



# Southern Growth Corridor Strategic Land Use & Infrastructure Plan

New Zealand Transport Agency  
Waipa District Council  
Hamilton City Council  
Waikato District Council  
Waikato Regional Council

October 2015



**Hamilton**

**City Council**

Te kaunihera o Kirikiriroa Building Our Future Together



## Contents

Executive Summary.....	1
1. Purpose .....	3
2. Background .....	3
2.1 Methodology to Develop the SLIP .....	4
2.2 Importance of Aligning Land Use and Infrastructure.....	4
2.3 Southern Growth Corridor Area .....	5
3. Assumptions.....	5
4. Land Use Areas.....	6
4.1 Peacocke .....	6
2.3 Hamilton Airport and Adjacent Lands.....	7
4.3 Tamahere .....	10
4.6 Other Rural Residential Areas.....	11
4.5 Rukuhia .....	12
4.6 Rural Environment .....	13
5. Transport Network and Services.....	14
6. Overall Conclusions.....	16
7. Next Steps .....	16

## Appendices

Appendix 1: Southern Growth Corridor Heads of Agreement

Appendix 2: Maps

Appendix 3: Regulatory Framework and Supporting Documents

Appendix 4: Agreements

Appendix 5: Tables

Appendix 6: Interpretation

## Executive Summary

To better understand and manage land-use together with infrastructure in the Southern Growth Corridor, a collaborative approach was agreed in late 2014, between the New Zealand Transport Agency, Waipa District Council, Hamilton City Council, Waikato District Council, and the Waikato Regional Council (the 'parties'). The approach was initiated through a Heads of Agreement (HOA), with a commitment to develop a Strategic Land Use and Infrastructure Plan (SLIP) and subsequently to draft a Memorandum of Understanding (MOU) outlining agreed outcomes/actions.

The Southern Growth Corridor comprises six distinct areas of differing land uses and infrastructure needs, including Peacocke, the Hamilton Airport and adjacent lands, Tamahere, other rural residential areas, Rukuhia and the rural environment. These areas are connected by State Highways 3 and 21 (the 'transport network'), and the designation for the Southern Links project.

Key land use/infrastructure challenges including those for the transport network were identified for each area within the Corridor. Key findings in the form of options, approaches and solutions, were then identified. The key challenges and findings were identified through a series of workshops with the parties, subsequent feedback, and supporting documents.

### Peacocke

*Key challenge:* infrastructure affordability, staging and timing. *Key findings:* continue to develop and fund Stage 1 and Stage 2 through the Hamilton City Council 10-Year Plan, or allow development in advance of the timeframes identified by the Hamilton City Council, if developers in the area provide the necessary strategic infrastructure, as determined by the Hamilton City Council. Monitor land use uptake rates and the subsequent demand for public transport.

### Airport and Adjacent Lands

*Key challenge:* wastewater servicing. *Key findings:* assume the same level of servicing for the life of the current Waipa District Council 10-Year Plan, or until the wastewater volume reaches 100m<sup>3</sup>/day, at which point Joint Venture is responsible for funding a wastewater pipeline from the airport to the Cambridge Wastewater Treatment Plant. Monitor land use uptake rates.

### Tamahere

*Key challenge:* managing the sustained pressure for rural residential development in Tamahere (beyond the existing Country Living Zone) and the subsequent pressure on infrastructure. *Key findings:* continue to implement the Tamahere Structure Plan, and resist pressure for unplanned rural residential growth (beyond the existing Country Living Zone). Continue to monitor water and wastewater solutions, and land use uptake rates and the subsequent demand for public transport.

### Other Rural Residential Areas

*Key challenge:* stormwater catchment management. *Key findings:* uphold the Proposed Waipa District Plan approach to limit areas of Large Lot Residential Zoning in order to uphold the principles of the Future Proof Strategy and direct growth towards identified towns and villages. Retain Large-Lot-Residential sized allotments.

## Rukuhia

*Key challenge:* no challenges have been identified. *Key findings:* remain un-serviced unless opportunities exist to connect as a result of upgrades to larger nearby developments that enable ready connection at the discretion of the Councils.

## Rural Environment

*Key challenge:* increasing pressures for non-rural land uses. *Key findings:* uphold the Proposed Waipa District Plan policies which protect the Rural Zone from non-rural uses, including Large Lot or urban scale subdivision. Continue to monitor rural-residential and rural development.

## Transport Network and Services

*Key challenge:* transport network safety and efficiency, and increasing traffic volumes on State Highways 3 and 21. *Key findings:* implement currently planned or programmed works. Monitor land use uptake rates, traffic growth and safety performance within the Southern Growth Corridor. Based on monitoring and if required, undertake additional (beyond those currently planned or programmed) safety improvements to State Highway 21, and the section of State Highway 3 between the State Highway 3/21 intersection and into Hamilton City. If land use uptake and traffic growth rates exceed projections, consider developing a business case which may include infrastructure such as Southern Links, as well as other alternative responses.

## Conclusion and Next Steps

No common findings were identified across the land use areas that can be managed collaboratively between the parties. However, the transport network is the common glue connecting the Southern Growth Corridor, affecting each land use area and all parties to the SLIP. As such, the findings with regard to the transport network will form the basis of an MOU.

The next step is to develop an MOU on an agreed transport approach along State Highways 3 and 21, which will address the following:

1. Agreement that the parties will accept a lower level of service<sup>1</sup> on State Highways 3 and 21 prior to Southern Links, provided that safety and journey time reliability are not compromised.
2. Agreement that, other than currently planned or programmed works, only safety improvements will occur on the State Highway 3 and 21 transport network prior to Southern Links.
3. Agreement that land use uptake rates and traffic volume growth will be monitored on a regular basis. If growth exceeds projections causing increased safety and efficiency issues on the State Highway 3 and 21 corridors, the parties will investigate the appropriate level of response, which may include bringing forward the timing of Southern Links<sup>2</sup>.

To track the key infrastructure challenges, a number of associated monitoring requirements have been identified in the SLIP. The monitoring requirements include traffic growth, land use uptake rates, rural-residential and rural development, and water and wastewater solutions. Most of this monitoring already takes place on a regular basis by the individual SLIP parties, so it will be a matter of collating and analysing the data. It is proposed to collate and report on these monitoring actions on an annual basis.

---

<sup>1</sup> This will be influenced by the application of the One Network Road Classification.

<sup>2</sup> Any investment will be subject to an evidence based business case that sets out the problems, benefits, and the range of responses considered.

## 1. Purpose

The purpose of the Strategic Land Use and Infrastructure Plan (SLIP) for the Southern Growth Corridor is to develop a high-level plan which links the agreed land use pattern in the area with strategic infrastructure needs. The parties will take a leadership role and agree on a common position regarding the need to align infrastructure provision and land use in the Southern Growth Corridor.

## 2. Background

The Future Proof sub-region, comprising Hamilton City, Waipa District and Waikato District, is experiencing sustained growth and development pressures. This is evident in and around the Hamilton Airport, Peacocke and Tamahere, and on the associated transport network including State Highways 3 and 21. These areas are collectively referred to as the 'Southern Growth Corridor'.

The Southern Growth Corridor is one of four growth corridors recognised in the Future Proof Growth Strategy<sup>3</sup>. The growth corridors have been identified to assist with infrastructure and land use integration. The other corridors include Northern, Eastern and Central. The corridors form part of a wider sub-regional view of the Future Proof settlement pattern to assist in achieving integration between land use and infrastructure, particularly transport.

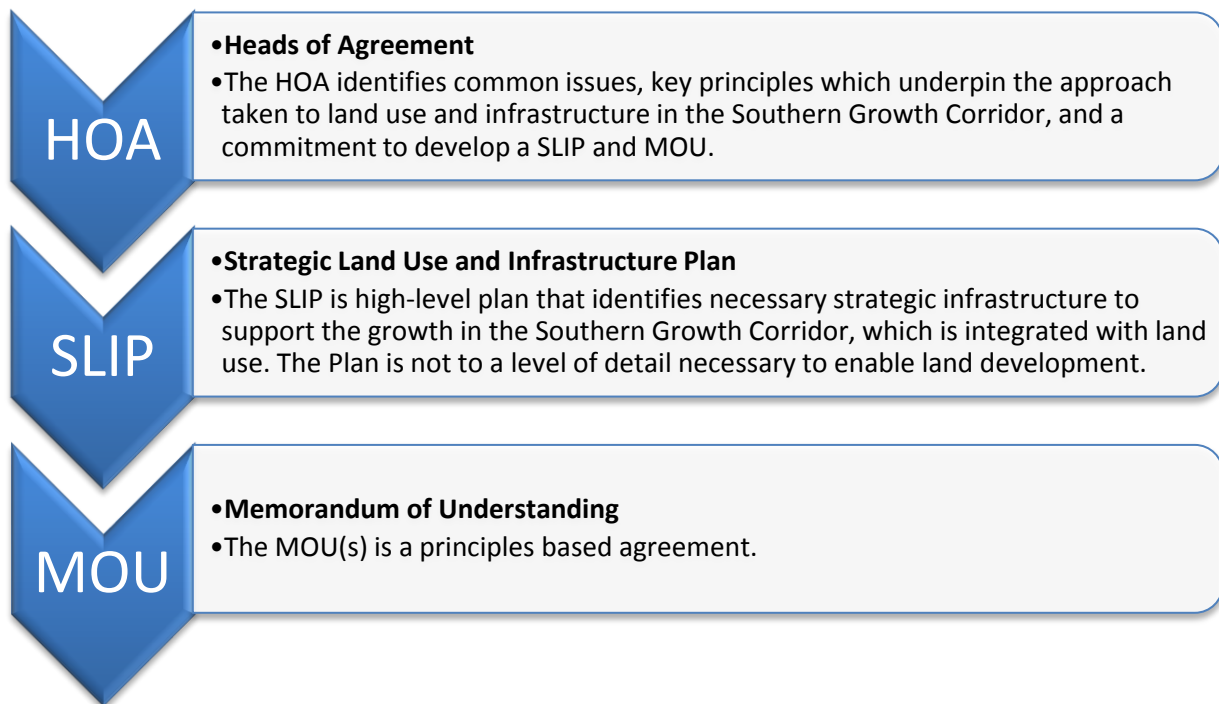
To manage land-use and infrastructure in the Southern Growth Corridor, a collaborative approach was agreed between the New Zealand Transport Agency, Waipa District Council, Hamilton City Council, Waikato District Council, and the Waikato Regional Council (the parties). This approach was initiated in September 2014 through a Heads of Agreement (HOA; see Appendix 1). The HOA provides a framework for identifying common issues, key principles, and sets out a commitment to develop a SLIP. The outcomes of the SLIP are to be reflected in a Memorandum of Understanding (MOU). The approach for the Southern Growth Corridor is shown in Figure 1.

All parties to the SLIP, in addition to Ngā Karu Atua o te Waka and Tainui Waka Alliance, are partners to the Future Proof Growth Strategy.

For the purpose of the SLIP, '**Infrastructure**' means roads and other transport, water, wastewater, and stormwater collection and management networks.

---

<sup>3</sup> Future Proof, 2009. *Growth Strategy and Implementation Plan*.



**Figure 1: Collaborative Framework for the Southern Growth Corridor Project**

### 2.1 Methodology to Develop the SLIP

The SLIP was developed through a series of workshops with members of the Future Proof Technical Implementation Group, and waters and infrastructure staff (Hamilton City Council, Waipa District Council and Waikato District Council). Through the workshops, subsequent feedback, and supporting documents, a number of key challenges and findings were identified. The regulatory framework and supporting documents used in the development of the SLIP are listed in Appendix 3.

### 2.2 Importance of Aligning Land Use and Infrastructure

Historically, land use, infrastructure and funding in the Southern Growth Corridor have not been well aligned or integrated. A key issue that has arisen is a discrepancy between the timing of the roading infrastructure represented by the Southern Links project and the land use allocations contained in Future Proof, the Proposed Waikato Regional Policy Statement (RPS) and District Plans that collectively support development in the Southern Growth Corridor for economic and social reasons.

The Proposed RPS, Waikato Regional Land Transport Plan (RLTP) 2015-2045, and the Future Proof Strategy all recognise the need to align land use and infrastructure planning:

- The Proposed RPS (Section 6, Implementation Method 6.3.2) states that territorial authorities should, in association with Waikato Regional Council, the NZ Transport Agency and other infrastructure providers, ensure infrastructure planning and land use planning initiatives are aligned, and should co-ordinate the provision of appropriate infrastructure and services for new development prior to development occurring.
- The Waikato RLTP (Section 3, Policy 1) aims to ensure that the land transport system is developed and managed within the context of collaborative and integrated land use and transport planning at sub-regional, regional and wider spatial scales. Measure 2 in the Waikato RLTP states that transport partners are to implement integrated land use and transport measures as directed by the Proposed RPS.
- Integrating land use with infrastructure is a central tenet of the Future Proof Strategy and is critical to how the built environment and infrastructure are managed.

The ability to provide infrastructure and services is fundamental to successful growth management. It is important that growth occurs in a manner that supports the efficient use of infrastructure (e.g. development should occur in areas that are already serviced or where infrastructure is planned). Land use should also support the significant funding investment in key infrastructure, and not undermine it through unplanned or ad-hoc development.

Greater integration between land use and infrastructure, and the provision of infrastructure across territorial authority boundaries in the Southern Growth Corridor has the potential to improve infrastructure efficiency and reduce costs, recognising that decisions on funding for new growth are also influenced by other pressures.

### 2.3 Southern Growth Corridor Area

The Southern Growth Corridor area is located on the southern boundaries of Hamilton City and Waikato District, and where they join with Waipa District. The area is shown on Map 1 in Appendix 2.

The Corridor comprises six distinct areas including Peacocke, the Hamilton Airport and adjacent lands, Tamahere, other rural residential areas, Rukuhia and the rural environment. These areas are connected by State Highways 3 and 21, and the designation for the Southern Links project. Although the areas are connected spatially, they span three territorial authorities, and have different land uses, infrastructure needs and servicing (three waters) levels.

The land use areas and their distinguishing features are shown in Figure 2.

<b>Peacocke</b> <ul style="list-style-type: none"> <li>• Hamilton City Council</li> <li>• Emerging major suburb</li> <li>• Urban infrastructure</li> </ul>	<b>Airport and Adjacent Lands</b> <ul style="list-style-type: none"> <li>• Waipa District Council</li> <li>• Predominantly large footprint industry / commercial</li> <li>• On-site system; wastewater treatment in Cambridge</li> </ul>	<b>Tamahere</b> <ul style="list-style-type: none"> <li>• Waikato District Council</li> <li>• Rural residential development</li> <li>• On-site servicing</li> </ul>
<b>Other Rural Residential Areas</b> <ul style="list-style-type: none"> <li>• Waipa District Council</li> <li>• On-site servicing</li> </ul>	<b>Rural Environment</b> <ul style="list-style-type: none"> <li>• Waipa District Council</li> <li>• On-site servicing</li> </ul>	<b>Rukuhia</b> <ul style="list-style-type: none"> <li>• Waipa District Council</li> <li>• On-site servicing</li> </ul>

**Figure 2: Land Use Areas within the Southern Growth Corridor**

## 3. Assumptions

1. The HOA, SLIP and MOU are based on the transport network prior to the construction of Southern Links.
2. In the development of the HOA, SLIP and MOU, the existing and planned land uses confirmed through statutory processes will be taken as the 'baseline' and will not be revisited. This process has not been designed to re-litigate or revisit previous land use decisions.

3. Any future land use changes proposed in the area that do not comply with the relevant district plan or RPS land use allocations, will have to rely on the alternative land use criteria in the RPS (Implementation Method 6.13.3: Criteria for alternative land release).
4. Recent studies (see Appendix 3) on three waters and transport in the Future Proof sub-region, including the Southern Growth Corridor, were used to inform the SLIP.
5. Large scale interim transport infrastructure solutions to create a short-term fix to particular development pressures are not consistent with the SLIP parties' strategic aims and long-term investments. Such solutions are likely to be superseded by Southern Links and could undermine its timing and/or delivery.
6. It is acknowledged that State Highway 1 is within the Southern Growth Corridor and has infrastructure challenges of its own. However, State Highway 1 is not addressed in the SLIP.
7. The SLIP is based on publically available information, including traffic growth and development projections. Should development and traffic growth in the Southern Growth Corridor exceed current projections, the resulting challenges (if any) need to be of a scale sufficient enough to justify further works / solutions beyond those identified in the SLIP.

## 4. Land Use Areas

### 4.1 Peacocke

#### 4.1.1 Background

Peacocke is within the Hamilton City Council boundary and covers an area of approximately 747 hectares (ha). The land was incorporated into the City from the neighbouring Waipa District in 1989 for the express purpose of providing for the City's future urban growth.

For many years the area was identified as future urban zoning, and accordingly, has largely been retained in farmland. The area is now zoned for residential use in the Proposed District Plan and is subject to the Peacocke Structure Plan<sup>4</sup>.

Peacocke comprises two stages. Stage 1 is currently under development and has an initial capacity of 500 dwellings (see Table 1 in Appendix 5) before significant infrastructure improvements are required. Investments to upgrade and/or build further three waters infrastructure are scheduled in the Hamilton City Council 10-Year Plan 2015-25 (Table 5, Appendix 5). An upgrade to the State Highway 3 and Dixon Road intersection has also been scheduled in the current 10-Year Plan; this is a precondition to release the remainder of Stage 1 including the Northview block. With these investments, and subject to development timing, the remainder of Stage 1 will have the necessary infrastructure in place by 2025.

Stage 2 is undeveloped and does not have an established infrastructure programme within the current 10-Year Plan. Stage 2 has an expected capacity for 7500 dwellings.

---

<sup>4</sup> Chapters 3 and 4 (Structure Plans and Residential Zones) including the Peacocke Structure Plan are subject to appeals on the Hamilton City Council Proposed District Plan.



### 4.1.2 Infrastructure Challenges

**Key Challenge:** infrastructure affordability, staging and timing.

The strategic infrastructure needed to open up growth cells comes with large upfront costs e.g. bridges and wastewater infrastructure. Whilst the overall cost will be similar to other growth cells, the upfront requirements can put significant financial pressures on councils and developers and subsequently delay development.

Stage 1 will have the necessary infrastructure in place by 2025 to allow it to be developed to its full potential, while, stormwater, sewage and water supply infrastructure for Stage 2 is scheduled in Year 10 (2024/25) of the 10-Year Plan (Table 5, Appendix 5). Stage 2 is still some time away, and there is increasing pressure to bring development forward. The development timing of Stage 2, however, could be brought forward if the necessary strategic infrastructure and transport networks (e.g. extension of the Far Eastern Interceptor, and a bridge and transport corridor connection constructed across the Waikato River) are constructed in advance of the timeframes identified by the Hamilton City Council.

### 4.1.3 Key Findings

Stage 1 has an established infrastructure programme in the current 10-Year Plan, while the development of Stage 2 is still some time away. The development of Stage 2, however, could be brought forward if developers in the area provide the necessary strategic infrastructure (e.g. Far Eastern Interceptor, bridge, arterial roads), as determined by the Hamilton City Council.

**Option 1:** continue to develop and fund Stage 1 and Stage 2 through the 10-Year Plan.

**Option 2:** allow development, in advance of the timeframes identified by the Hamilton City Council, if developers in the area provide the necessary strategic infrastructure, as determined by the Hamilton City Council.

**Monitor:** land use uptake rates and the subsequent demand for public transport.

## 2.3 Hamilton Airport and Adjacent Lands

### 4.2.1 Background

The Hamilton Airport and adjacent lands, including Titanium Park, Raynes Road Industrial Zone, Mystery Creek and the Narrows, comprise a variety of land uses such as business, industrial and events.

The Hamilton Airport is identified as a Strategic Industrial Node in the Proposed RPS with staging of 74 ha in 2010 to 2021, 10 ha in 2021 to 2041, and 40 ha in 2041 to 2061. It is estimated that approximately 30 ha of the 74 ha that the RPS provides for by 2021 is already occupied. An additional 40 ha of industrial land has been confirmed through resolution of the RPS appeals. That means 124 ha zoned by 2041 or 4.5 ha/year on average. When considering actual traffic growth rates, observations of development and development inferred from building consent data, 4.5 ha/year appears unlikely without a transformation of development rates and patterns, and does not appear to be supported by population projections<sup>5</sup>.

The airport and adjacent lands do not have municipal wastewater or stormwater services. Wastewater treatment is via on-site systems and the waste is transported and disposed at the Cambridge Wastewater Treatment Plant.

<sup>5</sup> Gray, A., 2015. *South Hamilton Road Transport Corridor Development Assessment Framework*. Prepared for the NZ Transport Agency. February 2015.

An agreement between Titanium Park Joint Venture, Waikato Regional Airport Ltd and the Waipa District Council states that Joint Venture is responsible for designing and constructing a wastewater pipeline from the airport to the Cambridge Wastewater Treatment Plant once the wastewater volume reaches 100m<sup>3</sup>/day. The agreement also specifies that both the existing and new stormwater infrastructure on the Joint Venture land will vest in the Council and that eventually the stormwater discharge consents currently held by the airport will be transferred to the Council.

The airport and Titanium Park are supplied with water from Waipa District Council's Pukerimu Supply Scheme which takes water from the Waikato River. There is an agreement between the Waipa District Council and the Waikato Regional Airport Ltd to supply 200 m<sup>3</sup>/day as stage 1 and then another 400 m<sup>3</sup>/day as stage 2; a total of 600 m<sup>3</sup>/day. A pipeline upgrade and reconfiguration of existing reticulation to supply new development at the airport is scheduled in the current Waipa District Council 10-Year Plan 2015-25.

Several roading upgrades in the vicinity of the airport have been proposed or planned (see Table 5 in Appendix 5). Of note are planned improvements to the State Highway 3 and State Highway 21 intersection. This project has been identified as priority number 30 (Significant Activity Table) in the Waikato RLTP.

**The Airport** is subject to a designation (D71) in the Proposed Waipa District Plan. The designation allows for airport purposes, operations, maintenance and expansion of the airport. The underlying zoning is Rural / Airport Business.

**Titanium Park** is the business zone associated with the airport and covers an area of approximately 157 ha (including Northern Precinct). It contains some existing industrial and service activities on the west side of the airport but the majority of the land is undeveloped. The Airport Business Zone Structure Plan guides the development within the zone and has been incorporated into the Proposed Waipa District Plan. It contains controls on the release of land, and states the infrastructure requirements that are to be in place prior to development occurring.

Titanium Park is identified as a growth cell in the Proposed Waipa District Plan. The growth cell has an initial staging of 8 ha, beyond which the necessary infrastructure is required to a maximum capacity of 117 ha (Table 2, Appendix 5).

**Titanium Park – Northern Precinct** is a 40 ha area of land to the northwest of the airport. This land is identified in Table 6-2 of the Proposed RPS under the Hamilton Airport Strategic Industrial Node and has been allocated to the 2041-2061 period. The area is also identified as a growth cell (Table 2, Appendix 5) in the Proposed Waipa District Plan and is subject to approval of a Comprehensive Development Plan<sup>6</sup>.

**Raynes Road Industrial** is a 19.5 ha area of industrial land that will complement the growth of the business located within the Airport Business Zone. This site is owned by Meridian 37 Ltd. Under the Proposed Waipa District Plan, the area is identified as a growth cell (Table 2, Appendix 5) and requires a Comprehensive Development<sup>6</sup> Plan before it can be developed.

**Possible Future Airport Growth Area** consists of approximately 70 ha of rural land. The land is largely owned by Titanium Park Joint Venture.

---

<sup>6</sup> A Comprehensive Development Plan means a plan that applies to the Hamilton Airport Strategic Node and the Agri-Activities Overlay in the Mystery Creek Zone that identifies land uses and infrastructure to meet the needs of proposed land uses to manage effects on the environment.

Any future development of this land will need to be staged in accordance with the provisions of the industrial land allocations in the Proposed RPS and subject to a District Plan review process or other statutory planning mechanism.

**Mystery Creek Events Zone** principally recognises the existing facilities of the Mystery Creek Events Centre and the gun and go kart clubs. These facilities are located within the 'core activity area'. Land that adjoins the core activity area has been identified as the Rural Activities Policy Overlay and has the potential to be developed for activities that support the event focus of the zone.

The Agri-Activities Overlay, located adjacent to State Highway 21, is a defined area which has the capacity to be developed for agricultural or farming research, innovation, education and training type activities which also complement the events focus of the Mystery Creek Events Zone. The Agri-Activities Overlay is subject to a comprehensive development plan.

**Narrows Concept Plan** area provides for activities which complement the operation and expansion of Hamilton Airport, enable the construction of Southern Links and support the establishment of the Te Awa Cycleway. The Concept Plan area also provides for new rural based industry, and enables new activities which protect and enhance the environmental and heritage features within the area and promote opportunities for new visitor experiences.

#### 4.2.2 Infrastructure Challenges

**Key Challenge:** wastewater servicing.

The airport is located between and outside of two main urban areas, Hamilton City and Cambridge. Because of its location, there is no reticulation system suitably located to serve the planned growth around the airport. A number of wastewater opportunities have been identified in investigations on shared infrastructure to date; however, wastewater servicing at the airport still remains the key challenge for the area.

The Southern Area Wastewater Study<sup>7</sup> identified wastewater conveyance, treatment and disposal options for the Southern area of the Future Proof sub-region, between Hamilton City and Waipa District. Options included conveying all wastewater to Hamilton, conveying all wastewater to Cambridge, and a new wastewater treatment plant in the Peacocke / Mystery Creek area. The report concludes that it is 'too close to call' to determine a 'preferred option'. The report noted that further work needed to be done especially around comparative risk assessment. Therefore there were no clear options that had significant benefits and / or economies of scale. Because there was no 'preferred option' for wastewater disposal, Waipa District Council resolved to upgrade the Cambridge Wastewater Treatment Plant for Cambridge only.

A Business Case for Water Services has been developed, investigating different options for the delivery of water, wastewater and stormwater services across the sub-region (Hamilton City, Waikato District and Waipa District). The results of the Business Case were presented to elected members in May 2015. Waikato District Council and Hamilton City Council have agreed to support the formation of a CCO in principal, based on the outcome of public consultation and pending further information. Waipa District Council is seeking more information before making any decision.

---

<sup>7</sup> MWH, 2011. *Southern Area Wastewater Study*. Prepared For Hamilton City Council and Waipa District Council, January 2011.

### 4.2.3 Key Findings

The only option currently in place regarding wastewater is the development agreement to design and construct a wastewater pipeline from the airport to the Cambridge Wastewater Treatment Plant once the wastewater volume reaches 100m<sup>3</sup>/day.

It is unknown when this will occur. In the interim, it is expected that the airport and adjacent lands will continue with on-site systems and wastewater disposal at the Cambridge Wastewater Treatment Plant.

#### **Approach for three waters servicing:**

1. Assume the same level of servicing for the life of the current Waipa District Council 10-Year Plan; or until,
2. The wastewater volume reaches 100m<sup>3</sup>/day, at which point the Joint Venture is responsible to fund a wastewater pipeline from the airport to the Cambridge Wastewater Treatment Plant.

**Monitor:** land use uptake rates.

## 4.3 Tamahere

### 4.3.1 Background

Tamahere is within the Waikato District and covers an area of approximately 1,200 ha. The area is zoned Tamahere Country Living in the Operative Waikato District Plan. The Country Living Zone provides for low density living in a rural setting. The area is subject to Plan Change 3: Tamahere Structure Plan, which became operative on 8 July 2013. The Structure Plan was prepared to enable an effective resolution to a number of issues associated with the projected population growth, business development, and a congested roading network. A primary focus of the Structure Plan was the zoning to support the creation of a local scale business village.

The maximum residential capacity of Tamahere is approximately 1500 dwellings (as per the Southern Sector Study<sup>8</sup>). There are currently 821 occupied properties and 167 vacant properties (Waikato District Council database, 2014).

The new link road, Wiremu Tamihana Drive, was opened in 2014 to reduce through traffic using Newell Road between State Highway 1 and State Highway 21, and to encourage mainstream traffic to use the new Waikato Expressway. The link road will also ensure access to the proposed village and reduce congestion at the State Highway 1 and State Highway 21 intersection. Another link road, programmed for construction in 2018/2019, will link Annebrook Road to Matangi Road. This strategic link allows Annebrook Road to eventually be closed off to State Highway 1 (Table 5, Appendix 5).

There are currently no public transport services servicing Tamahere, but a return service operating between Hamilton and Cambridge stops at Tamahere.

Tamahere does not have municipal wastewater or stormwater services and there are no plans to reticulate the area. The area has a limited Council stormwater service which is covered by a stormwater discharge consent. Stormwater improvements associated with development are scheduled in the Waikato District Council Long Term Plan 2015-25.

Wastewater treatment and disposal is via on-site systems such as septic tanks and effluent fields or a more comprehensive equivalent.

---

<sup>8</sup> Beca, 2010. *Southern Sector Study*. Prepared for Future Proof Partner Councils by Beca in association with Gray Matter. July 2010.

A study<sup>9</sup> commissioned by the Waikato Regional Council found that the risk of adverse effects from on-site wastewater systems in the Tamahere Country Living Zone is likely to be low, even when fully developed.

There is a short-term agreement in place for the Hamilton City Council to supply Waikato District Council with water for the Southern Districts, including Tamahere. This agreement is due for renewal in 2016. A new water reservoir is programmed in the current Waikato District Council Long Term Plan to meet future growth needs.

#### 4.3.2 Land Use and Infrastructure Challenges

**Key Challenge:** managing the sustained pressure for rural residential development (beyond the existing Country Living Zone) and the subsequent pressure on infrastructure.

Tamahere has experienced considerable growth in recent years, increasing from 2,500 people in 2006 to 3,100 in 2013 (based on Statistics New Zealand Census data). Growth has exceeded the residential growth allocations underpinning the Future Proof Strategy, in an area that is not considered 'urban'. This has implications for the population assumptions of the area, and possibly surrounding areas now and to 2061. It is expected that these will be revised upwards as part of the Future Proof Strategy Update in 2015/16.

In the immediate vicinity of, but, beyond the Tamahere Country Zone to the east, there is the potential for approximately 1,500 additional lots, which indicate the potential for an additional 5,000 people. Such populations would indicate that approximately 20-25% of the Waikato District's 'rural' population is living in close proximity to the south east of Hamilton City and largely on prime quality soils. It is acknowledged that all of these have been created historically under previous regimes and it is essentially too late to do anything as the lots already exist<sup>10</sup>.

#### 4.3.3 Key Findings

##### **Approach:**

- Continue to implement the Tamahere Structure Plan.
- Resist pressure for unplanned rural residential growth (beyond the existing Country Living Zone).

##### **Monitor:**

- Water and wastewater solutions in the area.
- Land use uptake rates and the subsequent demand for public transport.

## 4.6 Other Rural Residential Areas

### 4.4.1 Background

While Tamahere represents the most significant of the Rural Residential or Large Lot Residential areas within the Southern Growth Corridor, there are other areas which should be noted. These include the Houchens Road Structure Plan area, Lowe Road Large Lot Residential, and Rukuhia Large Lot Residential, all of which are within the Waipa District.

<sup>9</sup> Trebilco et al. 2011. *Potential for effects from onsite wastewater in the Waikato Region, with particular focus on development south and east of Hamilton*. Waikato Regional Council Technical Report 2012/09.

<sup>10</sup> Beca, 2010. *Southern Sector Study*. Prepared for Future Proof Partner Councils. In association with Gray Matter Ltd. July 2010.

**Houchens Road Structure Plan Area:** This area is situated on the boundary of Hamilton City and adjacent to the Southern Links designation. It is zoned Large Lot Residential in the Proposed Waipa District Plan and is subject to the rules of Plan Change 41 in the Operative Waipa District Plan. Plan Change 41 changed the zoning from Rural to Large Lot Residential and allowed for the development of lots ranging in size from 2,500m<sup>2</sup> to 1 ha. The Proposed District Plan carried these provisions through, although they are currently subject to appeal. The area is not yet developed, and is not intended to be serviced with municipal water or wastewater services. A precondition to development in the Proposed District Plan is an agreement with the NZ Transport Agency to upgrade the State Highway 3 / Houchens Road intersection.

**Low Road Large Lot Residential:** To the north of the Hamilton Airport there are some rural residential lifestyle blocks along Lowe Road. These had a zoning change from Rural to Rural-Residential and subsequent subdivisions occurred. This area is extensively subdivided and has been long established.

**Rukuhia Large Lot Residential:** This has been identified as a growth area in the Proposed District Plan. Five, relatively modest, growth cells have been identified with a total capacity of 108 residential units over 36 ha. Cells R1 and R2 are identified as Deferred Zone for Large Lot Residential and a transferrable development area. Cells R3 to R5 are not identified in the Proposed District Plan, but are anticipated to be developed as Large Lot Residential. The area currently does not have municipal wastewater services or water supply. Infrastructure considerations are to be determined as part of a Structure Planning exercise. Likely infrastructure requirements and the capacity of each cell are shown in Table 4, Appendix 5.

#### 4.4.2 Infrastructure Challenges

**Key Challenge:** stormwater catchment management.

Stormwater consents are currently dealt with individually on an ad hoc basis. As the focus on water quality and conservation increases, catchment management planning for stormwater will become important, and there may become a need for improved stormwater treatment and water conservation measures. This may also become a challenge for other areas within the Southern Growth Corridor.

#### 4.4.3 Key Findings

These areas are not currently serviced with three waters infrastructure and there are no plans for this to change.

#### **Approach:**

- Uphold the Proposed Waipa District Plan approach to limit areas of Large Lot Residential Zoning in order to uphold the principles of the Future Proof Strategy and direct growth towards identified towns and villages.
- Retain Large Lot Residential sized allotments.

### 4.5 Rukuhia

#### 4.5.1 Background

The rural village of Rukuhia is situated around the intersection of State Highway 3 and Rukuhia Road. In 2013, the village and adjoining Large Lot Residential Zone was home to approximately 350 people (based on Statistics New Zealand Census data). The village will be separated from Hamilton City by the Southern Links road network, and is un-serviced in terms of water and wastewater.

#### 4.5.2 Infrastructure Challenges

No infrastructure challenges have been identified based on information to date.

#### 4.5.3 Key Findings

**Approach:** remain un-serviced unless opportunities exist to connect as a result of upgrades to larger nearby developments that enable ready connection at the discretion of the Councils.

### 4.6 Rural Environment

#### 4.6.1 Background

The parcel of land in the middle of the Southern Growth Corridor, bound by Peacocke, Tamahere and the airport, is within the Waipa District and is mainly zoned Rural. The land is predominately high quality soils (Class I and II) with a mixture of agricultural activities (dairy farms) and smaller blocks (orchards, cropping). The Southern Links designation overlays a large portion of this land (see Map 2 in Appendix 2).

#### 4.6.2 Infrastructure Challenges

**Key Challenge:** increasing pressures for non-rural land uses.

The Waikato is the largest food producing region in New Zealand and its rural environment is coming under increasing pressures for non-rural land uses. Nearly 60% of the population growth in the Waikato District and 26% of the population growth in the Waipa District occurred in the rural environment from 2006 to 2013. This equates to a total of approximately 4,500 people. Monitoring results also show that in 2013, 85% of all developments (excluding primary production, outdoor recreation and water supply reserves) occurred on high quality soils in the Future Proof sub-region<sup>11</sup>.

The Waikato District Council adopted Plan Change 2 (operative 21 February 2014) to the Waikato District Plan to limit further subdivision potential in the rural environment. Under the new rules, this has reduced the potential number of new lots from approximately 5,000 to 2,000 (titles over 20 ha). Similarly, the Waipa District Council has proposed new tighter rural subdivision rules within the Proposed Waipa District Plan. Based on the areas of land on titles in the Rural Zone as at 30 October 2014, 2053 lots of 25 ha could be generated under the Operative District Plan, compared to 782 lots of 40 ha under the Proposed District Plan<sup>11</sup>. The effectiveness of these rules in reversing the trend of rural-residential subdivision in the Rural Zone will not be seen immediately.

There are also a number of titles that have been issued but where no development has occurred (legacy titles). There are 1750 vacant lots of less than 4 ha in the Waikato District Rural Zone; it is not known if these will ever be developed<sup>7</sup>.

#### 4.6.3 Key Findings

**Approach:** uphold the Proposed Waipa District Plan policies which protect the Rural Zone from non-rural uses, including large lot or urban scale subdivision.

**Monitor:** rural-residential and rural development.

<sup>11</sup> Future Proof, 2015. Future Proof Monitoring Report 2015.

## 5. Transport Network and Services

### 5.1 Background

**State Highway 3** is identified as a Regional Road in the Waikato RLTP and State Highway 21 as an Arterial Road. These classifications are in accordance with the transport sector's One Network Road Classification. State Highway 21 provides a key link between State Highways 3 and 1 and access to Hamilton Airport. State Highway 3 runs from Hamilton City connecting the Waikato with the Taranaki region.

Journey time reliability and safety are priorities for both State Highways 3 and 21. Both highways are identified by KiwiRAP<sup>12</sup> as having medium to high collective risk which may be exacerbated as a result of growth in the area.

**Southern Links** is a joint NZ Transport Agency and Hamilton City Council initiative. It involves the construction of 21km of state highway, three new bridges, and 11km of urban arterial roads inside Hamilton's Peacocke growth area. The Southern links project allows for a future connection to but is not part of the Waikato Expressway project.

Decisions on the Southern Links designation have been made and outstanding appeals are yet to be resolved. The designation is shown on Map 2 in Appendix 2.

The project is considered to be the optimum long-term solution to accommodate growth and manage existing traffic issues in the Corridor. When constructed Southern Links will reduce congestion, improve safety on State Highways 1 and 3 in the Hillcrest and Melville suburbs of Hamilton, improve freight flows and be a key part of Hamilton City's urban arterial network. It will also complement the Waikato Expressway by providing the main southern access linking Hamilton. The project has been developed with the projected growth and development in the Peacocke, Tamahere and Hamilton Airport areas in mind.

Although seen as the ultimate network solution, Southern Links is still at an early stage of development and the progression to construction stage could be 10 to 15 years away. Southern Links will also be subject to investment criteria applicable at that time. Interim transport network interventions may therefore be required to accommodate development occurring before the construction of Southern Links.

**The Waikato Expressway** project will improve safety and reliability and reduce travel times and congestion on State Highway 1 by delivering a four-lane highway from the Bombay Hills to south of Cambridge. The Cambridge Section of the Expressway is on track for completion in late 2015. The Hamilton Section of the Expressway is currently being let for tender and due for completion in 2019/2020.

**Public transport services** operate on State Highway 3 between Te Awamutu and Hamilton, and on State Highway 1 between Cambridge and Hamilton. There are no services operating on State Highway 21.

---

<sup>12</sup> New Zealand Road Assessment Programme



## 5.2 Infrastructure Challenges

**Key Challenge:** transport network safety and efficiency, and increasing traffic volumes on State Highways 3 and 21.

The majority of traffic approaching Hamilton from the south travel along State Highways 1 and 3 and have a destination within Hamilton City. During peak periods, there are congestion issues when entering Hamilton City along these highways. State Highway 3, between Airport Road (State Highway 21) and Lorne Street, experiences congestion and conflict between freight and local journeys. This reduces network efficiency and creates road safety issues<sup>13</sup>.

In the vicinity of the airport, one of the main issues for State Highways 3 and 21 is how these networks connect to and will accommodate traffic growth generated by development at the airport and surrounding lands. These state highways will also experience increasing safety and efficiency issues, and congestion with long peak hour delays, as currently zoned and consented development (i.e. Peacocke, Titanium Park) is implemented in the wider area. The effects could be exacerbated by traffic growth on State Highway 3 from any additional developments beyond those currently zoned/consented<sup>14</sup>.

The Hamilton Section of the Waikato Expressway project will also impact on State Highway 21. Vehicle numbers on State Highway 21 are expected to increase, and traffic flows will change, post the completion of this section of the Expressway<sup>14</sup>.

**Traffic Growth and Development Trends:** Modelling work has shown that land use uptake rates and associated traffic growth is lower than anticipated along State Highways 3 and 21. Consequently, forecast capacity and safety issues are likely to occur around 10 years later (assuming the same uptake rates). Despite these results, safety and efficiency are still key concerns and there is a need to look at the transport network in an integrated and long-term manner. All planned and programmed works (including mitigation for specific developments) are still required to ensure the network can continue to operate in a safe and efficient manner, and accommodate zoned and consented growth. However, additional works (beyond those currently planned and programmed) such as those identified by the experts at the Airport Hearing<sup>15</sup> (e.g. intersection improvements on State Highway 3 into Hamilton City) are unlikely to be required prior to the construction of Southern Links.

## 5.3 Key Findings

With effective access and network management, the State Highway 3 and 21 corridors are likely to operate at an appropriate customer level of service for the next 10 years, except that congestion is likely to occur during peak periods (based on current development and traffic projections). This means that traffic conditions can be monitored to ensure that the safety and performance of the corridors is not unduly compromised. It should be acknowledged that there may still be localised reductions in levels of service below those indicated in the draft One Network Road Classification guidelines at peak periods.

Safety and efficiency are still key concerns for the network and a number of related improvements are already underway or have been planned (see Table 5, Appendix 5).

<sup>13</sup> Beca, 2010. *Southern Sector Study*. Prepared for Future Proof Partner Councils by Beca in association with Gray Matter. July 2010.

<sup>14</sup> Future Proof, 2013. *Hamilton Airport and Adjacent Lands Study*.

<sup>15</sup> Joint Statement by Traffic Engineering Witnesses. In the Matter of the Resource Management Act 1991 and the Proposed Waipa District Plan and land at and near Waikato Regional Airport. October 2013.

Any further investment along these corridors, prior to Southern Links, is likely to be in the form of safety improvements. Regular monitoring of land use uptake rates and traffic volumes will help identify any emerging issues.

**Approach for State Highways 3 and 21:**

- 1 Implement currently planned or programmed works in accordance with Table 5 (Appendix 5).
- 2 Based on monitoring and if required, undertake additional (beyond those currently planned or programmed) safety improvements to State Highway 21, and the section of State Highway 3 between the State Highway 3/21 intersection and into Hamilton City.
- 3 If land use uptake and traffic growth rates exceed projections, consider developing a business case which may include infrastructure such as Southern Links, as well as other alternative responses.

**Monitor:** land use uptake rates, traffic growth and safety performance within the Southern Growth Corridor.

**Public Transport Opportunities:** there are opportunities for public transport services to be introduced in the Peacocke and Tamahere areas subject to land use uptake rates, funding availability and a business case that demonstrates clear benefits to the community.

## 6. Overall Conclusions

At the start of the process to develop the SLIP, a number of common challenges across the land use areas were anticipated that could be managed collaboratively. However, it became apparent that each area within the Corridor is distinct with differing land uses, infrastructure needs and servicing levels. Peacocke is an emerging major suburb of Hamilton requiring full urban infrastructure. The Airport and adjacent lands is predominantly large footprint industry and commercial, with mainly on-site servicing. Tamahere is a large rural residential area, characterised by low density, country living properties, and on-site servicing. The other rural residential areas, rural environment and Rukuhia all have on-site servicing. As a result of these differences, the SLIP has dealt with each land use area individually.

The transport network is the common 'glue' connecting the Southern Growth Corridor, affecting each land use area and all parties to the SLIP. As such, the findings with regard to the transport network will form the basis of an MOU.

## 7. Next Steps

### 5.3 Memorandum of Understanding

The next step is to develop an MOU on an agreed transport approach along State Highways 3 and 21, which will address the following:

1. Agreement that the parties will accept a lower level of service<sup>16</sup> on State Highways 3 and 21 prior to Southern Links, provided that safety and journey time reliability are not compromised.
2. Agreement that, other than currently planned or programmed works, only safety improvements will occur on the State Highway 3 and 21 transport network prior to Southern Links.

<sup>16</sup> This will be influenced by the application of the One Network Road Classification.

3. Agreement that land use uptake rates and traffic volume growth will be monitored on a regular basis. If growth exceeds projections causing increased safety and efficiency issues on the State Highway 3 and 21 corridors, the parties will investigate the appropriate level of response, which may include bringing forward the timing of Southern Links<sup>17</sup>.

### 5.3 Monitoring

To track the key infrastructure challenges, a number of associated monitoring requirements have been identified in the SLIP. The monitoring requirements include traffic growth, land use uptake rates, rural-residential and rural development, and water and wastewater solutions. Most of this monitoring already takes place on a regular basis by the individual SLIP parties, so it will be a matter of collating and analysing the data. It is proposed to collate and report on these monitoring actions on an annual basis. The SLIP monitoring may become a subset of the Future Proof Strategy monitoring; this will be evaluated during the Strategy Update.

Suggested data and data sources for the SLIP monitoring include:

- Annual traffic counts on Rayne's Road undertaken by Waipa District Council.
- Traffic volumes on State Highways 3 and 21 undertaken by NZ Transport Agency (<https://www.nzta.govt.nz/resources/state-highway-traffic-volumes/>)
- Traffic counts on State Highway 3 coming into Hamilton City undertaken by Hamilton City Council (<http://www.hamilton.govt.nz/our-services/transport/maintainingimproving/Pages/Traffic-Counts.aspx>)
- Building and subdivision consent data held by the Hamilton City Council and Waipa and Waikato District Councils.
- Any relevant reports on water and wastewater solutions.
- Future Proof Monitoring Reports.

---

<sup>17</sup> Any investment will be subject to an evidence based business case that sets out the problems, benefits, and the range of responses considered.

## **Appendix 1: Southern Growth Corridor Heads of Agreement**

## Appendix 2: Maps

## Appendix 3: Regulatory Framework and Supporting Documents

The SLIP were prepared within the context of the Future Proof Growth Strategy, Proposed Waikato RPS, Waikato Regional Land Transport Strategy (RLTS), district plans, long-term plans, infrastructure strategies and individual local authority growth strategies. Key documents used in the preparation of the SLIP include:

- Proposed Waikato RPS
- Waikato Regional Land Transport Plan 2015-45
- Proposed Hamilton City District Plan (Appeals Version)
- Operative Hamilton City District Plan
- Proposed Waipa District Plan (Appeals Version)
- Operative Waipa District Plan
- Operative Waikato District Plan
- Hamilton City, Waipa District and Waikato District 10-Year / Long Term Plan's 2015-25
- Hamilton City, Waipa District and Waikato District 30 Year Infrastructure Strategy's
- Waipa 2050 (District Growth Strategy)

The Proposed Hamilton City District Plan, Waipa District Plan and Operative Waikato District Plan are the most up-to-date planning documents and hence were used in the preparation of the SLIP.

The Proposed Hamilton City District Plan was notified in December 2012 and is now in the appeal process. The Proposed Waipa District Plan Decisions Version was notified in May 2014 and is also in the appeal process. The Waikato District Plan became operative in February 2014.

A number of recent studies have investigated three waters and transport in the Future Proof sub-region and Southern Growth Corridor. Key studies used in the preparation of the SLIP include:

- *Sub-Regional Three Waters Strategy*, Hamilton City Council, Waipa District Council and Waikato District Council, September 2012.
- *Sub-Regional Water Strategy*, Opus International Consultants Ltd, prepared for Hamilton City Council, Waikato District Council and Waipa District Council, 2008.
- *Sub-Regional Wastewater Strategy*, Opus International Consultants Ltd, 2009.
- *Southern Area Wastewater Study*, MWH, prepared for Hamilton City Council and Waipa District Council, January 2011.
- *South Hamilton Road Transport Corridor Development Assessment Framework*, Gray, A., prepared for the NZ Transport Agency, Draft 2, February 2015
- *Hamilton Airport and Adjacent Lands Study*, Future Proof, August 2013
- *Southern Sector Study*, Beca in association with Gray Matter, prepared for the Future Proof Partner Councils, July 2010
- *Joint Statement Traffic Engineering Witnesses*, In the Matter of the RMA 1991 and the Proposed Waipa District Plan and land at and near Waikato Regional Airport, October 2013
- *Southern Land Use Implementation Plan: SH21 Airport Road Intersections*, Gray, A., prepared for the NZ Transport Agency, June 2015.

## **Appendix 4: Agreements**

### **Construction of Pipeline and Supply of Water Agreement, 2007**

There is an agreement between the Waipa District Council and the Waikato Regional Airport Ltd for the supply of water to the airport and Titanium Park. The agreement is to supply 200 m<sup>3</sup>/day as stage 1 and then another 400 m<sup>3</sup>/day as stage 2; a total of 600 m<sup>3</sup>/day. The water supply is from Waipa District Council's Pukerimu Supply Scheme which takes water from the Waikato River.

### **Development Agreement, 2009**

This agreement between Titanium Park Joint Venture, Waikato Regional Airport Ltd and the Waipa District Council covers all services to Titanium Park and the airport. The agreement does not supersede the 2007 agreement, but formalises the sharing of the water allocation between Titanium Park and the Waikato Regional Airport.

The agreement states that the Joint Venture is responsible for designing and constructing a wastewater pipeline from the airport to the Cambridge Wastewater Treatment Plant once the wastewater volume reaches 150m<sup>3</sup>/day. It also specifies that new stormwater infrastructure will vest in the Council and that eventually the stormwater discharge consents currently held by the airport will be transferred to the Council.

The agreement does not cover the Northern Precinct.

### **Memorandum of Agreement between NZ Transport Agency, Titanium Park and Waikato Regional Airport Ltd, 2011**

This agreement sets out the preferred interface between the airport and the Titanium Park development as being one vehicle access from SH3 and on from SH21. The agreement seeks to ensure appropriate integration of future development at the airport with the adjacent State Highways.

Stages for the development of the State Highway access points and responsibility for costs are set out in the agreement. Most costs are to be met by the Titanium Park Joint Venture.

Also attached to the agreement is a second agreement between the parties which covers another access point from Raynes Road, near the Raynes Road / SH21 intersection. Both agreements set out trigger points for the upgrades.

The agreement does not cover the Northern Precinct.

### **Southern Districts Water Supply Agreement**

There is a renewable short-term agreement in place for the Hamilton City Council to supply Waikato District Council with water for the Southern Districts, including Tamahere. This agreement is due for renewal in 2016.

## Appendix 5: Tables

**Table 1: Peacocke – capacity and preconditions for development**

Staging	Capacity	Infrastructure Considerations
<b>Stage 1a</b> Excludes Northview block	500 dwellings (approx. 85 ha)	<ul style="list-style-type: none"> <li>• Comply with Peacocke Structure Plan</li> <li>• Limited to 500 dwellings until transportation and wastewater infrastructure are provided</li> <li>• Does not require significant investment on existing transport network</li> </ul>
<b>Stage 1b</b> Includes Northview block	350 dwellings	<ul style="list-style-type: none"> <li>• Comply with Peacocke Structure Plan</li> <li>• Requires significant wastewater and transport network improvements (solution to Dixon Road / SH3 intersection)</li> </ul>
<b>Stage 2</b>	7500 dwellings	<ul style="list-style-type: none"> <li>• Comply with Peacocke Structure Plan</li> <li>• Requires full urban infrastructure</li> <li>• Requires far eastern interceptor (wastewater)</li> <li>• Requires bridge and transport connection across the Waikato River</li> <li>• Requires Southern Links</li> <li>• Development is expected to be sequenced from the north in conjunction with infrastructure</li> <li>• Largely developer funded</li> </ul>

**Table 2: Airport growth cells – capacity and infrastructure considerations**

Growth Cell	Capacity	Infrastructure Considerations
<b>Titanium Park</b>	117 ha; initial staging of 8 ha	<ul style="list-style-type: none"> <li>• Development beyond 8 ha requires necessary infrastructure</li> <li>• Development agreement in place</li> <li>• Comply with Airport Business Zone Structure Plan</li> </ul>
<b>Titanium Park Northern Precinct</b>	40 ha	<ul style="list-style-type: none"> <li>• Comprehensive Development Plan</li> <li>• Comply with Airport Business Zone Structure Plan</li> <li>• Provisions for water, wastewater, stormwater and roading infrastructure</li> <li>• No direct vehicle access to Narrows Road or Middle Road</li> </ul>
<b>Raynes Road Industrial Zone</b> (note: development has been scaled back)	19.5 ha	<ul style="list-style-type: none"> <li>• Comprehensive Development Plan</li> <li>• Comply with Airport Business Zone Structure Plan</li> <li>• Provisions for water, wastewater, stormwater and roading infrastructure</li> </ul>
<b>Possible Future Airport Growth Area</b>	The area is zoned Rural but identified as an area for Possible Future Airport Growth. It is largely owned by Titanium Park Joint Venture who consider that it is integral to the long term master planning for Hamilton Airport. Any future development of this land will need to be staged in accordance with the provisions of the industrial and allocations in the Regional Policy Statement and subject to a District Plan review process or other statutory planning mechanism.	

**Table 3: Tamahere – capacity and infrastructure considerations**

Capacity	Infrastructure Considerations
<ul style="list-style-type: none"> <li>• 167 vacant properties</li> <li>• 821 occupied properties</li> <li>• 988 total properties</li> <li>• Maximum capacity approx. 1500 (as per the Southern Sector Report)</li> </ul>	<ul style="list-style-type: none"> <li>• No roading issues for Tamahere</li> </ul>



**Table 4: Rukuhia growth cells – capacity and preconditions for development**

Growth Cell	Capacity	Timing	Infrastructure Considerations
<b>R1</b>	12 ha 36 residential units	2010-2040	<ul style="list-style-type: none"> <li>• Development agreement may be required</li> <li>• Infrastructure to be determined as part of a Structure Plan</li> <li>• Likely infrastructure: passenger transport node, Rukuhia Road / SH3 intersection improvements</li> </ul>
<b>R2</b>	4 ha 12 units	2010-2020	<ul style="list-style-type: none"> <li>• Development agreement may be required</li> <li>• Infrastructure to be determined as part of a Structure Plan</li> </ul>
<b>R3</b>	7 ha 21 units	2047-2072	<ul style="list-style-type: none"> <li>• Infrastructure to be determined as part of a Structure Plan</li> <li>• SH intersection upgrade is required if Southern Links has not been constructed</li> <li>• 80% development of R4 is required</li> <li>• Likely infrastructure: State Highway intersection</li> </ul>
<b>R4</b>	7 ha 21 units	2028-2055	<ul style="list-style-type: none"> <li>• Infrastructure to be determined as part of a Structure Plan</li> <li>• Southern Links is required to be constructed</li> <li>• 80% of development of R1 and R2 combined is required</li> </ul>
<b>R5</b>	6 ha 18 units	2047-2070	<ul style="list-style-type: none"> <li>• Infrastructure to be determined as part of a Structure Plan</li> <li>• SH intersection upgrade is required if Southern Links has not been constructed</li> <li>• 80% development of R4 is required</li> </ul>

**Note:** Growth cells R 3 and R5 could be progressed ahead of R4 if Southern Links has not been constructed once 80% of R1 and R2 has been developed

**Table 5: Planned Infrastructure and Infrastructure Needs**

Infrastructure	Timing (Construction)	Status	Funding
<b>Hamilton Airport</b>			
Pipeline upgrade and reconfiguration of existing reticulation to supply new development at the airport (Airport Water Supply Stage 2)	2020/2021	Planned	Waipa DC 10-Year Plan 2015-25
Upgrade to Parallel Road water treatment plant to meet levels of service	2017/18 to 2019/20	Planned	Waipa DC 10-Year Plan 2015-25
New pipeline to transfer wastewater from the airport to Cambridge	When wastewater volume reaches 100m <sup>3</sup> /day	Not planned	Funded by a developer and vested in Council
Upgrade Cambridge wastewater treatment plant to cater for growth and meet levels of service	2016/17 to 2020/21	Planned	Waipa DC 10-Year Plan 2015-25
Stormwater infrastructure	Not planned	Not planned	Undetermined
Northern Precinct access	Undetermined	Agreed	Undetermined
Possible closure of Meridian Drive and new access from Airport Road	Dependent on Southern Links	Not planned	Undetermined
<b>Tamahere</b>			
Annebrook Link Road (linking Annebrook Road to Matangi Road)	2018/2019	Recognised in Waikato RLTP	Undetermined
Install reservoir to meet future growth needs	2018/19 to 2019/20	Planned	Waikato DC LTP 2015-25
Stormwater improvements associated with development	2015/16 to 2017/18	Planned – dependent on growth	Waikato DC LTP 2015-25

<b>Peacocke Stage 1</b>			
Roading upgrades and development (associated with development)	2015/16 to 2022/23	Planned	HCC 10-Year Plan 2015-25
Stormwater infrastructure (associated with development)	2015/16 to 2023/24	Planned	HCC 10-Year Plan 2015-25
Upgrade / build new watermains (associated with development)	2015/16 to 2022/23	Planned	HCC 10-Year Plan 2015-25
Increase capacity of wastewater network (associated with development)	2015/16 to 2020/21	Planned	HCC 10-Year Plan 2015-25
SH3 / Dixon Road roundabout (as part of Southern Links)	2015/16 to 2022/23	Planned	HCC 10-Year Plan 2015-25 / NZTA
<b>Peacocke Stage 2</b>			
Increase capacity of network - Southern Interceptor (investigation and reporting)	2024/2025	Planned	HCC 10-Year Plan 2015-25
Stormwater infrastructure (investigation and reporting)	2024/2025	Planned	HCC 10-Year Plan 2015-25
Upgrade / build new distribution watermains (investigation and reporting)	2024/2025	Planned	HCC 10-Year Plan 2015-25
Roading upgrades and development (investigation and reporting)	2015/16 to 2024/25	Planned	HCC 10-Year Plan 2015-25
Bridge over the Waikato River (as part of Southern Links)	2028/2029	Recognised in 30 Year Infrastructure Strategy	Undetermined
<b>Transport Network (State Highways and Southern Links)</b>			
SH3 / SH21 intersection improvements*	2016/17 to 2017/18	Planned	NZTA & developer
SH3 Hamilton to Ohaupo safety improvements*	Current	Currently under construction	NZTA
SH3 / Ingram Road right turn bay	2015	Planned	NZTA & developer
SH3 / Gen Tech access –	Subject to staging of development	Planned	Developer
SH3 / Raynes Road upgrade	Complete	Complete	NZTA
SH3 / Houchens Road intersection	Dependent on subdivision	Agreement pending subdivision	Developer
SH21 / Airport Road / Lochiel Road roundabout	Dependent on development uptake	Agreement in place	Developer
SH21 / Raynes Road intersection upgrade	Not planned	Not planned	Undetermined
SH21 / Mystery Creek Road intersection – minor safety	Not planned	Not planned	Undetermined
SH21 / Pencarrow Road intersection – minor safety	Not planned	Not planned	Undetermined
Southern Links	Approx. 2025/2030	Planned	HCC & NZTA
Southern Links East West Arterial	Approx. 2025/2030	Planned	NZTA

Source: 10-Year / Long Term Plan's 2015-2025, Long Term/30 Year Infrastructure Strategy's 2015-45

\*Significant transport activities identified in the Waikato RLTP

## Appendix 6: Interpretation

**Councils** mean the Waipa District Council, Hamilton City Council, Waikato District Council and the Waikato Regional Council.

**Future Proof** means the Sub Regional Growth Strategy for the Future Proof sub- region being the territorial areas of Waikato District, Hamilton City and Waipa District.

**Future Proof Partners** means Waipa District Council, Hamilton City Council, Waikato District Council, Waikato Regional Council, NZ Transport Agency and Tāngata Whenua.

**HOA** means Heads of Agreement between the Parties.

**Infrastructure** means the provision of roads and other transport, water, wastewater, and stormwater collection and management.

**MOU** means the Memorandum of Understanding between the Parties which is still to be developed and considered.

**Proposed RPS** means the Proposed Waikato Regional Policy Statement.

**RLTP** means Waikato Regional Land Transport Plan 2015-45.