RUAKURA ESTATE DEVELOPMENT BRIEFING

Development Overview

The Ruakura Estate is a property holding situated in the eastern edge of Hamilton City; approximately 3 kilometres from the CBD. The extent of the land holding is significant; with an area in excess of 500 hectares. Key features of the land are:

- The scale of the land allied to the ownership pattern provides the opportunity to adopt a proactive and comprehensive approach to land use. The land use opportunities enable the proponents to comprehensively plan and implement complementary activities in a single location; and which is able to leverage off one another to maximise infrastructure, available land and economic outputs.
- The Ruakura Estate currently contains a number of tenants including AgResearch, Hort Research, Innovation Park and a number of rural type organisations.
- A group of approximately 30 “lifestyle” properties situated in the vicinity of Ryburn and Percival Roads in a neighbouring area.
- A linear strip of land running between Greenhill Road and Powells Road (and through which the Waikato Expressway designation is situated).
- An additional area of land abutting the Southern end of Ruakura Estate; which was included in the final adopted Hamilton City R1 boundary reorganisation scheme and transfer from Waikato District.
- The unique development opportunity and emphasis is on creating an anchor land use activity which has the potential to be of regional and national significance, rather than ad hoc and uncoordinated growth of such facilities on smaller sites; owned by different parties.
- If realised, the proposed development has the ability to create extensive employment and economic benefits to the greater Waikato region.

The Intermodal Terminal and Integrated Distribution Centres

The Intermodal Terminal and Integrated Distribution Centres is a fully connected Logistics development. In addition to the core Logistics activities, the development will facilitate other complementary logistics and distribution activities around this land use, and has the potential to become a facility of regional, and potentially national, importance.

The Intermodal Terminal involves the efficient transfer of non-bulk freight from rail to road and vice versa. There are significant benefits and efficiencies resulting from such concepts to handle freight, including a reduction in the growth of road freight movements with resulting road congestion easing and more efficient use of rail infrastructure.
There are a number of 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 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.
4. Sufficient land holdings to capture future Distribution Centre growth.

The Ruakura Estate development can address each of these critical success factors.

The Logistics development precinct is strategically situated to utilise the existing East Coast Main Trunk Line running from Hamilton to Tauranga. The IMT occupies approximately 28 hectares of the Ruakura Estate (approximately 6%) of the landholding. A new rail siding network is proposed with a length of 800 metres to facilitate efficient loading and unloading of predominantly containerised goods.

The Intermodal Terminal is effectively the facilitator for unloading and loading goods rather than being a dedicated Distribution Centre per se. To achieve maximum efficiencies from the IMT and create the synergy of land uses around it to sustain the economic viability of the IMT, location in proximity to lands that can be easily developed for distribution and consignment of goods is critical. The result is that the distribution Centre precinct is proposed on the southern side of the IMT, occupying an area of 47 hectares.

With development staging, it is envisaged that there will be progressive extensions to the rail siding network and development of distribution centres that can use either road or rail networks. Extensive road frontage is also provided to the Distribution Centre precinct with large plot areas capable of being created to accommodate larger scale operations. There is also potential for smaller operations to be established if demand arises. Smaller Distribution Centres are utilised by a wider range of companies and retailers in New Zealand.

Both the Intermodal Terminal and Distribution Centres are completely inter-related in the success of the Ruakura Estate development.

**General Employment Lands**

General employment areas proposed, including light industrial activities occupying a significant area of the Ruakura Estate (i.e. approximately 257 hectares or 50% of the landholding) taking account of the desired growth and land use pattern identified for Ruakura within Future Proof (which is a sub-regional planning and strategy forum).

It is expected that the presence of the IMT and the Distribution Hub will introduce and consolidate a range of support industry and services in the Waikato region.
Research/ Innovation Precinct

This precinct is proposed to be located around the existing AgResearch campus and Innovation Park areas. Future Proof has in part have Ruakura Estate functioning as an innovation and research hub for the sub-region. This precinct also considers the location of the Waikato University Campus as an important element.

Retail/ Commercial/ Mixed Use Precinct

Two commercial and mixed-use precincts are being advanced, one situated at the northern end of the Ruakura lands aligned with the future off ramp and entrance into Hamilton from the expressway; the other at the south, strategically located between the existing Ag Research campus and the University of Waikato Campus. These areas cover approximately 35 hectares in total.

Both precincts are intended to provide commercial and supporting retail activities, but with slightly differing roles and potential mixes of uses. A “main street” concept for the southern concept will be provided with buildings constructed out to the kerb line and, with ample room for street trees and pedestrian movement along each side of the street. Larger scale commercial and mixed use development including potential accommodation will be sleeved around the “main street”.

The northern precinct is proposed to be centred on the Greenhill Road entrance to Hamilton City. It is important that this area does not develop into an industrial or general employment area, as a conflicting use land use to the master-plan.

Proposed Residential Neighbourhoods

The establishment of the range of housing types and densities is planned to be established as close as possible to the employment lands and within the development area. The proposed residential areas primarily about those established residential areas to the West of Ruakura Estate. These residential areas will enable the diversification and expansion of housing typologies. Just over 63 hectares (approximately 12 %) of the land is intended to be used for residential development.

Land Use

Below is a summary of the land use activities contemplated as part of the wider Ruakura Estate master-plan:

- Approximately 50% of the lands are being used for general employment. This figure increases to 62 % when the IMT and DC precincts are included.
- Ag Research and Innovation Park (58 hectares)
- Commercial and Mixed use (32 hectares)
- Employment and Industrial (257 hectares)
- Warehouse and Logistics (46 hectares)
- Ruakura Inland Port (28 hectares)
- Main Street / Retail/ Facilities (2 hectares)
- Potential Park and Ride (1 hectare)
- Residential (63 hectares)
- Higher Density Residential (4 hectares)
- Parks and Reserves/ Open Space (45 hectares)
- Storm water Treatment (20 hectares)

**Transportation Network**

The Ruakura Estate has significant locational advantages in relation to existing and future road networks, as well as existing rail links. The networks will deal with a number of primary issues including the alignment with the Waikato Expressway and interchanges; cross city movement capacity and its associated congestion; and internal movement and the relationship between land uses.

**Waikato Expressway Alignment**

The following road infrastructure items are currently being planned by the New Zealand Transport Agency (NZTA) as part of the Waikato Expressway development:

Full diamond interchange at Greenhill Road

Half Diamond interchange at State Highway 26 Morrinsville Road

Half Diamond interchange at Cherry Lane

The Ruakura development contemplates a further full diamond interchange at the southern section of the Ruakura estate.

**Cross City Movement Patterns**

Key objectives of the cross city traffic movement include improving land use balance in the city. The Ruakura Estate development is proposing to include a transport hub including a “Park and Ride” facility will help to maximise public transport patronage, and could also draw from other parts of the eastern Hamilton.