



Our plan for Peacocke

Plan Change 5 - Peacocke Structure Plan

Hamilton City Council has approved the proposed Peacocke Structure Plan (Plan Change 5) to be publicly notified and now is your chance to make a formal submission.

Our vision

To enable the development of an attractive and sustainable community in Peacocke.
Ko te aaheinga o te hanga he waahi ataahua, he waahi toiora ki Peacocke.

Where we've come from

Planning for Peacocke has been under way for more than 10 years.

The area was officially included within Hamilton's boundary in 1989 and zoned for residential development in 2007. Since then, it has remained largely undeveloped mostly due to the funding required to establish the strategic infrastructure required to 'open up' the growth cell for development. But there was a strong desire from landowners to develop.

The Hamilton Southern Links Transport Corridor Designation runs through the growth cell, providing transport connections to the wider Hamilton and Waikato roading network. The corridor was designated as part of a four-year consultation process that began in 2011 and evaluated a wide range of network options, identified three broad networks, and narrowed these down over time to the preferred option.

When the Government's Housing Infrastructure Fund was announced in 2016, Council secured a \$290.4 million funding package for the development of Peacocke. This was made up of \$180.3 million 10-year interest-free loan and \$110.1 million of Waka Kotahi NZ Transport Agency subsidies. This gave us the funding we need to make Peacocke happen and put in the strategic transport and utility connections that new homes need.

When completed, Peacocke will be home for up to 20,000 Hamiltonians.

What's a structure plan?

A structure plan helps guide the development of a new area. It considers things like transport connections (including public transport, cycling, and walking), parks and open spaces, commercial areas, housing style and density, environment and cultural heritage and sets out the best place for each of those activities to happen. It will help us balance the need for housing with social, cultural, environmental, and economic outcomes for our community.



**Hamilton
City Council**
Te kaunihera o Kirikiriroa

What does Plan Change 5 cover?

The Peacocke Structure Plan was created in 2007 and reviewed in 2012, in full public consultation processes. But a lot has changed since then. With funding for key infrastructure confirmed, and construction under way, the Peacocke Structure Plan now needs to be updated to reflect the outcomes we want for our newest neighbourhood. This includes environmental and urban design best practice and will bring our plan in line with the National Policy Statement for Urban Development and the National Policy Statement for Freshwater Quality, Government's directions for how they want councils to develop well-functioning communities and healthy rivers.

The new infrastructure connections, like roads and pipes and subdivisions being built mean that Peacocke is already changing. We need to make sure it is changing in a way that reflects the outcomes we all want.

What does this mean for you?

In November 2020, we asked what you think of our high-level plans for the Peacocke area.

Feedback told us the community wanted Peacocke to have varied housing style and density, good transport connections and quality open spaces. The community also told us that protecting and enhancing the environment and celebrating our cultural heritage was important. The majority of responses were positive about our plans.

For landowners in the Peacocke area, this may mean the zoning of their property is proposed to change in the new Structure Plan. It could be a change in density for development, environmental protections, or a location for a new commercial area. These are all things that contribute to making an attractive and sustainable community for Hamilton.

As well as responding to community expectations for better urban design and sustainability, the proposed changes also bring the development of Peacocke into line with new Government requirements and Environment Court decisions. Proposed changes include better protection of priority bat habitat as well as the connections between these spaces which will influence where and how development takes place. Including these proposals as part of the Structure Plan discussions now provides consistency and certainty going forward. It means appropriate development can get under way faster with less risk of individual proposals facing disputes and delays.

Key features of the proposed Plan are covered in this document and the full proposed provisions can be viewed online at hamilton.govt.nz/PlanChange5.



Diverse housing options

To develop diverse, attractive and sustainable neighbourhoods in Peacocke, we've proposed a mix of housing densities.

The majority of Peacocke will be medium density, which means there is an option for up to three-storey terraced houses, duplexes, apartments, and standalone houses on sections starting from 300m² to support diverse neighbourhoods.

We're zoning some areas within a walkable distance from the Peacocke local centre and public transport routes as high-density residential development. High density means a mixture of duplexes, terraced houses and walk-up apartments up to five-storeys and will help create a vibrant centre to the neighbourhood. These areas will be supported with transport connections for all users and community facilities like sports parks and open spaces.

To ensure this is done well, we're proposing more effective controls over subdivision, layout and the built form in the plan. We want to enable an attractive and sustainable community where people want to live.

The proposed Peacocke Structure Plan aims to create a safe and attractive place to live by requiring development to:

- Have street and section layouts that maximise access to sunlight.
- Create sections where buildings face the street (so you have a nice street front and private backyards), avoiding rear sections where possible.
- Provide transport links near public open spaces.
- Minimise the use of cul-de-sacs unless there is no alternative because of the landscape.
- Make sure there's connections for pedestrians and cyclists.
- Have a range of lot sizes to provide for a mix of building types.

Subdivision

The proposed Plan aims to achieve well-considered and well-designed urban environment in housing subdivisions by specifically enabling a range of housing types and a block-pattern that encourages walking and cycling. Considering how people move around from where they live is key to a well-functioning transport network and this is specifically provided for in Peacocke.



Image is conceptual only

We want to enable a community where people want to live.



Commercial centres

As part of this proposed Plan, we've identified places where business can happen in Peacocke. That's where we get all the things we need to support our day-to-day needs like supermarkets, medical centres and small shops. These spaces are to be well designed and attractive places for people, easy to walk or cycle to, with engaging public spaces.

The local centre will be easy to access on foot and on bike and will be well serviced by public transport. The Peacocke local centre will be the primary business centre and provides a range of services to the local community.

The Plan proposes to locate the main commercial and community hub on the eastern side of Peacockes Road, with a potential supermarket integrated with the smaller, street-based commercial activities. The aim is to avoid the road cutting off the centre from other amenities, ensuring a compact centre that has good connections between retail areas and the Waikato River through a good walking and cycling network.

The local centre will be supported by a network of neighbourhood centres in spots that are convenient for the surrounding residents. These are also important hubs to help create a sense of community and where possible will be near neighbourhood parks.

Getting around

The proposed Plan allows for all modes of transport, with an emphasis on public transport and walking and cycling connections throughout the neighbourhood and beyond.

Peacocke is being developed in line with Hamilton's vision for a 20-minute city, which seeks to provide residents access to everything they need within 20 minutes without relying on private cars. It also aligns with broader objectives found in the Access Hamilton Strategy and Waka Kotahi NZ Transport Agency's Regional Mode Shift Plan. This means providing a multi-modal transport network that provides access to frequent public transport on key routes and a direct and accessible walking and cycling network, that is safe and enjoyable to use. The network will be constructed to meet best practice principles related to safety, coherence, directness, attractiveness and amenity to help encourage the use of different form of transport, particularly for trips less than 3km.

Key transport features that distinguish Peacocke from the current District Plan provisions are:

- Wider footpaths on local roads.
- Separated cycle lanes on larger roads.
- Identification of public transport routes so they can be provided at the time houses are built.
- Bus stops are to be provided within the road to minimise delays to public transport services.
- Increased use of rear lanes for property access.

To get further afield, the Hamilton Southern Links transport network runs through Peacocke providing access to the wider city and State Highway network. The proposed Plan identifies crossing points along the roads for pedestrians and cyclists to support a range of different transport types in the area.





Connecting open spaces and community facilities

Ensuring high-quality open spaces are provided and ecologically significant areas are protected to enhance the environment and create a great neighbourhood for people, is an important part of this proposed Plan and something the community should be proud of. Peacocke is home to the Mangakootukutuku Gully and Waikato River which provide important habitat for the long-tailed bat and other native species.

The gully network and River corridor will include walking and cycling facilities, providing green space throughout the structure plan area. This will form part of a recreational walking and cycling network, supporting what we're doing along the roads.

We've allocated space for sports facilities including playing fields and clubrooms, and we're making sure there's a local park within an easy walk of every home in Peacocke. Some of these will be incorporated with our gully network and sports park where we can.

Celebrating our cultural heritage

The Peacocke Structure Plan area includes multiple identified and potential archaeological sites. These are sites of significance to Maaori. These sites include two known paa, 20 areas of Maaori horticultural practice, one identified urupaa (burial ground) and several taonga (artefact) finds including a waka tiwai in the riverbed.



Protecting our ecological areas

To protect and enhance our significant ecological areas in Peacocke such as gullies and riverbanks from inappropriate development, we are proposing to identify these areas as Significant Natural Areas (SNAs). This is one of the highest levels of protection provided for under the Resource Management Act as a matter of national importance.

The current Plan protects SNAs based on the vegetation (flora) in the area. The proposed Plan also considers areas that are home to long-tailed bats and other indigenous species (fauna). We want to make sure we strike the right balance between development and preserving habitat.

We're also making sure that rules and other provisions in the proposed Plan will make sure that development is done in a way that is compatible with those ecological areas. This will include identifying 'buffers' next to SNAs to add an extra layer of protection to our ecological areas. We are also identifying ecological corridors, to ensure that long-tailed bats can continue to fly between significant habitats for protection.

The identification and protection of ecological areas are important to make sure significant habitat remains connected and accessible for our native species even when houses are built. As a result of this, the proposed Plan includes a number of areas where mitigation, like restoration, will be required to make sure birds, bats and other native creatures still thrive.



Looking after our long-tailed bats

In the Plan, we've proposed a number of provisions to protect long-tailed bats in the Peacocke area.

Identifying Significant Bat Habitats

Significant bat habitat has been zoned Natural Open Space and mapped as SNA and Significant Bat Habitat area (buffers) in the proposed Plan. These are identified by the location of known roost sites, including Waikato River and Mangakootukutuku Gully, and clearly defined habitats where acoustic or radio tracking of bats indicates regular use of vegetation for aids to flyway navigation and/or foraging associated with these habitats.

Adding buffer zones

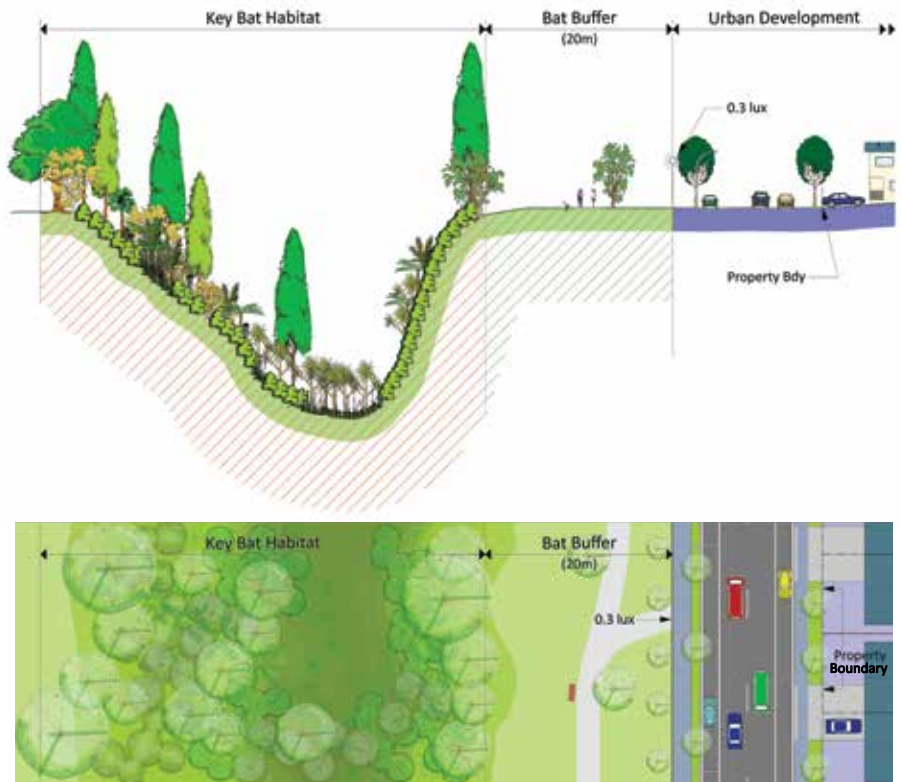
Next to Significant Bat Habitats, a 20 metre Significant Bat Habitat Buffer has been applied and zoned Natural Open Space. This buffer area is designed to protect the edge of the significant habitats as important areas for bats to forage and move around. Specific planning consideration will be required to create and restore these buffer habitats over time as the Peacocke Structure Plan Area urbanises.

Creating safe corridors

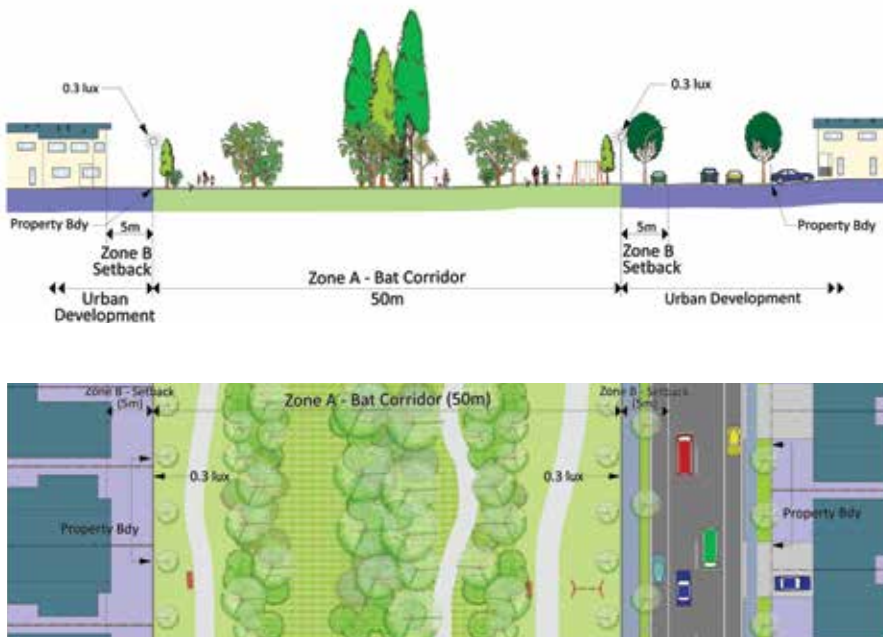
In addition to habitat, Bat Corridors have been mapped and zoned Natural Open Space in the proposed Plan. These corridors will connect Significant Bat Habitat areas. Specific planning consideration is required to create and restore habitat over time as houses are built. These are 50 metres wide to allow for protection and creation of vegetated corridors so bats can continue to move around the area.

Proposed gully area identified as a bat habitat with bordering buffer zone in between urban development.

KEY BAT HABITAT AND BAT BUFFER



PROPOSED BAT CORRIDOR



Proposed bat corridor habitat aligned to urban development areas in Peacocke.

Building setback areas

The proposed Plan recommends a five metre building setback area on the outside of the Significant Bat Habitats Buffer and Bat Corridors. This is an area between the habitat or corridor and a building to further protect the bats from artificial lighting created by development.

Objectives and policies that manage the effects of artificial lighting at the boundary of the Significant Bat Habitat area and in other public spaces have been introduced, and ensure habitat in the Natural Open Space is provided, protected and enhanced.

Where are we now?



Over the past 12 months, we gathered feedback and made some changes to the proposed provisions. We have now publicly notified Plan Change 5 and welcome submissions on the proposed provisions during the submission period. Following the submission period, a summary of the submissions will be made available.

What this Plan won't do

There are some things that we can't change as they are already under way. This includes the alignment of the Hamilton Southern Links transport network, which was decided through an extensive community engagement process over four years. We also can't change developments that have already been granted consent, proposed locations for infrastructure and the location of some community facilities which are currently being designated.

Where can I view the proposed Peacocke Structure plan?

The easiest way to view the proposed provisions is online at hamilton.govt.nz/PlanChange5.

A copy of the proposed Peacocke Structure Plan is available to view at all Hamilton City Libraries, and in the Ground Floor reception of the Council's Municipal Building in Civic Square.

How do I make a submission?

Online

at hamilton.govt.nz/haveyoursay

Email


to haveyoursay@hcc.govt.nz

Drop it off to Hamilton City Council
Municipal Building

Post it to

Freepost 172189
Hamilton City Council
Private Bag 3010
Hamilton 3240
Attn: Plan Change 5 Submission

Hamilton City Council
Council Building, Garden Place, Hamilton
Private Bag 3010, Hamilton 3240

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