

## Minutes of NZ Transport Agency Southern Links joint Community Liaison Group meeting, 28 November 2018.

Venue: Hamilton Airport Hotel

Hosts: Barry Dowsett (NZTA), Simon Brandon (NZTA), Adrian Bathgate (NZTA), Amanda Hampton (NZTA) Nathanael Savage (Hamilton City Council), Karen Saunders (HCC), Alastair Black (Gray Matter), Lyndsey Smith (AECOM), Grant Eccles (Tonkin Taylor), Adrian Morton (Landscape Architect)

Number of Attendees: 76

Meeting Opened: 5.05pm

Introductory remarks: Simon Brandon

Presenters: Barry Dowsett, Karen Saunders, Adrian Morton, Lyndsey Smith



## Today's Agenda

- Introductions
- Project background
- Project progress
- About Peacocke
- Concept Landscape plan
- Ecological surveys
- Next steps
- Questions



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## Introductions

- NZ Transport Agency
  - Barry Dowsett
  - Simon Brandon
  - Amanda Hampton
  - Adrian Bathgate
- Hamilton City Council
  - Karen Saunders
  - Nathanael Savage
- Consultants
  - Alastair Black (Gray Matter Ltd)
  - Lyndsey Smith (AECOM)
  - Grant Eccles (Tonkin Taylor)
  - Adrian Morton (Landscape Architect)



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## Project background

### Purpose and benefits

- Joint HCC and NZ Transport Agency Project
- Develop 21km of state highway to provide access for southern Hamilton and support commercial growth south of Hamilton.
- Develop 11km of urban arterials to support planned residential growth in the Peacocke area
- Key benefits:
  - Reduce congestion, improve safety on SH1 and SH3 in the Hillcrest and Melville suburbs of Hamilton
  - Improve freight flows
  - Be a key part of the city's urban arterial network integrated into the HCC Access Hamilton Strategy



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### Project background – new Government priorities

Focus on safety, access, environment and value for money

- The change of priorities in the Government Policy Statement on Land Transport is reflected in the Transport Agency's 2018-21 NLTP.
- With focus on new priorities there is a reduced emphasis on state highway improvements.
- While Southern Links construction works are not funded we are proceeding with property purchases where required and pre-implementation work such as ecology surveys and reports.

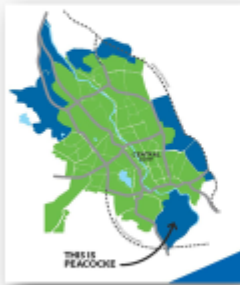


### Project progress

- Hamilton City Council has secured \$290.4 million from the Government's Housing Infrastructure Fund. This comprises of \$180.3m of 10-year interest-free loan and \$110.1m of NZTA subsidies for the development of infrastructure into and within Peacocke, including a new bridge over the Waikato River.
- The first of these projects is about to get under way - connecting Wairere Drive and Cobham Drive – followed by a roundabout at SH3/Dixon Road. HCC is planning to get all the infrastructure completed by 2025 and will hold a public open day early next year on the plans for the Peacocke area.
- The Transport Agency is working closely with Council on the Peacocke development, including on Wairere Drive/Cobham Drive and SH3/Dixon Road.
- Both the Transport Agency and Council are continuing to acquire properties within the designation.
- Construction of Southern Links was not included in the 2018-21 National Land Transport Programme (NLTP) which means there is no timeline for construction of the Transport Agency part of the network.

## About Peacocke

Karen Saunders, Hamilton City Council



Peacocke brought into city **1989**

**\$290.4m** Interest Free Housing Infrastructure Fund Loan

Provides **1/3** of Hamilton's housing needs over next 10 years

**8400** new homes in the next 30 years

**\$6B** of Peacocke Development Benefits

Home to Long-tailed bats which weigh **8–14g** and fly up to **60km/hour**

**100ha** of open space (gullies, riverside esplanade, neighbourhood parks and community & sports parks)

New city bridge, first one **1884** and last one **1994**



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## Peacocke Key Infrastructure Projects



### Other projects:

- District Plan Changes
- Integrated Catchment Management Plan
- Open Space and Parks Land Acquisition & Development
- Ecological Protection & Enhancement
- Private Developer Agreements
- Consents
- Forming Partnerships



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## Peacocke Concept Landscape Management Plan

Adrian Morton, Landscape and Urban Design

- Development of a CLMP for the Peacocke infrastructure requirements with the intent of:
  - Providing a consistent and co-ordinated theme and design approach across the Peacocke infrastructure project
  - Utilise the project wide concept for monitoring and management of each stage
  - Provide a reference and design guidelines for designers engaged in the detail design stages of the Peacocke area
  - Ensure detail design, consenting and construction phases maintain the Southern Links objectives and design intent
  - Enable key stakeholders to be engaged during the design phases



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## Peacocke Infrastructure Components

- Major Arterial transport corridor (north-south)
- Minor Arterial transport corridor
- Cobham and Wairere Drive Interchange
- Landmark Waikato River bridge
- Mangakotukutuku Gully/Stream Bridge crossings



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## Peacocke Pedestrian & Cycle Facilities

- Cycle and pedestrian network and facilities
- On and off road cycle facilities
- Shared pedestrian and cycle facilities
- Integration with open space environments and proposed cycle trails
- Informal gully tracks and neighbourhood connection paths



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## Peacocke Stormwater Management

- Integrated stormwater to manage water
- Treatment swales / rain gardens / wetland pond
- Integration of planting to aid water treatment and provide wildlife habitat



Rain garden



Swale profile sketch



Swale planting



Swale integrated with pedestrian and cycle facilities



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## Peacocke Cultural Theme

- Paving patterns at key location
- Cycle and pedestrian stopping nodes
- Retaining wall patterns
- Bridge abutment design
- Path markers / pou
- Plant species for traditional uses
- Interpretation boards relevant to paa and archaeology sites

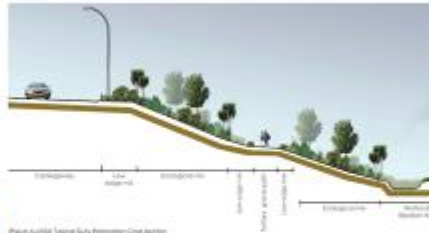


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## Peacocke Ecological and Landscape Planting

- Predominantly native planting types to suit road environment, soften structures, provide ecological benefit and maintain visual amenity of area
- Ecological planting to support EMMP objectives
- Wetland and swale planting
- Landscape amenity planting
- Gully planting



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## Southern Links ecological surveys

Lyndsey Smith, AECOM

- Over the past year extensive bat monitoring has taken place to identify trees used for roosting and feeding sites.
- Several lizard species have been found, including copper skink.
- Bird counts recorded 37 different species, dominated by introduced birds such as goldfinch and chaffinch.
- Ecology work will continue over the next year, so expect to see AECOM vehicles and staff around the Southern Links area.



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## Next steps

- We are required to lodge Ecological Monitoring and Management Plans (EMMPs) in 2019.
- Also next year we will be undertaking a South Hamilton planning assessment, looking at the area from the Airport to Peacocke and its connections.
- This includes a mode-neutral transport assessment.
- We will continue to purchase property along the designation where necessary.



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## Thanks for coming – any questions?

For more information and to sign up for project updates:

- [www.nzta.govt.nz/southern-links](http://www.nzta.govt.nz/southern-links)

Please direct any NZTA Southern Links queries to:

- NZTA Communications, Consultation and Property Liaison Manager:
  - Simon Brandon, [southernlinks@nzta.govt.nz](mailto:southernlinks@nzta.govt.nz)



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Question and Answers (all answers provided by NZTA unless otherwise indicated):

*Why is there not a published register of all attendees at each meeting?*

As we are at an early stage with no construction date for the Transport Agency part of Southern Links we have decided to open the meetings to all members of the public to learn more about the project. Details of affected parties/landowners are kept by the Transport Agency and its consultants. There are also privacy issues in publishing names of attendees at an open meeting in minutes held on the project website.

*Is the waste water system for Peacocke going ahead without the arterial roads in place?*

HCC: The Peacocke project will deliver all the necessary strategic wastewater infrastructure. Any development that seeks to take place prior to this strategic infrastructure being delivered will need to demonstrate to HCC that they can mitigate their effects before consent is granted.

*Why is one group moving ahead of the rest with Peacocke development?*

HCC: That is down to the Resource Consent process, that group has lodged their consent. Other groups wanting to move ahead are able to lodge consent applications with Council. Any applications need to demonstrate that they can mitigate their effects before consent is granted.

*The Council has \$290.4 million for Peacocke, is there the capacity to get more money if there are cost overruns?*

HCC: There will be tight cost controls and strict monitoring of progress every quarter to ensure a close eye is kept on these costs. The Government does have contingency funds within the Housing Infrastructure Fund (HIF).

*Is it possible things will not get built if the Council runs out of money?*

HCC: There will be strong monitoring and enforcement of costs on this project. There is also the potential that the cost may be less than the \$290.4 million.

*Will the east-west Peacocke link be built in one go?*

HCC: Council is in discussions with one of the directly affected landowners. The design tender was advertised on Monday 26 November 2018 and the timing of construction relies on delivery of the design and subsequent construction tender. Construction will be staged with the roundabout built in one stage with the remainder of the link to follow.

*You've said there is no NZTA funding, yet the presentation says Council has \$110 million of NZTA funding?*

That \$110 million funding is under the HIF to provide infrastructure for the HCC component of Southern Links. NZTA does not currently have funding under the 2018–21 NLTP to build its component of Southern Links.



*In the Landscape plan why are there large piles of logs shown?*

Adrian Morton: Those are insect hotels.

*Can the walking and cycling paths be built before the roads?*

AM: They are programmed to be delivered alongside the road construction, with connectivity into Hamilton's existing network. There is the Te Awa cycle trail between Hamilton and Cambridge which is being progressed separately.

*Can we update the 3D animation of Peacocke?*

This will be updated using newer technology available since the original was done. This type of information is likely to be available for the Council open day on Peacocke in February or March.

*Will the walking and cycling paths in Peacocke go along the bottom of the gullies?*

AM: Generally, the shared cycle and pedestrian facilities will be located adjacent to the carriageway outside of the gullies to protect the gully environment. There may be informal 'DoC-style' gravel tracks that go through the gullies with track locations to be co-ordinated with the ecologists to minimise ecological impacts.

*Will these walking and cycling paths take up more development land?*

AM: Generally, the walking/cycling paths run alongside roads within the designation and land has been allocated for this as part of the Southern Links Designation.

*The southern section of the Mangakotukutuku Stream has a good re-vegetated environment, will it be protected?*

AM: The proposed infrastructure development does not affect the stream in this area. On the low end of the Mangakotukutuku Stream there is a proposed bridge but there are no piles in the stream itself and revegetation in and around the stream will be incorporated into the project, which in turn will complement other planting that has occurred further upstream. Stormwater will be treated using swales before it enters the stream and we are working with hydrologists to ensure swales and wetland ponds have suitable capacity to ensure flow volumes are managed.

*Peacocke's Road is narrow for cyclists, will it be widened before construction traffic starts to use it?*

AM: At this stage it is expected that everything within the road designation will be built at once. The concept landscape management plan will look at all elements of the road and how it can be made safe, which will incorporate current safety standards.

*Can we have an update on how the road will affect Pencarrow Road?*

This is part of the Transport Agency section of Southern Links which currently has no funding under the NLTP.

*Are you talking to real estate agents so that people who are near the designation can sell properties?*

We are constantly in discussions with real estate agents so that people who buy and sell properties near the designation are able to make informed choices. We are still acquiring properties within the designation itself.

*Will there be compensation for properties who are near to the designation and have been devalued by the lack of construction certainty?*

The designation was put down to provide landowners and potential landowners with some certainty with a 20-year lapse period. There has been example where houses in proximity to projects have been sold without noticeable devaluation.

Meeting closed 6.02pm