This chapter is subject to the following plan changes:
Proposed new text in Notified Plan Change 12 - underlined with green highlighting.
Proposed deleted text in Notified Plan Change 12 - ~~strikethrough with red highlighting~~.
Recommended amendments to Notified Plan Change 12:

- New text - underlined.
- Deleted Operative Plan text – ~~strikethrough~~.
- Deleted Notified Plan Change 12 text – ~~strikethrough~~.

Submission Points relating to recommended amendments.

DEV01-PSP: DEVELOPMENT AREA 1: PEACOCKE STRUCTURE PLAN

DEV01-PSP: PURPOSE

The Peacocke area is a 740 hectare area of rural land to the southeast of the Glenview suburb of Hamilton City. The land was incorporated into the City from the neighbouring Waipa District Council in 1989 for the express purpose of providing for the City's future urban growth.

The Peacocke Structure Plan has been prepared to provide a resource management framework to guide future use and development of the Peacocke Structure Plan area.

The structure plan has been developed to "enable the development of an attractive and sustainable community in Peacocke." The following principles have informed the development of the structure plan and the associated plan provisions:

- Promote medium density development by enabling the development of a range of typologies, supporting housing choice and diversity.
- Low density residential development is discouraged.
- Create higher density walkable catchments, centred on public transport routes and activity nodes such as the local centre, neighbourhood centres and community facilities such as the sports park, and schools.
- Support the amenity of higher density living by enhancing connections with the proposed Open Space Zone in and around the Waikato River and Mangakootukutuku gully network.
- Require subdivision to create a connected, legible, and permeable transport network that enables access through the structure plan, particularly for active modes, allowing local trips to be undertaken without reliance on a private vehicle.
- Subdivision should be undertaken, (where topography allows) to maximise access to sunlight for allotments.
- Promote active street frontages that ensuring road frontages are not dominated by carparking, garaging and vehicle access.
- Development should be well designed and provide a high level of on-site amenity for residents, including maximising access to sunlight, private living spaces and a high-quality visual outlook.
- Developments use quality building materials, variation in architectural form and landscaping to contribute positively to the character of the area.
- The gully network and areas of open space are safe and accessible to the public.
- Ensuring the ongoing integration, protection and restoration of ecology within the urban environment, providing habitat value and a range of ecosystem services such as amenity, open space, shading and cooling, carbon sequestration, connectivity, and water retention and storage.

Vision

The vision for the Peacocke Precinct is that it will become a high-quality urban environment that is based on urban design best practice, social well-being, and environmental responsibility.

The goal for Peacocke is that development will respond positively to its natural setting and built form to develop a number of well-connected neighbourhoods based on an urban development concept that respects and restores the area's natural environment.

The Peacocke Precinct is Hamilton's southern growth cell and is ideally located to provide approximately 20,000 people homes with easy access to destinations such as the Central City and the University of Waikato. The area has special environmental value being dissected by the Mangakotukutuku Gully network and adjacent to the Waikato River. These provide important habitat for a range of species including pekapeka-tou-roa, New Zealand's critically endangered long-tailed bat.

The Southern Links Transport Corridor Designation runs through the growth cell, providing transport connections to the wider Hamilton and Waikato roading network.

These features of the Peacocke Precinct means that it is important land development occurs in such a way that takes advantage of its location, responds to, respects and protects the important ecological values of the area and integrates with the transport network to ensure a high level of accessibility is maintained into and throughout the area.

The Peacocke Precinct will be developed in line with Hamilton's vision for a 20-minute city, which seeks to provide residents access to everything they need within 20 minutes without relying on private motor vehicles. This means establishing a local centre, which will act as the central community hub, supported by a network of smaller neighbourhood centres, providing day to day convenience for residents. It also means developing direct and safe routes for pedestrians and cyclists to the CBD, Hospital, Hamilton Airport and surrounding existing local centres.

These hubs will be supported by a multi-modal transport network that provides access to frequent public transport on key routes and a direct and accessible walking and cycling network, that is safe and enjoyable to use. The network will be constructed to meet best practice principles related to safety, coherence, directness, attractiveness and amenity which will assist in encouraging mode shift.

These hubs will be supported by areas of higher density residential development, allowing more people to live within walkable catchments of the centres and the public transport network, efficiently using land and infrastructure. This will create a vibrant network of centres within the Peacocke Structure Plan area that will become the heart of the community.

To ensure a high amenity environment, that people enjoy and want to live in, urban design outcomes are prioritised within the structure plan. This will ensure that while a medium and high-density environment is envisaged, it is developed to provide residents with a high level of on-site amenity and a pleasant public realm.

The topography in Peacocke is typically undulating and earthworks will be required to achieve the densities envisaged in the area. It is important that these earthworks are undertaken in a comprehensive manner that assists in providing a high amenity outcome. This means designing earthworks to minimise the use of retaining walls, and where these are necessary, minimising their height and locating these to be away from the road frontages. Large scale earthworks that enable development should be undertaken with a subdivision consent to ensure a well-designed outcome.

DEV01-PSP: OBJECTIVES

Urban Environment

REFERENCE	OBJECTIVE	RELEVANT POLICIES
DEV01-PSP: O1	The Peacocke Precinct delivers a connected, well integrated, high amenity, medium density residential environment, where higher density development is focused around commercial centres, schools, public transport corridors and areas of open space and natural amenity.	DEV01-PSP: P1 DEV01-PSP: P4 DEV01-PSP: P5 DEV01-PSP: P6 DEV01-PSP: P7 DEV01-PSP: P10
DEV01-PSP:O2	Urban development protects the area's natural environment, ecological values and responds to natural hazards.	DEV01-PSP: P3 DEV01-PSP: P16 DEV01-PSP: P17
DEV01-PSP: O3	The Centres are well designed functional, safe, attractive and vibrant and provide for the commercial and community needs of the Peacocke residents, as well as higher density living opportunities, and seek to avoid adverse effects on long-tailed bats and their habitat.	DEV01-PSP: P7 DEV01-PSP: P8 DEV01-PSP: P18 DEV01-PSP: P19 DEV01-PSP: P20
DEV01-PSP: O4	The Peacocke Local Centre is the primary centre within the structure plan area and provides a range of commercial and community services, as well as higher density living opportunities.	DEV01-PSP: P9 DEV01-PSP: P11 DEV01-PSP: P12 DEV01-PSP: P13
DEV01-PSP: O5	Neighbourhood centres provide small scale commercial and community services to the immediate community and are also located in close proximity to recreation areas to walkable catchments.	DEV01-PSP: P11 DEV01-PSP: P14 DEV01-PSP: P15
DEV01-PSP: O6	Earthworks in the Peacocke Structure Plan are undertaken in a comprehensive and integrated manner, ensuring a high amenity urban environment.	DEV01-PSP: P17

DEV01-PSP: O7	Sufficient, well connected, high quality open space is provided to enhance the amenity and wellbeing of the community.	DEV01-PSP: P2 DEV01-PSP: P5 DEV01-PSP: P7 DEV01-PSP: P20

Natural Environment

REFERENCE	OBJECTIVE	RELEVANT POLICIES
DEV01-PSP: O8	Provide a well-connected and safe public edge to the gully and Waikato River.	DEV01-PSP: P23 DEV01-PSP: P24 DEV01-PSP: P25 DEV01-PSP: P29
DEV01-PSP: O9	Protect and enhance identified significant habitat of indigenous fauna and significant indigenous vegetation.	DEV01-PSP: P21 DEV01-PSP: P26 DEV01-PSP: P27 DEV01-PSP: P28
DEV01-PSP: O10	Create and protect ecological and open space corridors identified in the Peacocke Structure Plan.	DEV01-PSP: P25 DEV01-PSP: P30 DEV01-PSP: P31
DEV01-PSP: O11	Enable development adjacent to Natural Open Space zoned areas where it is managed to protect the ecological functions and processes of those areas.	DEV01-PSP: P22
DEV01-PSP: O12	Establish a well-connected and safe network of open space, that supports the ecological values of the Peacocke Area and provides passive recreation opportunities where they do not conflict with ecological values.	DEV01-PSP: P30 DEV01-PSP: P31
DEV01-PSP: O13	Maintain and enhance a network of open space that support the ecological values of the Peacocke Structure Plan Area and contributes to the mitigation of the adverse effects of existing urbanization and future development on the habitat of the long-tailed bat across all of Hamilton City.	DEV01-PSP: P30 DEV01-PSP: P31

Transportation Network

REFERENCE	OBJECTIVE	RELEVANT

		POLICIES
DEV01-PSP: O14	The transport system in Peacocke provides a high level of connectivity within the structure plan area and to surrounding neighbourhoods.	DEV01-PSP: P32 DEV01-PSP: P33 DEV01-PSP: P37 DEV01-PSP: P38 DEV01-PSP: P39 DEV01-PSP: P40 DEV01-PSP: P41 DEV01-PSP: P42 DEV01-PSP: P44
DEV01-PSP: O15	The transport network reduces car dependency and encourages a mode shift to walking, cycling and public transport.	DEV01-PSP: P34 DEV01-PSP: P35 DEV01-PSP: P43 DEV01-PSP: P45
DEV01-PSP: O16	The transport network is designed to be a high amenity environment that incorporates stormwater management.	DEV01-PSP: P36 DEV01-PSP: P46 DEV01-PSP: P47

Cultural Outcomes

REFERENCE	OBJECTIVE	RELEVANT POLICIES
DEV01-PSP: O17	Protect and celebrate historic and culturally important sites or features	DEV01-PSP: P48 DEV01-PSP: P49
DEV01-PSP: O18	Identify, communicate and promote the Maaori history of the Peacocke area.	DEV01-PSP: P48 DEV01-PSP: P49

Infrastructure Network

REFERENCE	OBJECTIVE	RELEVANT POLICIES

DEV01-PSP: O19	Development of the Peacocke Structure Plan area occurs in a staged manner that ensures the efficient and effective delivery of infrastructure.	DEV01-PSP: P50 DEV01-PSP: P51 DEV01-PSP: P52 DEV01-PSP: P53
DEV01-PSP: O20	The timing, type and intensity of new urban development is integrated and aligns with the planning and provision of network infrastructure.	DEV01-PSP: P50 DEV01-PSP: P51 DEV01-PSP: P52 DEV01-PSP: P53

DEV01-PSP: POLICIES

Urban Environment

DEV01-PSP: P1	Development should be in general accordance with the Peacocke Structure Plan.
DEV01-PSP: P2	The location and size of public open spaces is provided in accordance with Council's Open Space Provision Policy (26 June 2018) Plan.
DEV01-PSP: P3	Recreational activities, including walking and cycleways are considered for co-location with: 1. Multifunctional stormwater management. 2. Cultural and heritage sites. 3. Significant Natural Areas 4. Significant Bat Habitat Areas
DEV01-PSP: P4	Require accessible, well located and safe access to the Waikato River to better enable sporting, recreational, and cultural opportunities.
DEV01-PSP: P5	Ensure new development is connected to and promotes surveillance of open spaces.
DEV01-PSP: P6	Adverse effects of activities near zone boundaries are managed through setbacks, building design, and landscaping.
DEV01-PSP: P7	Higher density development in the Peacocke Structure Plan: 1. Shall be established within a walkable distance of the Peacocke Local Centre, neighbourhood centres, identified public transport routes, adjacent to schools, parks and community facilities. 2. May be provided adjacent to areas of Natural Open Space Zone including the river corridor and gully network where ecological functions and processes of those areas are protected.
DEV01-PSP: P8	Development of the Peacocke Structure Plan area should aim to achieve a minimum overall net residential density (excludes roads and open space) of 30 dwellings per hectare other than in the Increased Height Overlay area which, in recognition of the additional height enabled, should aim to achieve a minimum overall net residential density of 45 dwellings per hectare.
DEV01-PSP: P9	Avoid compromising the future delivery of high-density residential activity around the local centre and identified public transport routes with low density development.

DEV01-PSP: P10	Require a variety of housing typologies and densities to be provided throughout the structure plan area.
DEV01-PSP: P11	The Local Centre and Neighbourhood Centres are developed in locations consistent with the Peacocke Structure Plan.
DEV01-PSP: P12	The Local Centre is to be developed to include a variety of community and commercial activities that establish a high quality, pedestrian focused centre.
DEV01-PSP: P13	Incorporate infrastructure to support public transport services in the Local Centre.
DEV01-PSP: P14	Neighbourhood centres are located throughout the structure plan and established adjacent to areas of public open space.
DEV01-PSP: P15	Activities within the neighbourhood centres are of a scale and size that supports the neighbourhood catchment and do not undermine the role and function of the Peacocke Local Centre.
DEV01-PSP: P16	Ensure the design and location of buildings, infrastructure and lighting near Significant Bat Habitat Areas is managed in order to protect the ecological functions and processes of those areas.
DEV01-PSP: P17	Enable the development of a medium and high density environment in the Peacocke Structure Plan, while managing earthworks to ensure the development of a high amenity environment by: 1. Managing the use, size, location and style of retaining walls in the area. 2. Requiring earthworks to be carried out in conjunction with subdivision to ensure comprehensive, cohesive outcomes are achieved. 3. Preserve the natural character of the Mangakotukutuku Gully and Waikato River margins and enhance where opportunities exist.
DEV01-PSP: P18	Development within the Peacocke Precinct responds to the effects of climate change, including maximising (where appropriate) planting in public spaces, including roads (for example shade trees) and any other measures that may be considered best practice.
DEV01-PSP: P19	Ensure development manages the risks associated with natural hazards to consider the environmental values present and ensure the safety of people and structures.
DEV01-PSP: P20	Residential development away from the gully network and river corridor is supported by open spaces that provide for passive recreation within a walkable distance.

Natural Environment

DEV01-PSP: P21	The loss of vegetation within the Significant Natural Area and the Significant Bat Habitat Area is avoided.
DEV01-PSP: P22	Road layouts adjacent to Significant Bat Habitat Areas recognise and retain the ecological functions and processes of those areas.
DEV01-PSP: P23	Protect the physical integrity, ecological and stormwater functions and aquatic biodiversity values of the Mangakotukutuku Gully and Waikato River margins, including protection for long-tailed bats and their habitat.
DEV01-PSP: P24	Provide for the revegetation of gullies and river margins to enable the enhancement of significant indigenous vegetation and habitats of significant fauna.
DEV01-PSP: P25	Provide a well-connected, accessible and safe green corridor along the Waikato River that provides recreational pedestrian and cycling opportunities.
DEV01-PSP: P26	Protect Significant Bat Habitat Areas within and adjoining the edge of the Mangakotukutuku Gully and Waikato River to ensure long tailed bats are able to continue to utilise these areas.

DEV01-PSP: P27	Recognize that the establishment of Significant Bat Habitat areas within Peacocke Structure Plan Area contributes to the mitigation of the adverse effects of existing urbanization on the long-tailed bat across all of Hamilton City.
DEV01-PSP: P28	Establish a Bat and Habitat Enhancement Panel to advise on matters relating to the creation, restoration and enhancement of habitat for long-tailed bats, and the monitoring of long-tailed bat activity, within and beyond the Peacocke Structure Plan Area.
DEV01-PSP: P29	Require development adjacent to the Mangakootukutuku Gully network and Waikato River to meet required setbacks to support the ecological function of these areas.
DEV01-PSP: P30	Provide Significant Bat Habitat Areas between the major arms of the Mangakotukutuku Gully and Waikato River of sufficient width that enables the movement of long tailed bats between the two areas.
DEV01-PSP: P31	Provide ecological corridors along the arms of the Mangakotukutuku Gully to enable the movement of migratory native fish.

Transportation Network

DEV01-PSP: P32	Create a high degree of connectivity both within and out of the Structure Plan area.
DEV01-PSP: P33	Enable access to employment, community facilities, retail and recreation through the integrated transport system.
DEV01-PSP: P34	Encourage urban form that reduces dependency on the car by focusing on intensification and prioritising walking, cycling and the use of ~~passenger~~ public transport.
DEV01-PSP: P35	Intersect proposed ~~passenger~~ public transport corridors with activity nodes for critical mass of population and efficient interchange capabilities.
DEV01-PSP: P36	Align collector and local street networks to create strong physical and visual connections between the gully network and the Waikato River.
DEV01-PSP: P37	Require the transport network to be established in accordance with the Peacocke Structure Plan by designing and locating: 1. Transport Corridors to be consistent with the Peacocke Structure Plan. 2. Identified public transport routes to accommodate public transport and associated infrastructure. 3. High quality separated cycleways on Collector Roads and Arterial Roads that encourage cycling.
DEV01-PSP: P38	Development is designed to create neighbourhoods that are universally accessible walkable, safe and linked by a high quality pedestrian and cycling network that incorporates the principles of CPTED.
DEV01-PSP: P39	The transport network is designed to enable the delivery of a high quality and accessible public transport services.
DEV01-PSP: P40	The transport network is designed using the principles of: 1. Minimising the consequences of mistakes made by people travelling. 2. Ensure people are safe when using the transport network. 3. Consider the needs and requirements of all users of the transport system.
DEV01-PSP: P41	The transport network shall be designed to ensure access is provided to all users (including emergency services) in a way that is safe, direct and convenient as possible.

DEV01-PSP: P42	A continuous and safe walking and cycling network is established that provides direct connections to activity nodes and public transport within the structure plan that minimises the effects of severance of the gully system and major transport corridors.
DEV01-PSP: P43	The design and operation of the transport system shall priorities the movement of pedestrians and cyclists over vehicles.
DEV01-PSP: P44	Ensure connectivity and integration between developments.
DEV01-PSP: P45	On Arterial and Collector Transport Corridor motor-vehicles shall be physically separated from shared paths and cycleways.
DEV01-PSP: P46	Transport corridors are designed to provide a high level of amenity and include space to provide for street trees and stormwater management
DEV01-PSP: P47	Environmental impacts of building new transport corridor infrastructure are minimised.

Cultural Outcomes

DEV01-PSP: P48	Respect known pa sites, borrows pits and other cultural associations with waterways and the land, through the creation of protective reserves or enlightening developers to ways of integrating these features into new developments for the benefit of all stakeholders.
DEV01-PSP: P49	Ensure the Maori history of the site is communicated through place names and the design of public spaces and structures.

Infrastructure Network

DEV01-PSP: P50	Ensure co-ordination of development and infrastructure in general accordance with planned staging and sequencing in the Peacocke Structure Plan.
DEV01-PSP: P51	Three Waters will be managed in accordance with the relevant Integrated Catchment Management Plan.
DEV01-PSP: P52	Integrated Catchment Management Plans shall be developed to determine how to manage Three Waters in an effective and integrated manner including by: 1. Minimising the effects of urban development on downstream receiving waters. 2. Managing the run-off from the different relief and soil types in an integrated manner. 3. Sustaining groundwater levels in peat soils as far as practicable. 4. Safeguarding and enhancing the natural functioning and ecological health of freshwater bodies and areas of indigenous vegetation, riparian vegetation, aquatic biodiversity, water features and habitats. 5. Retaining a hydrological cycle close to the pre-development hydrological cycle as far as practicable. 6. Maintaining stormwater discharge from the catchment to at or below pre-development levels. 7. Incorporating Low Impact Urban Design and Development (LIUDD) principles. 8. Identifying and incorporating appropriate water-sensitive techniques. 9. Recognising social, economic, environmental and cultural objectives for the catchment.
DEV01-PSP: P53	Sensitive land uses avoid adverse effects on and from regionally significant infrastructure. Where sensitive activities are in zone and located in close proximity to regionally significant infrastructure, the mitigation of effects will be apportioned between the infrastructure operator and the develop/landowner.

DEV01-PSP: COMPONENTS OF THE PEACOCKE STRUCTURE PLAN

Cultural Values

The Peacocke area is significant to mana whenua and has proximity to the Nukuhau Paa which was the most important and significant Pa in the area. The Paa was a centre for training and meetings with the surrounding area extensively cultivated.

There are a number of sites of significance to Mana Whenua in the area, which includes land outside of Hamilton City Boundary and demonstrates the long and rich history of occupation by mana whenua. It is important that the Maaori values (history, people and environment) associated with the land are appropriately recognised and commemorated. This may be achieved in consultation with mana whenua to incorporate historical Maori names for areas of open space and road names and through erecting appropriate installations including Pou Whenua, Pau Rahui, and storyboards to convey the history of the area.

The natural environment should be protected and enhanced, including the Waikato River and local waterways such as the Mangakotukutuku Gully network. The mauri, mana and quality of these waterways should be enhanced to give effect to Te Ture Whaimana o te Awa o Waikato.

Natural Environment and Open Space Network

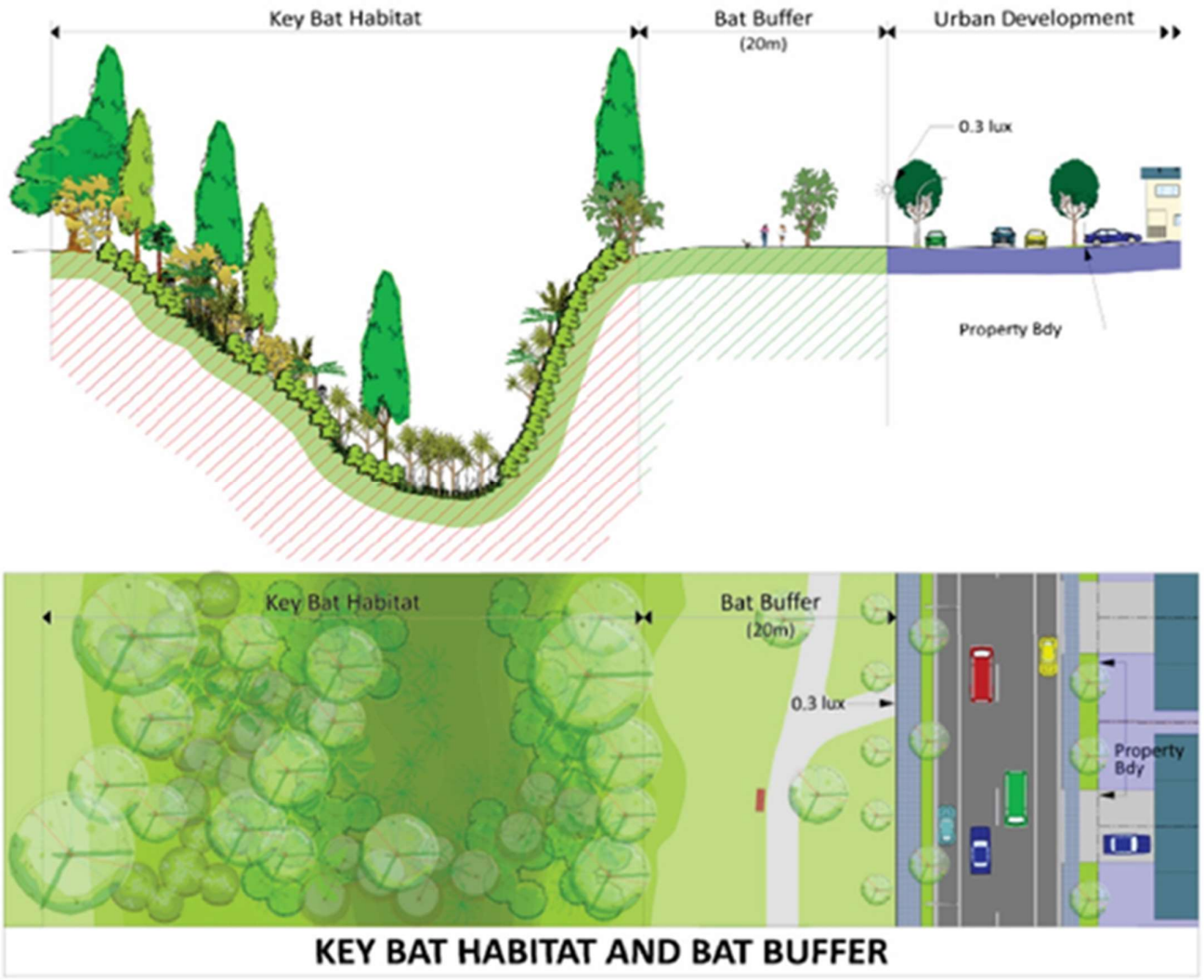
The open space network is a defining feature of the Peacocke Structure Plan. The Mangakotukutuku Gully and the Waikato River provide the backbone of the network and are important habitat for the long-tailed bat. The structure plan identifies important corridors that are to be protected and enhanced, completing connections between the gully, the River and the wider area which contain a number of important roosting sites. It is important that these networks are established to continue to allow the long-tailed bats to remain active in the area at levels consistent with, or higher than predevelopment levels. These identified corridors will be the focus of mitigation and enhancement throughout the development of the area.

The gully network and river corridor will include walking and cycling facilities, providing green space throughout the structure plan. This will form part of a recreational walking and cycling network, supporting the on-road network. The Mangakotukutuku Stream and the Waikato River provide migratory pathways for native freshwater fish, including several threatened species. The structure plan identifies the stream network as a corridor to be protected and enhanced. These identified corridors will be the focus of mitigation and enhancement throughout the development of the area.

The Mangakootukutuku Gully and Waikato River margins comprise a mixture of indigenous and exotic vegetation. These areas provide important habitat for the nationally threatened long-tailed bat and many indigenous bird and fish species. Indigenous animals rely on this exotic habitat as essential components of their life cycles, for breeding or migration, or buffering waterways. This is because indigenous vegetation is so depleted within this landscape that the exotic-dominated habitat is the only habitat available, even if it is of marginal habitat quality.

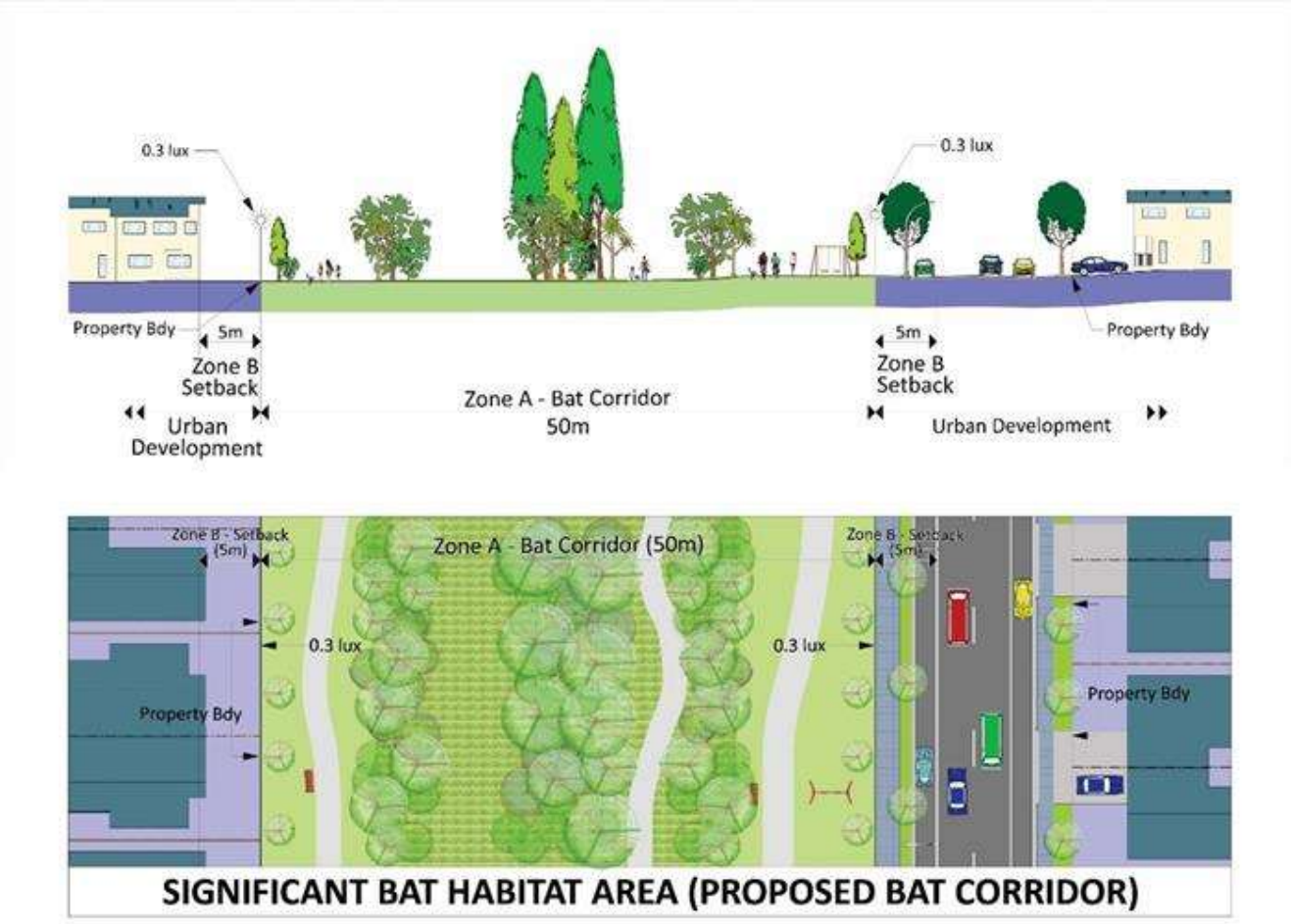
Significant Natural Area: Where there is existing data that the vegetation or habitat can be clearly delineated by a Significant Natural Area (SNA). Key habitat SNA for bats have been determined on the basis of known roost sites and/or known clearly defined habitats regularly used by bats for foraging or moving through the landscape. These areas will be zoned natural open space with a SNA overlay no development to occur in these areas. The majority of SNAs are located within either the main body of the Mangakootukutuku Gully network or along the Waikato River.

Bat Habitat Buffer: A buffer of 20m has been applied to the identified SNAs to prevent anthropogenic disturbance immediately adjacent to these habitats, and hence maintaining the function of these habitats for bats as the surrounding land use changes from rural to urban. The aim is for these areas to remain open space with limited land uses such as pedestrian and cycling paths as well as being potential location for recreational facilities such as children's play grounds.



KEY BAT HABITAT AND BAT BUFFER

Significant Bat Habitat Areas: Significant Bat Habitat Areas have been identified within an overlay with a minimum width of 50 metres and follow known bat corridors within the Mangakootukutuku Gully network and along the Waikato River as well as identified locations that serve to link existing areas of vegetation. The identified Significant Bat Habitat Areas serve to retain connectivity between core habitat for bats in the Peacocke area. Public uses within Significant Bat Habitat Areas may require further restrictions to ensure functional habitat is protected, but could also include low-impact, unlit footpaths and cycle ways, which avoid vegetation clearance that is important for bat habitat. The Significant Bat Habitat Areas are zoned as Natural Open Space Zone to ensure they remain as protected areas in perpetuity and are intended to become public reserves as subdivision and development progress within Peacockes.



Development Setback: Along with the Significant Bat Habitat Area a 5m development setback is proposed along the interface with the Significant Bat Habitat Area. The setback aims to control any buildngs and associated effects on the adjoining Significant Bat Habitat Areas.

Lighting Controls: Controls over lighting to protect the functional attributes of the habitats in relation to surrounding land use change from rural to urban. These controls relate to managing the impact lighting may have on the ability for the Significant Bat Habitat Areas to remain dark spaces allowing bats to continue to use these areas as Peacocke urbanises.

Public use of Bat Habitat Buffer and Significant Bat Habitat Areas need not be restricted as long as the structural and functional elements of these areas for bats are maintained, and could include amenity, community and green infrastructure activities, or constructed stormwater treatment wetlands. The structural characteristics of these areas are important for the bat's ability to use them. Ideally, the vegetation within these areas is mature and dense, and there is an inter-laced network of mature corridors. These corridors will assist in supporting not only the long-tailed bat, but other indigenous flora and fauna.

To achieve a sustainable balance of land use activities it is important to ensure that a range of formal and informal recreational opportunities are provided to meet the diverse needs of the intended population of the Peacocke area.

The intent of the opens space network within the structure plan is to provide places for activity and engagement, for peace and enjoyment, for freedom and relief from the built environment and an opportunity to

connect with nature and heritage. It will contribute to the social, health, economic and environmental well-being of the future Peacocke community as well as the wider Hamilton community.

Peacocke Transportation network

A fundamental urban design principle is the ease of movement to ensure well connected communities. It is essential that transportation routes are designed to give priority to walking and cycling, and facilitate a seamless web of direct and efficient ~~passenger~~ public transport routes that connect neighbourhoods with the central area of the City and other key destinations. In considering the final alignment of the Transport Network the alignment of transport routes needs to be taken into account, as identified in Volume 2, Appendix 2, Figure 2-2 Peacocke Structure Plan - Transport Network.

The transport network (Volume 2, Appendix 2, Figure 2-2 Peacocke Structure Plan - Transport Network) shown on the Structure Plan is indicative and not intended to show exact alignments. Collector roads and Key Local Roads in particular are shown conceptually to provide key linkages between different residential neighbourhoods. Their precise alignment will be largely determined as individual subdivisions are progressed. New or altered intersections on the state highway network require the approval of Waka Kotahi.

The transport network will be staged as development progresses within Peacocke. The principles for the transport network are:

- Prioritises residents of Peacocke's mobility and accessibility by active modes and public transport to places within Peacocke and to the rest of Hamilton, including employment areas
- provide clear, safe and direct access for residents by active modes and public transport to community facilities, commercial areas, places of recreation and other neighbourhoods.
- provides people with transport choices (is multi modal) by promoting public transport and active modes, at expense of level of service (LOS) for private car.
- Maximise network efficiency for public transport, buses, High Occupancy Vehicles (HOV) and active modes through design
- Flexible design to cater for evolution & steps changes in transport system, such as future high occupancy vehicles.

Open Space Edge Corridors

Open Space Edge Corridors have low traffic volumes, as well as travel speed of 10 to 30 km/h. They are streets with residential development on one side and open space on the other. These streets should have friction (trees, green infrastructure, parking, etc.) on either side of the street to slow speeds and allow for a mix of traffic and cycling. Local streets are some of the most important street types, as this is where people live and play. Walking and cycling should be prioritized as the fundamental units of movement within the local road network by designing low traffic streets. The needs of a wide variety of people throughout their lifetime should be considered during the design of these streets (Universal Access provisions). Local streets should be multi-purpose streets that are a community asset. They are spaces used for gathering, play, and support the built form through the provision of amenity (street trees).

Key design principles:

- Design speed of 30km/h
- Residential development limited to one side with open space on the other side
- Short blocks.

Residential Environment

The majority of the Peacocke residential zone will be a medium density environment delivering a range of typologies typically between 2 and 3 storeys. This will provide for a range of housing typologies and densities, establishing a mix of housing tenure and a diverse community. It is anticipated that the topography of the area

will influence the development of houses and the density will vary according to constraints of the site.

A higher density area, which is anticipated to have a mix of terrace dwellings and apartment buildings typically between 2 and 5 storeys, is enabled through an increase Height Overlay which has been identified for locations within close proximity of the identified local centre, schools, community facilities and transport routes identified for frequent public transport. The higher density will assist in supporting public transport and creating a viable and vibrant local centre.

Business Centres

It is important that the day to day needs of the emerging community of Peacocke is provided for locally and within walking distance of the various residential areas. It is envisaged that there will be eight commercial/community nodes within the Peacocke area.

These nodes are split into two categories: Local Centre and Neighbourhood Centres.

a. The business centres in the Peacocke Structure Plan will provide the community and surrounding neighbourhoods access to their day to day needs and act as the social focal points for the community. These spaces are to be well designed and attractive places for people, easy to walk or cycle to, with engaging public spaces.

   The commercial and community hub of the structure plan is located in the Peacocke Local Centre. It is anticipated that this centre will include a supermarket and a range of other commercial activities that provide for the needs and wellbeing of the community. It is important that the centre is easy to access on foot and on bike and is well serviced by public transport. The built environment should focus on the pedestrian and create active street frontages that are universally accessible.

   The location of the local centre has the potential to create a strong link to the Waikato River. The establishment of commercial activities focusing on hospitality and small boutique retail will encouraged the use of the river esplanade and the river as a potential connection between Peacocke and the central city and other key destinations in the future.

b. The network of neighbourhood centres will provide for the day-to-day convenience needs of the surrounding residents and act as community hubs, encouraging daily interaction within the community. These are anticipated to be located in close proximity to neighbourhood parks, creating opportunities for recreation and community interaction. These are to be of a small scale and size as to not undermine the role and function of the Local Centre.

   Eight neighbourhood centres providing approximately 2,600m2 GFA between them, ranging from 300m2 - 800m2 of GFA have been identified within the Peacocke area. These are small in size and serve a local function only.

Peacocke Infrastructure and Staging

A staging programme has been developed to ensure urbanisation does not occur out of sequence with the delivery of key strategic infrastructure.

The planned staging of development in Peacocke starts in the north in the vicinity of the Water Treatment Plant and then proceeds in a southerly direction along Peacocke Road and in the west from the newly completed Ohaupo Road/SH3 and East/West minor arterial roundabout. Development shall occur in accordance with the infrastructure staging plan (Appendix 2 — Figure 2-3a). This plan sets out the intended stages of development for Peacocke reflecting the sequenced delivery of strategic infrastructure.

Where proposals deviate from the staging and sequencing identified in Appendix 2 — Figure 2-3a and/or the table below these proposals will need to demonstrate that appropriate infrastructure is provided for and the servicing of this land will maintain the efficiency and sustainability of existing and planned infrastructure.

Indicative stormwater management device locations are shown on Appendix 2 Figures 2-1 and 2-3 to display the likely location of such devices. These locations are broadly identified as per the Mangakootukutuku Integrated Catchment Management Plan, but the location, design and size will be finalised during subsequent subdivision and development processes.

Table 3A — 1 Strategic Infrastructure

Stage*	Preceding stage(s) required**	Strategic Infrastructure Required***			
		Transportation	**Wastewater**	**Water****	**Stormwater**
A					• Centralised stormwater management devices relevant to the sub-catchment(s) and Integrated Catchment Management Plan to be available • Provision for overland flow paths
B		• East-west minor arterial (stage 1) and Ohaupo Road/SH3 roundabout	• Mains extension along east-west minor arterial (stage 1) and Ohaupo Road/SH3 roundabout	• Distribution mains extension along east-west minor arterial (stage 1) and Ohaupo Road/SH3 roundabout	
C		• Waikato River Bridge, Wairere Drive extension, to the north-south major arterial • Peacocke Road urban upgrade to local standard north of intersection with Wairere Drive extension • Peacocke Road urban upgrade to minor arterial standard south of intersection with Wairere Drive extension • Weston Lea Drive urban upgrade • New collector road linkage from Plateau Drive to Wairere Drive extension (for	• N4 and N4a pump stations and connecting mains • Fitzroy Diversion • Waikato River Bridge and Transfer Main to far eastern interceptor at Gordonton Road, Wairere Drive, Crosby Road intersection.	• Distribution mains along Peacocke Road • Distribution mains along Weston Lea Drive	

		western catchment)			
D		• East-west minor arterial (stage 1) and Ohaupo Road/SH3 roundabout • New collector road (if connecting to Hall Road then Hall Road urban upgrade to collector standard and closure of the existing Hall Road/ SH3 intersection will also be required))	• N17 pump station • N4 and N4a pump stations and connecting mains • Fitzroy Diversion • Waikato River Bridge and Transfer Main to far eastern interceptor at Gordonton Road, Wairere Drive, Crosby Road intersection.	• Distribution mains extension along east-west minor arterial (stage 1) and Ohaupo Road/SH3 roundabout	
E	C	• East-west minor arterial to Peacocke Road from Ohaupo Road/SH3 roundabout • Peacocke Road urban upgrade to minor arterial standard (from Stage F) • Hall Road urban upgrade to collector standard and connection to east-west minor arterial, and closure of the existing Hall Road/ SH3 intersection • Peacocke Lane urban upgrade to collector standard • New collector road linkages in the south-eastern catchment	• Mains extension along north-south major arterial corridor and east-west minor arterial (stage 2) • Diversion of flows from Stage D to Stage E network • N9 (and N11 for the western catchment, and N10 for the south-eastern catchment) pump stations and connecting mains	• Distribution mains along Peacocke Road (from Stage F) • Distribution mains along East-west minor arterial (stage 1 and 2) to Peacocke Road • Distribution mains along Hall Road and connections to close the loop with Stage B and D mains	
F	C	• Peacocke Road urban upgrade to minor arterial standard • New north-south collector road	• N3 pump station and connecting mains	• Distribution mains along Peacocke Road	

G	C, F	• Peacocke Road urban upgrade to minor arterial standard • New collector road linkages	• N7 (for the eastern catchment) and N8 (for the southern catchment) pump stations and connecting mains	• Distribution mains along Peacocke Road	
H	C, E	• North-south major arterial (full length) and Cobham Drive Bridge upgrading • Peacocke Road urban upgrade to minor arterial standard (including from Stage F and G) • New collector road linkages including linkages to Hall Road	• N12 (and N13 for the eastern catchment) pump stations and connecting mains	• Distribution mains along North-south major arterial • Distribution mains along Peacocke Road • Distribution mains along Hall Road	
I	C, E, H	• Peacocke Road urban upgrade to minor arterial standard (including from Stage F, G and H) • New collector road linkages	• Connecting mains to N12 pump station	• Distribution mains completing loop along North-south major arterial, Hall Road, Peacocke Road and Ohaupo Road/SH3	

* *Stage boundaries take into account a range of factors including existing contours, existing and planned water and wastewater network sub-catchments, and transportation infrastructure networks and connectivity..*

** *Strategic infrastructure from these preceding stages will be requiring, including relevant connections.*

*** *In addition, localised and on-lot infrastructure and connections will be required. This should generally not influence sequencing of other stages. The delivery of most strategic infrastructure is expected to be Council-led. However, some of the infrastructure identified, such as new and upgraded collector roads, stormwater infrastructure, and various pumpstations and distribution mains, are expected to be developer-delivered to Council specifications.*

**** *A new reservoir, and associated feed lines and connecting mains, and Water Treatment Plant upgrades (e.g. High-lift pumpstation) will be needed as the growth demands approaches the operational limits of the Hamilton South reservoir and plant.*

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The transport network shown on the Peacocke Structure Plan is indicative and is not intended to show exact alignments. The final alignment will be largely determined as individual subdivisions are progressed. New or altered intersections on the state highway network require the approval of Waka Kotahi.