If you imagine Hamilton’s future, what would the city look and feel like? What would you want to see?

In the past, growth planning has been primarily driven by cost only. Council, through the development of collaborative city strategies, has sought input from key city leaders and partners on their aspirations for the city. This has helped broaden the debate when considering growth options from simple cost to value delivered to the wider city. This is a significant shift in thinking and a more holistic way of prioritising growth options.

The aspirations of key partners and other specialist technical information were used as the basis for an Enquiry by Design (EbD) process. This unique process brought key city planning disciplines around the same table, resolving issues as they arose and testing solutions in an integrated and dynamic manner.

The key growth issues discussed included:

- our growing population
- areas suitable for accommodating future residential growth
- supporting city infrastructure requirements
- where to develop first, why and when
- what other land uses are required e.g. business and industry
- ensuring social well-being and protecting the local environment

However this does not mean growth at any cost. We still need to consider:

- the affordability of growth options

The principles underlying the city strategies were used as a framework to guide decisions through the EbD process. This ensured consistent thinking between the growth strategy and the strategic aspirations and direction of the city.

The EbD developed a series of recommendations for forward-thinking urban growth for the community’s consideration. These options are presented in this proposed Hamilton Urban Growth Strategy.
If you imagine Hamilton’s future, what would the city look and feel like?
To accommodate them, the city will need around 36,000 more homes. We will need to provide for all kinds of accommodation choices, catering for young and old, large and small families, first home buyers and more mature occupiers, city dwellers as well as suburban households. How can we provide this choice when we are running out of room to grow?

Our existing approach to growth
Council’s existing strategy for growth is now a number of years old and has become outdated. The approach has been based on:
Structure Plans for the Rototuna, Peacocke and Rotokauri growth cells.
> These are indicative plans showing how we propose land to be used, for example how much will be for residential living, where it will be, will there be a town centre to support it and how will it connect with the bigger city.

An agreement with Waikato District Council about the areas on the Hamilton’s boundary that will come into the city to allow us room to grow.
> The agreement was developed in 2005 and was based largely on construction dates for major transportation projects such as the Hamilton bypass. It is now a number of years old and will require renegotiation given the changes to anticipated timing of key transportation projects and the changing aspirations of the partners to the agreement.

The need to manage growth
> Large scale development of the Rototuna, Peacocke and Rotokauri growth cells at once may not be possible to do without significant increases to the cost of growing and running the city.
> The way we currently develop land in the city is inefficient. With the majority of section sizes being maintained at 600-800 square metres, we are sprawling. This has impacts for the cost of travel and how we get from A to B.
> Sprawl is contributing to making land a scarce resource and therefore making it more and more unaffordable.
> With the world’s population also growing, our land is becoming more important for food production. The land surrounding Hamilton is highly productive growing soil.
> The environment has a budget too. Having enough water to meet our current needs, lots of open space to enjoy and energy for our everyday needs are elements of our lifestyle which we often take for granted. Future population growth will put increased pressure on the local environment and these key resources.
The type and quality of growth occurring in the city is often uniform and in some cases fails to blend with existing communities or is aesthetically undesirable. Knowing this, there is a strong desire within Council and the community for the city to become more proactive when it comes to urban growth and design, and to live more sustainably to minimise the impact on our future environment.

Over recent years, Hamilton’s growth has predominantly occurred in the north of the city – continuing this trend may not necessarily provide for future social or cultural needs of all our residents.

In addition to this, in recent years demand for industrial land has outstripped supply. In order to remain economically competitive, Hamilton needs to be able to attract new businesses and in particular have room to accommodate businesses that build on our comparative advantages.

**WE NEED TO CHALLENGE THE CURRENT APPROACH TO CITY GROWTH AND DETERMINE THE BEST FUTURE FOR HAMILTON AS A WHOLE.**

**OUR NEW WAY OF THINKING NEEDS TO ENABLE:**

- forward-thinking infrastructure development within the limitations of available budgets
- enhancement of social, cultural and environmental values
- a strengthening of our unique identity, in particular, making better and more creative connections with the Waikato River
- greater options for industrial and commercial land use including retail space
- a range of lifestyle choices and living environments and better quality urban design, and
- getting from A to B easily and safely
Since the 2006-16 Long-Term Plan, Council has been working with key partners to develop a suite of eight city strategies.

Achieving a shared outcome

These strategy documents are guiding a collaborative approach for achieving shared outcomes for Hamilton and are geared to deliver tangible on-the-ground results through a series of high profile projects and programmes. In doing so, the strategies will contribute to progressing Hamilton’s community outcomes.

Strategies already developed or under development include the Environmental Sustainability, Social Well-being, Economic Development, Access Hamilton, CityScope and Creativity and Identity strategies.

Significant consideration has been given to how key principles from each of these strategies will inform and enhance the way the city grows - we are not starting from a ‘blank page’ for city growth. The key to going forward will be ensuring alignment between our urban growth decisions and these strategic aspirations. The Hamilton Urban Growth Strategy will be the blueprint to deliver co-ordinated sustainable growth in Hamilton.

Strategy directions and linkages to critical urban growth issues
> Wherever viable we should ‘mend before we extend’, first strengthening our existing communities and workplaces in order to maximise benefits and efficiencies from amenities, public services and infrastructure. Areas of expansion should deliver diverse and wholesome settings for new communities, seamlessly connected with the city.

Kobus Mentz  
(urban designer and enquiry by design facilitator)
Hamilton is a thriving city and increasing numbers of people want to live here. Recent numbers and projections emphasise that we will be stretched to provide space for them to live, work and play. The concept of mending is essentially making the most of what we have.

**Improving the quality of the current living environment of the city**

This should be the first priority. There is a general acceptance that many developments occurring in our established neighbourhoods do not deliver the outcomes the community expects. They don’t tend to blend appropriately or enhance the aesthetic. We recognise a greater focus needs to be given to working with the development community to lift the standard of more compact living environments in regenerating parts of the city. Much of this work will occur through the comprehensive review of Hamilton’s District Plan and the City Development Manual commencing mid-2009.

**Developing the land we have available in existing parts of the city more efficiently**

Current development section sizes are a consistent 600-800 square metres. This has impacts for the cost of travel and how we get from A to B and pushes up the cost of land. By providing a range of section sizes, including options for those wanting smaller sections and more compact living environments such as townhouses and city apartments as well as our traditional “quarter acre” lots, we will increase the capacity of the city to accommodate more of our growing population while providing more choice. This will allow us to proactively limit sprawl and our city’s urban footprint.
The concept of mending is essentially making the most of what we have
Our family size and structure is changing rapidly. We need to acknowledge this and respond by providing for more diverse range of needs - all kinds of accommodation choices, catering for young and old, large and small families, first home buyers and more mature occupiers, city dwellers as well as suburban households.

More compact living environments in parts of the city create better numbers of users and therefore help to support the efficient operation of public transport. In such cases, services are more likely to cover their own costs and not require significant public subsidy. In addition, other transport modes such as walking and cycling become less attractive if local activities are further away from people’s homes. This issue is particularly important for local neighbourhood shopping nodes and schools.

We recognise that market factors will continue to influence development trends into the future irrespective of Council intervention. However, market demand is also rapidly changing. Hamilton now has choices and can be selective. We need to be asking ‘is it good enough for Hamilton?’

Growth proposition 1:
Over the next 10-20 years, approximately 50% of Hamilton’s new dwellings will be increasingly provided through regeneration of existing parts of the city. It is recognised that this will not be appropriate for all areas. Therefore this regeneration will focus in and around key nodes including the CityHeart, transport hubs, town centres and areas of high public amenity such as parks and the river.
Highlighted areas: places where regeneration may be considered as part of Proposition 1
As only up to 50% of the projected growth can be accommodated in existing areas of the city, the reality is that there will still be a continuing need to provide Greenfield options for growth. While statisticians can estimate when the growth will occur, they can’t determine where. Distinct greenfield opportunities exist for residential development in the Rototuna, Peacocke and Rotokauri areas; all being within the current Hamilton city boundary. These areas have structure plans that provide for a range of activities and land uses and are designed to ensure development is undertaken in a managed way and provide good urban design outcomes. We don’t need to develop any major new greenfield areas until around 2023. Why?

Firstly, due to our ability to absorb up to 50% of the projected growth in the existing city. This is starting to occur on a modest scale already.

Secondly due to development already committed to in the remainder of Rototuna, and some early development commitments in Peacocke and Rotokauri. These commitments will not change.

Extending in the shorter term

Rototuna is the current primary growth area for residential growth. There is still a number of years’ capacity existing within this area. Depending on market uptake, we anticipate that growth will continue in this area and if land continues to be developed as it is currently, it won’t reach capacity for another 10 years. We know that the developments already consented in this area will meet supply for the next 3-4 years. Beyond this supply, there is approximately 220 hectares of land remaining in the Rototuna area for residential development. If more choice in living environments were available, for instance, more townhouse developments in key areas such as town centres or around parks and open spaces, then it is anticipated that the area could last longer – until approximately 2023.

There is a current and restated commitment to undertake Stage 1 of the Rotokauri area:

- approximately 900 dwellings
- around 70 hectares of industrial and employment land
- a modest town centre and some community facilities
- some parks and reserves

We can’t develop beyond Stage 1 until the Te Rapa Bypass is constructed (anticipated to occur in 2016). This is a significant constraint.

In addition, there is a current and restated commitment to undertake Stage 1 of the Peacocke area. This is approximately 500 dwellings in the vicinity of Dixon Road. Growth proposition 2:

The commitments to developing the remainder of Rototuna and Stage 1 of both Peacocke and Rotokauri will not change. The development of Rototuna and Stage 1 of both Peacocke and Rotokauri will include greater choice in living environments, for instance, more compact type developments in key areas such as town centres or around parks and open spaces.
Beyond 2023 - Extending in the longer term

In the longer term, two greenfield opportunities exist for residential development – the balance of the Peacocke and Rotokauri areas. Both of these areas have had structure plans developed to ensure development is undertaken in a managed way and provide good urban design outcomes.

It is recognised that growth will occur in both Peacocke and Rotokauri in the future, and that both areas can provide sustainable development options. Because of this, the prioritisation of which gets developed first needs to be made on their comparative strengths and what outcomes are seen to be more beneficial in this timeframe.

What does Rotokauri offer?
> Good access to the employment in the ‘Te Rapa’ belt (includes the industrial land yet to be developed) See map on page 14
> Waiwhakareke Natural Heritage Park provides high amenity and public space
> Adequate flat areas to provide sporting grounds and recreational opportunities including well planned cycling and walking networks.
> May offer opportunities to ‘lift’ significant socio-economic challenges in surrounding suburbs
> Planning currently reflects requirements for environmentally sensitive development
> Strong opportunities for dedicated public transport infrastructure and services
> State highway network in the north of the city is well advanced
> Close to existing wastewater infrastructure
> Approximately 380 hectares of land available for residential development (beyond Stage I)

But...
> Provides only secondary support for a vibrant CityHeart (residential development in Rotokauri likely to sustain northern big box retail)
> No physical opportunities to make connections with the Waikato River
> Distance from key community facilities such as the university, hospital and airport
> Additional stormwater treatment required to protect water quality in lakes

What does Peacocke offer?
> Good access to employment in the CityHeart, hospital, Ruakura innovation precinct, university and airport. See map on page 14
> Proximity to the Waikato River provides high amenity value and options for superior public space including access to Hamilton Gardens via a new river crossing as well as the potential extension of Hamilton Gardens across the river
> Access to extensive gully system which provides interesting recreation spaces and enjoyable walking and cycling networks.
> May offer opportunities to refresh investment and living environments in the south of the city
> Detailed planning will be undertaken to reflect requirements for environmentally sensitive development
> Standard range of opportunities for dedicated public transport infrastructure and services
> Planned arterial road network (connection to the Eastern Arterial ring road via a new bridge) has significant benefits
> Proximity to CityHeart and hospital provides opportunities for walking and cycling to work (via safe and pleasant off road routes)
> Approximately 580 hectares of land available for residential development (beyond Stage I)

But...
> Rolling topography may require specific urban design and architectural solutions to make best use of sites
> Distance to existing wastewater treatment plant will require significant piping (or an alternative solution)
> Planning of road network, particularly state highway links, less advanced
> Better community outcomes are likely to cost more and will require higher upfront costs

Growth proposition 3:
To prioritise the residential growth area of Peacocke in the longer term (beyond 2023)
Financial implications of ‘extending’

Strategic cost assessments have been undertaken on developing the remainder of the Peacocke and Rotokauri areas. These high level assessments focused on estimated cost relativities of the two growth options and the impact on rates, development contributions and debt.

Development costs include capital expenditure for the development of water, wastewater and stormwater networks to adequately service the areas, land acquisition, arterial roading and other transport networks and the provision of public open spaces such as parks and reserves.

**Indicative costs to develop the area** (inflation adjusted across the period of development 2019-2043)

<table>
<thead>
<tr>
<th></th>
<th>Rotokauri</th>
<th>Peacocke</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Cost*</td>
<td>$250-$300m</td>
<td>$450-$550m</td>
</tr>
<tr>
<td>Approx. usable residential land area</td>
<td>380 Ha</td>
<td>580 Ha</td>
</tr>
<tr>
<td>Average cost per dwelling</td>
<td>$41-$49k</td>
<td>$47-$58k</td>
</tr>
<tr>
<td>Total Cost Funded by:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Development Contributions (loans)</td>
<td>$200-$250m</td>
<td>$300-$350m</td>
</tr>
<tr>
<td>Rates (loans)</td>
<td>$25-$50m</td>
<td>$150-$200m</td>
</tr>
</tbody>
</table>

* These are estimates based on current information. Under both scenarios there are a number of variables influencing costs such as land acquisition costs, transport subsidies, design considerations, construction costs, sequencing, timing of works and inflation.

The cost difference in the assessments varied the most in the area of transportation. Transport network costs are lower in Rotokauri because many arterial roads will have already been constructed in Stage 1 as part of the commitment to employment and industrial land development - additional growth could therefore leverage off this. The transport network costs are higher in the Peacocke area due to the bridge and arterial roads needed to access the area from early in the development. The development costs for the Peacocke area are also larger because it is a bigger area of land. Remember development here would be all new.

There are a lot of dollars involved in both options and both areas require Council to spend in advance of sections being available for sale (and rateable). These costs will be funded by loans and serviced by a mixture of rates and development contributions. The Peacocke area has a higher level of upfront cost to open it up for further development.

The upfront costs to open each growth cell and the rates subsidy is summarised as follows:

<table>
<thead>
<tr>
<th></th>
<th>Rotokauri</th>
<th>Peacocke</th>
</tr>
</thead>
<tbody>
<tr>
<td>When Council will need to start spending on infrastructure (to enable sections to be available for sale from 2023/24)</td>
<td>2018/19</td>
<td>2018/19</td>
</tr>
<tr>
<td>Total cost of this initial development (prior to 2023/24)</td>
<td>$50m</td>
<td>$110m</td>
</tr>
<tr>
<td>Loans funded by:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Development Contributions Rates</td>
<td>$25m</td>
<td>$60m</td>
</tr>
<tr>
<td>Rates</td>
<td>$25m</td>
<td>$50m</td>
</tr>
<tr>
<td>Total city rates subsidy of development costs</td>
<td>$8m</td>
<td>$18m</td>
</tr>
<tr>
<td>Estimated impact on existing ratepayers</td>
<td>Average $20/year/property</td>
<td>Average $30/year/property</td>
</tr>
<tr>
<td>Rates subsidy finishes (rating growth from new growth area now exceeds rate funded loan costs).*</td>
<td>2024/25</td>
<td>2027/28</td>
</tr>
</tbody>
</table>

* Annual rating growth has been estimated using the same level of average residential rates for each growth cell, based on the predicted growth model from 2023/24. Possible differences in property values between the two cells which would impact rating growth can not currently be estimated.

What does this mean for ratepayers?
Existing ratepayers in the city will have to cover the costs of the development of Rotokauri until 2025 or until 2028 for development of Peacocke. It is anticipated that the rates subsidy for Hamilton ratepayers would range anywhere from $5 - $70 per year (average of $30) for Peacocke, compared to anywhere from $5 - $30 per year (average $20) for Rotokauri.

However, the two options are similar in terms of impact on development contributions paid by the city's developers. Why is this? Peacocke is a bigger area and provides a larger number of dwellings over which to spread the costs.

<table>
<thead>
<tr>
<th></th>
<th>Rotokauri</th>
<th>Peacocke</th>
</tr>
</thead>
<tbody>
<tr>
<td>Likely range of development contribution charges based on current policy methodology (these are the predicted levies at 2023)</td>
<td>$52-$72k</td>
<td>$53-$73k</td>
</tr>
</tbody>
</table>

Both cells have a level of financial risk arising from the big investment needed and the fact that construction of infrastructure will need to precede development. This is more so for the Peacocke area due to the requirement for the bridge to be built early in the development.
Hamilton is planning for future growth by developing new business zones across the city. Employment uses are sensitive to location so Hamilton will be developing concepts for these areas to encourage the clustering of related businesses.

There is a current and restated commitment to undertake Stage 1 of the Rotokauri area which includes around 70 hectares of industrial and employment land. The existing business profile and locational advantages tell us that the Rotokauri area is ideally suited to accommodate service trades, light industry, manufacturing and a general business precinct. Beyond Stage 1 a further stage of industrial and employment land will also be made available. This is largely an extension of land uses anticipated in Stage 1.

Where are the other opportunities?
Hamilton is the urban centre of one of the world’s leading agricultural and pastoral regions. It is also New Zealand’s leading centre for the research, development and commercialisation of ag-bio and agri-technologies. This includes a host of related internationally competitive food, manufacturing and engineering companies that are already clustered here.

To build on these strengths, we are proposing to develop an innovation and employment precinct in the Ruakura area of the city, specialising in research, innovation and high-technology businesses. This will see the integration of the future development of Waikato Innovation Park and complementary industrial development in the area, with the research facilities at the Ruakura Research Centre and the University of Waikato.

In order to achieve this, Ruakura will need to become part of the city. It currently sits in the Waikato District. The transfer of Ruakura into the city was agreed several years ago and was timed to coincide with the development of the Hamilton bypass section of the Waikato Expressway. We can’t afford to wait that long if we want to maintain Hamilton’s competitive advantages and secure these leading innovation and high-tech businesses in the city.

We want to begin development in this area from 2016 starting by actively developing the area around the existing Innovation Park. The goal is to create a leading science and high technology business precinct, one able to support the city’s long-term capability in the food, ag-bio and agri-tech sectors as well as attracting further related high-tech businesses to the city.

Beyond the dedicated Innovation Precinct in Ruakura the remainder of land between the current urban boundary and the future Waikato Expressway is well suited to provide additional more general and non-specific employment generating land.

Having a number of alternative employment locations across the city creates efficiencies in our transport networks and allows for the property market to operate more efficiently. Rotokauri employment development continues the growth of jobs to the west of the city, whilst development in the east provides employment close to where the majority of residential growth is occurring, lessening the need to travel across the river and the city.

Hamilton will also continue to develop our existing employment nodes. These important centres for employment, such as the CityHeart, Te Rapa and Avalon Drive will have continued importance in the future. The city’s development into Rotokauri and Ruakura are about bringing forward large areas of dedicated employment land beyond these nodes.

Growth proposition 4:
To enable the development of a high technology, innovation precinct in Ruakura - beginning development from around 2016 in the area around the existing Innovation Park and subsequently releasing additional land for more general employment needs.
To build on our strengths, we are proposing to develop an innovation precinct in the Ruakura area of the city, specialising in research, innovation and high-technology businesses.
A combined project between five councils (Hamilton, Waikato, Waipa and Matamata Piako Districts and Environment Waikato) Tangata Whenua and the New Zealand Transport Agency, FutureProof deals with the challenges and impacts of growth facing the sub-region. There are complex issues around future urban and rural land use, natural and cultural resources, roads and other infrastructure that need to be addressed if community well-being of the area is to be sustained in the long-term.

It is difficult for each partner council to do this on their own because the effects of many of their decisions cross territorial boundaries. Hamilton, Waipa, Waikato, and Matamata Piako districts and Environment Waikato have therefore committed to undertaking this together and have agreed to have an approved strategy completed by 30 June 2009.

You have the opportunity to contribute to their thinking. As a Hamilton resident, how do you think growth should be managed in this sub-region? To help you think this through, Future Proof has developed three general directions or scenarios that try to imagine what the future might look like. Looking forward to 2060, the possible 3 scenarios for the sub-region are:

**Scenario One: Business as Usual**
What would the future look like if we continue to do things much as we do today? This scenario responds to growth trends as they emerge. It provides as wide a choice in living environments as possible. It anticipates continued high car dependence and housing densities typically around 10 houses per hectare with limited intensification through infill in existing residential areas. The population is growing and urban areas are expanding. After 50 years and at current densities around 6,000 hectares of land will be required for urban development in Hamilton and surrounding towns (that’s 10 Cambridges).

**Scenario Two: Compact Settlement**
This scenario takes a long-term view and tries to anticipate what future needs may be. We know things are changing: the population is ageing, fuel costs are rising, houses are becoming less affordable, people are concerned about the global effects of human activity. Having a more compact city and prudent management of rural resources are currently seen as major steps towards a sustainable future, using less land and making transport more efficient. The protection of biodiversity and natural resources is a fundamental approach.
The scenario includes increasing the density of residential development in suitable locations, and would reduce the spread of the city and surrounding towns to around 4,000 hectares (that’s six Cambridges). Average densities would be around 15 houses per hectare in the suburbs (a mix of large and smaller section sizes), with greater redevelopment of existing urban areas to provide for intensification. Reduced car dependence, with walking, cycling and public transport as key alternatives, is another key aspect of this scenario.

**Scenario Three: Concentrated Settlement**

Urban development would be contained within tightly defined urban limits, with strong emphasis on redevelopment of existing urban areas. The scenario anticipates significant focus on protection and enhancement of biodiversity. There is a need to consider a balance between intensification and the provision of lifestyle choice. With significant intensification occurring within Hamilton to accommodate the projected growth in population, there is reduced growth in smaller settlements. Rural towns grow with an emphasis on maintaining their character.

With an average of 25 dwellings per hectare for greenfields development, and up to 40 percent of all development occurring as residential intensification, land needs reduce to 2,000 hectares to accommodate future growth (that’s 3 Cambridges).

This is a separate consultation process. To fill in a submission form online please go to [www.futureproof.org.nz](http://www.futureproof.org.nz).

Strategic plan options for community consideration will be released for consultation later this year with a final strategy draft out for public consultation in early 2009.

Relationship between the FutureProof Growth Strategy and the Hamilton Urban Growth Strategy
Hearings will be held on the 8th, 9th and depending on demand 10th December 2008. Based on public feedback, the Hamilton Urban Growth Strategy will then be finalised and adopted and will be used to inform the development of Council’s Long Term Plan 2009-19 and will form the basis of a comprehensive review to Hamilton’s District Plan. The final Strategy will also be fed into the longer term thinking for the sub-region through FutureProof and the review of the Regional Policy Statement.

Want more information? Council will be holding an information presentation on proposed Hamilton Urban Growth Strategy. Check out www.hamilton.co.nz/urbangrowth for date and venue details. Staff will be available at this event to discuss any aspects of the proposed strategy and will also be able to provide information on how to make a submission.

The ‘Technical background document for the Hamilton Urban Growth Strategy’ is also available on request. The report outlines the findings from the Enquiry by Design process undertaken by Council in March 2008. The key issues for this document formed the basis of this Strategy.
HAMILTON'S PROPOSED URBAN GROWTH STRATEGY IS OPEN FOR PUBLIC SUBMISSIONS BETWEEN THURSDAY 16TH OCTOBER AND MONDAY 17TH NOVEMBER 2008. THIS IS YOUR OPPORTUNITY TO HAVE YOUR SAY AND MAKE A DIFFERENCE IN SHAPING WHERE AND HOW THE CITY GROWS.

Submissions must be received by 4.00pm on Monday 17th November 2008
> Post: Freepost 11, Strategy & Research, Hamilton City Council, Private Bag 3010, Hamilton
> Deliver to: 2nd Floor, Hamilton City Council
> Fax: 07 838 6464
> Submit an on-line form: www.hamilton.co.nz/urbangrowth

**submission form**

Name: 

Organisation (if applicable) 

Address: 

Phone: (day) (evening) 

Email: 

NB: Submissions to the proposed Hamilton Urban Growth Strategy are public. Your submission will only be used for reports on the Hamilton Urban Growth Strategy, which are made available to the public and media.

**IMPORTANT:**
Do you wish to speak about your submission at a Council hearing? Yes □ No □

**Growth proposition 1:**
Over the next 10-20 years, approximately 50% of Hamilton's new dwellings will be increasingly provided through regeneration of existing parts of the city. It is recognised that this will not be appropriate for all areas. Therefore this regeneration will focus in and around key nodes including the CityHeart, transport hubs, town centres and areas of high public amenity such as parks and the river.

Do you generally support growth proposition 1? Yes □ No □

Please make any general comments here 

**Growth proposition 2:**
The commitments to developing the remainder of Rototuna and Stage 1 of both Peacocke and Rotokauri will not change. The development of Rototuna and Stage 1 of both Peacocke and Rotokauri will include greater choice in living environments, for instance, more compact type developments in key areas such as town centres or around parks and open spaces.

Do you generally support growth proposition 2? Yes □ No □

Please make any general comments here
Growth proposition 3:
To prioritise the residential growth area of Peacocke in the longer term (beyond 2023).

Council proposes to prioritise the development of the Peacocke area, do you agree?
I support the Peacocke area being developed first □
I support the Rotokauri area being developed first □

Please make any general comments here

Growth proposition 4:
To enable the development of a high technology, innovation precinct in Ruakura - beginning development from around 2016 in the area around the existing Innovation Park and subsequently releasing additional land for more general employment needs.

Do you generally support growth proposition 4?  Yes □ No □

Please make any general comments here

We’d like to hear if you have any comments related to the strategy’s key theme areas:

Mend

Extend
In the shorter term (next 15 years) and beyond 2023

Ruakura

Please attach more paper if necessary. If you don’t wish to use this form, please ensure that you include the same information.
Hamilton Urban Growth Strategy A compact and sustainable city