

HAMILTON- WAIKATO METROPOLITAN SPATIAL PLAN

100 YEARS AGO, WE COULDN'T
HAVE IMAGINED WHAT OUR
REGION WOULD BECOME.

NOW WE HAVE THE CHANCE TO LOOK
TO OUR FUTURE.



Future Proof
Te Tau TToki

WHO ARE WE?

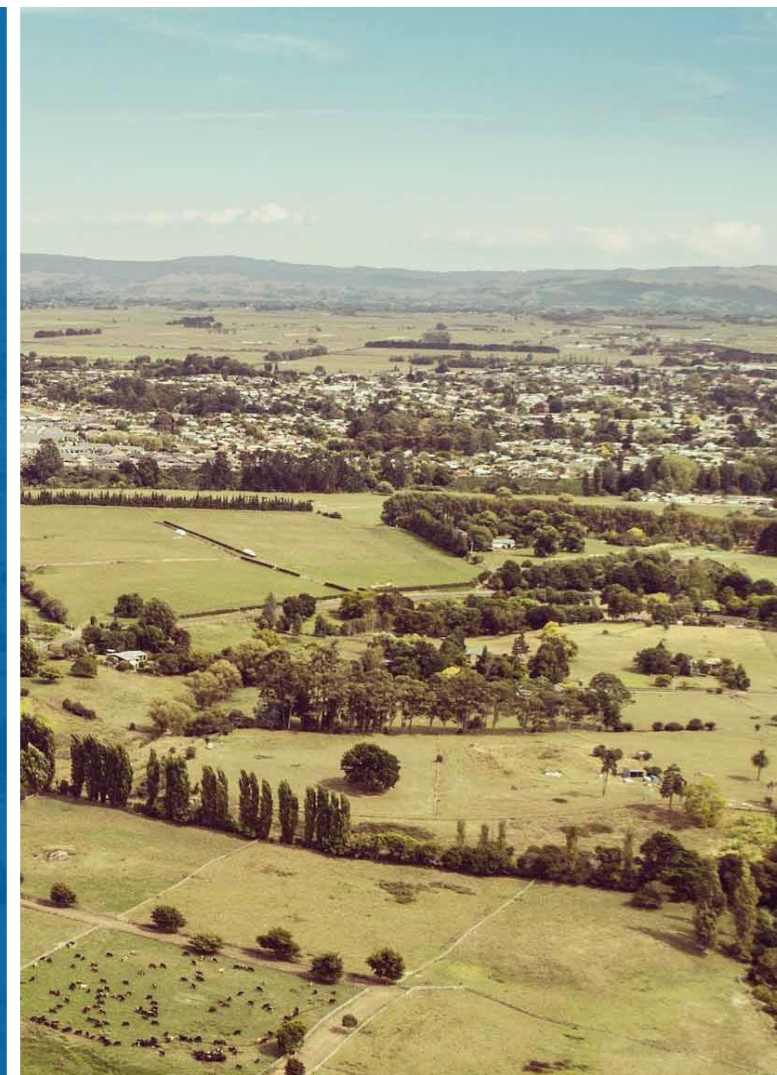
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WHAT WE'RE TALKING ABOUT TODAY

- National and Urban Growth Agenda context.
- Why Spatial Plan?
- Hamilton Waikato Metropolitan Spatial Plan
- Key opportunities and benefits of the MSP.
- Spatial Planning Approach
- What are the long term implications for spatial planning in NZ

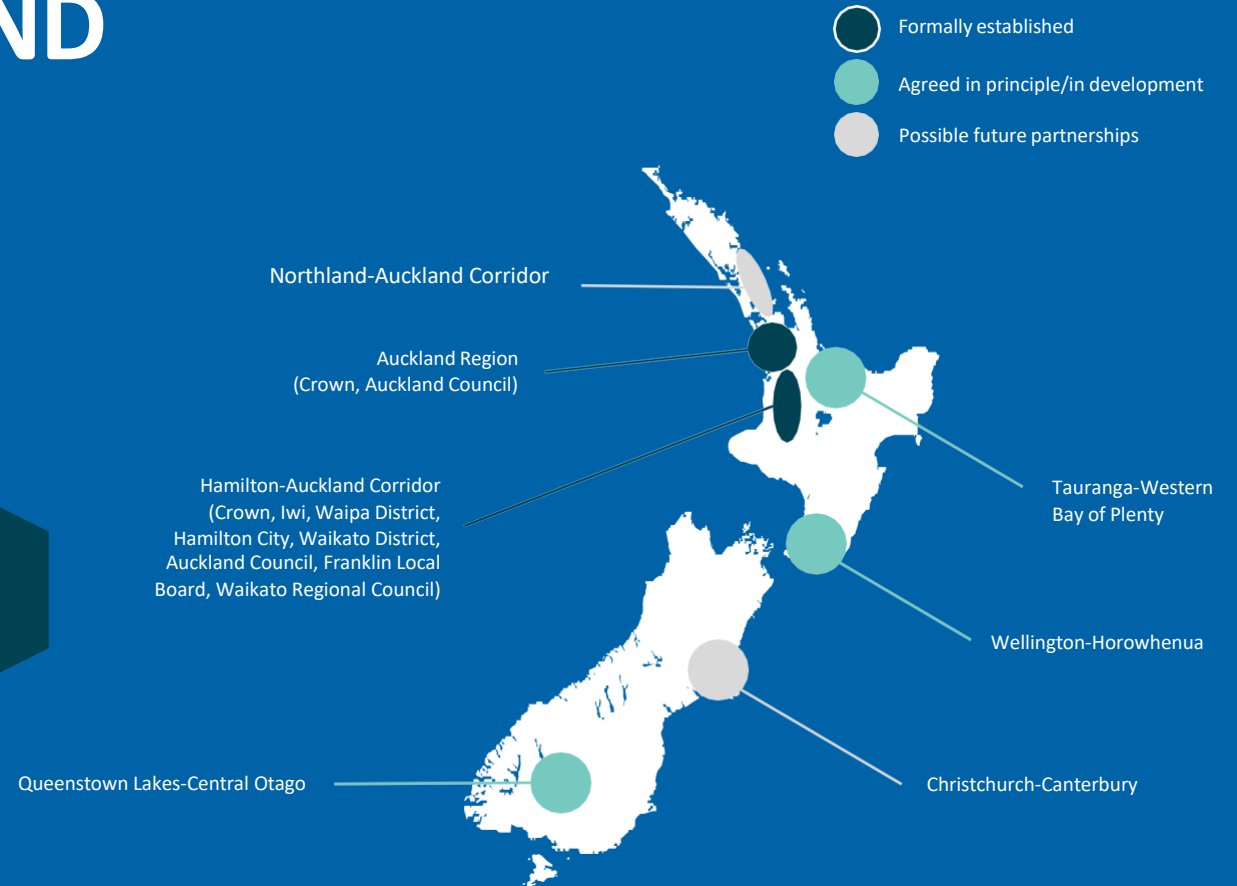
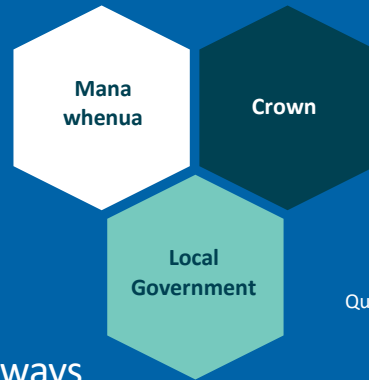


THE CURRENT, PLANNED AND POSSIBLE FUTURE URBAN GROWTH PARTNERSHIPS

Urban Growth Partnerships

Each partnership has three core components or deliverables:

1. An enduring growth management partnership structure.
2. A joint spatial plan which outlines how and where the region will grow over 50+ years.
3. A 'rolling' urban growth programme of key transformational initiatives that require new ways of working together.



CRITICAL FEATURES OF THE UGA SPATIAL PLANS

1. To protect what we value most.
2. To achieve the required transformational change.
3. To successfully grow well-structured and cost-effective areas.
4. To enable competitive land markets.
5. To successfully manage future growth at the required pace and scale.



KEY PRINCIPLES:

Transit-orientated development only

In the four emerging spatial plans future employment and housing at *scale* – and key tertiary facilities and other high trip generating activities – are located on significantly enhanced rapid and/or frequent public transport ‘spines’.

Fully integrated planning

The plans spatially integrate all planned or envisioned large-scale housing, business land, transport, open space and tertiary (or large trip-generating) facility developments.



HAMILTON-WAIKATO METROPOLITAN SPATIAL PLAN (MSP)

If 500,000 people lived in the metro area in 100-years; what would that look like? Where would they live? How would they get around?

What is it?

- 100-year vision and spatial framework.
- 30-year plan for priority development areas and investment.
- Integrated land use and transport strategy.
- First spatial plan for this area jointly developed with the Crown (other than Waka Kotahi NZ Transport Agency and the DHB), four councils and iwi.



New Zealand Government

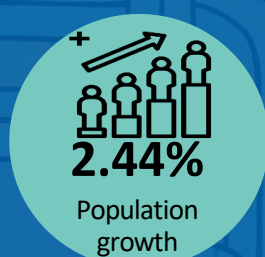
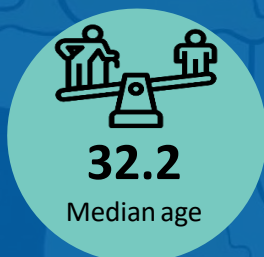
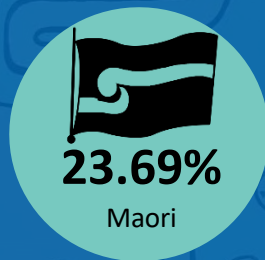
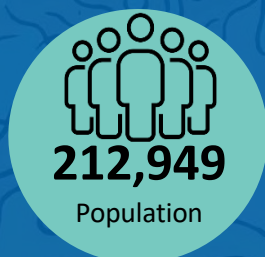
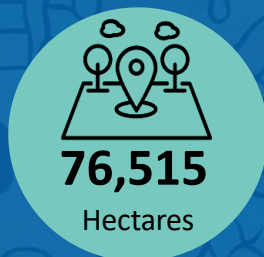
KEY CHALLENGES

- Third least affordable housing market in New Zealand.
- **Infrastructure is limiting future land supply capacity.**
- Highest private vehicle dependency and poor safety outcomes for cyclists and pedestrians.
- **The economy is underperforming with lagging GDP per capita growth, high income disparities and low labour productivity levels.**
- The Waikato River is significantly degraded and valued ecological resources are being depleted.

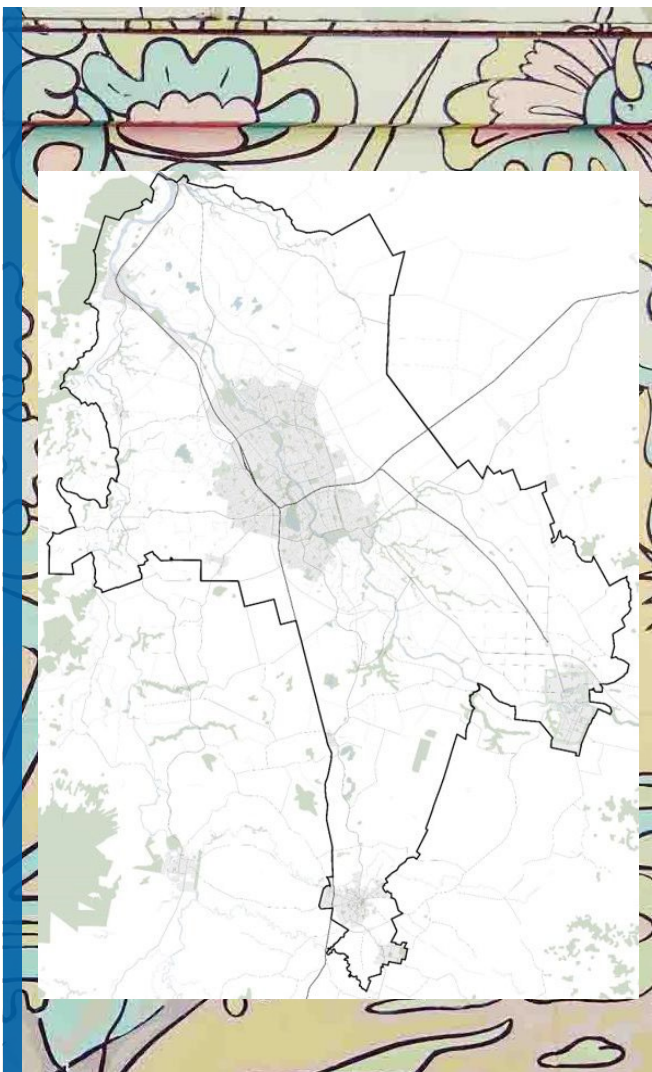
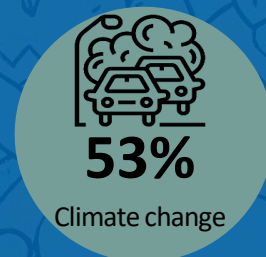
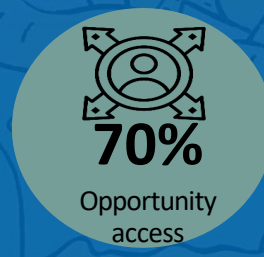
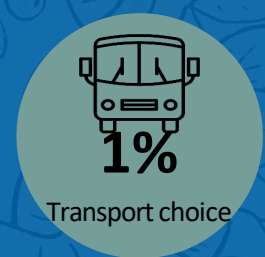
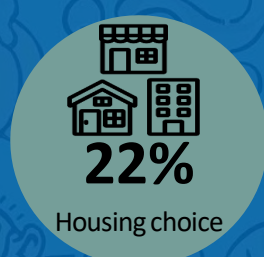


THE METROPOLITAN AREA

Urban growth context



Growth management performance



VISION AND TRANSFORMATIONAL MOVES

Vision: Creating one of the most liveable places in New Zealand

Waikato River

Connecting the Waikato River and the metro area to the heart of a blue-green network supporting environmental and recreational use and creating a sense of place.

Radical transport shift

Establishing a multi-modal transport network as a core spatial feature and facilitating a radical shift to public transport.

Vibrant metro core and lively metropolitan areas

Growing Hamilton central city area as the most important civic, administrative, and commercial centre in the metro area, alongside lively metropolitan centres.

Economic corridor

Establishing a strong and productive economic corridor that links employment areas between Ruakura, Hamilton central and north to Horotiu.

Iwi aspirations

Enhancing the environmental health and wellbeing of the Waikato River while supporting iwi embrace social and economic opportunities within the metro area.

Communities and neighbourhoods

Enabling the co-existence of our natural and built environment to Increase housing affordability and housing choice to meet the needs of growing and changing communities

SPATIAL PLANNING APPROACH



Waahi toituu



Strategic transport corridors



Centres



Three waters,
community and
other infrastructure



Rural areas



Blue-green network



Public transport



Growing jobs and an
economic corridor



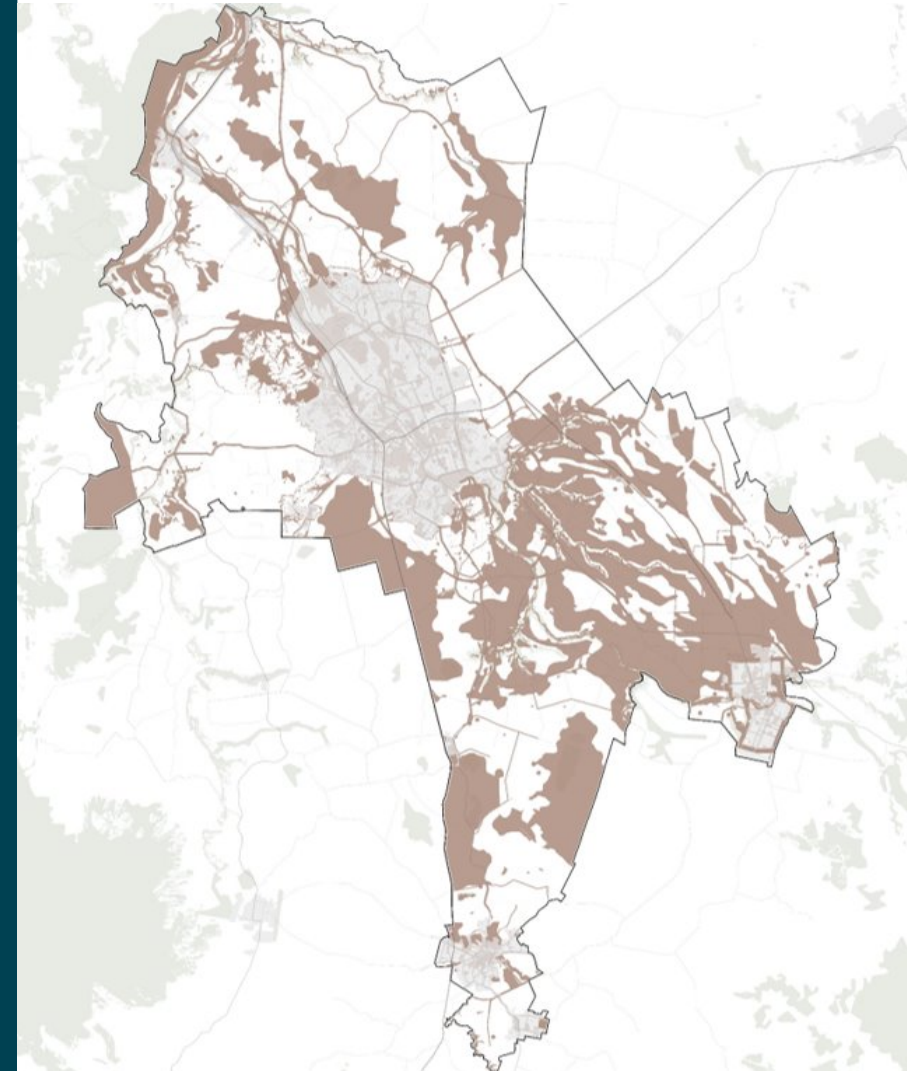
Current and future
urban areas

WAAHI TOITUU

To ensure we protect what we value most we should avoid or mitigate any future development on these areas.

Spatial planning direction

- The location and nature of waahi toituu areas will influence the location of future growth areas.
- New development will be directed away from constraints, avoiding hazards and risks now and in the future.
- Growth will be managed so that waahi toituu areas are safeguarded and their values enhanced.

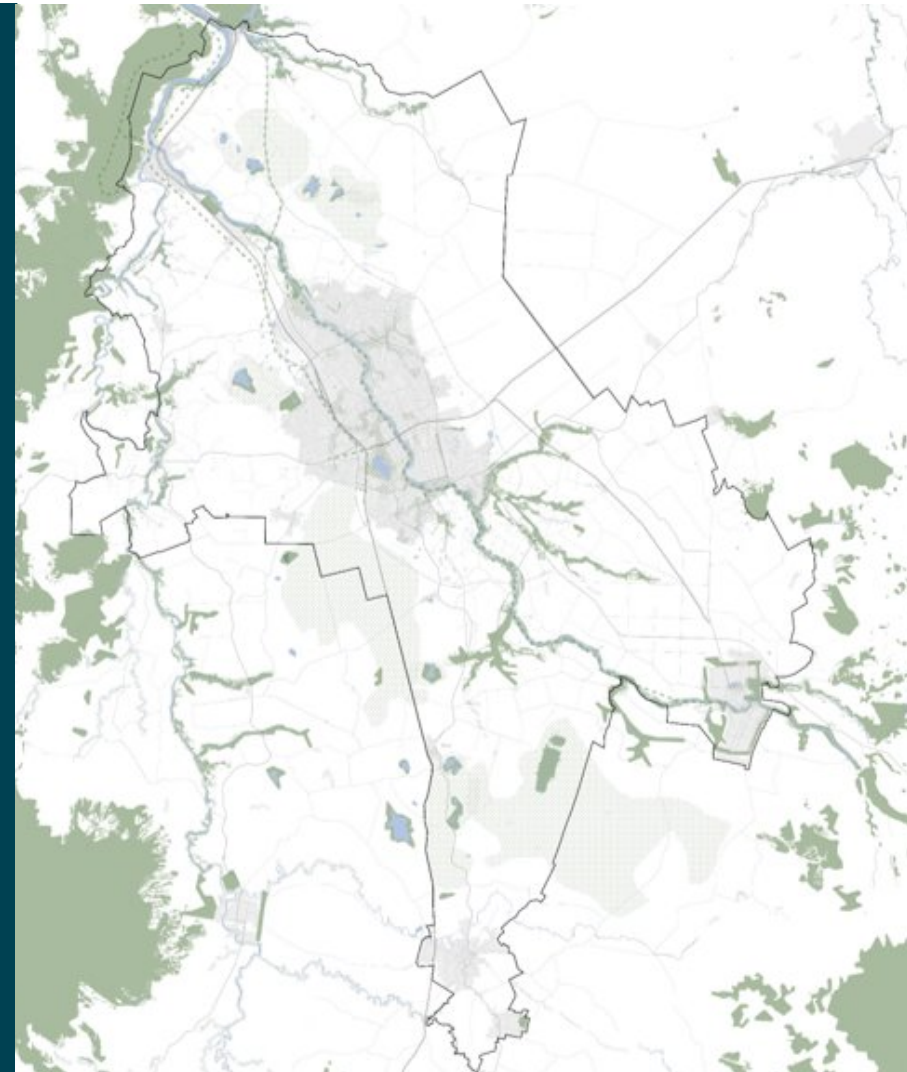


WAIKATO RIVER AND THE BLUE-GREEN NETWORK

Identifying areas and corridors that may be required over the longer term as growth occurs.

Spatial planning direction

- Buffering waterways with a riparian zone will improve water quality, protect banks and improve biodiversity.
- Further restoration of the peat lakes, their catchments and areas of peat dome will facilitate the establishment and enhancement of wetland ecosystems.
- A network of green space will improve the quality and quantity of public space. Green walking and cycling links through the city will improve connectivity and encourage mode shift and active transport use.
- New or redeveloped urban areas will benefit from increased tree canopy and increases in green connections.

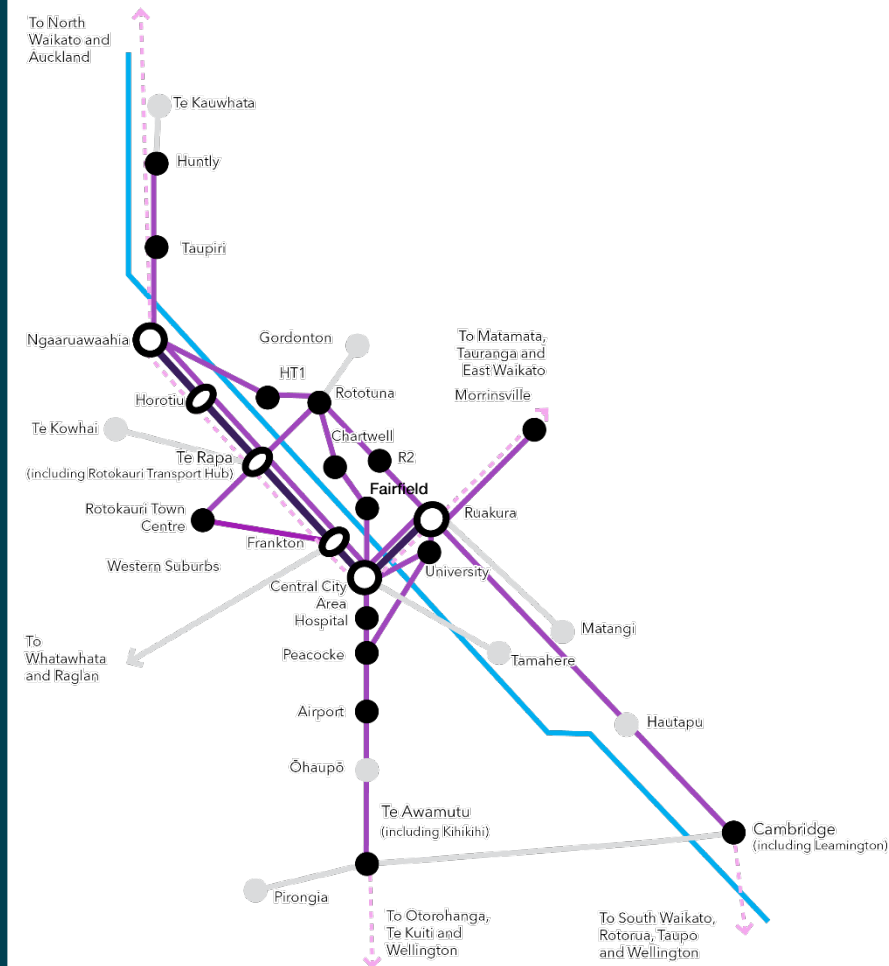


PUBLIC TRANSPORT

Protect corridors and sites that may be required over the longer term as and when growth occurs.

Spatial planning direction

- Reduces the need for more roads and parking spaces, creating space for quality public realm.
- The rapid and frequent networks will expand the reach of high-quality public transport.
- Mode-shift will have positive impacts on the environment and wellbeing of residents.
- An integrated public transport network increases daily levels of physical activity, improving the overall health of the community.

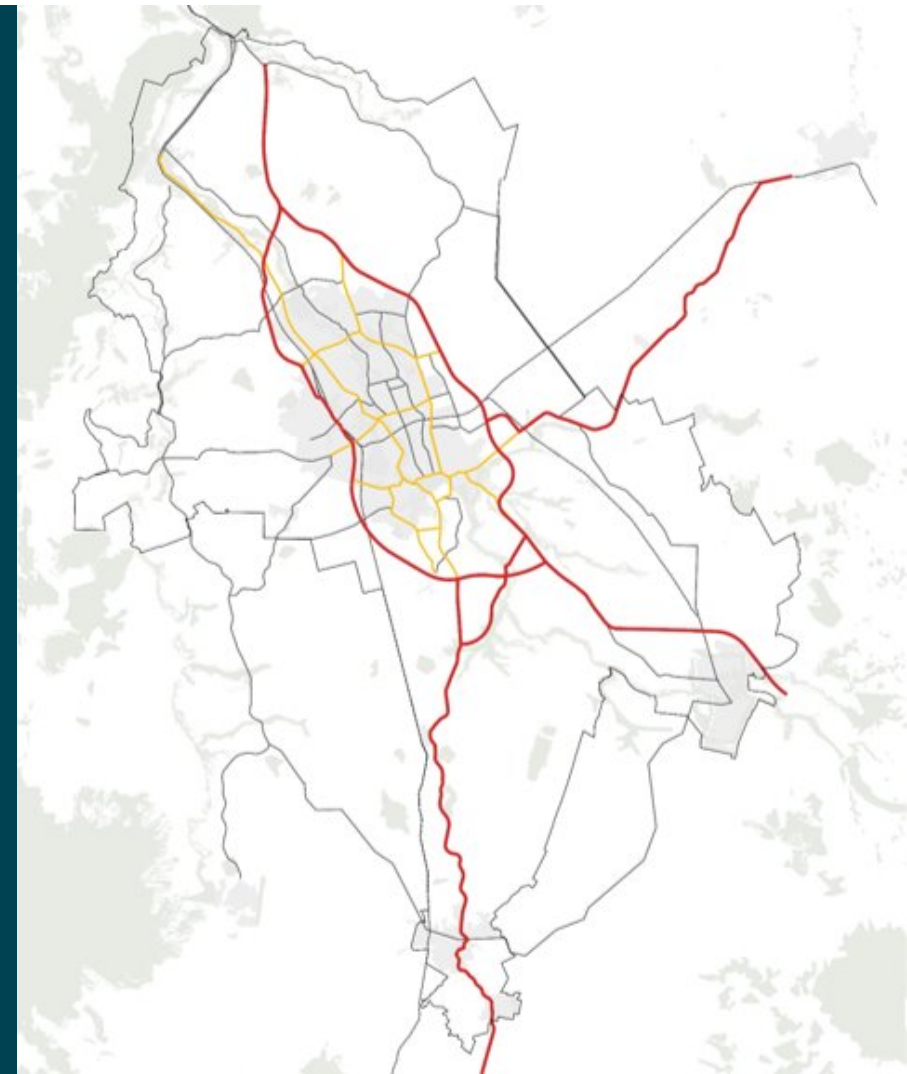


STRATEGIC TRANSPORT

Protect corridors and sites that may be required over the longer term as and when growth occurs.

Spatial planning direction

- Strategic movement networks will support growth and economic opportunity.
- Place-shaping networks will create the opportunity for a higher density and more diverse urban form.
- Completing the road and rail freight network, such as rail sidings into inland ports, will improve connectivity and efficiency across the freight network.

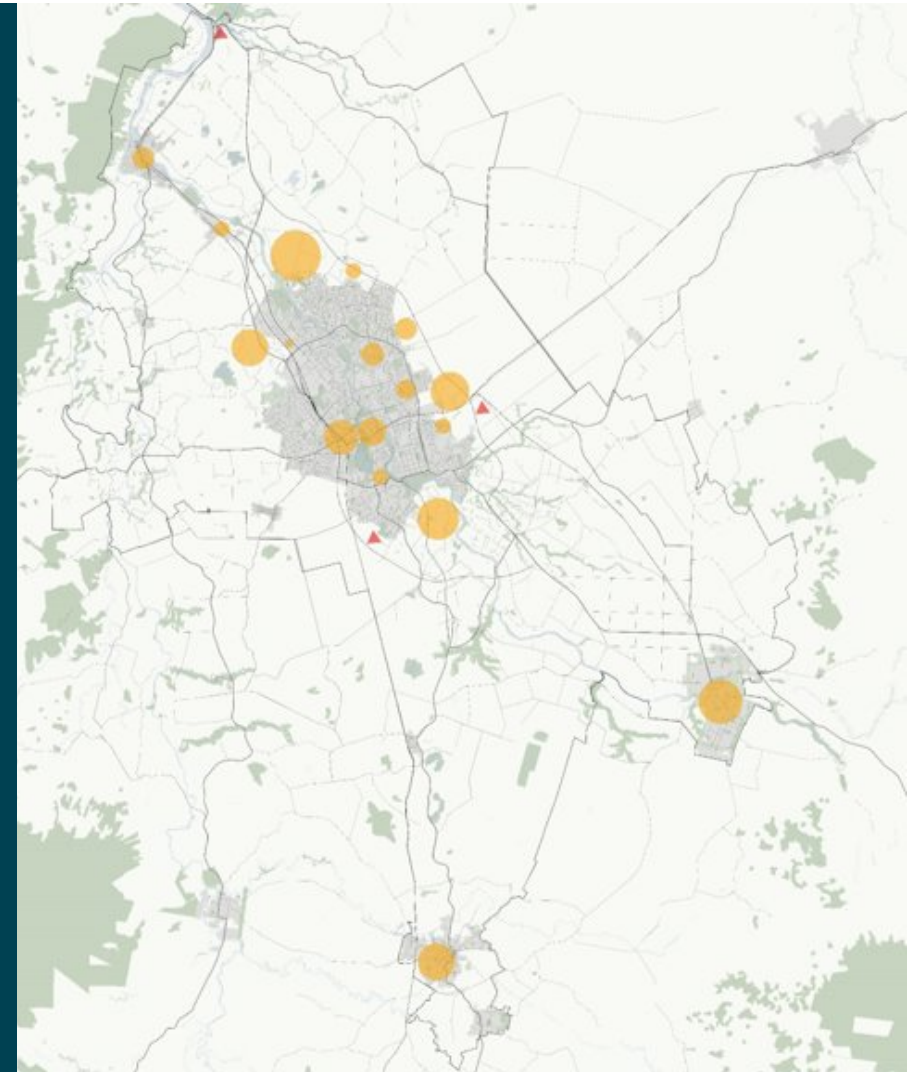


FUTURE GROWTH AREAS

To enable competitive land markets the MSP enables a range of planned and future growth opportunities, both through intensification and expansion.

Spatial planning direction

- Located in areas where we can provide a high-quality public transport network.
- Meets the requirements of the National Policy Statement on Urban Development Capacity.
- Compact urban form that accommodates long-term growth and provides high quality social, cultural, economic and environmental outcomes.
- Efficient use of existing infrastructure.
- Access to education and employment opportunities.

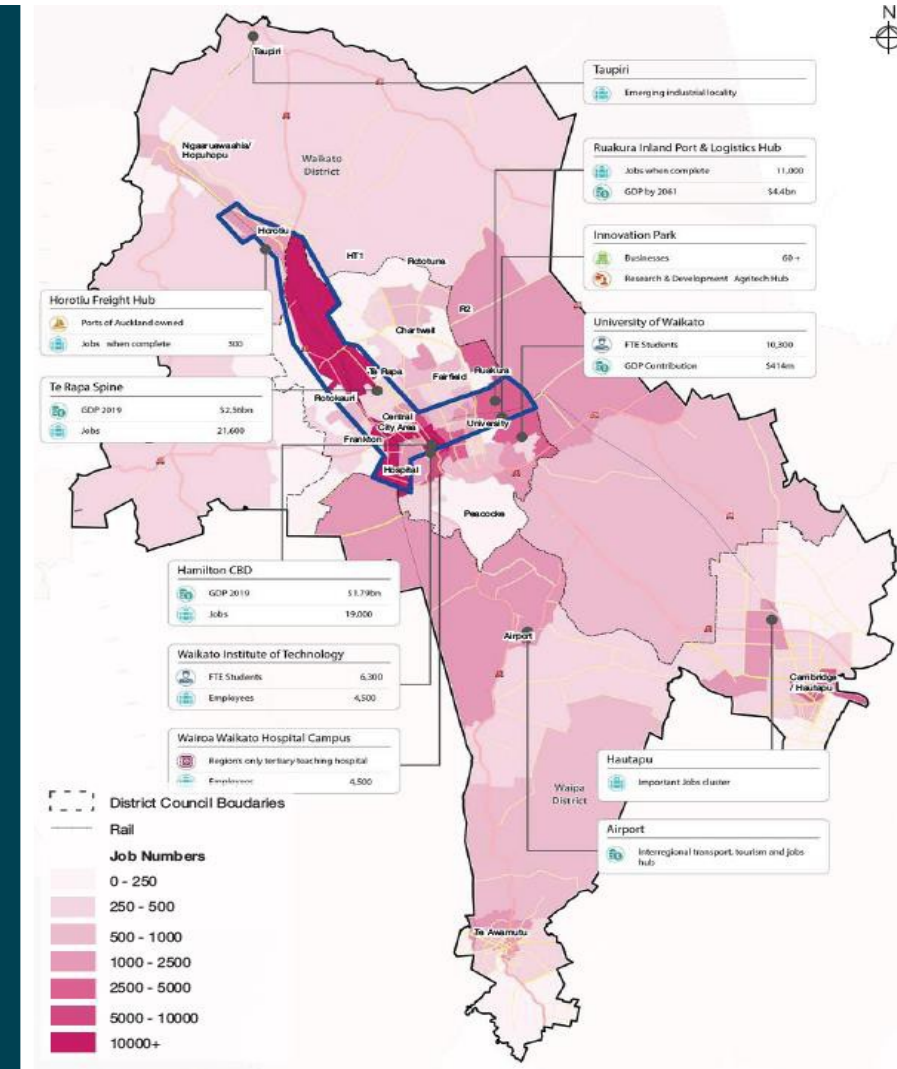


GROWING JOBS

To successfully manage future growth at the required pace and scale, the MSP is underpinned by a programme of key lead and enabling initiatives – including economic development.

Spatial planning direction

- Economic corridor will build on existing economic strengths in the metro area and drive higher value employment growth.
- Strengthening connections between business services and industries within the economic corridor will support the efficient movement of goods and services.
- The economic corridor will support improved productivity and economic performance.



AN APPROACH TO PLANNING OUR FUTURE

