

F>ST
FORW>RD
to a vibrant future

Welcome

Welcome to the Ruakura Structure Plan Open Day.

This is an opportunity for you to learn more about what is planned for Ruakura as part of Hamilton City “Fast Forward”.

Representatives from Hamilton City Council, Tainui Group Holdings (TGH) and Chedworth Properties are on hand to answer questions about plans for Ruakura, and to explain the Fast Forward process to you.

If we can't give you an immediate answer to your question, we will get back to you afterwards as quickly as possible.

Much work has been done on planning for Ruakura but there is a long way to go. The aim of this display and open day is to give you a clear picture of what's been done to date and what will happen next.



Hamilton City Council
Te kaunihera o Kirikiriroa

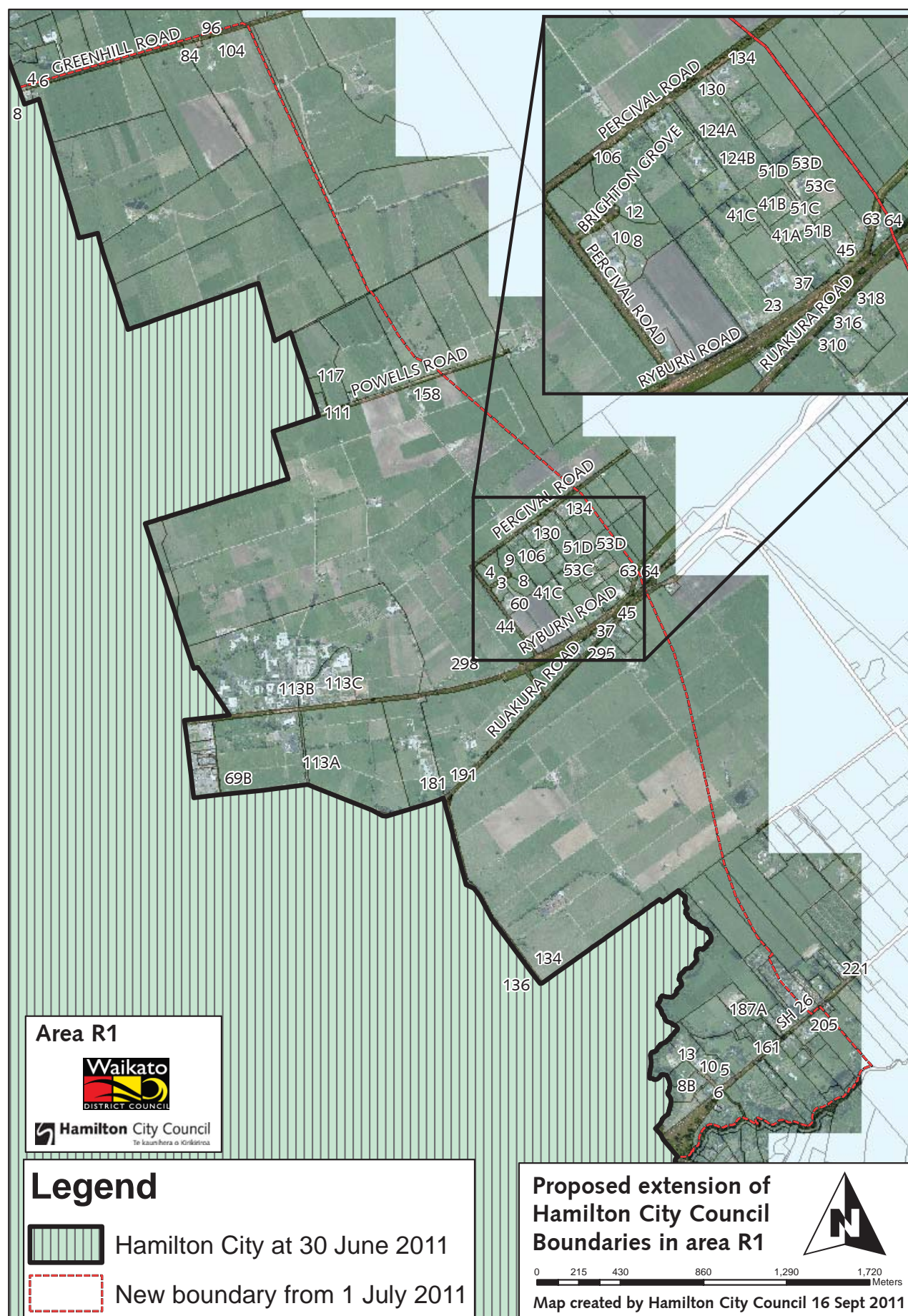
What is a Structure Plan?



A structure plan is a “blueprint” for guiding development over a long timeframe. It is the result of studying a wide range of aspects of specific lands. This includes contours, ecology, roading and connections, heritage and infrastructure. A structure plan brings all these elements together and considers how land can best accommodate growth and development.

Structure plans, once adopted by Council, are incorporated into the District Plan by way of Objectives, Policies and Zoning rules. This ensures the development covered by a structure plan occurs in accordance with all local plans, policies and rules.

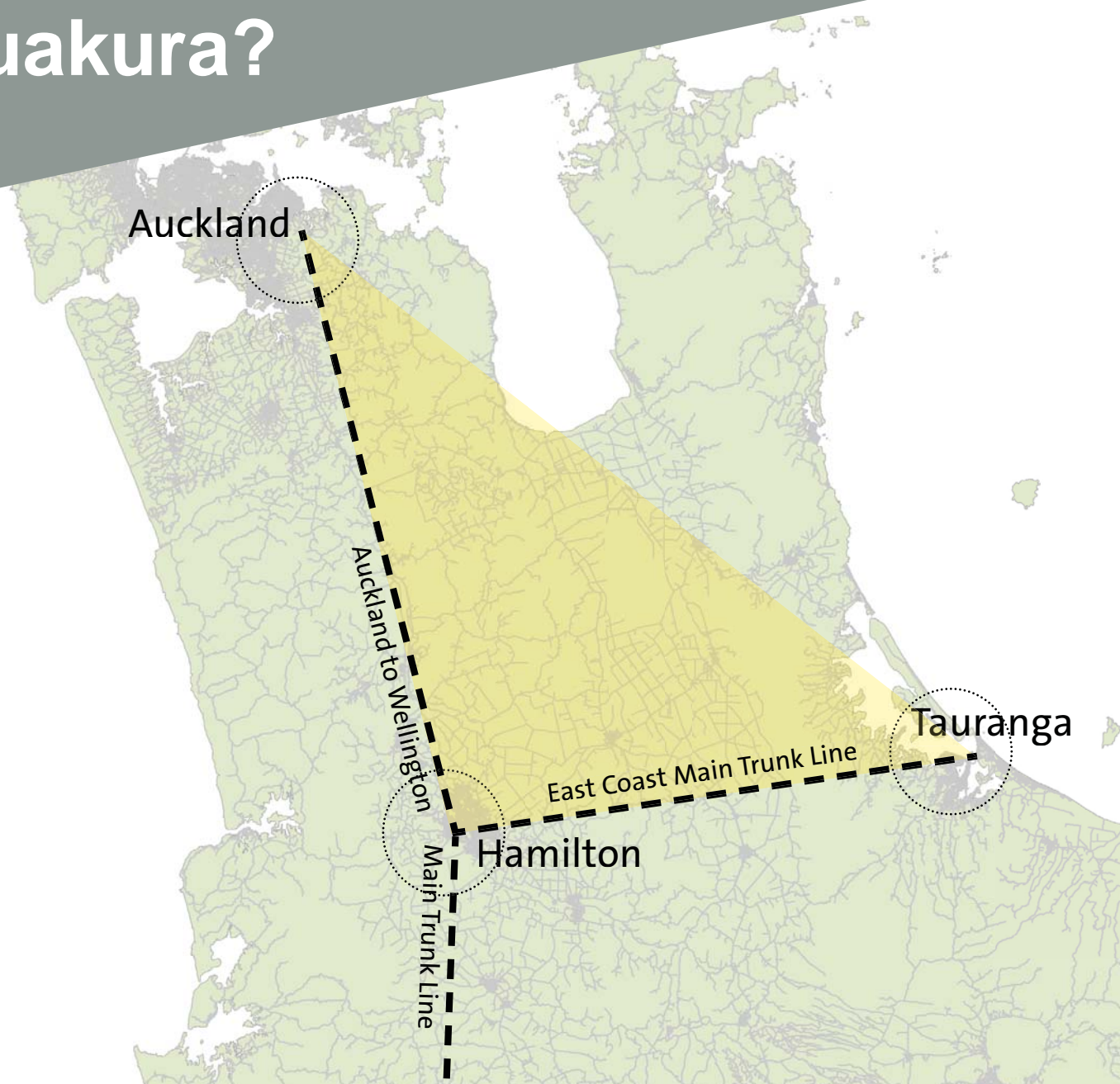
Background to the Ruakura Structure Plan



On 1 July 2011, a large area of land – known as Area R1 – was transferred from Waikato District into Hamilton City.

The land area transferred contains a mixture of rural residential, farming uses as well as the Agricultural Research Centre and the Waikato Innovation Park. Large portions of the Area R1 land are owned by Tainui Group Holdings and Chedworth Properties. Hamilton City Council, TGH and Chedworth Properties have subsequently agreed to work together on preparing a Structure Plan for R1, and to include it in the wider future District review process.

The Strategic Direction – what's special about Ruakura?



The Ruakura Estate is the most significant area of land within eastern Hamilton identified for future growth of Hamilton City.

The land is within close proximity to the Hamilton CBD, particularly when contrasted with other growth areas that are on the western side of the Waikato River.

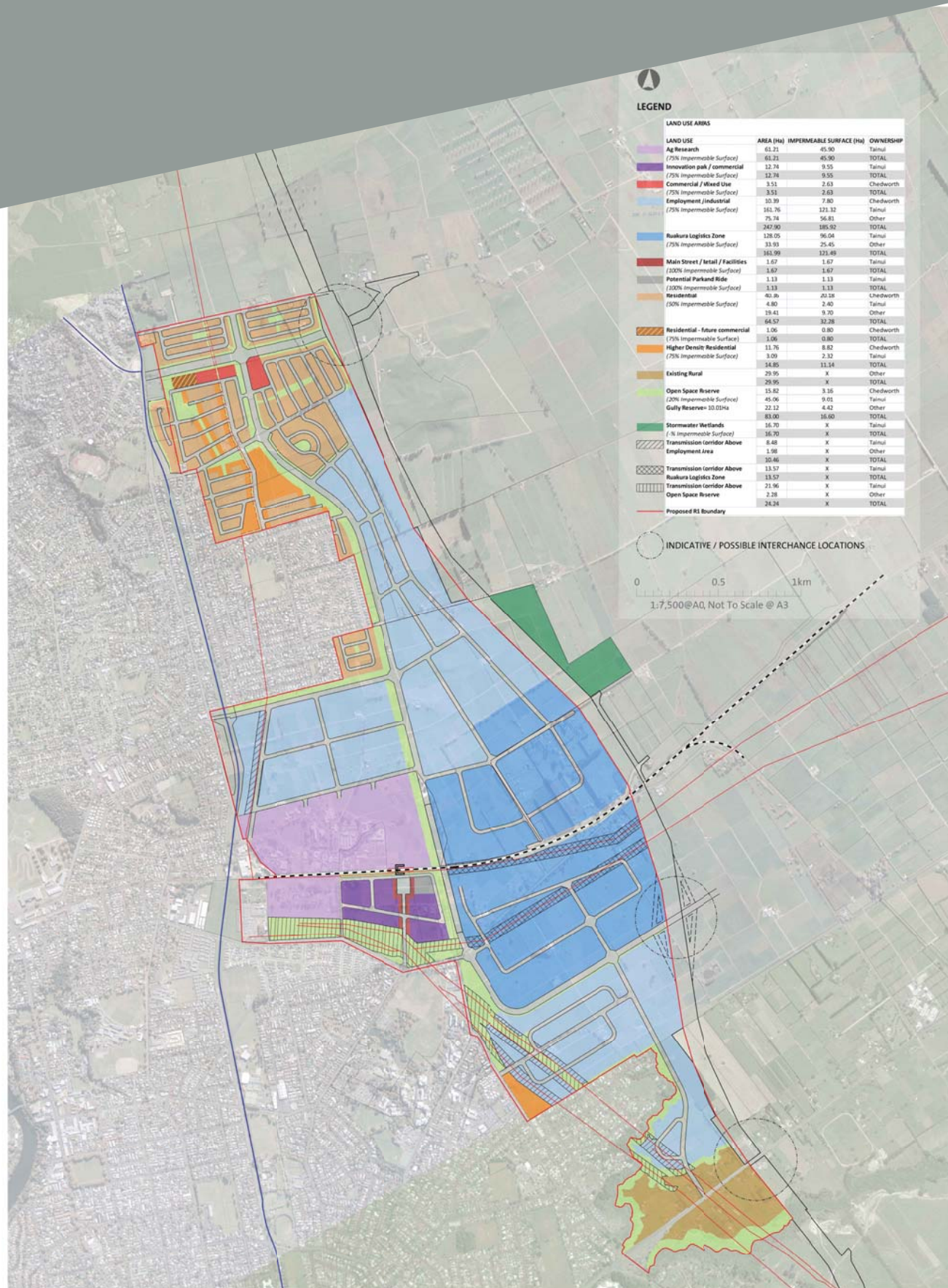
Ruakura is well located to strengthen and consolidate Hamilton's place within what is commonly called the 'Golden Triangle' (Auckland/Hamilton/Tauranga – shown in yellow on this map). Over 2 million people live in the wider region. The majority of New Zealand's economic activity, including the Ports of Tauranga and Auckland, is generated within the Golden Triangle.

Ruakura is unique in having two of the city's key institutions - Ag Research and the University of Waikato - within or immediately adjoining its boundaries.

This means a substantial employment base already exists in the area. The newer developing Waikato Innovation Park and surrounding residential areas provide further advantages when considering the development potential of Ruakura Estate.

The location of the railway line and the future 'Waikato Expressway' road provides a unique opportunity to establish a freight handling facility as an anchor at Ruakura.

What Landuses are Proposed



Ruakura can accommodate a wide range of activities. It has scale, strategic linkages to existing and proposed roading and rail infrastructure and provides huge potential as an area for significant new employment.

A range of land uses are proposed, and include:

- Logistics and freight handling next to an Inland Port
- A new Innovation and Research precinct
- A range of new housing and residential neighbourhoods
- New commercial and retail areas
- Open space, parks and cycleways linking all parts of the estate

Each of these is shown on this map, and detailed in the succeeding panels.

Logistics & Freight



What could the
Inland Port
look like?

By bringing local roads, the Waikato Expressway and rail together in a state of the art freight and logistics operation will provide numerous benefits for Hamilton and the wider Waikato region.

What is known as an Intermodal Terminal Operation (IMT) is planned to be one of the key land use 'anchors' at Ruakura. An IMT essentially involves the efficient transfer of non bulk freight from rail to road and vice versa. (More trains, fewer trucks) Benefits from an IMT include more efficient use of rail and a reduction in the growth of local heavy truck movements' i.e. less congestion as well as new employment.

Complementary logistics, distribution and freight handling activities could then be clustered around the IMT, creating a facility both of regional and national importance.

There are three critical success factors that determine the commercial viability of an Intermodal Terminal Operation:

1. A location which services an industrial and commercial traffic base, and which also has easy ready access to road and rail services.
2. Capturing sufficient volumes of freight to allow an efficient scale of operation.
3. The provision of value added services.



The East Coast Main Trunk rail line runs through the Ruakura lands, and the Waikato Expressway will roughly form its eastern boundary.

The artist's impression shows what the concept could look like.

General Industrial & Employment Land



Other diversified land uses will naturally develop over time, providing a progressively wider range of employment and business opportunities within Ruakura.

Smaller support activities such as food establishments and cafés will also be drawn into this area as the range and number of businesses expand around the Intermodal Terminal Operation (IMT). These areas are described as employment lands. There is the potential to establish complimentary locations for these within Ruakura.

The images on this panel show the type of development that could establish in the employment land area.



Innovation & Research

The decision to concentrate and consolidate innovation and research around the existing Innovation Park and Ag Research campus is considered logical and also considers the close proximity of the Waikato University campus.

A key component of the establishment of this area will be to work with other agencies to foster more interaction between Ag Research, the University and future innovation related operations.



There is also scope to 'blend' support and complementary activities into the commercial and mixed use area immediately adjoining, in an effort to foster further interaction between the various establishments.

To achieve this, a retail and commercial area will be created, centred on a pedestrian 'main street' with potential for a public transport centre, including both road and rail.

The images on this panel show how the innovation and research precinct could look.

New Residential Areas: Fairview North



The large amount of land within Ruakura that will generate employment means that a range of housing types and densities should ideally be developed as close as possible. They should also be well connected by roading network, cycle ways and walking corridors.

The proposed residential areas within Ruakura will provide the opportunity to diversify and expand the housing types in this area, and to best achieve the 'live-work-play' philosophy promoted by Future Proof and the Hamilton City Urban Growth Strategy.

The images on this panel depict a range of housing types and styles and how they could be integrated with open space areas.

Commercial & Retail



Creates a precinct – a ‘gateway’ to the south.

They will serve the dual role of serving the local catchment as well as providing a link between AgResearch and University of Waikato.

A range of retail and commercial activities are proposed. Buildings will be low-rise and of a high quality, with a traditional ‘main street’ feel.

It will be important to make these commercial areas “pedestrian” friendly with quality landscaping and to avoid large carparks dominating the landscape.

The development of these commercial areas and their scale will be done in a way that ensures they will not undermine the efforts by Council and landowners to revitalise and regenerate the central city area.

The images on this panel depict how the retail and commercial areas may look.

Open Space, Parks & Cycleways



The open space network is planned to provide opportunities to connect various parts of the Ruakura Estate, particularly between the northern residential areas and the employment lands to the south.

The majority of open space is however concentrated around the mixed use/ commercial area in the south, and the residential lands to the north.

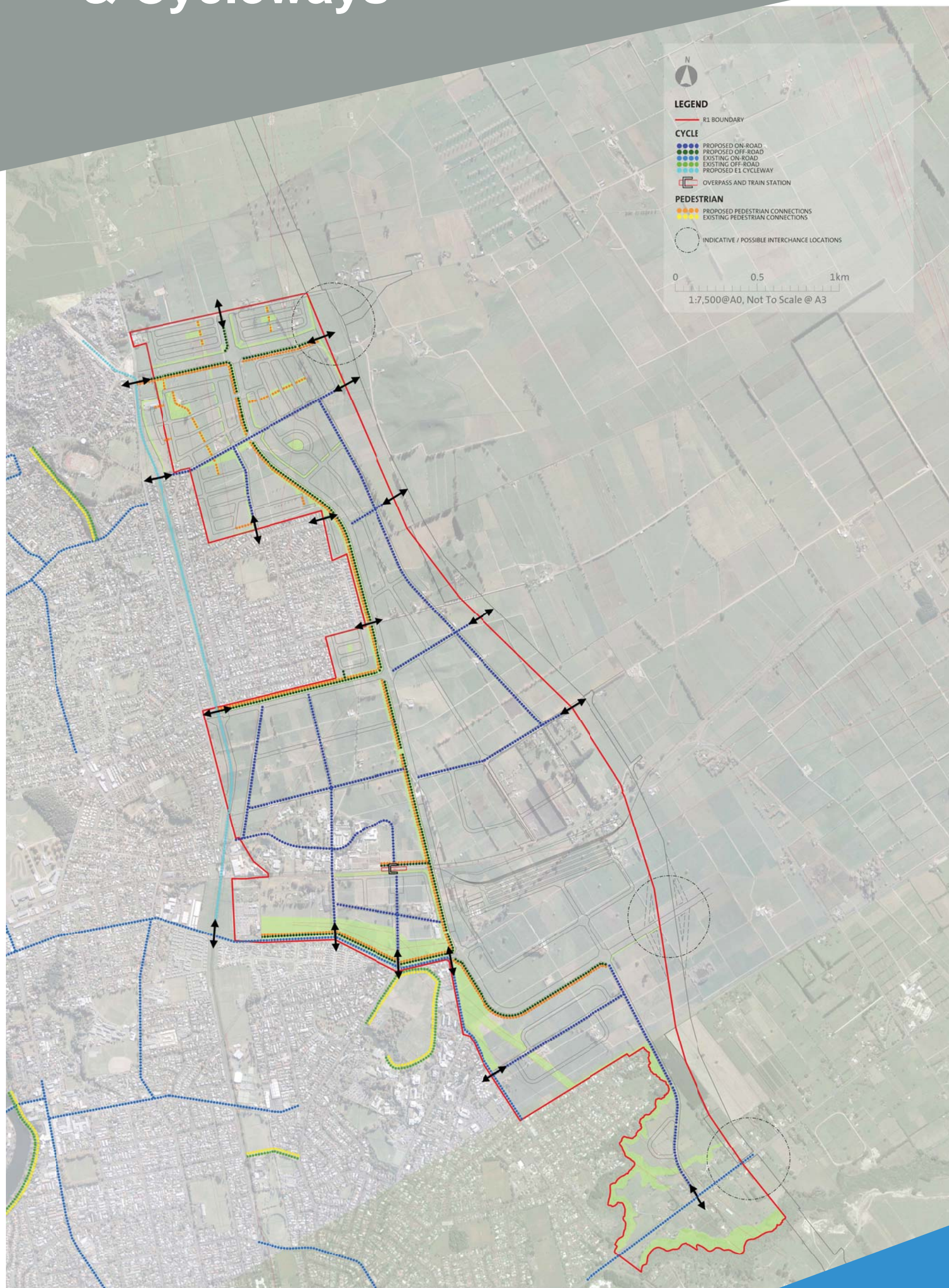
The presence of the high voltage transmission lines running through the site, as indicated, also influences the location of the open space corridor. The lines also provide pathways that can be used for cycleways and pedestrian routes as well as serving an amenity and open space function.

This is particularly the case with the “green spine” which runs from Greenhill Road right down to the planned park and ride facility.

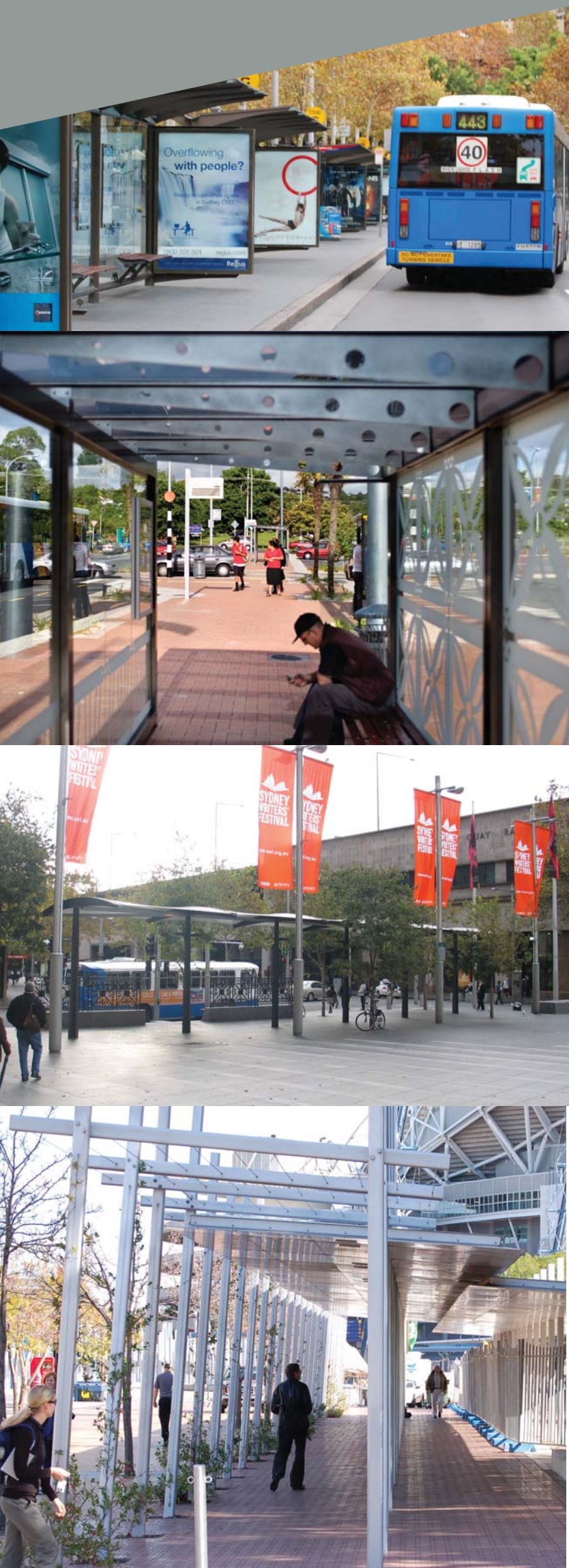
There is potential to develop smaller and interconnected parks and reserves within the residential areas in the north to further strengthen connectivity and maximise use.

The images on this panel show how open space can be used for a variety of purposes including cycleways, walkways and stormwater management.

Open Space, Parks & Cycleways



Transportation Network



Within the city-wide roading network, one of the most significant issues is the congestion currently experienced on the cross-town bridges in the morning and evening commuter peak periods. This is indicative of the current distribution of employment lands (where people work) relative to residential areas (where people live).

Ruakura offers a number of opportunities to correct this distortion of land uses:

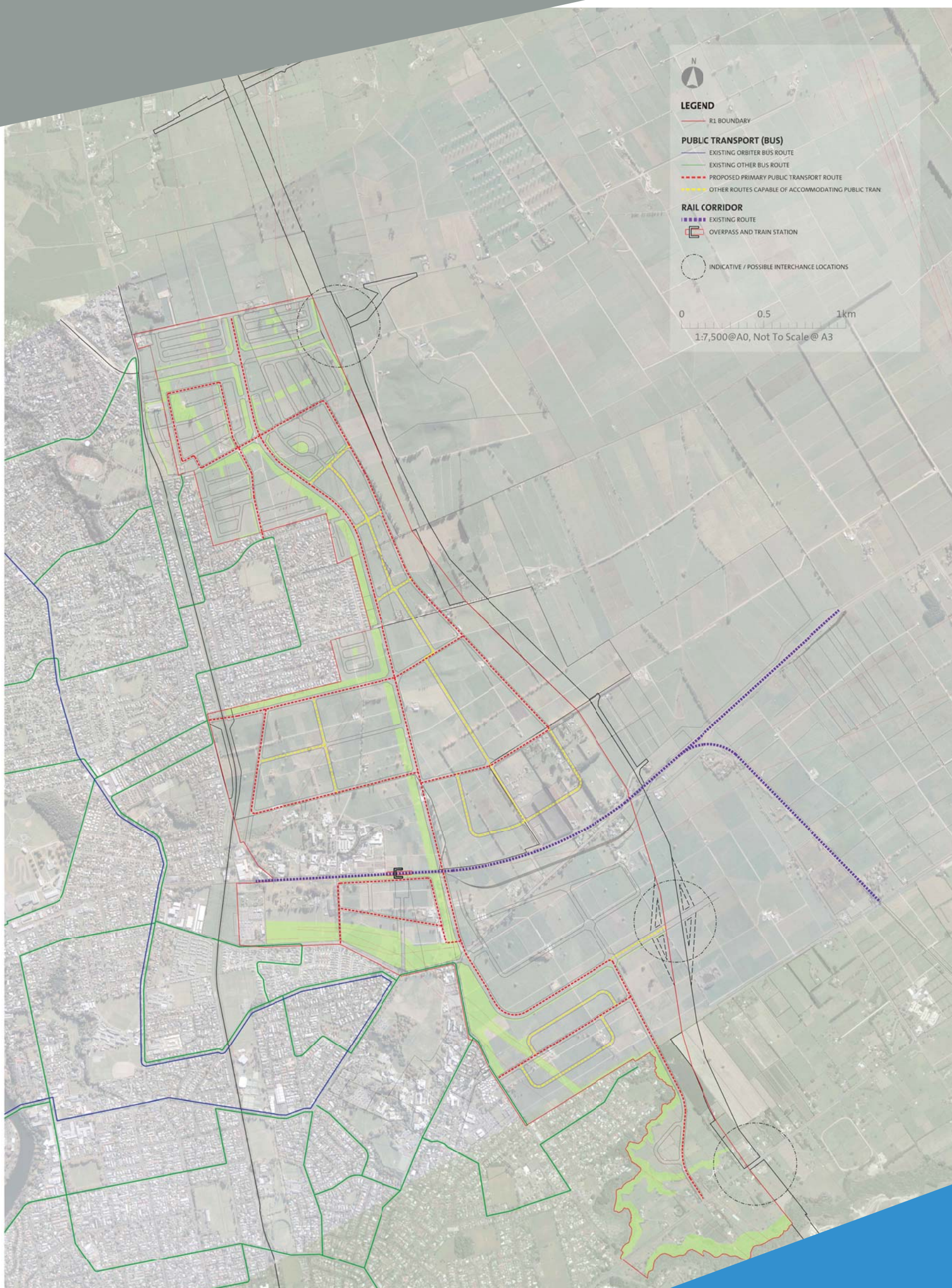
- Improving land use balance. The proposed employment land and associated town centre will provide for more self sufficiency on the eastern side of the Waikato River. It offers the opportunity for existing and future residential areas on the eastern side to be near a wide range of new employment, and supporting retail opportunities, i.e. no river crossing, particularly during peak commuter periods.
- Possible public transport (including park and ride) and opportunities for increased use of the railway line and links to the existing bus network. These would greatly strengthen and potentially maximise public transport patronage between the Ruakura Estate and the CBD and other employment areas to the west and northwest.
- A park and ride facility within Ruakura Estate could draw from other parts of eastern Hamilton and the surrounding residential areas to the east and south, as well as servicing the University of Waikato and Ag Research Campus.
- The opportunity to design internal roads with future extensions to the existing public transport network in mind, with particular emphasis on promoting public transport use for cross town journeys, given that the CBD is only 3km from Ruakura Estate.
- Transportation covers more than just roads. Development at Ruakura will integrate all modes of transport including cycleways, walkways, public transport and good connections to the Waikato Expressway.

The maps on the next two panels show how transportation networks will allow efficient movement around Ruakura and connect to adjoining areas.

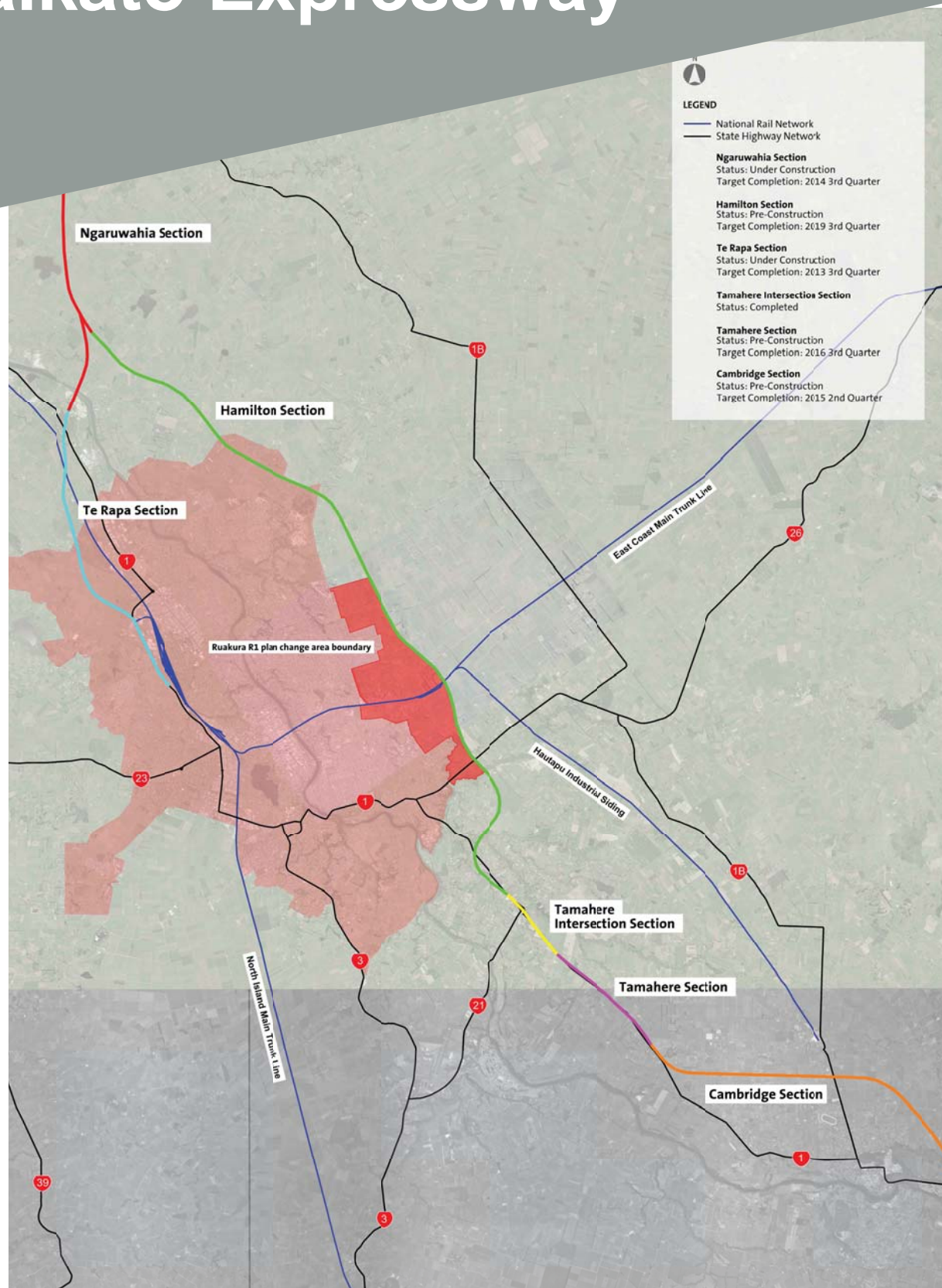
Transportation Network: Rooding Network Plan



Transportation Network: Public Transport



Transportation Network: Waikato Expressway



Efficient connection to the State Highway network is critical to the success of Ruakura and will allow the efficient movement of freight without having to travel through residential neighbourhoods. Hamilton City is working closely with the New Zealand Transport Authority (NZTA), Waikato District Council, Environment Waikato, Tainui Group Holdings Ltd and Chedworth Properties Ltd to carefully assess options for connection to the future Waikato Expressway.

NZTA will advance the Waikato Expressway under its own timing and funding programmes. However, the need to create strong connections to the State Highway network from Ruakura is recognised by all parties.

As part of that work, there is the potential for local roads to be realigned. This issue is ongoing and will be considered as part of the 'designation' (decision making) process for the Expressway.

NZTA will be consulting with residents further on this.

The images on this panel convey the current State Highway network (existing and proposed) relevant to Ruakura.

Possible Staging & Timing



Ruakura will not happen overnight. It is a long-term growth area for the City and the Region. While there is a need to provide sufficient land in a staged way so that the proposed land uses can proceed, the scale of the development means that it can realistically only occur in a staged way.

The staging of Ruakura is not yet finalised and is dependent on a significant number of issues, including the timing for the Waikato Expressway, upgrades to the existing railway network, and the extent of wastewater and water supply to service Ruakura, amongst other matters.

Hamilton City is working closely with Tainui Group Holdings to confirm a staging pattern for Ruakura. The current indicative growth of the inland port and freight area is shown above. It is envisaged that Ruakura as a whole will be completed over the next 40 to 50 years.

There will be rules and “triggers” included in the District Plan to ensure that Ruakura develops in an efficient and sustainable way.

The images on this panel depict a possible staging of the Intermodal Terminal Operation (IMT).

How will we service Ruakura?

One of the founding principles for the development of Ruakura will be to adopt the latest technology to manage stormwater carefully, re-use water where possible, integrate open space with stormwater wetlands and encourage the use of water-saving in the design of houses and commercial industrial buildings.

Water is a precious resource for the City and there is a pressing need to avoid taking further water from the river to meet the City's demands. By adopting water-saving technologies, even a reduction of 5% can result in significant savings over time.

The IMT will require its own stormwater management system. This will be developed to fully treat runoff from the inland port before it is discharged into the existing stormwater network.

The following images give an impression of our current thinking and how we might achieve these results.

Low Impact Design, Stormwater



Stormwater can be treated by using planting (reeds) to filter out contaminants effectively.



Combining stormwater treatment with public open space and landscaping.



Design of stormwater wetlands and treatment areas can provide opportunity for Wildlife and ecological enhancement.

Low Impact Design, Residential



Residential design can also incorporate a range of techniques to enhance stormwater quality, reduce water use and lessen the impact of development on the environment.

What else needs to be done?

Ruakura represents a significant opportunity and investment for the City and the Region. It is important that both the landowners and the Council can deliver the vision for these lands.

A significant amount of investigation, planning and research has been undertaken to get us this far. However, there is still a lot to be done before development can start at Ruakura. In particular, the servicing of Ruakura and the construction of new wastewater, water and roading infrastructure will need to be considered. The Council is currently developing computer models of the wastewater, stormwater and water supply for the City (known as “3 Waters”). Development at Ruakura will need to integrate with the existing 3 Waters network and minimise any impact on it.

Further discussions with NZTA, the Regional Council and all landowners will be critical to ensure that all the positive effects arising from development at Ruakura, as well as any potentially negative effects, are understood by all and taken into account.

The next few months will be spent confirming the draft proposal shown today and we will be consulting with you again when we have further refined the structure plan.

Where are we at?

we are here >

Draft Structure Plan
Targeted Consultation



April 2012 >

The Way Forward
-Discussion Document
Further Consultation



Nov 2012 >

New Proposed District Plan
Formal Statutory Process -
Invitation to provide
formal submissions

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Tell us what you think

There will be further consultation and opportunities to meet again before the structure plan for Ruakura is finalised.

However, if you have any queries, comments or concerns that you want to let Hamilton City Council know about, then there are a number of ways you can get in touch with us.

By phone: **838 6558**

Websites: **www.fastforwardhamilton.co.nz**

Facebook: **[Hamilton City Council](#)**

Email: **Fast.Forward@hcc.govt.nz**

The contacts above are available for you to take away when you leave today.

Thank you for coming. Your time is appreciated!



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