



# Scenario 1: Status quo

## At a glance

- Scenario 1 is the “Status quo” scenario and reflects the base with the North Waipā - South Hamilton area as it continues to experience growth, primarily in accordance with the agreed population projections and business land assumptions of the Future Proof Partners (FPP) as set out in the Future Development Strategy adopted in 2024.
- This scenario also assumes the growth pattern under various planning instruments such as the Resource Management Act (RMA), the Future Development Strategy (FDS) and the Fast-Track Approval (FTA) Act running in parallel, as per current policy environment.
- With this in mind, the recent out-of-sequence land development in the last 12 months has been taken into account in terms of:
  - Scheduled applications in the FTA Act and agreed referrals
  - Plan changes and existing zoning in District Plans
  - The updated status of the Hamilton Southern Links (HSL) as a road of national significance (RoNS)
  - The updated status of the new Southern Wastewater Treatment Plant (SWwTP), which was recently included in the draft National Infrastructure Plan by the Infrastructure Commission.
- The centres approach of the Future Proof Strategy and Regional Policy Statement remains robust with Hamilton as the primary centre in the region for commercial, civic and social activity. The towns of Cambridge and Te Awamutu continue to provide commercial and servicing needs to their urban and rural communities.

## Description of key assumptions

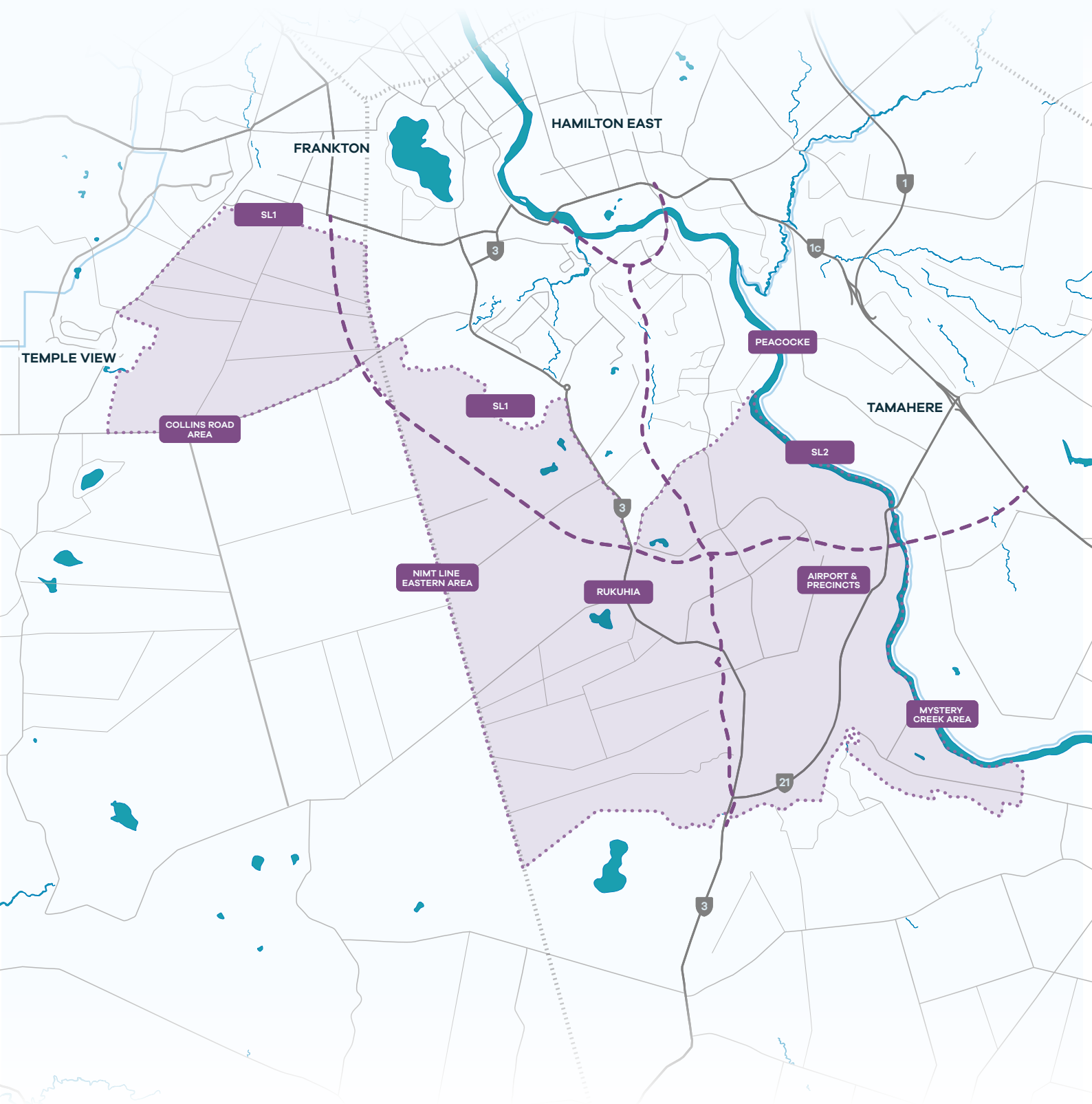
Scenario elements	Key assumptions
 <p><b>Strategic Fit / Regulatory</b></p>	<ul style="list-style-type: none"> <li>• Early 2025: Central Government announced plans for repealing and replacing the Resource Management Act 1991 (RMA).</li> <li>• Phase 3 signalled two new pieces of legislation: The Natural Environment Act (NEA) and The Planning Act, with a greater focus on regional spatial planning.</li> <li>• The Strategic Boundary Agreement is looking to be given effect once Hamilton City Council (HCC) and Waipā District Council (WDC) have reached an agreement. The boundary transfer will likely be carried out in stages with SL1 being transferred in a first instance then SL2.</li> </ul>
 <p><b>Residential / Industrial / Commercial development</b></p>	<ul style="list-style-type: none"> <li>• The <b>SL1</b> growth area is planned to be developed in stages.</li> <li>• <b>SL1</b> Stages 1A and 1B (residential/industrial) — are intended to be delivered under Fast-Track consenting. The remaining SL1 (<b>Balance SL1</b> or Stage 2) is planned to be developed in line with its concept plan.</li> <li>• Development in the <b>area north of Collins Road</b> development area is uncertain due to constructability challenges (unlikely within 30 years) of predominant peat soils.</li> <li>• <b>Rukuhia and Ōhaupō</b> are retained as villages with large lot residential (Min. net lot area of 2,500m<sup>2</sup> / 4dph). In both cases, reticulation is not envisaged in the short to medium-term, and growth is likely to be contained within the current growth cells. Increasing pressure for the expansion of both villages is being applied by landowners acknowledging the growth in this village could directly compete with other growth cells (i.e., SL1).</li> <li>• <b>Peacocke</b> is slowly developing as per its structure plan. The area has been experiencing out-of-sequence development with developers in the southern part progressing at a faster pace compared to those in the northern part.</li> <li>• <b>SL2</b> is retained as rural and is likely to be transferred as a final stage to Hamilton City under the strategic boundary agreement. The area hosts large residential lots and is significantly fragmented with low or no developer activity. Higher-density residential is unlikely in the medium to long-term or until the Peacocke area fills up and arterial is built connecting Peacocks and Rukuhia.</li> <li>• <b>Hamilton Airport</b> (which includes all surrounding precincts) is expected to expand over the short to long-term with aviation and non-aviation related activities up to 190 ha. Airport resumed international passenger flights in June 2025 and continues to support aviation training via Waikato Aviation and the Young Eagles. Designation for the runway is due to lapse in 2026, although this is expected to be extended. Full wastewater reticulation is not likely ahead of 2040. Assumption is for industry to remain as a dry industry (to date, logistics/storage/warehousing) as the Airport precinct plan change designates dry industries through strict volume controls and no water available to accommodate wet industries.</li> <li>• <b>Mystery Creek</b> is retained as recreation and event focus zone. There are no aspirations to connect to the wastewater treatment plant, and currently, septic tanks are sufficient on normal operational days while sewage is conveyed by truck to Te Awamutu during significant events.</li> <li>• Sand mining located on <b>the eastern side of the NIMT line</b> will continue till 2038 (Consent end date). The mined area will then be remediated. Land owners in the area have expressed aspiration to develop commercial and industrial with road access to SH3.</li> <li>• An <b>area north of Mystery Creek</b> has a private plan change lodged and on hold with WDC. Aspiration for extension of the Airport Business Zone with express provision for Agritech activities. Low confidence as to the timeframe. The area includes the existing Tomra site, which is already developed, and parts of the site are constrained due to Waikato River gully and riverbank.</li> <li>• <b>Tamahere area</b> – Tamahere is located in the Waikato District and is not directly included in the spatial study area, however the development of the Hamilton Southern Links and changes in neighbouring areas, particularly to the west, such as Peacocke and the SL2 area, are expected to influence Tamahere.</li> </ul>

## Description of key assumptions (continued)

Scenario elements	Key assumptions
 <p><b>Infrastructure - Transport</b></p>	<ul style="list-style-type: none"> <li>• <b>Hamilton Southern Links</b> form is accepted as a given for the base case scenario. At the time of writing, funding and delivery approach are uncertain, as is the tolling status. No cycling corridor is included in the designation footprint.</li> <li>• <b>The Southern Links Network Plan</b> is in progress to develop or connect the surrounding existing and future arterial and collector road networks.</li> <li>• Public Transport (PT) pathways, <b>no BRT</b> in the short-to-medium term; however, frequent services between the Airport and Hamilton City are planned in the short to medium term. Zero-emission buses are likely to be the majority of the PT fleet by 2035.</li> <li>• No further investigation planned for the <b>passenger rail</b> connection in the long term. At a design minimum, it can not accommodate any mode share at this point.</li> <li>• <b>Walking and cycling corridors</b> are provided in the study area via a concept plan for SL1 and a structure plan for Peacocke.</li> <li>• Proposed alterations to the Narrows bridge over the Waikato Awa could provide a long-term opportunity to extend the Te Awa cycleway River Ride to the western bank of the Awa and north into the Peacocke growth cell.</li> </ul>
 <p><b>Infrastructure - Water</b></p>	<ul style="list-style-type: none"> <li>• <b>Water supply</b> is likely to be challenging to match the expected development in the study area. Water supply is sufficient for Peacocke, though availability for other developments remains uncertain. SL1 will be required to apply for additional water allocation and development is dependent on finding new supply.</li> <li>• <b>Southern Wastewater Treatment Plant</b> was recently included in the draft National Infrastructure Plan by the Infrastructure Commission, and is progressing through the early stages of the notice of requirement. A site has been identified and is located in the SL2 area. The plant is expected to be operational in the medium to long-term, scaling with a modular approach that includes an initial stage to service 35 years of existing and future growth.</li> <li>• Private <b>on-site wastewater management</b> solutions are intended to progress until reticulation of new growth areas such as SL1, Rukuhia and Ōhaupō.</li> </ul>
 <p><b>Infrastructure - Social</b></p>	<ul style="list-style-type: none"> <li>• The core study area contains nine existing <b>schools/school zones</b> (Deanwell, Glenview, Te Kura Amorangi o Whakawatea, Kaipaki, Koromatua, Ōhaupō, Rukuhia, and Tamahere and South City Christian).</li> <li>• Two new primary schools are planned in Peacocke to serve its growing population.</li> <li>• Access to Ōhaupō School is likely to experience challenges as traffic volumes rise on SH3.</li> <li>• <b>Community facilities</b> such as halls, libraries, open spaces are delivered in line with new growth areas to service future populations.</li> </ul>
 <p><b>Environment / Heritage/ Culture</b></p>	<ul style="list-style-type: none"> <li>• <b>Peacocke structure plan</b> contributes significantly to areas of environmental preservation, enhancing biodiversity.</li> <li>• Concept plan for SL1 integrates ecological improvements alongside stormwater treatment.</li> <li>• The <b>blue-green network</b> envisioned in the Future Proof Strategy continues to expand, increasing biodiversity in restored and predator-free gully systems, while providing secondary stormwater treatment and retention during extreme events.</li> </ul>
 <p><b>Planning and Staging</b></p>	<ul style="list-style-type: none"> <li>• Airport designation for runway extension lapses 2026, but is expected to be extended.</li> <li>• The Strategic Boundary Agreement between Waipā District and Hamilton City councils is being progressed</li> <li>• Airport Business Zone and Mystery Creek Events Zone are retained as they are.</li> </ul>



## Scenario One: Status quo



### Legend

- |                |                                     |
|----------------|-------------------------------------|
| District lines | Railway                             |
| State Highways | Hamilton Southern Links designation |
| Waikato River  | Study area boundary                 |