identified

The following provides a summary of key issues that face the study area.

### Population

- n In Tamahere the base projections of population underpinning Future Proof assumptions are inconsistent with existing census data (which clearly identifies a higher population). This has implications for the population assumptions for this area, and possibly surrounding areas now and to 2061.

### Transport

- n There are congestion issues on the entrances to Hamilton City from the south, particularly on SH1 and SH3 at peak times.
- n In order to provide greater certainty for planning purposes in the study area, there is a need to consider land use and transport impacts together. This includes consideration of known planned developments, the locations of key arterial routes including Southern Links and associated projects.
- n The potential for up to 10,000 people (approximately 4,000 more than currently) to be living in and around the south eastern section of the Hamilton Bypass by 2041 is a key consideration for the Hamilton Bypass secondary investigation and design of key connections to and from the City.
- n Projected growth in freight and business activity at the Airport and its long term development as a freight hub of regional significance is a key consideration for the Southern Links project.
- n Rail usage, particularly associated with freight is underutilised as a transport mode.
- n Increased use of air for freight purposes is constrained by inadequate (or lack of) suitable freight processing facilities in the vicinity of the airport. Opportunities for freight hubbing at this strategic location are not currently well provided for.

### Airport Resource

- n The Airport is a significant regional infrastructure resource and employment node that is coming under pressure from development proposals surrounding it.
- n Continued expansion of the airport and an increasingly diverse range of activity being undertaken within it are increasing the level of its effect on surrounding land uses.

- n The range of activities currently provided for in the Titanium Park development are similar to those able to be undertaken in industrial areas elsewhere in Greater Hamilton i.e. opportunities for Airside service and logistics activities may be lost in favour of activities that could reasonably establish elsewhere.

### **Water & Waste**

- n Existing water infrastructure will not be sufficient for servicing the population and employment demands projected as occurring within the Southern Sector area.
- n Current planning to predominantly rely on existing point source discharges of treated wastewater to the Waikato River will likely need to be re considered given the changing governance environment, with a role of the Waikato River Authority being to give effect to the Waikato River Vision and Strategy.
- n Growth of the Tamahere Country Living Zone area up to approximately 5,000 people (approximately 1,600 lots) without reticulated wastewater has the potential to create cumulative adverse environmental effects in the medium to long term.
- n There will be an increasing focus on the more efficient use of water.
- n There is a general (and urgent) need to better co-ordinate water, wastewater and stormwater infrastructure planning and provision across the study area.
- n There will be increasing pressure for improved water quality across the region and in particular within the Waikato and Waipa river catchments.

### **Rural Production and Land Protection**

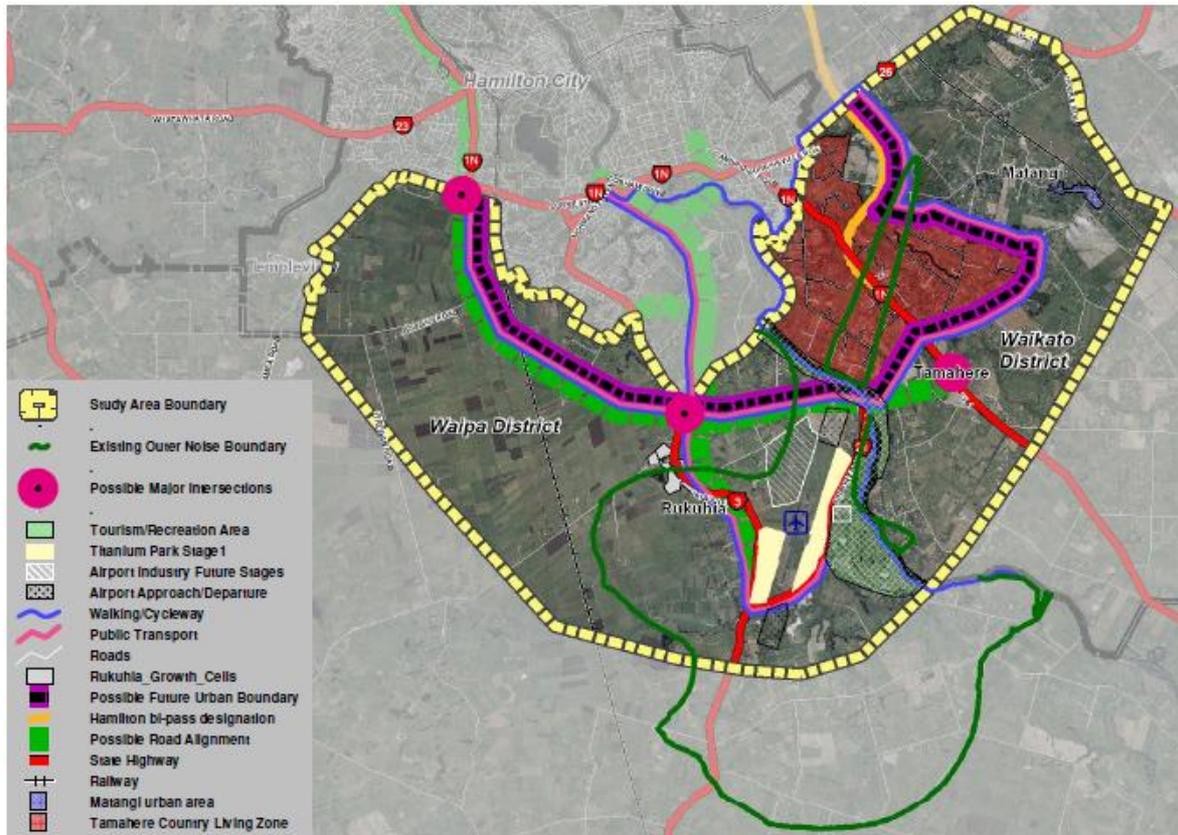
- n The Waikato is the largest food producing region in New Zealand and its rural environment is coming under increasing pressures for non-productive land uses.
- n Access to aggregate and sand resources can be hindered by inappropriate land uses.
- n The Nukuhau Pā and sensitive sites around Rukuhia are important to Tangata Whenua

### **Recreation**

- n The existing recreational resources including the Golf Courses, Mystery Creek Events Centre, Gun and Go Kart Clubs are coming under pressure from sensitive activities locating near them.
- n There is increasing demand for access to the river (and along it) which will be increasingly challenged if the ability to secure access is not protected / preserved early.
- n Opportunities for walking and cycling recreation along the river edges need to be encouraged and optimised.

## **Recommended Land Use Pattern**

Major infrastructure is typically designed for a 100 year plus period and therefore any strategic land use pattern should factor this in. A recommended land use pattern for 2061 and beyond is highlighted in Figure 2.



**Figure 2: Recommended Future Land Use Pattern**

Key elements of the recommended land use pattern are detailed below.

**Tamahere (being the area currently zoned Tamahere Country Living Zone)**

- n The area to the north of Southern Links and west of the Hamilton Bypass / SH1 being considered to be part of the wider Hamilton ‘urban’ area and provided with servicing that is appropriate for the level of development anticipated by the current Tamahere Structure Plan and associated District Plan regulatory framework.
- n The area to the east of the Tamahere Country Living Zone (excluding Matangi) to remain as rural with increased minimum lot sizes, to protect long-term (50 year +) transport corridor opportunities and productive soil capabilities and to provide a definitive urban boundary.
- n Having a clearly defined community node (in the vicinity of the Tamahere Model School) with clear road / cycleway connections to and within the area.
- n Protection of and improved access to the margins of the Waikato River and associated tributaries.

**Matangi (as per FutureProof)**

- n Retain the central area near the school, shops and old dairy factory site for its community and commercial requirements, with an additional 1,000m<sup>2</sup> maximum of commercial floor space to be provided for in this area.
- n Focus residential development in the vicinity of the central area at densities that match the existing character of the village – this in itself will require the village to continue to be serviced.
- n Providing for a level of growth that would enable a small village character to remain.

- n Developing a clearly defined boundary that is separated from any other form of development, including rural-residential development.

### **Rukuhia (as per FutureProof)**

- n Limited development occurring with initial stages being to the west of Ohaupo Road (SH3) until such time as the Southern Links arterial is complete.
- n Clustering new development between the existing village and Lake Cameron, whilst centralising development away from arterial corridors to assist in creating a vibrant village character / feel.
- n Retaining rural-residential sized allotments with the village remaining un-serviced.

### **Airport Area**

- n Additional activities that are sensitive in nature will be prevented from establishing in future within the identified noise boundaries.
- n The nominated approach path to a specified distance to the main runway should be kept clear of built up activities to minimise the level of risk associated with a crash which typically occur in these locations.
- n The Airport designation should be extended to the Southern Links boundary when this is established to protect this area from future development pressure, protect the approach lighting and reduce the potential magnitude of any potential landing or takeoff incidents within approach and departure paths.
- n There is sufficient industrially zoned land in the area to more than provide for the market demand for the foreseeable (15 year horizon) future;
- n Release of further land should be avoided, with the exception being:
  - 1) To enable large lots for airside industrial / freight forwarding activities, which are likely to be necessary to support the airport operations but unlikely to be catered for within Titanium Park because of site size limitations.
  - 2) 8ha of the Ashton Property, which was set aside under Waipa 2050 as not being subject to the Southern Sector Study. Development within this area should not compromise the airport operation and not replicate Titanium Park activities, as well as be compatible with the recreation and events area adjacent to it.
- n There is a need to reconsider the “mix” of activities provided for in the “Business Park” area of Titanium Park, in so far as the existing a mix should not be carried beyond existing Titanium Park stages. Future stages should provide for Airside and Air related freight moving activity as a means of establishing a ‘hub’ of such activities, which in turn could increase the demand and opportunity for connecting rail to this location in the future.

### **Waikato River / Mystery Creek Recreation & Tourism Corridor**

- n Recognition and protection of the land between the Waikato River and SH21 (containing Mystery Creek, Golf Courses, Kart Club etc) as a key recreation area for the Hamilton and wider sub-region.
- n Provide for noisy recreational activities in the locality near to the Airport and give recognition to them and protect from potential reverse sensitivity effects.
- n Improve passive recreation and provide for a cycleway / walkway connection along the river together with margin enhancements.

- n Provide for associated / related activities to establish, including visitor accommodation, motorsport parks, tourism / visitor activities, sporting & events within the area west of the Waikato River and South of the Southern Links alignment.
- n Develop a tourist gateway between the Airport and the immediate destinations to the north (Hamilton), south (Te Awamutu -Taranaki) and east (Cambridge - Bay of Plenty).

## Rural

- n Establish a set of consistent 'rural' activity and subdivision provisions across the sub-region, having a focus on the retention of the rural land resource for agricultural purposes.
- n Provide for sand winning and aggregate quarries to remain, with rehabilitation to bring these back to a suitable rural environment upon their completion occurring.
- n Development of strong greenbelts in place around the defined "urban" limits i.e. Hamilton City, rural villages and the Airport.
- n Recognise the importance of the Nukuhau Pā and the sensitive sites around Rukuhia and protect from inappropriate development.

## Infrastructure Recommendations

### 3 Waters Infrastructure

- n Development of a joint wastewater, water and stormwater strategy for the southern Hamilton area including the Hamilton Airport, Melville south west growth area, Peacockes cell and Tamahere.
- n Requirement of active water conservation measures to be considered / provided for as part of all development, potentially including a requirement for rainwater tanks for all new residential or industrial development in the area;
- n Review the septic tank standards for the region, considering the cumulative effect of septic tank minimum standards in the context of their ability to be relied upon to appropriately service rural towns and villages, receiving environments, maintenance requirements and treatment quality monitoring and enforcement regimes.

### Transport Infrastructure

- n Complete the investigations for designating Southern Links, Hamilton Bypass and Tamahere Four Laning projects as soon as possible and consider securing these, particularly in the case of the Hamilton City arterials, as 'infrastructure corridors' rather than specifically for transportation alone.
- n Retain as rural the land to the south east of the designated Hamilton Bypass corridor (and beyond the Tamahere Country Living Zone) as a means of establishing a defined urban limit and protecting the area for long-term (50 + years) consideration as a future transportation network.
- n The ability for a passenger transport network to develop, focussing on buses, with passenger transport given priority through the new roading networks that link particularly the Airport, residential and employment areas back into Hamilton City.
- n Protect the ability to establish a rail corridor into the Airport area from the NIMTR for freight purposes, with corridor protection primarily undertaken by maintaining rural zoning and provisions in the location likely for the corridor to establish.
- n Develop walking and cycling connections through the area to connect the Airport, Peacockes, Tamahere, Matangi areas and along the Waikato River.

## Implementation

Section 7 of the report identifies a set of actions recommended to implement the land use plan, agencies suggested as being responsible and the timing upon which these actions should be undertaken.

Key to the successful implementation will be broad organisational buy-in, co-operation and co-ordination to develop and deliver a mix of regulatory and non-regulatory measures and approaches. In the short term key actions include:

- n Agreement of the land use framework and cementing of this in the RPS and District Plans as they are reviewed.
- n Development of a compatible suite of rural land and subdivision provisions for the study area and wider sub-region and cementing these in the RPS and District Plans as they are reviewed.
- n Prevention of new industrial areas being established in the area, particularly where they do not require a site specific reason for establishing in the rural area, conflict with Airport flight path operations, or are not serviced.
- n Development of the 3 waters strategy, with potential focus on options to service the study area and possibly the southern Hamilton areas (including Peacockes) as one and with particular attention given to non reticulated wastewater approaches for growing towns and villages.
- n Investigation and designation of the Southern Links and secondary investigation for the Hamilton Bypass routes as soon as possible to provide certainty for land use planning in the area.

# 1 Introduction

## 1.1 Background

The Future Proof project is a sub-regional growth strategy which has been developed to manage growth in the Hamilton sub-region in a manner which will benefit the area from both a community and physical perspective.

Emerging from Future Proof was a need for a specific study looking into the Southern Sector area. The Southern Sector is the land area to the south of Hamilton City and extending east of Temple View, north of Mystery Creek and west of Matangi, as illustrated in Figure 1 below. While the study area falls within two territorial authorities –Waipa and Waikato District Councils, it is also of particular interest to all FutureProof partners, including Hamilton City Council, Environment Waikato, the New Zealand Transport Agency and Tangata Whenua.

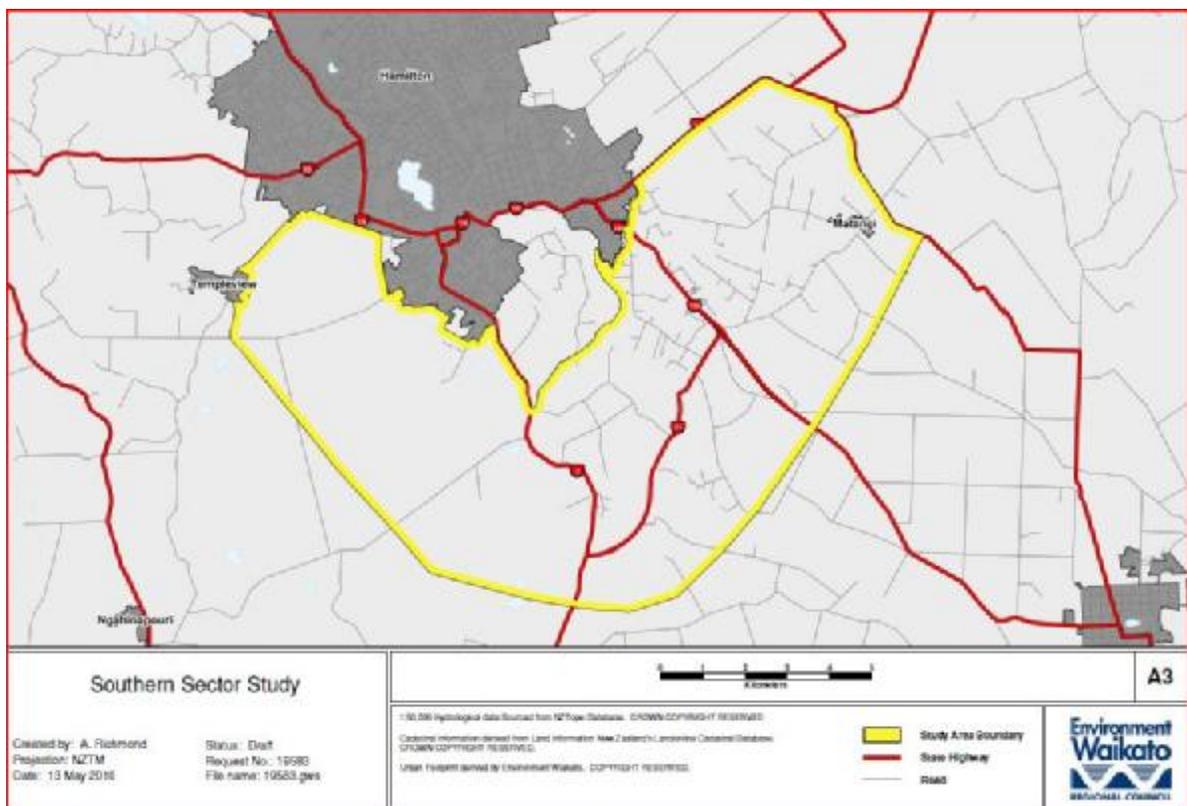


Figure 1: Southern Sector Study Area

This area is experiencing pressure from a range of land uses which have a variety of potentially conflicting demands and effects. There are a number of entities (both public and private) that have an interest in the area. The complexity of the proposals and their inter-relationships across territorial local authority boundaries means that a high level strategic approach needs to be developed to then enable the development of the area to be planned in an integrated manner.

The long-term land use pattern for the Southern Sector has largely been confirmed through the Future Proof Strategy particularly with respect to population distribution and commercial / industrial land allocation, whilst local authority growth strategies undertaken by Hamilton City, Waipa District

and Waikato District have also identified their respective visions for the areas that make up and impact on this area.

There is a need however through this study to reconfirm and where necessary test the assumptions made within Future Proof particularly with respect to land use type and demand within the study area. This is particularly necessary for Tamahere where the Future Proof projections for population growth appear inconsistent with what is occurring on the ground and what the market has been saying for some time. In addition we note the further work being undertaken by the Future Proof IMG to review the demand for Industrial Land as previously identified. This review will include the Airport area, however the timing of that review does not align with the timeframes for this study.

In addition to Future Proof more than 30 other documents have been reviewed. Key ones that have and / or will guide development in the southern sector area are listed below:

- n The Government Policy Statement for Land Transport;
- n National Infrastructure Plan
- n Hamilton Urban Growth Strategy – particularly with respect to the Peacockes & Ruakura Growth nodes;
- n Peacockes Area Structure Plan;
- n Waikato District Growth Strategy – particularly with respect to the visions identified for the Tamahere & Matangi areas;
- n Waipa 2050 – particularly with respect to the Rukuhia and Airport growth nodes and the principles identified for the general Rural environment;
- n Waikato River Settlement Act – particularly with respect to the role of the Waikato River Authority and River Strategy and the process for considering matters that will have an impact on the River.
- n Access Hamilton
- n Airport Plan Change 57 (Titanium Park)
- n Hamilton City Council Variation 21
- n National and Regional Policy Statements
- n Tamahere Structure Plan – review in progress 2010/11
- n Tamahere Community Plan
- n Waikato Expressway Strategic Evaluation
- n Waikato Expressway Network Plan – in progress
- n Waipa Integrated Transport Strategy – in progress
- n Waikato Regional Rail Discussion Document
- n Waikato Regional Rail Strategy – in progress
- n Sub-regional 3 Waters Strategy – in progress
- n Central Waikato River Stability Management Strategy

## 1.2 Purpose & Use

The Southern Sector study provides a better understanding of the visions and aspirations of stakeholders in the Southern Sector study area, and the relationship between land use and infrastructure.

The aim of undertaking a separate study in this area is to establish a collaborative land use pattern and implementation plan for the types of land uses to be provided for; including future zoning,

infrastructure provision and potential staging requirements to sustainably manage the effects of the competing interests that exist in this area.

The Study itself will ultimately be used and implemented by the various partner Councils through their statutory processes. As such the Study has not been taken through a special consultative procedure under the Local Government Act or a statutory procedure under the Resource Management Act, with the intention being that the Southern Sector Study will, where appropriate, form part of the Section 32 analysis required to be undertaken by the Councils in order to implement the relevant aspects of the study.

This report has therefore been prepared to:

- n provide a review of and comment on the land use and infrastructure issues facing the area from an holistic perspective (i.e. ignoring respective territorial authority boundaries) within and beyond the Future Proof study period (to 2061);
- n develop a recommended land use pattern for this area based on information received from Councils, landowners, stakeholders and the general public;
- n provide recommendations on future infrastructure planning and provision to support the recommended land use plan; and
- n make recommendations on actions that should be undertaken (including by who and when) to give effect to the land use plan.

### **1.3 Project Methodology**

The project has followed a process of information gathering, consultation, issue identification and document development.

These processes have been summarised below. It is noted that the consultation process has occurred across the project and has not been a stand alone and discreet phase.

#### **1.3.1 Information Gathering**

A scoping workshop with Future Proof partner agencies was undertaken in January 2010, in order to:

- n confirm the project purpose in terms of what issues need to be considered, what the objectives of the project are and how the output is to be used by each Council;
- n capture information on previous studies and projects as well as those currently underway, infrastructure upgrades, and the aspirations of landowners and stakeholders in the area; and,
- n confirm the methodology and key stakeholders in order for effective consultation and decision-making to progress.

Representatives from Hamilton City, Waipa District and Waikato District Councils, Environment Waikato and the New Zealand Transport Agency attended.

The scoping workshop identified a number of studies and reports from a plethora of agencies, as well as proposed plan changes and developments which relate to various aspects of the Southern Sector area.

The 'base case' of the existing situation and development intentions for the area was then prepared using information gathered previously. These assisted in developing the recommended future land use patterns, as outlined in Section 6.

### **1.3.2 Consultation**

The scoping workshop also identified the key stakeholders with whom to consult with, This included the NZ Transport Agency, Waikato Regional Airport Ltd, Nga Iwi Toopo o Waipa, Tainui, KiwiRail, and a number of land owners and members of the general public in order to better understand the current land use issues and aspirations within the Southern Sector area. A summary of consultees and findings from these meetings is provided in Section 3. A number of the parties identified were consulted with as part of a public consultation afternoon that was undertaken on April 30 at the Tamahere Community Hall.

### **1.3.3 Issue Identification**

Based on the information gathering stage, including any relevant information obtained from the consultation process, the issues were able to be identified with these then addressed through the future development patterns and actions. The key issues related to land use pattern, transportation and 3 waters servicing (water supply, wastewater treatment and disposal, and stormwater treatment and disposal).

### **1.3.4 Document Development**

All of the above processes have led to the development of this report, which outlines:

- n The context and assumptions (Section 2)
- n The consultation undertaken (Section 3)
- n The key issues (Section 4)
- n The principles and objectives to apply to development within the area (Section 5).
- n The future land use pattern (Section 6).
- n The actions to be applied by the study partners to implement this study (Section 7).

## 2 Context & Assumptions

### 2.1 Future Proof

#### 2.1.1 Background

The Future Proof sub regional growth strategy was finalised in mid 2009. The population of the Future Proof sub-region is predicted to nearly double over the next 50 years, from 223,000 people to 437,000 people, making collective planning and action between central and local government agencies, residents and businesses critical to the area's long-term viability. Throughout the sub-region there are complex issues to consider, including future urban and rural land-use, natural and cultural resources, roads, and essential infrastructure.

The Future Proof project has been undertaken collaboratively between Hamilton City Council, Environment Waikato, Waipa and Waikato District Councils; Tangata Whenua, and with input from the New Zealand Transport Agency and Matamata-Piako District Council.

A number of assumptions underpin the Future Proof strategy providing the basis for its implementation. These assumptions therefore also underpin the Southern Sector study. Those which are considered of particular relevance are identified further below.

#### 2.1.2 Strategic Themes

The Future Proof vision provides the strategic direction for managing growth within the sub region for the next 50 years. The themes below have been taken from the Vision and provide the influence for the Future Proof strategy.

- n Effective Governance, Leadership, Integration, Implementation and Productive Partnerships
- n Diverse and Vibrant Metropolitan Centre linked to Thriving Towns and Rural Communities and Places of Choice – Live, Work, Play, Invest and Visit
- n Protection of Natural Environments, Landscapes and Heritage and a Healthy Waikato River as the Heart of the Regions Identity
- n Affordable and Sustainable Infrastructure
- n Sustainable Resource Use
- n Tangata Whenua

#### 2.1.3 Land Use Distribution

Future Proof has forecast the following growth for residential, commercial and industrial activity within the study area. As previously noted, there is a need to consider these not only in terms of the future allocation, but also in the case of Tamahere, the current population.

#### Residential Growth

An assumption of 2.7 persons per household was used and is taken from Future Proof.

| Growth Area | Current Population | 2021       |            | 2041       |            | 2061       |            |
|-------------|--------------------|------------|------------|------------|------------|------------|------------|
|             |                    | Population | Households | Population | Households | Population | Households |
| Rukuhia     | 100                | 150        | 56         | 200        | 74         | 220        | 81         |
| Matangi     | 350                | 650        | 240        | 1050       | 389        | 1400       | 519        |
| Tamahere    | 1150               | 1250       | 463        | 1400       | 519        | 1500       | 556        |

| Growth Area | Current Population | 2021       |            | 2041       |            | 2061       |            |
|-------------|--------------------|------------|------------|------------|------------|------------|------------|
|             |                    | Population | Households | Population | Households | Population | Households |
| Airport     | -                  | -          | -          | -          | -          | -          | -          |
| Peacockes   | -                  | 1350       | 500        | 10,000     | 3,750      | 10,000     | 3,750      |

### Commercial Growth

| Growth Area            | Current GFA       | 2021 GFA            | 2041 GFA            | 2061 GFA            |
|------------------------|-------------------|---------------------|---------------------|---------------------|
| Rukuhia                | 300m <sup>2</sup> | 300m <sup>2</sup>   | 300m <sup>2</sup>   | 300m <sup>2</sup>   |
| Matangi                | 300m <sup>2</sup> | 1,300m <sup>2</sup> | 2,300m <sup>2</sup> | 2,300m <sup>2</sup> |
| Tamahere               | -                 | 1,000m <sup>2</sup> | 2,000m <sup>2</sup> | 3,000m <sup>2</sup> |
| Airport <sup>1</sup>   | -                 | 4,200m <sup>2</sup> | 4,200m <sup>2</sup> | 4,200m <sup>2</sup> |
| Peacockes <sup>2</sup> | -                 | Unknown             | Unknown             | Unknown             |

### Industrial Growth

| Area                 | Current Ha | 2021 Ha | 2041 Ha | 2061 Ha |
|----------------------|------------|---------|---------|---------|
| Airport              | -          | 73      | 148     | 223     |
| Ruakura <sup>3</sup> | -          | 20      | 140     | 310     |
| Peacockes            | -          | -       | 5       | 5       |

## 2.2 Waipa 2050

Waipa 2050 is the Waipa District's Growth Strategy that was prepared in parallel with Future Proof. The strategy aims to ensure that the Waipa District "remains a great place to live, work and play well into the Future". Key themes from the growth strategy include:

- n A sense of pride in living in the District and participation in artistic, recreation and cultural activities whilst working together to plan for the future;
- n An economically secure District with opportunities provided for employment and growth;
- n Unique landscapes and a healthy natural environment that are valued and protected, whilst managing growth;

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<sup>1</sup> The Titanium Park Plan Change (Plan Change 57) provides a cap of 4,200m<sup>2</sup> of retail floor space.

<sup>2</sup> Future Proof identifies the need for a neighbourhood centre to support the anticipated growth at Peacockes. No economic modelling has been undertaken to identify an appropriate level of development at this point in time.

<sup>3</sup> The adjoining growth cells of Ruakura and Peacockes are important considerations particularly for having consideration to their transport and infrastructure requirements.

- n Healthy and active lifestyles, with access to a range of health, educational and recreational facilities;
- n A cultural heritage that is acknowledged and embraced.

Specifically to the southern sector area, Waipa 2050 identifies the following visions for the Airport and Rukuhia areas.

### **Airport – 2050 Vision**

The airport locality is a vital part of the regional economy and supports those activities that are likely to generate adverse effects on living environments due to their high noise and traffic generation and as such additional residential developments in the vicinity of the airport are avoided.

### **Rukuhia – 2050 Vision**

The village of Rukuhia will be home to an additional 150 residents by 2050 (65 households) and is separated from Hamilton City by the Southern Links road network. The village remains unserviced in terms of both water and wastewater.

## **2.3 Waikato District Growth Strategy**

Growth will be concentrated around existing towns and villages in order to keep the infrastructure costs to an acceptable level, limit the loss of productive lands and reduce the need for highly dispersed services.

The key features of the area in the periphery of Hamilton, including Tamahere and Matangi are:

- n Careful management of further countryside living and residential growth opportunities.
- n Encouraging further passenger services to and from employment hubs in Hamilton and Waipa through possible park and ride facilities.
- n Providing for neighbourhood services and specialist shopping areas at the heart of communities that cater for tourism opportunities, local needs and local jobs and opportunities for higher density living to support this.

The vast majority of the District is productive farmland, complimented by coastlines and outstanding landscapes of national significance. Recognition and protection of these resources is critically important to the District's long-term economic performance. The District offers excellent recreational and tourism opportunities within its rural areas, ranging from internationally important wetlands to natural bush, upland landscapes to beaches and coastal margins. With the level of growth projected for the District, as well as increasing levels of through traffic and visitor numbers, the protection and careful management of these areas will become increasingly important in meeting recreational needs as well as for their intrinsic environmental qualities.

## **2.4 Tamahere Community Plan**

The Tamahere Community Plan was developed in 2004 (preceding the subsequent structure plan and variation for the area) and acknowledges the rapidly growing and increasingly popular area that is Tamahere. Rules relating to subdivision have increased the areas desirability as a location that provides low density housing.

Given the predominantly rural setting and the areas close proximity to Hamilton City, services and entertainment are in general provided from outside.

The Tamahere Community Plan lists seven key areas that impact the area now and in the future. These being;

- § Roading – focusing on provision that does not rely on State Highways and traffic calming/safety in and around rural settings.
- § Infrastructure – a general concern that infrastructure is currently insufficient to cope with future growth and consideration should be given to investigating the potential for reticulated sewerage to the area. With respect to this point we note Waikato District Councils current position that this is not considered viable and issues with respect to infrastructure have and will continue to be addressed through the structure plan process.
- § Environmental - a desire of the natural environment to be maintained and improved through native plantings.
- § Financial – a belief that rates paid and development contributions generated out of Tamahere developments should come back into the community.
- § Development – focused on maintaining Tamahere as a low density area and provision is made for infrastructure such as schools.
- § Historical – a desire to protect historical assets and areas of significance to Maori are respected and catered for.
- § Community – the continued development of the ‘sense of community’ that exists in the area and development of community safety strategies.

Specific projects that have been aligned with these key issues have been give time frames that range from one to ten years.

## 2.5 Waikato River Settlement

The Revised Waikato Tainui Raupatu Claims (Waikato River) Settlement Act.

The purpose of the Act is to provide direction through the associated Vision for the restoration and protection of the health and well being of the Waikato River for future generations. In addition, the Act seeks to promote an integrated, holistic and co-ordinated approach to the implementation of the Vision and Strategy and the management of the Waikato River.

Key elements of the Act include:

- n establishment of a single co-governance entity being the Waikato River Authority.
- n funding provided for rehabilitation initiatives for the Waikato River through a contestable \$210M fund over a 30 year period with the Authority being a trustee for the Waikato River Clean Up Trust that administers that fund;
- n adoption of the Vision and Strategy document into the Waikato Regional Policy statement and Regional and District Plans;
- n appointment of commissioners by the Authority to resource consent hearings and Boards of Inquiry for activities that affect the Waikato River;

The framework for co-management as established by the Act will need be taken into consideration in the provision of infrastructure associated with supporting existing communities and their growth within the Southern Sector Study Area as they affect the Waikato River.

### 3 Consultation

Consultation was undertaken in the form of face-to-face meetings between members of the project team and stakeholders in the Southern Sector study area. Stakeholders were identified by the project team and partner Councils for a number of reasons, including their previous submissions on Future Proof; and, their ownership of land and / aspirations for land within the Southern Sector study area. Stakeholders included tangata whenua, landowners and organisations with an interest in the Southern Sector area.

Groups met in the development of this report have included:

- n Hamilton City Council
- n Waikato District Council
- n Waipa District Council
- n Environment Waikato
- n Nga Iwi Toopu o Waipa (NITOW)
- n Tainui Group Holdings
- n NZ Transport Agency
- n KiwiRail
- n Waikato Regional Airport Ltd
- n Titanium Park
- n Tamahere School
- n Meridian 37
- n Landowners within the study area
- n General Public

In addition to the 2 hui held with NITOW, we note that input into the study has also been sought from other Iwi, including NAMTOK and Waikato-Tainui.

Key elements emerging from these discussions are outlined below.

#### **Tangata Whenua**

- n Tangata whenua perspectives and principles from Future Proof need to be carried through into this study.
- n The Waikato River Settlement Act (and the associated Waikato River Authority and its Purpose) is key, and its consequential implications need to be understood. In this respect improved water quality is a significant objective.
- n The direct discharge of wastewater streams to the river will be reduced in volume over time (with short term commitment to investigating this further).
- n Additional water demands (and ability to increase existing takes) should not be assumed, and there needs to be planning for significant improvements in the efficiency of use of this resource.
- n Support for higher capital investment to improve Wastewater Treatment and Water Treatment if the medium to long term gains can be shown.
- n Concern regarding the inconsistencies with the population for Tamahere.
- n The requirement for Joint Management Agreements to be entered into with Environment Waikato, Waikato, Waipa District Councils, Hamilton City Council and Waikato-Tainui that will deal with policy development within 18 months of enactment of the Waikato-Tainui Waikato River Act.

- n The potential cumulative effects of septic tanks is of concern.

### **Road Transport**

- n The Southern Links route has not been determined but the general route is known and is an essential component of the Southern Sector area. Opportunities for walking and cycling also need to be identified and developed as the area develops.
- n The Hamilton Bypass section of the Waikato Expressway is designated and contracts for its secondary investigation and design are about to be let. Construction is scheduled to be completed within 9 years.
- n Opportunities for Public Transport exist in the Peacockes area (outside this project boundary) and it may be worth incentivising the use of public transport, particularly for future Peacockes residents working in employment land within Southern Sector area i.e. at the Airport.
- n Concern raised about the uncertainty being created by the future roading network.

### **Airport**

- n Large lot developments are required to support airside freight processing activities – Titanium Park has limitations on what it can provide, primarily based on the depth of lots available within that zone, which do not lend themselves to large warehousing activities.
- n The Titanium Park uptake is expected to be around 2ha/year ramping up to 5ha/yr. At that rate, the area is expected to meet projected demand for the next 20 years.
- n WRAL have lodged a plan change to extend the runway towards Raynes Road. This will increase the length to just under 3,000m and will enable passengers and freight to travel to all parts of Australia (currently only to the eastern seaboard) and into parts of Asia. It will also provide for taxiing services on the north side of the runway (currently provided on the south side only) to facilitate 'airside' industrial development. The timeframes for undertaking the works have not been determined.

### **Infrastructure**

- n The provision of water is of concern both in terms of quality and its source. The concept of a higher capital investment for Wastewater treatment to a higher standard was raised.

### **Tamahere**

- n Population projections for the area and the relating demands placed on the school are very high.
- n The area of greatest concern was the access to the school and the safety concerns related to peak period use.

### **Rural**

- n Clear direction on what can and cannot occur in the rural environment was raised as being required as was a common approach to rural property rights to avoid competition between "one side of the river to the other".

## 4 Key Issues

### 4.1 Overview

A range of issues have been identified for the Southern Sector area that have an impact on the ability to manage the growth of this area effectively. These are outlined below. The identification of the issues has helped guide the principles and objectives in section 5 and enabled the development of the recommended future land use pattern for the area as outlined within section 6.

#### Population Forecasts

- n In Tamahere the base estimates of population underpinning Future proof assumptions are inconsistent with existing census data and have implications for both the population assumptions for this area and other areas (the proposed additional population will be drawn from elsewhere) – now and to 2061. This has potential ramifications for water quality in the long term and flow on impacts to future structure planning and servicing planning within both the study area and beyond. We note also that an increased volume of water take has been sought by Waikato DC for the Southern areas of the Waikato District which include Matangi and Tamahere. The resource consent for this is currently on hold by Environment Waikato. It's noted that this consent seeks a take of up to 12,000m<sup>3</sup> a day and is intended to serve a future population (by 2041) of approximately 13,500 people with approximately 9,200 of those estimated within the Tamahere/Tauwhare/Matangi area. This represents a population immediately to the east and south east of Hamilton City that is similar to that of Cambridge today, all being serviced by on-site septic tank systems. Submissions on that application have closed, with 3 submissions (from Hamilton City Council, Genesis, Waikato Tainui) received.
- n With respect to the population forecasts, we note that Tamahere now has a current population of approximately 2,000 people and there are approximately 1,500 additional lots in the immediate vicinity of but beyond the Tamahere Country Living Zone to the east, which indicates potential for an additional 5,000 people. Such populations would indicate that approximately 20-25% of the Waikato Districts 'rural' population is living in close proximity to the south east of Hamilton City and largely on prime quality soils. It is acknowledged that many of these have been created historically under previous regimes and it is essentially too late to do anything as the lots already exist.

#### Transport

- n There are congestion issues on the entrances to Hamilton City from the south, particularly on SH1 and SH3 at peak times.
- n The rural residential development of Tamahere and Matangi to the north of the study area will increase congestion on access routes to and around central Hamilton, and conflict between local and inter-regional traffic between the Tamahere interchange and the proposed link from SH1 to the Waikato Expressway. The low density and dispersed nature of the development reduces the viability of passenger transport, active modes and travel demand management options.
- n In order to provide greater certainty for planning purposes in the study area, there is a need to consider land use and transport impacts together. This includes consideration of known planned developments, the locations of key arterial routes including Southern Links, Hamilton Bypass and associated projects.
- n Rail usage, particularly associated with freight is underutilised.
- n Increased use of air for freight purposes is constrained by inadequate (or lack of) suitable freight processing facilities in the vicinity of the airport. Opportunities for freight hubbing at this strategic location are not currently well provided for.

#### Airport Resource

- n The Airport is a significant regional infrastructure resource and employment node that is coming under pressure from development proposals surrounding it that are looking to benefit from their location to it, without having a direct relationship to the Airports functions.
- n Continued expansion of the airport and increasingly diverse range of activity being undertaken within it is increasing the level of its effect on surrounding land uses.
- n The range of activities currently provided for in the Titanium Park development are similar to those able to be undertaken in industrial areas elsewhere in Greater Hamilton. i.e. opportunities for Airside service and logistics activities may be lost in favour of activities that could reasonably establish elsewhere.

### **Water & Waste**

- n Existing water infrastructure will not be sufficient for servicing the population and employment demands projected as occurring within the Southern Sector area.
- n Current planning to predominantly rely on existing point source discharges of treated wastewater to the Waikato River will likely need to be re considered given the changing governance environment.
- n Growth of the Tamahere country living zone area up to approximately 5,000 people (approximately 1,600 lots) without wastewater servicing, has the potential to create cumulative adverse environmental effects in the medium to long term.
- n The point above may be an issue generally for the Waikato region which sees a number of “townships” outside of the study area looking to grow without servicing being planned and provided for (as doing so would be un-economic). It is acknowledged that these effects are unknown; however a pre-cautionary approach is recommended when considering environmental effects that have been caused elsewhere. Any planned growth of townships in a manner to comply with a blanket standard need to be considered in light of many site specific conditions (e.g. infiltration capacity of soils, proximity to groundwater, streams, system maintenance requirements, monitoring regime etc).
- n There will be an increasing focus on the more efficient use of water;
- n There is a general (and urgent) need to better co-ordinate water, wastewater and stormwater infrastructure planning and provision across the study area – particularly with potential integration with Hamilton City infrastructure planning with this being considered as part of the planned 3 waters strategy;
- n There will be increasing pressure for improved water quality across the region and in particular within the Waikato and Waipa river catchments.

### **Rural Productive Land Protection**

- n The Waikato is the largest food producing region in New Zealand and its rural environment is coming under increasing pressures for non-productive land uses, for example it is estimated that 13,500 people would be living in the southern districts water supply area by 2041 (approximately 9,000 of these are estimated within the study area based on the 5,000 within the Tamahere Country Living Zone and an estimated 4,000 immediately beyond it), on land that is mapped as being classified as predominantly Class I and II soils. To a large degree, reliance has been placed on the Regional Plan, which itself provides, as a permitted activity, to discharge domestic sewage from on-site treatment systems to land provided the discharge complies with the conditions stated in the rules. For septic tank systems this includes a minimum effective disposal area of 2,500m<sup>2</sup>. Environment Waikato within the Regional Plan “acknowledges that the continued operation of on-site systems in some high-density areas may not be sustainable in the long term. In such circumstances, the appropriate course of action will be a Plan Change allowing input from potentially affected parties.”

- n Access to aggregate and sand resources can be hindered by inappropriate land uses.

#### **Recreation**

- n The existing recreational resources including the Golf Courses, Mystery Creek Events Centre, Gun and Go Kart Clubs are coming under pressure from sensitive activities locating near them, particularly new rural residential developments both within Waipa and Waikato Districts.
- n There is increasing demand for access to the river (and along it) which will be increasingly challenged if the ability to secure access is not protected / preserved early.
- n Opportunities for walking and cycling recreation along the river edges need to be encouraged and optimised.

## 5 Spatial Planning Principles and Objectives

A range of key principles identified through the Future Proof process have been relied upon when developing recommended land use patterns within the study area. These include:

- n Residential areas should contribute to a more compact footprint rather than extending low density development.
- n Housing choice should be available but balanced with achieving a compact urban footprint;
- n Settlement patterns should avoid sensitive environments, including high quality soils, peat land, river and lake margins and areas of archaeological or cultural significance;
- n Industrially zoned land should be focused on a few core locations;
- n Large scale retail is to be avoided in the area as it will undermine Hamilton's CityHeart.
- n High quality soils should be protected for productive (agricultural) use; and
- n All development (residential, rural-residential, industrial, commercial) should be focused on the existing villages and nodes i.e. Rukuhia, Airport, Tamahere & Matangi rather than being dispersed throughout the rural zone.
- n Give effect to the unique relationship that tangata whenua have with their whenua, awa, moana, maunga, taiao katoa and other people.
- n Align protocol with tangata whenua consultation, engagement and participation processes.
- n Tangata whenua consider the restoration, maintenance and protection of the health and well-being of wahi tapu (sacred sites) and wahi whakahirahira (sites of significance) critical to sustainable development.

In addition to the above it is recommend that the following also be applied to the planning of future land use and development within the southern sector area:

- n Infrastructure to service the area (both roading and water) should have a 100 year lifespan and as such an equally long term view to the area should apply when considering a spatial land use pattern influencing the location of significant infrastructure corridors like the Southern Links and Hamilton Bypass;
- n Southern Links should ultimately form an urban boundary for the south western extent of the Hamilton urban area, to the east a natural 'urban' boundary is the Country Living Zone at Tamahere and land to the west of the Hamilton Bypass designation;
- n Business land should be serviced and slowly released to the market to avoid inefficient (and costly) provision of supporting community infrastructure and located to ensure efficient and effective provision of infrastructure;
- n The Airport is a resource of regional significance and the ability for it to continue to be used and developed in a sustainable manner should be protected and it should develop to minimise its own reverse sensitivity effects;
- n Planning for integration of land use activities and transport corridors is essential;
- n Wastewater treatment options need to be considered at a sub-regional level (not at individual area or plant levels)
- n Reliance on the continued ability to discharge treated wastewater to the waterways is likely to be increasingly challenged and alternative discharge and treatment options will need to be considered extensively;
- n An infrastructure plan should be developed to support (and be aligned with) the staged release of land for residential, industrial or other activities in the area, this should form part of an overall

sub-regional infrastructure plan for the Future Proof sub region (covering transport, water, reserves etc) to inform asset management planning and decision making across the area;

- n Incompatible land use patterns such as residential activities adjacent to highways, railways, airports or high voltage transmission should be avoided;
- n All growth areas are to be structure planned prior to additional land being released for development.

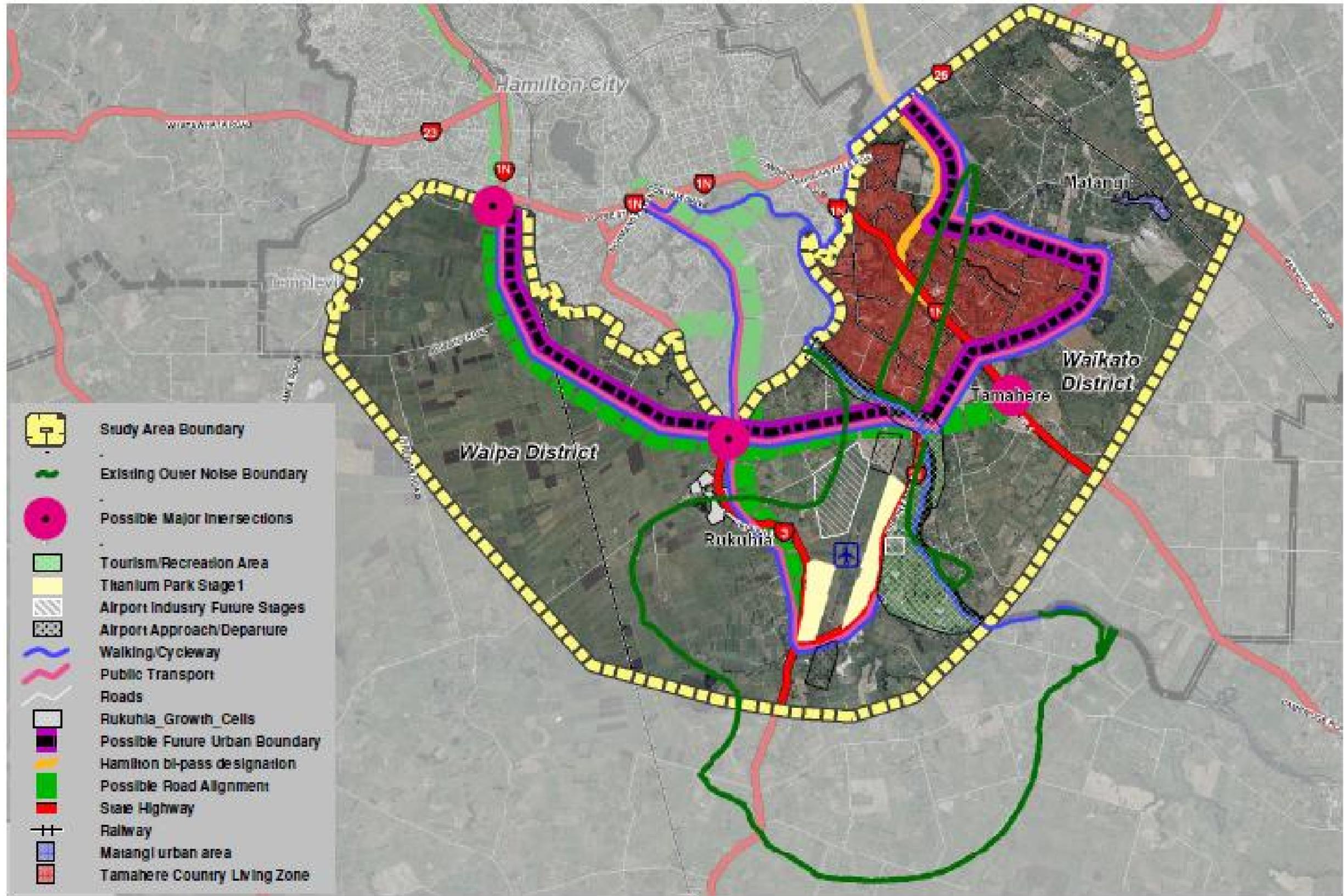


Figure 2: Recommended Future Land Use Pattern

## 6 Recommended Land Use Pattern

### 6.1 Overview

With consideration given to the issues (section 4) and the spatial planning principles objectives (section 5) a recommended future land use plan has been developed. This is represented conceptually within Figure 2 and described in more detail within this section.

### 6.2 Tamahere

#### 6.2.1 The Base line

In 2010, the population of the Tamahere Country Living Zone area is estimated at 2,100 people. The Waikato District Council growth strategy recognises that Tamahere is no longer essentially rural in character, but primarily a large lot residential area focussed on Hamilton City. The Council has therefore put forward the Tamahere Country Living Zone (TCLZ) Variation 1 (notified in August 2005) to accommodate this type of residential development. Tamahere has an existing community core centred around Tamahere Model Country School and associated community centre, although there is no specified commercial zoning.

The Council is currently undertaking a review of the Tamahere Structure Plan. The key focus of this review are:

- n Traffic flows and transportation connectivity to and from the Tamahere school / Tamahere hub, including improved roadside walking / cycling provision.
- n Addressing concerns over traffic speed and traffic volume along Newell Road plus intersections with the State Highway network.
- n Stormwater management, treatment and disposal improvements.
- n Developing a land use plan for the Tamahere village centre which may comprise a combination of public open space, small scale commercial activities, recreation facilities and residential development.

The area is not currently fully serviced but does receive a trickle feed water supply via an agreement with Hamilton City Council. Its noted also that there is a proposal to take and treat additional water from the Waikato River to supply Tamahere and other locations within the Southern Districts area with the basis for that application being a future population of approximately 13,500 people by 2041 (the southern districts area includes areas outside of the study area such as Gordonton and Eureka)



**Figure 3: Undeveloped lots at Tamahere**

### **6.2.2 Recommended Future Land Use Pattern**

What is clear is that the FutureProof agreed population numbers and land use framework need to be reviewed in light of existing and approved activity.

In 2060, the suggested land use pattern for Tamahere is one that identifies:

- n The area to the north of Southern Links and west of the Hamilton Bypass / SH1 being considered to be part of the wider Hamilton 'urban' area and provided with servicing that is appropriate for the level of development anticipated by the Tamahere Structure Plan and associated District Plan regulatory framework;
- n The area to the east of the Tamahere Country Living Zone to remain as rural with increased minimum lot sizes, to protect long-term (50 year + transport corridor opportunities) and productive soil capabilities and to provide a definitive urban boundary.
- n Having a clearly defined community node (in the vicinity of the Tamahere Model School) with clear road / cycleway connections to and within the area;
- n Protection of and improved access to the margins of the Waikato River and associated tributaries.

With the above in mind, it is recommended that the Structure Plan being prepared for Tamahere considers the following.

- n The designation and likely location of Southern Links;
- n The existing level and location of developed land within the zone and the areas already approved for development but not yet realised;
- n The potential cumulative effects of unreticulated wastewater systems on the long term health of the areas groundwater and river health;
- n The ability for the area to be appropriately serviced with a reticulated water supply, stormwater and wastewater network to urban standards with consideration given to addressing these through the 3 Waters Strategy

- n The opportunities for increased levels of density (in undeveloped areas of the TCLZ and in particular near the community node centred around the school) as a means of facilitating and contributing to the future reticulation of the area.
- n Providing for a neighbourhood centre on land in the immediate vicinity of the Tamahere School. The neighbourhood centre should provide activities that serve the day to day needs of the Tamahere community with a floor space of no more than 3,000m<sup>2</sup>;
- n Promote and secure connections, including walking and cycling to the neighbourhood centre;
- n Appropriate measures for protecting the margins of the Waikato River and tributaries particularly with respect to development setbacks.

## **6.3 Matangi**

### **6.3.1 The Baseline**

In 2010, Matangi has a population of approximately 350 people located lineally along both Matangi Road and Tauwhare Road and is well serviced by community (Matangi School, Matangi Sports Club) and commercial facilities. The village is also serviced with both a water supply (bulk supply from Hamilton City Council) and reticulated wastewater network to its own wastewater treatment plant. An area of land zoned for Light Industry exists on the site of the former Matangi Dairy Factory adjacent to the Hautapu Branch Rail line. The area surrounding the village is zoned rural and is generally either Class I or Class II soils.

### **6.3.2 Recommended Future Land Use Pattern**

In 2060, the recommended land use pattern for Matangi remain as per the direction provided in Future Proof. With this in mind a structure plan should be prepared, prior to the upgrade of any reticulated services to the area and prior to the rezoning of any new land for development. The structure plan could incorporate a larger area than Matangi if desired (i.e. if Council would rather promote a single structure plan for the southern districts area) however with respect to Matangi it should identify:

- n The retention of the central area near the school, shops and the old dairy factory site for its community and commercial requirements, with an additional 1,000m<sup>2</sup> maximum of commercial floor space to be provided for in this area;
- n A focus on residential development in the vicinity of the central area at densities that match the existing character of the village – this in itself will require the village to continue to be serviced;
- n Providing for a level of growth that would enable a small village character to remain – a total population of approximately 1,400 is expected by 2060;
- n Developing a clearly defined boundary that is separated from any other form of development, including rural-residential development – the railway line to the north, westernmost residential property of the village to the west, dairy factory to the east and the gully system to the south being the natural boundaries to be considered.

## **6.4 Rukuhia**

### **6.4.1 The Baseline**

In 2010, Rukuhia is home to approximately 100 people located lineally along Ohaupo Road (SH3) and Rukuhia Road together with a number of non residential activities including Rukuhia School, Gostiana Restaurant and the former service station (now a car rental yard).

#### 6.4.2 Recommended Future Landuse Pattern

In 2060, the recommended land use pattern for Rukuhia remains as per the direction provided in Future Proof, and which identifies:

- n Limited development overall, with initial stages being to the west of Ohaupo Road (SH3) until such time as the Southern Links arterial is complete;
- n Clustering of new development between the existing village and Lake Cameron to provide opportunities for environmental gains to be made as a result of development occurring, whilst centralising development away from arterial corridors to assist in creating a vibrant village character / feel;
- n Retaining rural-residential sized allotments with the village also remaining unserved unless opportunities exist to connect as a result of upgrades to larger nearby developments (i.e. Airport, Peacockes etc) that enable ready connection with minimal additional cost.

### 6.5 Airport

#### 6.5.1 The Baseline

In 2010, the airport provides domestic flights and some international flights into the eastern seaboard of Australia. It is coming under pressure from developments and activities that could affect its viability and is having an increased impact on neighbours as well as it grows. It is the only international airport in the region and the costs to the community of the airport not being able to function sustainably are potentially high.



Figure 4: Hamilton International Airport

#### 6.5.2 Recommended Future Land Use Pattern

In 2060, the recommended land use pattern for the Airport is one that focuses on it:

- n being a resource of regional significance, serving a population of >400,000 people and providing flights to all parts of Australia and into Asia;
- n being a resource that through considered planning has been protected from development and / or activities that could have potentially affected its ability to operate and grow with a degree of flexibility and certainty;
- n continuing to provide an alternative travel mode option to and from the region;
- n becoming an employment hub for the growing populations of Peacockes, Tamahere and Matangi.

With the above in mind it is recommended that:

- n Activities that are sensitive in nature should be prevented from establishing within the identified noise boundaries.
- n The nominated approach path to a specified distance to the main runway should be kept clear of built up activities (residential and business) to minimise the potential impacts of a crash (a low probability but with a high potential impact), which traditionally occur in these locations as well as noise and other effects.
- n Development of an industrial and / or business function in the vicinity of the airport should in the short to medium term only be on land currently provided for in the Titanium Park Plan Change area. The purpose of this is to:
  - § make sure industrial activities in the area occur in a planned and staged manner;
  - § support the efficient provision of infrastructure;
- n The release of any new locations for industrial / business growth should be discouraged until such time as a reasonable level of the existing zoned land has been developed. Typically 10-15 years of supply is a rule of thumb for any area so monitoring of uptake and demand will be important.
- n Future areas for industrial development should focus on land holdings which can accommodate large lots for supporting airport operations / freight processing activities as these are the activities identified by the Airport as being required and which are not well catered for via the Airport Business Zone. The release of land which provides for large lots and focuses on airside freight handling, processing and distribution activities could be considered ahead of the uptake of Titanium Park. The Montgomerie Block is considered to be the most appropriate location due to both access and airside connections being available.



Figure 5: Hamilton International Airport from State Highway 3

## 6.6 Waikato River / Mystery Creek Recreation & Tourism Corridor

### 6.6.1 The Baseline

In 2010, there are a number of recreational facilities located on and along the Waikato River, which include the Mystery Creek events centre, Go Kart and Gun Club, Golf Courses and water sports on the river itself.



Figure 6: Mystery Creek Events Centre

### 6.6.2 Recommended Future Land Use Pattern

In 2060, the recommendation land use pattern is one that:

- n Recognises and protects land between the Waikato River and SH21 as a key recreation area for Hamilton and the wider sub-region;
- n Provides for noisy recreational activities in the locality near to the Airport, gives recognition to them and protects them from potential reverse sensitivity effects;
- n Improves provision for passive recreation and provides for the development of a cycleway / walkway connection along the river together with margin access enhancements;
- n Provides for associated / related activities to establish, including visitor accommodation, motorsport parks, tourism / visitor activities and sporting events within the area west of the Waikato River and south of the Southern Links alignment.
- n Develop a tourist gateway between the Airport and the immediate destinations to the north (Hamilton), south (Te Awamutu -Taranaki) and east (Cambridge - Bay of Plenty).

## 6.7 Rural

### 6.7.1 The Baseline

In 2010, the rural environment in the southern sector area is predominantly high quality soils (class I & II) with a mixture of agricultural activities on large blocks (dairy farms primarily) and smaller blocks (orchards, cropping) as well as being pepper potted by rural-residential, rural industry (including aggregate and sand mining) and in some locations isolated business activities.



**Figure 7: Productive Rural land within the Southern Sector Area**

### **6.7.2 Recommended Future Landuse Pattern**

In 2060, the recommended land use pattern for the rural environment is one that:

- n Establishes a set of consistent 'rural' activity and subdivision provisions across the sub-region, having a focus on retention of the rural land resource for agricultural purposes;
- n Provides for sand winning and aggregate quarries to remain, with rehabilitation to bring these back to a suitable rural environment upon their completion occurring;
- n Promotes and provides for ecological / riparian margin protection and enhancement;
- n Develops strong greenbelts around the defined "urban" limits i.e. Hamilton City, rural villages, river / gully margins and the Airport.

## **6.8 3 Waters Infrastructure**

### **6.8.1 The Baseline**

In 2010, the areas of Tamahere & Rukuhia are unserviced (albeit Tamahere has a trickle feed water supply from Hamilton City). At Matangi, infrastructure is nearing capacity and the Airport has a less than ideal agreement in place to deal with its short term water and wastewater needs.

### **6.8.2 Recommendations**

It is recommended that water infrastructure in the future is characterised by:

- n The development of a joint wastewater, water and stormwater strategy for the southern Hamilton area including the Hamilton Airport, Melville south west growth area, Peacockes cell and Tamahere.
- n Requirement of active water conservation measures to be considered / provided for as part of all development, potentially including a requirement for rainwater tanks for all new residential or industrial development in the area.

- n Review the septic tank standards for the region, considering the cumulative effect of septic tank minimum standards across the region in the context of their ability to be relied upon to appropriately service rural towns and villages, receiving environments, maintenance requirements and treatment quality monitoring and enforcement regimes.
- n For the majority of areas, land based, on site stormwater disposal is likely to be the preferred option where this is possible. Where poor soakage rules this out or stormwater flows exceed soakage capacity, flows should be attenuated prior to discharge into either existing or new drains so as not to increase the peak discharges into streams and gullies.

### **Wastewater Reticulation Options**

For a combined wastewater solution for Airport, Peacockes and Tamahere there are a number of factors that will have to be considered in deciding whether extending one of the existing plants or constructing a new WWTP represents the best solution for the area. These include:

- n Length of reticulation.
- n Ease of installation of reticulation – if installation could be combined with other infrastructure projects, such as roading then the cost for one route could be lower than the other even if the route is longer.
- n Consenting issues – consenting a new WWTP with a point discharge to the Waikato River is likely to be very difficult particularly in light of the Waikato River Settlement Bill. A land discharge scheme would be preferable from a consenting point of view but has other factors counting against it. Cambridge WWTP is currently being consented, a process which could be extended to include the additional flows.
- n Land Requirement – if a new WWTP was to be considered with land irrigation as the disposal route, a significant land area with good soakage would be required (initial estimates indicate that a land area of approximately 75ha would be required). The location of the plant could be a significant factor in a cost benefit analysis.
- n Planned upgrades of existing infrastructure– the Pukete WWTP is currently being upgraded to provide future capacity for Hamilton City. If this upgrade did not allow sufficient capacity then additional upgrades will have to be planned and implemented as this growth comes on-line beyond 2021. The current upgrade is to provide capacity through to 2028, so the next planned upgrade could be timed to coincide with the growth in this area. A plant upgrade is planned for the Cambridge WWTP which could be designed to accommodate (or be readily upgraded to accommodate) the wastewater flows from the Airport and Peacockes areas. Consideration of Biosolids should also be taken into account.

Similar issues arise for meeting the future water demand. A key question that needs to be considered is whether the best solution is upgrading and extending the existing infrastructure (with joint funding) or construction of a new water treatment plant that services areas beyond those provided for in Waikato DC's resource consent application for the southern districts area.

## **6.9 Transport Infrastructure**

### **6.9.1 The Baseline**

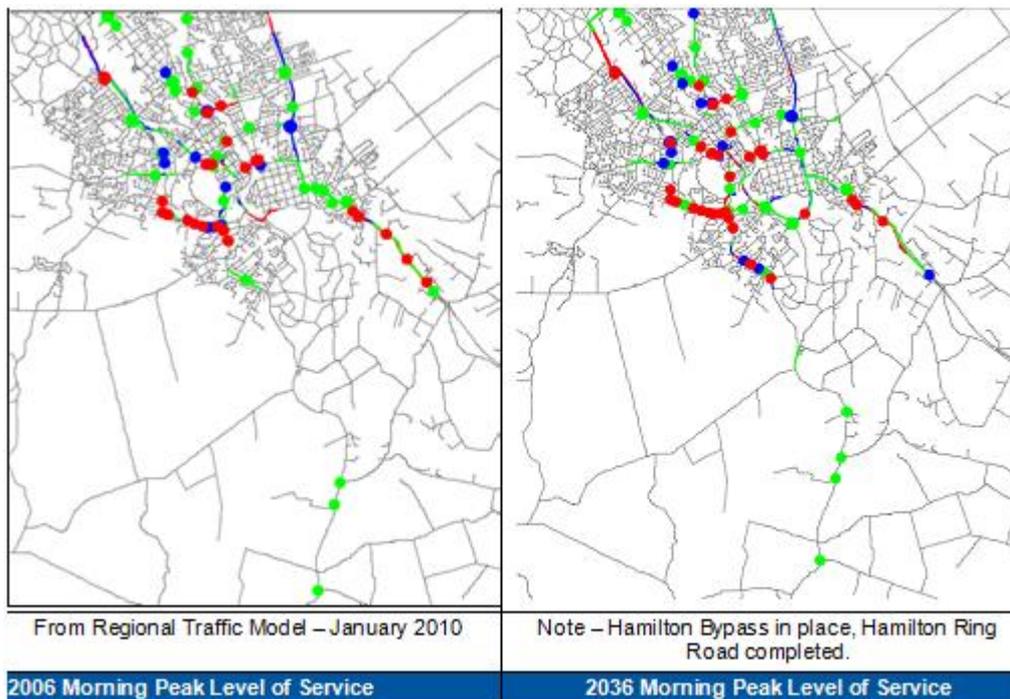
In 2010, the road approaches into Hamilton from the south (SH3 and SH1) are congested at peak times and rail through the study area is used to transport freight through the region rather than to and from the actual region. The Airport operations are having an increased effect on surrounding land uses and plans are in place for developing land adjacent to it for a business park and to extend the main runway. The connections from SH3 eastwards (through SH21) into the Hauraki and beyond are important from an integrated network and connectivity perspective. Other inter-regional

connections occur outside the study area (SH39 and use of the Te Awamutu-Cambridge route) which effectively act as alternative North-South connections and provide links through to the Port of Tauranga.

A Network Plan is currently under development by NZTA to identify the activities that will make the greatest contribution to maximising the value for money from the investment in the Waikato Expressway – a Road of National Significance. The Southern Sector study is anticipated to be a key informing document in the preparation of the Network Plan, including consideration of issues associated with staging of the individual Expressway projects, and optimising local road connectivity.

Overall, the strategic planning for transport in the area is reasonably robust and well progressed, including the Regional Land Transport Strategy, Regional Passenger Transport Plan, Access Hamilton Strategy and Waipa Integrated Transport Strategy, and plans for the state highway network, including the Waikato Expressway.

Figure 8 below provides an overview of the level of service both now and projected into the future based on work being undertaken on the regional transport model. In a broad sense, there are few level of service problems in the networks where the additional traffic would be joining other than at the SH3/21 intersection, although this appears likely to be resolved by Southern Links. There are, however, significant problems already likely on the main approaches to Hamilton. The Hamilton Bypass, Cambridge Bypass and Tamahere 4 laning (including an upgrade to the Tamahere Interchange) will change traffic patterns to some extent but the local connections will still be reliant on the State Highway network (including intersections/interchanges) for travel outside their immediate area.



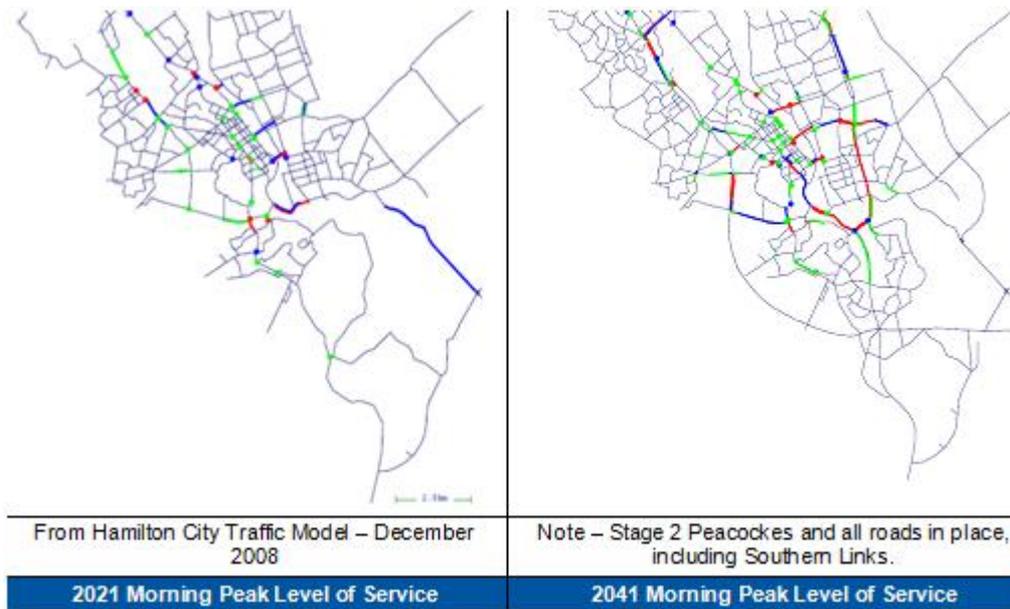


Figure 8: Traffic Modelling (Level of Service Plots - Green = D, Blue = E, Red = F)

### 6.9.2 Recommendations

It is recommended that Transport Infrastructure in the future be characterised by:

- n HCC to complete the investigations for designating the local arterial components of the Southern Links project as soon as possible and consider securing and designing these corridors as 'infrastructure corridors' rather than specifically for transportation alone;
- n NZTA to complete the investigations for designating the Southern Links, Hamilton Bypass and Tamahere Four Laning projects as soon as possible and consider securing and designing these corridors as 'infrastructure corridors' rather than specifically for transportation alone;
- n The ability for a passenger transport network to develop focussing on buses, with passenger transport given priority through the new roading networks that link particularly the Airport and residential areas back into Hamilton City.
- n The protection of a rail corridor into the Airport area for freight purposes, with corridor protection primarily undertaken by investigating the potential impediments to developing a corridor and avoiding land uses in the location likely for the corridor to establish;
- n The development of walking and cycling connections through the area to connect the Airport, Peacockes, Tamahere, Matangi and along the Waikato River;

## 7 Recommended Actions

| Action  | Lead Agency                    | Support Agencies                    | Timing   |
|---|--------------------------------|-------------------------------------|--|
| <p><b>Action 1</b></p> <p>Complete Structure Plans for</p> <ul style="list-style-type: none"> <li>§ Tamahere,</li> <li>§ Matangi,</li> <li>§ Rukuhia</li> <li>§ Airport</li> <li>§ Waikato River Tourism / Recreation Area</li> <li>§ Peacokes (review to factor in the 3 Waters Strategy, this Study and the Southern Links alignment)</li> </ul> <p>For all Structure Plans, the recommended land use pattern identified in the Southern Sector Study report should be considered together with a focus on releasing zoned land only for a 15 year horizon and to take a bottom up approach to the development of the structure plan. That is critically review the capacity of the land to accommodate development, constraint areas, servicing opportunities (or otherwise) etc and feed this into the District Plan/ Future Proof review with respect to projected population etc.</p> | <p>Waikato DC<br/>Waipa DC</p> | <p>NZTA<br/>HCC<br/>EW<br/>WRAL</p> | <p>Tamahere – 2011<br/>Others – demand dependant (prior to rezoning additional land)</p> |
| <p><b>Action 2</b></p> <p>Review of the FutureProof population (and land use) projections in light of the above. Consideration will need to be given on how the planned additional Tamahere and surroundings population (being urban) will impact on staging assumptions made to date, how this will be reallocated from elsewhere and on outcomes used by the Waikato Regional Transport Model to inform transport corridor projects such as Southern Links and the Hamilton Bypass.</p>   | <p>FutureProof</p>             |                                     | <p>Now</p>   |
| <p><b>Action 3</b></p> <p>Identify a Stage 2 Deferred industrial / business development beyond Titanium Park as part of the District Plan review process as future Industrial. The Montgomerie Block is considered to be the only suitable location for the consideration of the extension to industrial/business zone. The zone should have a focus on airport related activities on large lots rather than a continuation of the current Airport Business zone. The Stage 2 development should be flagged as not being envisaged to be provided for until 80% of Titanium Park is occupied (or earlier if there is insufficient land within Titanium Park for large lot freight processing activities) and should also be tied to the release of the Peacokes area growth cell and the development of Southern Links.</p>   | <p>Waipa DC</p>                | <p>WRAL</p>                         | <p>Oct 2010</p>  |

| Action   | Lead Agency            | Support Agencies             | Timing          |
|--|------------------------|------------------------------|-----------------|
| <p><b>Action 4</b></p> <p>As part of the District Plan review / Rural Subdivision review promote changes to the planning regime to limit the ability to further fragment the rural environment and to have defined urban limits and river setback areas. There should be a consistent approach particularly with respect to ecology and biodiversity protection and enhancement. <i>We note that both Waipa DC and Waikato DC are progressing changes to their District Plans with respect to rural subdivision provisions.</i></p>  | Waipa DC<br>Waikato DC | Hamilton CC<br>EW            | 2010            |
| <p><b>Action 5</b></p> <p>As part of the District Plan review, put more emphasis on protecting the Airport resource from both an operational and development potential perspective, recognising the industrial area will likely act as an employment node for the Hamilton south catchment and consider the “mix” of activities that can occur within the Airport Business Zone and whether these are the right mix for future development stages having consideration to Action 3.</p>  | Waipa DC               | Waikato DC<br>HCC            | now             |
| <p><b>Action 6</b></p> <p>As part of the District Plan review, recognise, provide for and protect the recreation precinct in the vicinity of the Airport and to the north through the Peacockes growth cell and the services that may be required to support it.</p>   | Waipa DC<br>HCC        | Waikato DC<br><br>EW         | now             |
| <p><b>Action 7</b></p> <p>As part of the 3 waters strategy there should be an assessment of the options available for servicing Peacockes and the Airport jointly including the associated costs and risks of each option. The assessment should also consider the additional costs and risks of connecting to (and not connecting) other areas including unreticulated (Tamahere and Rukuhia) and reticulated (Matangi).</p> <p>The scope of the terms of reference of the Strategy Project should include a scope to consider Water Use as distinct from Water Supply or Wastewater, with objectives being focussed on identification of ways to encourage / require more efficient use (and re-use) of water within urban areas (e.g. building technologies, subdivision &amp; development guidelines, grey water re-use).</p> <p>Consideration of ways to minimise corridor costs (via co-ordination with transport, recreation corridors etc) should also be included to the scope, to focus on integration of land use and</p> | Hamilton CC            | Waipa DC<br>Waikato DC<br>EW | commencing 2010 |

| Action  | Lead Agency  | Support Agencies                              | Timing     |
|---|--------------|---|------------|
| <p>infrastructure provision.</p> <p>Similarly the costs (capex and opex) of options being considered should be considered – albeit at high levels and this should fall within the brief to enable robust comparison.</p> <p>Also the strategy should consider the outcomes of the review of the septic tank standards.</p>  |              |   |            |
| <p><b>Action 8</b></p> <p>Complete the Southern Links investigation and reporting and secure a designation for the alignment as a matter of urgency to secure the routes, provide market certainty and enable more detailed land use planning (and integration analysis) to get underway.</p>   | NZTA/ HCC    |   | 2010- 2012 |
| <p><b>Action 9</b></p> <p>Include the identified infrastructure upgrades associated with Peacockes and the Southern Sector areas into a Sub-Regional Infrastructure &amp; Investment Plan – which supports the land use framework (staging, scale etc) detailed by Future Proof.</p> <p>As part of this consider options for funding necessary infrastructure from within the sub-region (cross boundary funding / national funding for sub-regional infrastructure – particularly in the transport and waters area) and lobby to have the outcomes of this plan included in the National Infrastructure Plan (next review 2013).</p> | Future Proof |   | 2012       |
| <p><b>Action 10</b></p> <p>Increase the Airport designation to extend east to the southern boundary of the southern links designation as a means of protecting the Airports interests and the infrastructure required to support it.</p>  | WRAL         | Waipa DC<br>Waikato DC<br>HCC<br>NZTA         | 2010       |
| <p><b>Action 11</b></p> <p>Assess the cumulative effects of septic tanks within the rural area on the long term health of groundwater and river health. The outcomes of this should feed into the 3 Waters Strategy to assist with making a recommendation on the reticulation (or other means of servicing) of wastewater to any existing or planned unreticulated locations.</p>  | EW           | Waikato DC<br>Waipa DC<br>HCC<br>NZTA<br>WRAL | 2010       |