



Scenario 2: Staged roll-out 30 + years

At a glance

- In this scenario, the RMA has been reformed, and the new Going for Housing Growth legislation places significant emphasis on the staging in the Regional Spatial Strategy / Plan. Growth is carefully managed through staging rules, master/structure planning, infrastructure triggers and developer agreements. Unanticipated and out-of-sequence developments can still enable growth outside of the Future Proof settlement pattern. Unanticipated and/or out-of-sequence developments can still occur but would be subject to the same requirements around master planning, triggers and agreements.
- Delivery has been staged and coordinated, with new neighbourhoods coming online in sequence to align with infrastructure readiness and consent triggers set through the structure planning process. Approved Fast-Track Areas (FTAs) have progressed rapidly, with both residential and industrial development occurring in step with supporting infrastructure.
- Development outside FTA areas is slow for the first 10-15 years, but accelerated following the unlocking of infrastructure, with Southern Wastewater Treatment Plant (SWWTP) scaled up to servicing new growth and Hamilton Southern Links (HSL) full scope being developed.
- Rukuhia and Ōhaupō retain their rural character until later in the scenario timeframe (by 2055), when moderate intensification occurs.
- The Airport precinct activities rebalance toward aviation, with limited dry industry and improved incentives to ensure land development is focussed on those that require proximity to an airport.
- By 2055, this scenario delivers predictable growth, strong environmental management, and reduced risk of over-investment.



Scenario Elements – Key assumptions

Scenario elements	Key assumptions	
	By 2040	By 2055
 <p>Anticipated Regulatory Environment and Population Projections</p>	<ul style="list-style-type: none"> This staged approach relies on the use of the spatial elements and long-term plans alongside triggers/developers agreements. Unanticipated and/or out-of-sequence developments can still occur but would be subject to the same requirements around triggers and agreements. Spatial plan provides for master and structure planning and development opportunities dependent on infrastructure availability and provision. Scenario allows councils to retain control over land release and actively use infrastructure as a trigger for development. Population projection aligns with baseline. 	
 <p>Residential / Industrial / Commercial development</p>	<ul style="list-style-type: none"> The area in SL1 has now transferred to Hamilton City and is being developed as per the concept plan in a staged and coordinated manner. Listed FTA (residential and industrial) in SL1 have been approved and are being delivered in alignment with infrastructure (road network, cycling and walking corridor), according to triggers established in their consent and via the structure planning process. The remaining part of SL1, not referred through the FTA process (Balance SL1), has been slow for the first 10 years in comparison to its FTA counterpart; however, development in this area accelerates once Hamilton Southern Links (HSL) is completed. Although there is no wastewater reticulation, scaled mini private treatment plants have been established with the intention of connecting to the wider wastewater network in the longer-term. The area north of Collins Road has not been developed. The constructability challenges (e.g. peat soils), previously experienced in SL1 to a lesser degree, are exacerbated in this area and the feasibility of residential and industrial development is questionable. Large lot residential areas remain the defining character of Rukuhia and Ōhaupō, preserving their rural village feel. In Peacocke, the pace of development has slowed as demand and affordability change, with early focus on SL1, while some developers opt to leapfrog directly into SL1. The Airport precinct has undergone a rebalancing of its role as a key economic node. New planning provisions and the Airport MasterPlan have ensured that airport operations and infrastructure take precedence over non-aviation uses by 	<ul style="list-style-type: none"> Reticulated wastewater and urbanisation has reached Rukuhia and Ōhaupō, introducing greater residential density while maintaining their role as connected but distinct communities. SL2 has not yet transferred to Hamilton and has retained its rural character, with development held back in favour of completing development in Peacocke and SL1. Despite being already well fragmented, the rural zoning and large lot residential areas allow for SL2 to be recognised as the next potential long-term growth area. With the limited establishment of industrial activity within the original Airport precincts, a rezoning has allowed the area north of Mystery Creek to establish agri-tech industries and high-value manufacturing slowly. This means the Airport Business Zone has now been expanded to the Waikato River, although natural constraints such as gullies and riverbanks reduce the net developable area. This recent emerging economic hub has begun to attract similar and support services. Given this, the area located east of the NIMT line has been slowly rezoned and a mix of commercial and light industrial activity is slowly emerging, with the intent to extend and connect with parts of the Airport's Western Precinct. Farming activities continue in the remaining non-urban areas, with this being the main activity on the west side of the rail line. In contrast, the east side has undergone significant changes in land use, leading to the loss of highly productive soils for industrial activities that are primarily complementary to farming.



Scenario Elements – Key assumptions (continued)

Scenario elements	Key assumptions	
	By 2040	By 2055
<p>Residential / Industrial / Commercial development</p> <p>(continued)</p>	<p>prioritising land for aviation associated activities and ensuring that development plans primarily consider the needs of aviation safety and efficiency. Thus, aviation activity is more actively protected, while limited additional light industrial activities have grown within and around the precincts. Dry industry remains the single industrial type, with no wet industries permitted.</p> <ul style="list-style-type: none"> • Mystery Creek has strengthened its position as a tourism, recreation, and events hub, benefiting from the increased aviation activity. • The area located east of the NIMT line remains undeveloped, and sand mining has continued until the consent expires in 2038. As the area is widely LUC class 2 soil, careful remediation work is underway to restore and future-proof the long-term capability of these prime soils particularly where sand extraction had taken place. • SL2 remains under Waipā District Council jurisdiction and contains the Southern Wastewater treatment in part; however, it hasn't developed further and is still predominantly zoned as rural. • The staged roll-out approach of developments across the area has allowed farming activities to remain predominant within the study area, particularly in areas where high class soils are and where peat soils pose constraints to urban/industrial development. 	
 <p>Infrastructure - Water</p>	<ul style="list-style-type: none"> • Water allocation is sufficient for Peacocke, and had to be carefully allocated for the SL1 area, but supply to other growth areas remains under consideration. • Until the Southern Wastewater Treatment Plant is operational, residential and industrial developers are installing scaled mini private treatment plants. These will eventually require retrofitting to connect to centralised servicing. 	<ul style="list-style-type: none"> • The Southern Wastewater Treatment Plant is fully operational, connecting new developments as they come online. SL1 is fully serviced, and wastewater reticulation has been extended to Rukuhia and Ōhaupō. • Wet industries remain excluded from the Airport precinct.

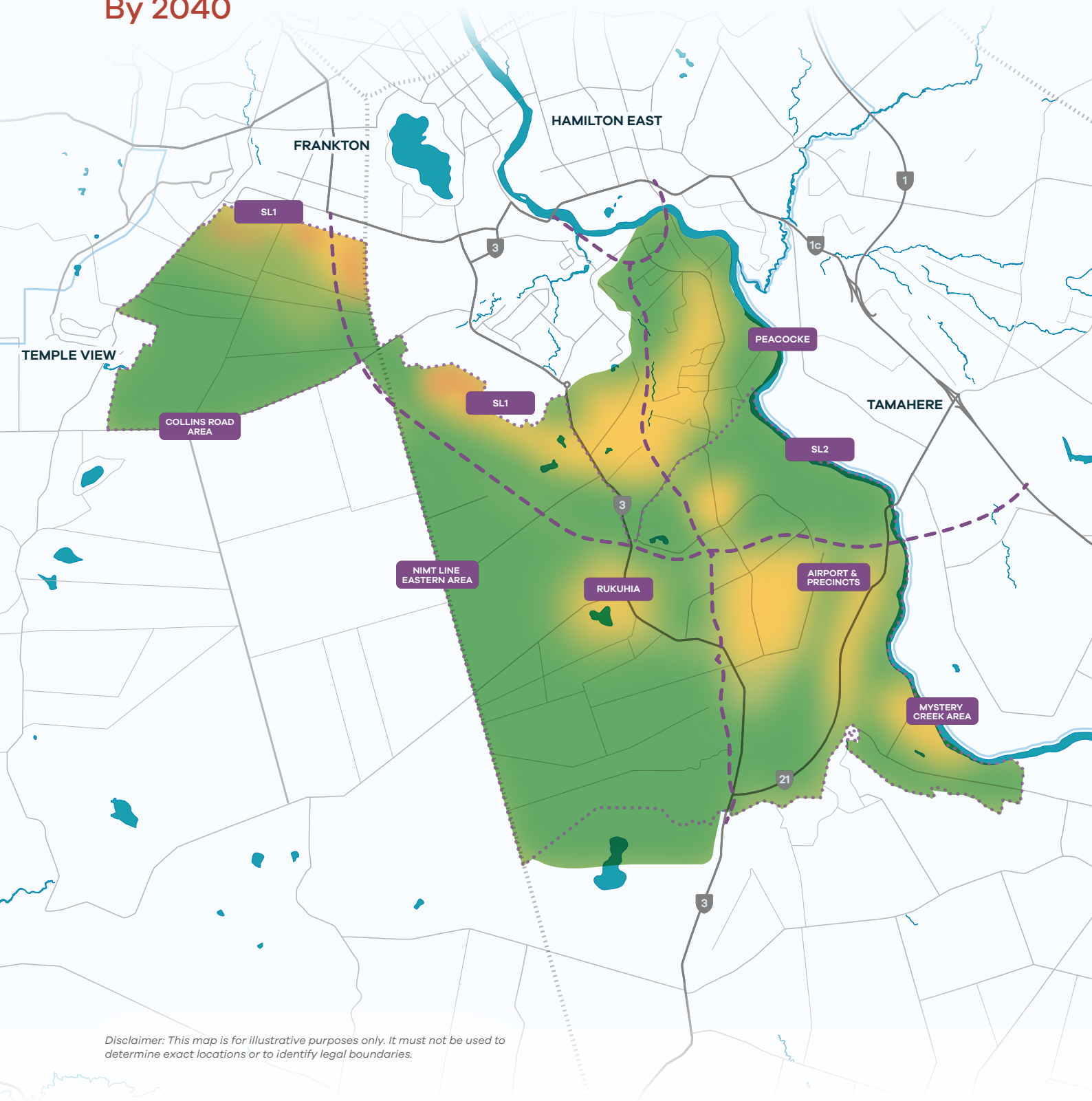
Scenario Elements – Key assumptions (continued)

Scenario elements	Key assumptions	
	By 2040	By 2055
 <p>Infrastructure - Transport</p>	<ul style="list-style-type: none"> • Hamilton Southern Links (HSL) was approved for funding and is now being delivered in coordinated packages, with the West and East sections being delivered first and aligning with the timing of urbanisation in residential, industrial, and commercial areas. • In new growth areas in the periphery of Hamilton, the local roading network is designed in line with these larger strategic corridors. The road network is under increasing pressure due to rising freight volumes in and around industrial areas, along with a surge in heavy vehicle traffic. This situation arises because wastewater services have not yet been established in most industrial and residential developments around the airport. • No Bus Rapid Transit (BRT) has been established yet; however, a regular and frequent bus service connects stations near the Airport to Peacocke and Hamilton's city centre. • International and domestic flight volumes are steadily increasing. • Careful urbanisation patterns have enabled the comprehensive planning and delivery of active mode corridors, ensuring safe and direct walking and cycling routes within new residential areas. The staged approach for the delivery of HSL has allowed for the design and delivery of segregated cycleways alongside. • A Park and Ride has been signalled as part of the Airport MasterPlan on a site still to be defined, located in the vicinity of the Airport or Mystery Creek. 	<ul style="list-style-type: none"> • Hamilton Southern Links (HSL) is completed and fully operational – it could be a tolled state highway. • A Bus Rapid Transit (BRT) has been established between Hamilton and the Airport (including a route via Peacocke), services extend to provide frequent connections south to Ōhaupō, Te Awamutu and Cambridge, improving commuter and visitor access. The reliability and level of service have been popular, effectively lifting pressure on the local road network. There remain critical pinch points which continue to create traffic issues for certain areas, causing challenges for access to schools. • A Park and Ride also now connects the BRT and the Airport and integrates seamlessly with existing or planned public transport options, creating a multimodal network for tourists and commuters. • While plans for an agri-tech hub near the airport are gaining momentum in interest, air cargo demand is steady, however insufficient, to further investigate a freight rail connection from the NIMT line to the airport.
 <p>Infrastructure - Social</p>	<ul style="list-style-type: none"> • Investment in local schools has been staged and development has only occurred at one of the two originally planned Peacocke school sites due to earlier development in other areas. • Community facilities such as libraries and open spaces have also been delivered in accordance with the concept plan on SL1 and the structure plan in Peacocke. 	<ul style="list-style-type: none"> • Educational and recreational facilities across the growth areas have been met with staged investment.







Scenario Elements – Key assumptions (continued)

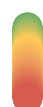
Scenario elements	Key assumptions	
	By 2040	By 2055
 <p>Environment / Heritage/ Culture</p>	<ul style="list-style-type: none"> The staged approach to development allows environmental pressures to be more effectively managed. This scenario approach provides for the environmental and cultural outcomes sought and protections set forth in Te Ture Whaimana. Proactive biodiversity mitigation and enhancement are embedded in delivery, with the blue-green networks of both the Peacocke Structure Plan and SL1 Concept Plan fully implemented. This aligns with the broader Future Proof blue-green vision, including Tai Tumu Tai Pari Tai Ao, ensuring ecological corridors and waterways are protected, enhanced, planned and connected as the urban footprint expands. Financial contributions and a staged approach (including structure planning) have allowed for sound management of the peat lake catchment to manage water quality and overall health of the Waikato River and lakes, namely Lake Maratoto towards Ōhaupō and Lake Kareatohi/ Cameron in Rukuhia. 	<ul style="list-style-type: none"> Te Ture Whaimana continues to play a key role in regulating growth pace around the river and peat lakes. The extension of the Airport Business Zone towards the River has been managed carefully, allowing for adequate buffer zones to be established along existing gullies and riparian margins.
 <p>Planning and Staging</p>	<ul style="list-style-type: none"> Infrastructure and 'growth paying for growth' have been used as a trigger for land release. The staging approach has allowed for more master planning, leading to better urban form and design outcomes. A strategic boundary adjustment has brought the SL1 area into Hamilton City. SL2 has remained in Waipā. The Airport Business Zone has been adapted for better protection of aviation associated activities with the designation for the runway extension renewed in 2026. 	<ul style="list-style-type: none"> Rezoning has enabled additional development over time on the eastern side of the NIMT line, Rukuhia and Ōhaupō. The Airport business zone has extended to the Waikato River. A strategic boundary adjustment is under review to bring the SL2 area into Hamilton City. The Mystery Creek Event Zone has been amended to allow for an increased yet appropriate level of tourism activities in the area, notably delivering tourist accommodation which has been lacking in the area.

Scenario Two: Staged roll-out 30+ years By 2040



Legend

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

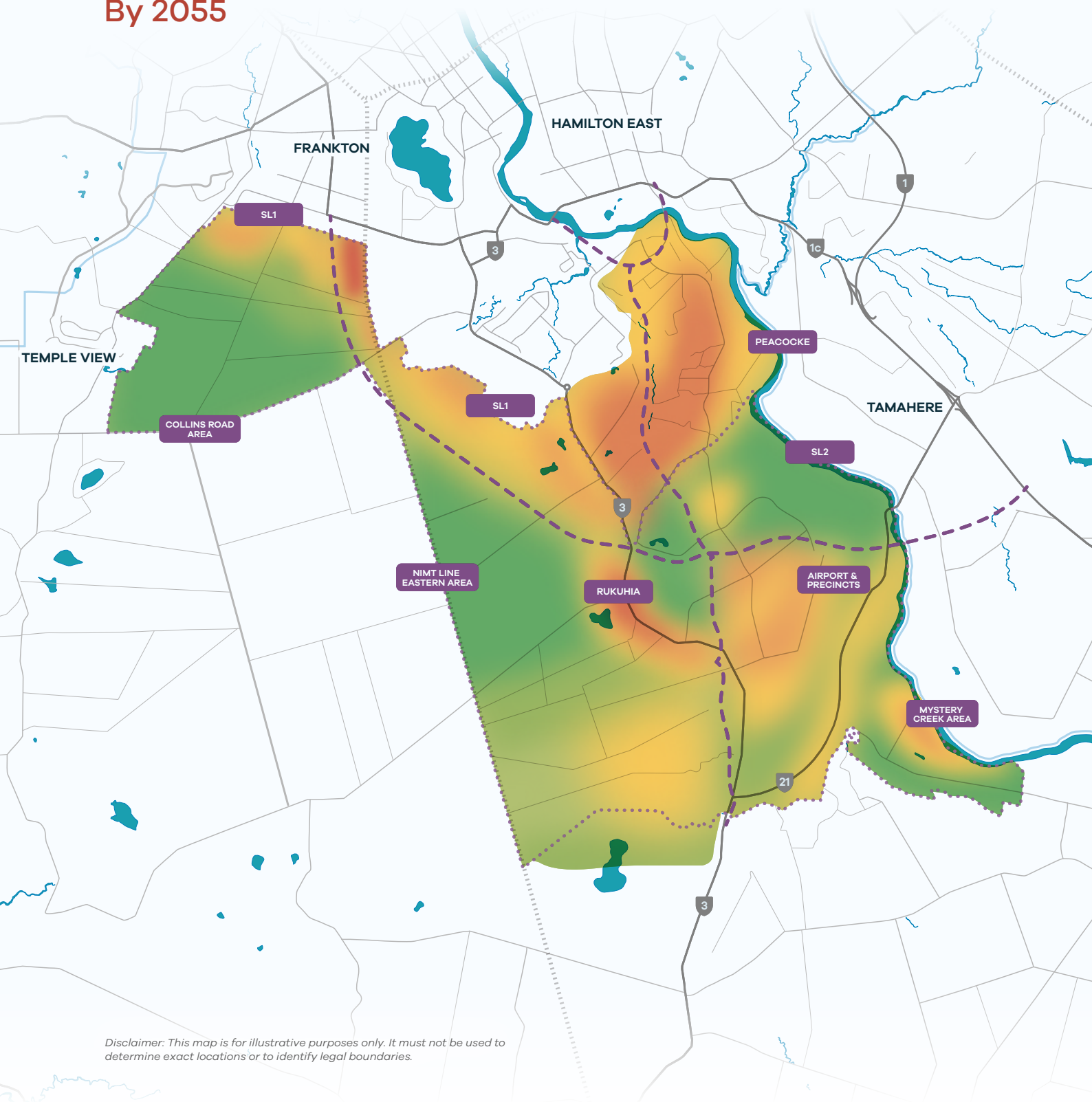


Lower or no development / activity*

Higher level of development / activity*





*Level of residential, industrial, or commercial development or activity compared to the 2025 baseline.

Scenario Two: Staged roll-out 30+ years By 2055



Disclaimer: This map is for illustrative purposes only. It must not be used to determine exact locations or to identify legal boundaries.

Legend

-  District lines
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What does the “By 2055” scenario imply in terms of our outcome statements?



Employment and Job Opportunities

By 2055, employment across the study area is steady and resilient. The Airport precinct has grown as a specialised hub, balancing aviation-related operations with carefully managed level of industry. Planning rules give aviation associated / dependent activities primacy, ensuring that air freight, logistics, training, and support services thrive without conflict from incompatible uses.

In the area located on the eastern side of the NIMT line, remediation of former sand mining operations has enabled new commercial and light industrial activities, extending into the Airport’s Western Precinct. This has created an economic cluster in high-value manufacturing, agri-tech, and supporting service industries — construction, tourism, accommodation, warehousing, and niche retail. These industries provide diverse local high-value jobs while remaining compatible with environmental constraints. Farming remains active in areas constrained by peat soils, reinforcing the rural economy.

Employment opportunities are also provided within Peacocke and SL1 through local and neighbourhood centres and some industrial land in SL1.



A Great Place to Live

Rukuhia and Ōhaupō have evolved into villages with reticulated wastewater services and moderate density (15–25 dph). They retain their connected but distinct village identity, buffered from Hamilton’s urban edge while offering a range of housing options. Stronger public transport connections make commuting easier, while the slower, sequenced pace of development has allowed schools, reserves, and community facilities to keep pace.

SL1 is fully built out, with well-designed neighbourhoods connected by walking and cycling corridors, while Peacocke has grown steadily but more modestly than originally envisioned, reflecting its early loss of momentum as developers leapt into SL1. SL2 remains largely rural, preserved as a future growth area beyond 2055. The result is a balanced settlement pattern: compact, connected communities with green infrastructure embedded from the outset.



Easy to Get Around

By 2055, Hamilton Southern Links is complete in coordinated stages, providing a reliable backbone for both residential and industrial traffic. Local road networks integrate well with these strategic corridors, minimising congestion and improving freight efficiency. Freight volumes are substantial, reflecting the growth of industrial activity east of the NIMT line and around the Airport, but they are more manageable due to sequencing and design.

Public transport has improved significantly. A Bus Rapid Transit (BRT) service links the Airport to Hamilton's city centre, and by 2055 it has extended further south through Ōhaupō to Te Awamutu. A park-and-ride facility is now operational near the Airport, strategically located on less suitable land, and helps to manage demand. Active modes are a defining feature of new neighbourhoods: safe cycling and walking routes connect villages, and Hamilton, with green corridors doubling as transport and ecological infrastructure.



Supporting Iwi Aspirations

The deliberate, phased approach has enabled iwi to embed their aspirations meaningfully. Co-governance of environmental corridors and peat lake catchments is well established, ensuring mauri is respected and ecological restoration aligns with mana whenua values. Māori housing development has grown steadily where infrastructure allows, providing housing choice for whānau while newly established marae stand as cultural and social anchors.

Mystery Creek has matured as a tourism and events destination, hosting iwi-led cultural experiences alongside its recreational, agricultural and equestrian role. The Airport's international connections have expanded cultural exchange and created pathways for iwi-led enterprises in tourism, agri-tech, and sustainable manufacturing. Overall, iwi aspirations are better supported in this scenario than in more fragmented or developer-led futures, as staging gives space for partnership.



Caring for the Environment and the Waikato River

Environmental outcomes are a defining strength of the staged roll-out. By 2055, blue-green networks in both SL1 and Peacocke are fully

established, linking gullies and riparian areas to the Waikato River. These networks form part of the wider Future Proof ecological vision and Tai Tumu Tai Pari Tai Ao (Waikato-Tainui Environmental Plan) framework as well as other iwi / hapū environmental plans.

The Southern Wastewater Treatment Plant is fully operational, servicing SL1, Peacocke, Rukuhia, and Ōhaupō, and lifting pressure off older facilities. Wet industries remain excluded from the Airport precinct, ensuring water quality is safeguarded. Biodiversity outcomes are positive, with proactive management of long-tailed bat habitats and staged restoration of peat lake catchments. Farming remains part of the landscape, but with more sustainable practices encouraged to protect waterways. Importantly, Te Mana o te Wai principles underpin planning decisions, keeping the health of the river as the first priority.



Level of Strategic Infrastructure Alignment

While this scenario still enables a level of land market competition, the staged approach is highly guided via the use of spatial planning, long-term plan funding, development agreement and consent conditions.

Strategic boundary changes have already shifted SL1 into Hamilton City, ensuring alignment with city-led infrastructure delivery, while SL2 remains in Waipā until demand warrants release. The Airport Business Zone has been extended to the river, but with natural gullies and riparian margins limiting development, alignment with Future Proof's environmental vision remains strong.



Feasibility and Constructability

While this scenario still enables a level of land market competition, the staged approach is highly guided via the use of spatial planning, long-term plan funding, development agreement and consent conditions.

Strategic boundary changes have already shifted SL1 into Hamilton City, ensuring alignment with city-led infrastructure delivery, while SL2 remains in Waipā until demand warrants release.