

**A collection of
communities....**

**One Community
Plan**

for
Eureka, Matangi, Newstead &
Tauwhare
2013 - 2023

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Introduction

In the 1800s Hamilton was a mere village compared with settlements such as Napier, New Plymouth, Whanganui and Nelson. By 1911 its population was 3,542 – a little over half the size of Waihi, then a booming gold town of 6,436 people. Before Waikato dairy farming developed, Hamilton remained small.

On the outskirts of Hamilton were huge swamps, which were drained only slowly. Militia settlers allocated land there usually departed, but some stayed, and farming settlements like Newstead, Tamahere and Matangi developed in the 1870s and 1880s. The Rukuhia estate of 6,000 hectares to the south-west and the Eureka estate of 35,000 hectares to the north-east were gradually subdivided. Tauwhare was surveyed in 1882, and the villages of Eureka and Gordonton grew from the 1890s.

Today those farming settlements have evolved to form a transition between Hamilton City and the more rural areas within the Waikato District. In the Eureka Ward those areas include Eureka, Matangi, Newstead and Tauwhare. It is these four areas that this Community Plan focuses on.

History of the Plans

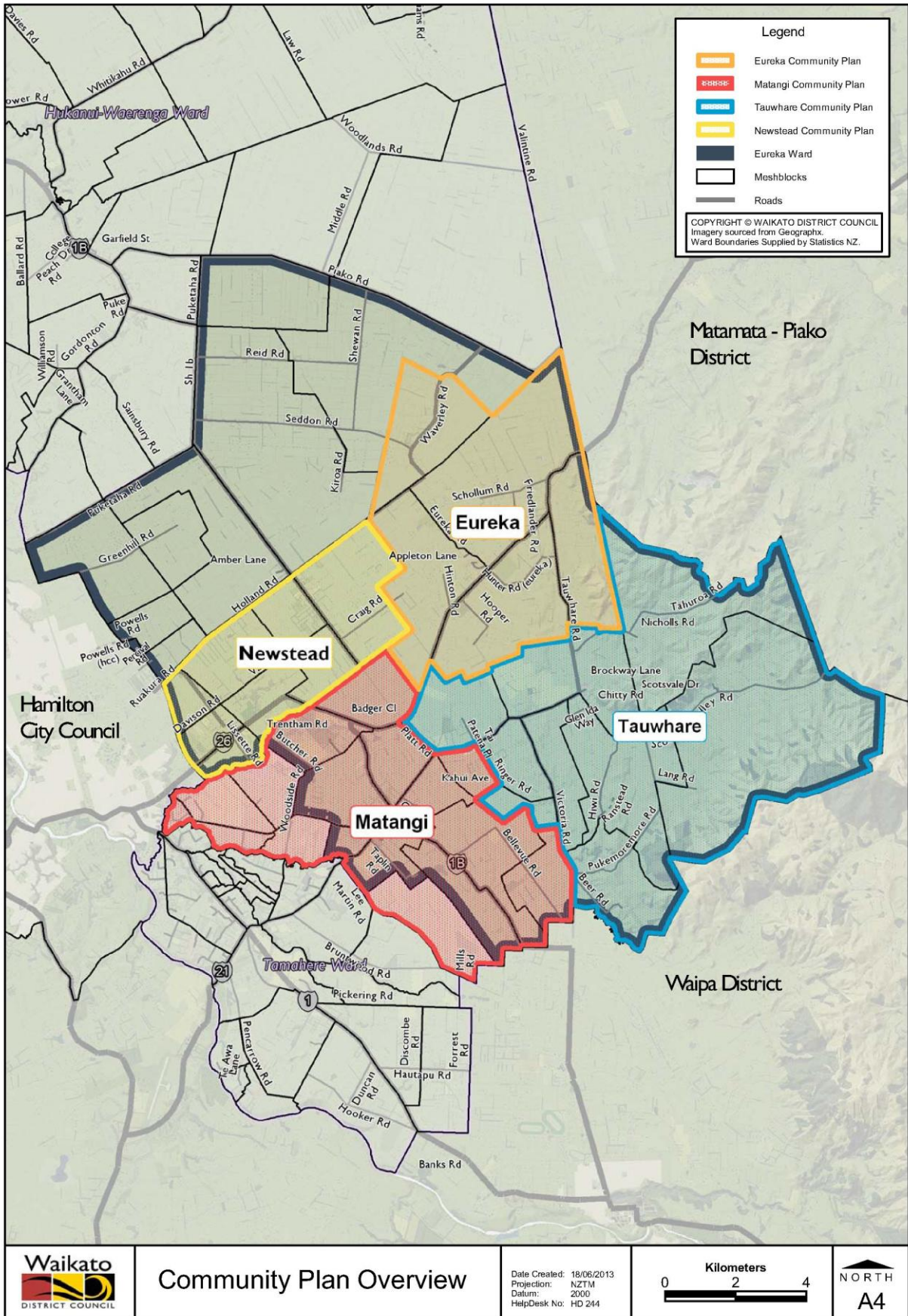
During 2004 through to 2007 Eureka, Matangi, Newstead and Tauwhare all developed community plans, to provide a clear direction for the future development of their communities. At the time the plans were widely understood by the communities and accepted as a framework for the future and served as a focus to build upon unifying their communities.

Review of the Plans

The review of these plans provides an opportunity for communities to reflect upon projects set out in their existing plans that have been accomplished, and to acknowledge projects that are currently underway. It is also the catalyst for communities to consider new projects and issues that they face now and into the future.

This plan review has been unique in that it has brought together four communities of interest within the Eureka Ward. The Community Committee's from Eureka, Matangi, Newstead and Tauwhare have developed this 2013 Community Plan to provide a clear direction for the future development of the Eureka Ward. Now it is finalised, the Plan will be a living document and where applicable will feed into the Waikato District Council planning documents and work programmes.

Eureka Ward map



Community Plan achievements

Key projects identified in the original plans that have since been completed include:

Eureka (2006-2016)

Road safety

- Review speed limits in and around Eureka
- Address black spots in the area
- Further development of turning bays

NZ Transit Agency have painted yellow lines and put up large 'Eureka' signs round the Eureka/Hunter Road crossroads. The speed limit for 500m of Eureka Road has been reduced to 70kph and a lay-by for buses at the Hall has been installed for the safety of school children.

Ongoing projects:

The Council continues to work with appellants to Plan Change 2: District Wide Growth and Rural and Coastal Subdivision, which seeks to ensure population growth and associated development is managed in a way that results in efficient and high amenity urban areas and avoids comprising the characteristics of rural areas including the productive capacity of our rural resource.

The community has also purchased some fireproof units/cabinets to store and display Eureka archives at the Hall, which have yet to be installed.

Matangi (2005-2015)

Transport and roading

- Extend the footpath from Poplar Lane to the Assisi Home

The footpath has been completed between Poplar Lane and Annebrook Road. Design is underway for the extension of the remaining section.

Recreation

Land for a recreation reserve has been purchased in the village adjacent to St David's Church and the Matangi School. The area is used for passive recreation and access to school and church events.

Ongoing projects:

Project scoping is currently underway to extend the footpath to Matangi Hall and options are being investigated into additional parking to address the existing and potential parking issues outside the shopping area and factory, to improve safety.

Newstead (2004-2014)

Roading intersection improvements to:

- Ruakaura/Holland Road (including rail crossing)
- Marshmeadow/Holland Road
- Telephone/Holland Road

Ongoing projects:

The Walking and Cycling Strategy is currently being reviewed and will be consulted on later in the year.

Tauwhare (2007-2017)

Roading and infrastructure

- Ensure that there is adequate signage showing route to Cambridge (at junction of Tauwhare Road and Scotsman Valley Road)
- Provide adequate footpaths on Scotsman Valley Road and Tauwhare Road to enable people to walk safely

Footpaths for Scotsman Valley and Tauwhare Roads have been completed and signage showing the route to Cambridge (at junction of Tauwhare Road & Scotsman Valley Road) has also been completed.

Community Outcomes

Amendments in 2012 to the Local Government Act 2002 have defined community outcomes as ‘the outcomes that a local authority aims to achieve in meeting the current and future needs of communities for good-quality local infrastructure, local public services and performance of regulatory functions.’

Our communities have also defined what outcomes they want throughout the district and these have been linked to the projects and issues outlined in this Plan, they have informed the review process and will feed into the Council’s planning documents.

Accessible Waikato

A district where the community’s access to transport infrastructure and technology meets its needs

- The district is easy and safe to get around and the road network is well maintained.
- Transport infrastructure, including walkways and cycleways, is developed at a rate.
- The strategic importance of the Waikato Expressway is recognised and occurs with priority and its effects are planned for and mitigated where necessary.
- Improved opportunities for the use of public transport are provided and the provision of rail is encouraged.
- Essential services like power and telecommunications are accessible.

Sustainable Waikato

A district where growth is managed effectively and natural resources are protected and developed for future generations

- The council’s decisions and processes take into account affordability for the community.
- Strategies are in place to ensure the impact of growth on the rural nature of the district is minimised.
- Sustainable growth in appropriate locations, beneficial to the district, is encouraged.
- The council encourages the protection of the district’s natural assets, landforms, wetlands and waterways from adverse effects.
- The council supports environmental initiatives undertaken by organisations and individuals involved in environmental care.
- The council works closely with Waikato Regional Council to manage plant and animal pests.
- Recycling and waste management initiatives are supported.
- Neighbourhoods are attractive, well designed and safe.

Thriving Waikato

A district that prides itself on economic excellence, where heritage and culture are protected and celebrated

- The council's processes encourage the continuity of existing businesses and the establishment of new businesses and industry.
- The benefits of tourism to the district are acknowledged and encouraged through the council's processes and local and regional initiatives.
- The protection and preservation of cultural and natural heritage sites is encouraged.
- Town and village centres are developed sustainably.
- The district encourages a wide range of sporting, cultural and community activities and events.
- The diversity of the district's people and culture is recognised.

Healthy Waikato

A district with services and activities that promote a healthy community

- The council's potable water supplies conform to established public health standards.
- The council's wastewater systems support and promote safe and sanitary conditions.
- The community has access to quality recreation and leisure facilities.
- The council encourages community involvement in sporting and leisure activities.

Safe Waikato

A district where people feel safe and supported within their communities

- Residents feel safe in their community.
- Appropriate lighting is provided for parks, reserves, roads and public places.
- Infrastructure projects take account of public safety and the council works with external agencies and the community to maintain and improve safety.
- Emergency management structures are in place to deal with disasters and key contacts and plans are well communicated.
- Community education, including road safety and graffiti reduction is undertaken by the council.

Long Term Plan project priorities

To enable the Council to plan into the future, Community Boards and Committees have been asked to prioritise their projects for consideration in the development of our Long Term Plan work programmes and annual reviews.

The Committees from each of the four communities have identified their top key projects.

They are:

Eureka

1. Improvements to intersection at SH26, Eureka Road/Hunter Road to incorporate turning bays or safe slip lanes.
2. Moving or undergrounding 3 power poles between the garage and corner of Eureka Road.
3. Erection of donated bus shelter on council land facing SH26 beside Eureka Hall.
4. Creation of walkways and cycleways around Eureka district, initially between Hinton Road and Masters Avenue.
5. Agreement on usage of some Westmount School outdoor facilities for Eureka residents outside school hours.
6. Improvements to Eureka Hall, including fencing of a safe outdoor area for children, and softening of internal walls and windows for better sound absorption.
7. Greater usage of Eureka Hall by the community.
8. Creation of a Civil Defence/Emergency Management Community Response Plan for Eureka, including use of Westmount School as a Coordination Centre.
9. Formalise setting up of Neighbourhood Support Groups around Eureka and map them.
10. Agreement with Fire Service and Council on agreed and permitted sources of water for fire tankers, both for house fires and rural fires.

Matangi

1. Land purchase – plan and approval included in the Long Term Plan.
2. Public toilet.
3. Bus bay and shelter.
4. Cycleway and footpath from Matangi to Hamilton (off road where possible, alternative road widening).

Newstead

1. Work with NZTA to address traffic safety and congestion issues at the Morrinsville and Ruakura Road intersection.
2. Influence decision making regarding the Inland Port on matters concerning:
 - Road placement and access
 - Environmental effects
 - Lifestyle and wellbeing.
3. Future proofing our roads to accommodate future use.

Tauwhare

1. Improve the road junction for the right hand turn from Tauwhare Road into Scotsman Valley Road particularly for the narrow width of the road around the corner and with due consideration for safety of vehicles entering and exiting Chitty Road.
2. Complete further village pavements improvements & pedestrian walkways throughout the village and culvert work by culverting the drain along Tauwhare road to significantly improve pedestrian safety.
3. Improve Traffic Calming measures and adequate signage for the safety of school children whilst waiting for and leaving rural school bus services. These occur outside of the 40 km/hr zone school hours for children using bus services for rural school children.
4. Complete a feasibility study for a proposed walkway / cycle way along the Waitakaruru stream in the area of Tauwhare Village and its outskirts. It is understood that this will involve land ownership and access issues with private, WDC and DOC land.
5. Traffic Calming measures and adequate signage at Ngati Haua Kura. Excessive speeding past Kura is often experienced by the community and safety of pedestrians and children is of great concern.
6. Widening the verge over the hill at Scotsman Valley Road end of the village. This is to facilitate the safety of walkers and cyclists by improving visibility.

Snapshot of Eureka yesteryear

Until the early 1870s the vast Piako Swamp extended from the edge of Hamilton East to the Piako River, and covered most of the southern half of the Waikato County.

It formed a significant part of the land confiscated by the Crown at the end of the Waikato Land Wars in 1865. While other parts of this land were thrown open for settlement, the idea of developing the swampland was regarded in the 1860s as being foolish and hazardous.

Enter Captain William Steele, valuer and real estate agent of Hamilton. After several attempts he finally managed to persuade others (some of whom were Mr Thomas Russell, an Auckland solicitor and Sir Frederick Whitaker, MP) to set up a company to purchase areas of the confiscated land. The company was formed in London and became known as the New Zealand Land Association. It eventually owned a number of properties in the Waikato, and was represented in New Zealand by the NZ Loan and Mercantile Agency.

Negotiations to purchase an area of 86,502 acres (35,033 ha), part of which would become Eureka began in 1873, and in 1874 the Crown agreed on a purchase price of five shillings an acre, half this amount to be refunded towards payment for the required construction of 25 miles (40 k) of roads across the swamp.

Reclamation work commenced with tenders called for 10 miles (16 k) of draining in February 1874. Mr Isaac Coates (who later owned the land that was to become Ruakura farm) won the tender with a bid of four pounds ten shillings per chain (22 yards or 20.3 metres). The drains, all dug by hand, were enormous, with some measuring 3.5 metres across at the top, two metres at the bottom, and a depth of three metres.

By July 1875 a site for the homestead had been selected on the Eureka Hill (now served by Masters Road). This would be the first headquarters for the vast area known as the Woodlands Estate, which stretched from just outside Taupiri almost to Morrinsville, across to Eureka and Tauwhare and to the outskirts of Hamilton in the Rotoruna area. The first manager of the estate was Henry Reynolds (then aged 25) who lived there until 1880, when he moved to the house beyond Gordonton now known as 'Woodlands'. In 1879 Reynolds married Elizabeth, the daughter of Captain Steele and they had two children.

In 1880 2000 acres (810 ha), including the homestead was sold to Albert Suttor, an Australian from NSW for 18 thousand pounds. The Eureka Estate, as it became known, was the first subdivision of any of the Woodlands Estate, and from contemporary reports the farm flourished. However, Mr Suttor sold the land back to the NZ Land Association in March 1892 and returned to Australia. Eureka reverted to an outstation of Woodlands until 1898, when a depression in farm prices caused the collapse of the NZ Land Association, and the eventual breakup and sale of the huge estate in 1902.

At that time John Gordon (then manager of Woodlands Estate) purchased the Eureka homestead block with 900 acres (364 ha) of farmland and 800 acres (324 ha) of peat for 4,601 pounds. He rebuilt the homestead and moved to Eureka in 1903. The area now known as Gordonton was named after him.

Prominent resident

Henry Reynolds

Henry Reynolds was born in England in 1849, and came to New Zealand with members of his family in 1868. For the next few years he gained valuable farming experience on his father's substantial property near Cambridge, Waikato.

By the early 1870s Waikato swamplands had begun to attract Auckland speculators and in November 1876 Reynolds was chosen to manage the vast Piako estate. From his headquarters at Eureka, near Hamilton, Reynolds set about converting the swamp into pasture. He ably supervised the digging of a vast network of drains, the building of roads, the cutting of scrub, and the ploughing and sowing of drained land. By 1879 there were 500 miles of drains, 19 miles of road and 5,000 acres in cultivation, achieved at a cost of £100,000. These developments brought much-needed employment to the struggling Waikato settlements.

Reynolds sold his Eureka headquarters and moved to Woodlands, near present day Gordonton. Woodlands soon became a self-sufficient rural showpiece. By 1894 Reynolds and Company owned a number of butter factories and creameries in Waikato, Bay of Plenty and Taranaki, producing a total of 300 tons of butter a year. He made a vital contribution to the development of the Waikato dairy industry and helped to establish the high reputation of New Zealand's agricultural products in Britain.

Infrastructure and facilities

Railway

The first passenger and goods train between Hamilton and Morrinsville ran in October 1884, and by 1908 Eureka had its own station and new goods shed, facilities which were to prove invaluable in an area where roads were basic. In 1944 there were five railway houses on the station site.

Communication

Eureka had a Post Office from 1904 and a Telephone Office (party line) which also handled telegrams from 1907. The telephone came to Eureka in 1907 after five and a half miles of poles and wires had been erected along what is now called Telephone Road or SH1B.

Butter and Cheese Factory

A main focus for farming in Eureka was the building of the butter factory in 1903, at that time called the Eureka Cooperative Dairy Company, making butter under its own name Eureka. At that time there were creameries dotted around the region, where farmers dropped off whole milk to be separated, and picked up the whey to feed their pigs. After the Eureka factory was built cream was brought in from creameries such as Tauwhare to be made into butter. By 1909 some farmers had invested in their own separators, and some then railed their cream to Frankton or Morrinsville.

The factory was somewhat like a phoenix, rising from the ashes of disastrous fires in 1907, 1912 and 1934. When the rebuilt butter factory opened in 1909 it had been provided with new equipment which was expected to raise the production to 152 tonnes per year. After the 1912 fire it was rebuilt as a cheese factory which finally closed in 1945.

The cheese making process took about eight hours, and when the workers knocked off the vats were scrubbed clean ready for the next day. The cheeses made weighed about 36 kilos and were packed in crates and railed to Auckland.

Store

The first General Store was opened in 1925 at the crossroads. In 1947 it was also selling petrol, and there is still a shop attached to the garage, Eureka Motors, on the same site.

School

The Eureka School opened in 1904 with 23 pupils and one teacher, Miss Lucy Bell. On its later site it closed at the end of 2003, and the site was leased by Westmount School, Waikato Campus, run by the Plymouth Brethren.

Hall

The first hall in Eureka was built in 1914, paid for by public subscription. This was dismantled in 1968 and the current structure was opened in 1969.

The historic site protected in our District Plan is:

Eureka War Memorial (1298 State Highway 26) – Protected in its totality. Unveiled in June 1927 by then Governor General, Lord Jellicoe, this was erected in memory of the men of Eureka who served in WWI.



Snapshot of Eureka today

Much of Eureka is still occupied by a farming community, although the creation of a Country Living area in 1998 for what is now known as Manor Park, has brought a number of residents who commute to Hamilton for work and most of their recreation. However, all residents want Eureka to retain its rural feel.

Since 1980 its community tidings have been recorded ten times a year in the Eureka Express, which continues to provide local information and advertising and a measure of community spirit.

One feature which strikes newcomers to Eureka is that the names of the roads (Hooper, Hinton, Hunter etc) still reflect those of current and long-term residents, and in earlier times many local girls married local boys and kept the names going.

The strong community attachment was well shown in April 2004, when Eureka celebrated the fact that its school had lasted since 1904, and the district since 1874, holding a weekend of Jubilee festivities at the hall, which drew over 300 people, many of them ex-pupils. A Jubilee publication was published soon afterwards, to keep company with the earlier (1874-1984) history which had been published by the Eureka Express in 1985.



Key issues and projects

Sense of community – Thriving Waikato

- Enhance the sense of community within Eureka.
- Foster a ‘village’ feel, where residents are encouraged to get actively involved and participate in the Eureka community.
- Support neighbouring rural primary schools – Newstead and Tauwhare.

Road safety – Safe & Accessible Waikato

- Ongoing review of speed limits in and around Eureka.
- Address black spots in the area.
- Further development of turning bays.
- Areas of concern include:
 - Hunter Road, Eureka Road, SH26 intersection
 - Telephone Road
 - Holland, Telephone and Marshmeadow Road intersection (turning lanes to be installed for those attempting to turn right into the side roads from either direction).
- Improve visibility on road verges.
- Undergrounding of power lines:
 - Holland Road and Eureka village section of SH26.
- Potential walkway extension of Masters through to Hinton Road.

Transport and roading – Accessible Waikato

- Bus shelter to be built by the Hall on SH26: Waikato Sheds have offered to provide a bus shelter at the Hall, for the schoolchildren who catch the buses into Hamilton. The community need to ascertain where the shelter should be located.

Roadsides – Safe Waikato

- Maintain tidy roadsides.
- Prompt removal of abandoned cars.

Reserve land – Sustainable Waikato

- Review reserve land in the area to create walkway linkages in future developments.
- Investigate the potential development of a reserve, including a playground.

Notable trees – Sustainable Waikato

- Consideration of the following trees for notable tree status and protection in the District Plan:
 - Phoenix Palm situated at 141 Hooper Road
 - Phoenix Palm (planted on February 1953 to mark Kerry Clarkin's birth)
 - Araucaria Bidwillii (Bunya Bunya) situated on land belonging to C Duncan, behind Master's Road.

Refuse and recycling – Sustainable Waikato

- Support community recycling.

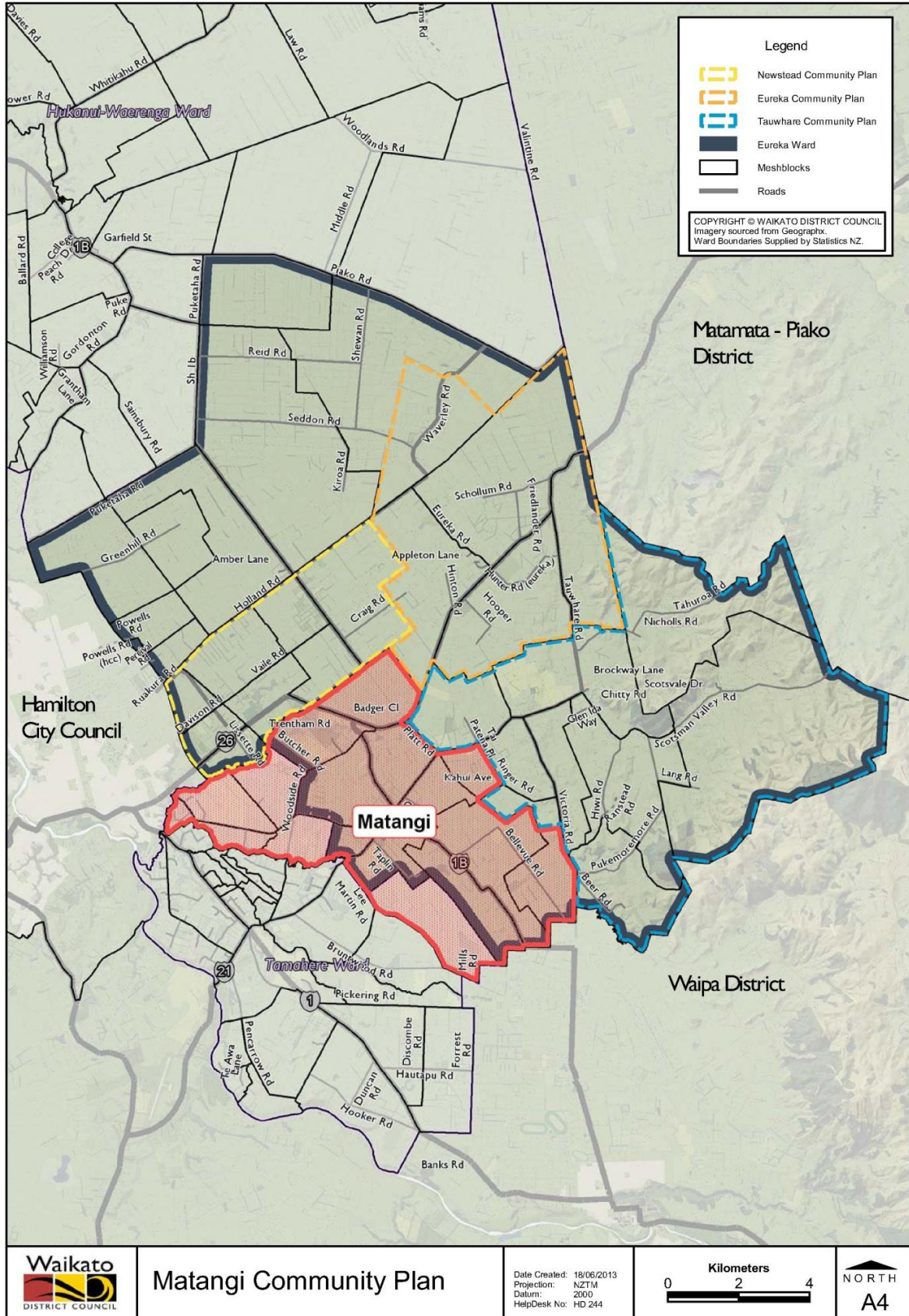
Stormwater – Sustainable & Safe Waikato

- Work with Waikato Regional Council to address drainage issues at:
 - Hooper Road
 - Hunter Road
 - Eureka Road
 - Appleton Road
 - SH26 through the village.

Community development – Thriving & Safe Waikato

- Support the continuation of the Eureka Express publication.
- Support and development of local businesses.
- Support for fire safety and readiness.
- Support the continuation of Neighbourhood Support.
- Continued commitment to Eureka Hall – the Hall is our only community asset, it needs to be upgraded and better utilised.
- Active involvement in Emergency Management and creation of Community Response Plan. Potential involvement of Westmount School as EM coordination site.

Matangi community



Snapshot of Matangi yesteryear

Only minutes from Hamilton city, Matangi has a rich farming and dairy legacy that dates back to the 1800s. It is worth noting that the two largest companies to come out of New Zealand, Fonterra and Glaxo Smith Kline, both have their roots in Matangi.

Once described as a ‘world leader’ by Prime Minister W.F. Massey in 1919, Matangi was heralded as proof that the people of the Waikato had confidence in themselves, their district and their great dairying industry.

With the emergence of farming and particularly dairy farming in the Matangi area, the construction of a dairy factory and associated technologies in road/rail transportation and telecommunications contributed to the development of an industrially driven, export-orientated production landscape. In 1902, the first Matangi post office opened and in 1906, a telegram service was added, to the existing postal infrastructure. A school, bulk stores, marshalling yards and a community hall would follow in the creation of what is today the heart of the Matangi community.

In 1884, the Hamilton to Cambridge branch line opened for service, and as a result, a train station was built in Matangi for this purpose. With the building of the dairy factory in 1919, further rail sidings were added, along with a stationmaster and maintenance crews. From 1919 until its closure in the mid 1980s, the Matangi dairy factory produced milk powder, condensed milk and Glaxo milk products for the formulation of baby foods.

In the late 1980s national economic restructuring saw the closure of the dairy factory and local services, including the post office and telephone exchange. Prior to this, the passenger rail service ceased as improved roading networks, road refrigerated freight transportation and individual car ownership took over.

Historic sites protected in our District Plan include:

St David’s Anglican Church (591 Matangi Road) – the Church is protected for its form, materials, and facades visible from street. Lancet windows, doors, small-shingled steeple, shingled gable end, stick-work, ventilator.

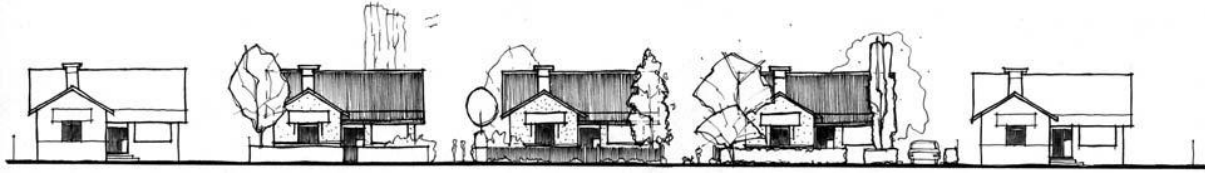
Matangi House – locally known as the original J T Bryant House (391 Tauwhare Road) – protected for its form, materials, and facades visible from street. Tiled gable roof, eaves, eaves brackets, arched porch, stained glass panels, casement windows and fanlights, doors, projecting sills, local river stone in stucco.

Briarly House (8 Titoki Drive) – protected for its form, materials. Four-light double-hung sash windows, continuous roof over verandah, factory bay window, Chicago window, shingled gable end, chimneys.

Woodside House (94B Webster Road) – protected for its gabled form, materials, 4-light double-hung sash windows, brick chimneys, doors.

Former Public Works Building (78 Matangi Road) – protected for its general form, materials. Gabled pediment, crest, double-hung sash windows, window pediments.

Matangi Precinct – locally known as the Seven Sisters (584, 586, 588, 590, 592, 594, 596, 605 & 607 Matangi Road) – these houses are protected for their general form, materials, street and side facades. Gable roof, exposed rafter ends, casement windows, door, divided windowpanes, fanlights, wide porch, roof over verandah, window hoods, eaves brackets. Any new buildings in the Matangi Heritage Precinct must be in keeping with the existing heritage buildings.



Matangi Dairy Factory (Tauwhare Road) – this site is protected in our Waikato District Plan for its general form and materials. Wide gable roof form, wide eaves, exposed rafter ends, lantern roofs, name in relief, exposed pillar and beam construction form.

Vision to rejuvenate the Matangi Dairy Factory industrial site as a historic destination
 Matangi Factory is an excellent example of the work of Fredrick Daniell, an architect who has New Zealand wide recognition through this period of New Zealand history.

The factory building is not only highly significant to the Waikato region but to New Zealand's history for aesthetic, architectural, cultural, scientific, technological and economic reasons. The dairy industry has played a major part in New Zealand's commercial viability. The restoration of this factory will remind the community of those early roots.

Snapshot of Matangi today

The Matangi area is at the very southeast edge of Waikato District south east of Hamilton City and north of Cambridge Township.

Matangi Village grew up around the crossroads centred on the Matangi Dairy Factory. This distinctive feature is evidence of nearly 100 years of dairy processing in Matangi. Although no longer a dairy factory the factory site is now a busy home to a large number of small businesses and the buildings and site are undergoing a process of ongoing renovation and development by its owners.

Once a factory and rural farm centre Matangi Village continues to provide a centre for school and community activities and is served by local businesses including a garage, Four Square, takeaway and café. Community facilities include the Matangi Hall, St David's church, Matangi recreation reserve, Matangi School in the village and a sports reserve with Rugby fields and club rooms 3 kilometres from the village on Tauwhare Road.

While residents choose to live in a semirural area, the majority of the population travel to Hamilton for education, business or employment, and a significant number are involved in local businesses some of which provide services for and benefit from being close to the city.

The area has a reasonable population base of around 600, dispersed across a lifestyle-block living area. Looking forward, growth of around 2000+ is projected over the next 20 years. Community development will recognise the desires of those looking for a village community, although many of their activities will have a nearby Hamilton City focus.

Matangi allocation and staging of residential growth 2006 to 2061*

*Note: population forecasts are conservative

Population				Change	
2006	2021	2041	2061	2006 to 2061	
350	650	1050	1400	1050	300 %

Key issues and projects

Refuse & recycling – Sustainable Waikato

- Extend recycling service to accept additional materials.
- Ongoing review of rubbish receptacles for the Village.

Transport & Roading – Accessible & Safe Waikato

- Improve public transport options
 - Work with neighbouring communities to establish land transport networks.
- Further development of:
 - Pedestrian crossings
 - Parking
 - Footpaths
 - Cycle lanes
 - Street lighting
 - Turning bays.
- Bus shelter and safe stopping bay for school children.
- Parking availability outside shopping area and factory.
- Access the Factory site light industrial area via Taplin Road.
- Provision for public transport to Hamilton/Cambridge.
- Footpath and street lighting to Matangi Hall.
- Cycleways and footpaths – extend along Matangi Road for recreation and village access to Hamilton.

Traffic calming – Accessible & Safe Waikato

- Ongoing review of speed limits in and around Matangi.
- Traffic islands for Matangi Village.
- Ongoing maintenance of the Railway crossing (Tauwhare Road).

Wastewater & stormwater – Safe Waikato

- Improvement of water reticulation system and availability to all land owners.
- Review stormwater requirements.
- Upgrade of the existing wastewater scheme.
- Sewage plant to support village residential development – potential site near transmission lines.

Recreation – Thriving Waikato

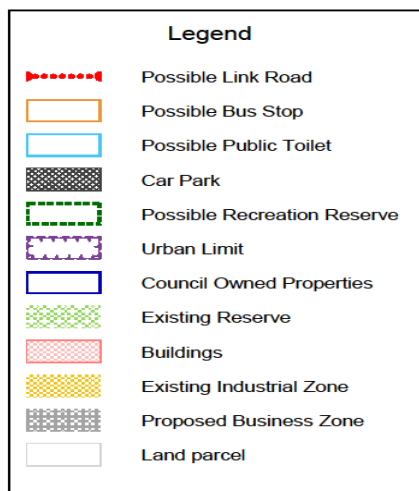
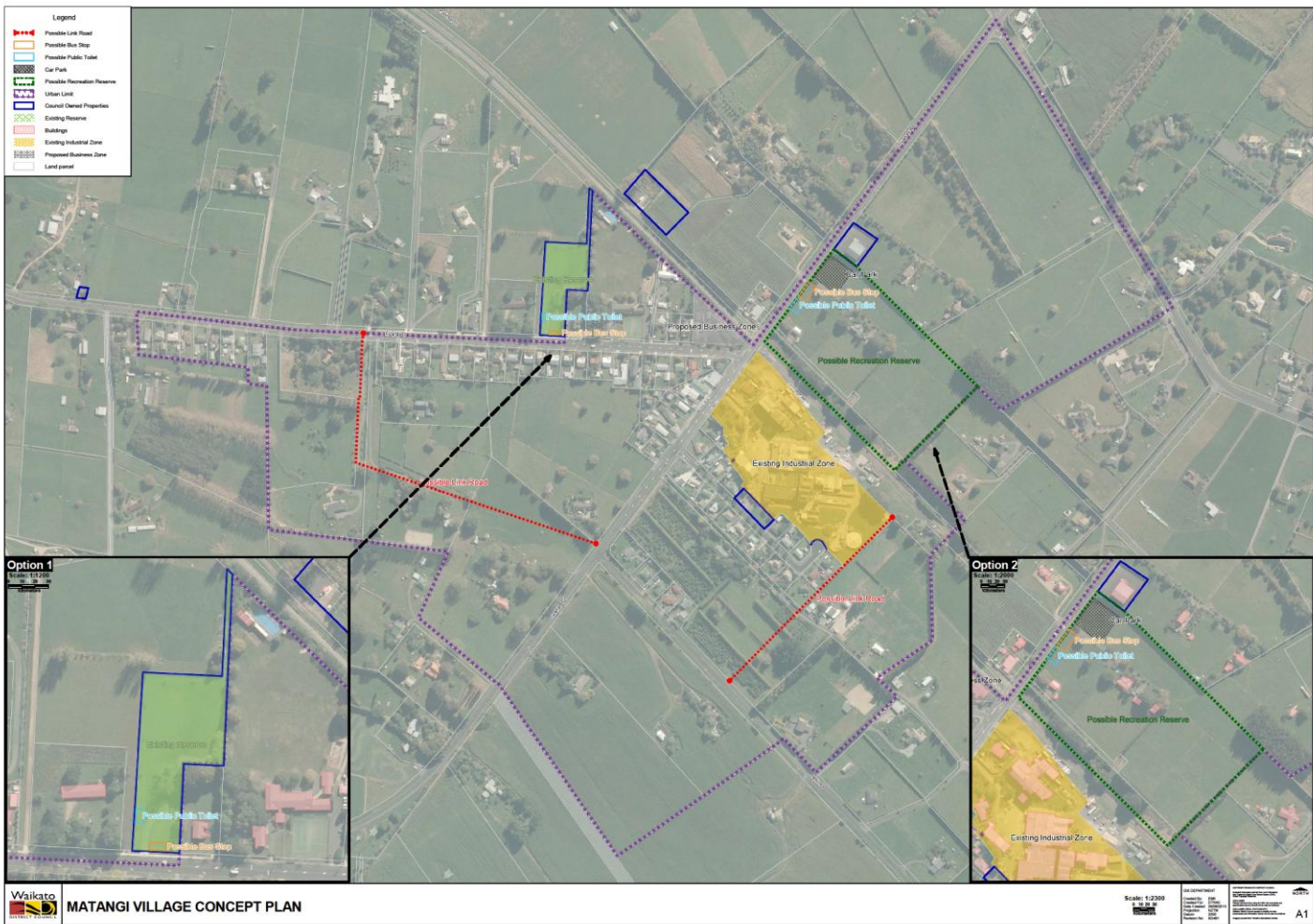
- Facilities for youth and young families.
- Purchase land near the village centre for a future recreation area which could include:
 - Sports
 - Gardens
 - Maze
 - Multi-purpose facilities.

Note: The current proposal is land between the Hall and the railway line including the strip adjoining the railway – other options may be considered. It is important to note that any land purchase will require Council approval of a targeted rate. (Refer to the Proposed Matangi Village concept plan and options on pages 24 to 27).

Community development – Thriving Waikato

- Public toilet.
- Signage and public seating at the park (in progress).
- Seal Matangi Reserve entrance and car parking area.
- Upgrade map (in progress).
- Developing economic opportunities for the area – support and develop local businesses.
- Retain country-living feel of Matangi.
- New developments to be in keeping with historical theme.
- History boards in relevant locations.
- Development of the Matangi Dairy Factory site to incorporate:
 - retail
 - parking
 - village hub
 - historic tourist destination.
- Country living sections (quarter acre) to be clustered around the village centre to increase residential living area.

Proposed Matangi Village concept plan



Securing the future

Key to the future development of the Matangi Village and surrounding area is the strengthening of the village community through developing business and retail activity in keeping with the historical character, further village housing, ease of access to community recreation facilities and safety of transport both within the area and in connecting Matangi residents to Hamilton and Cambridge.

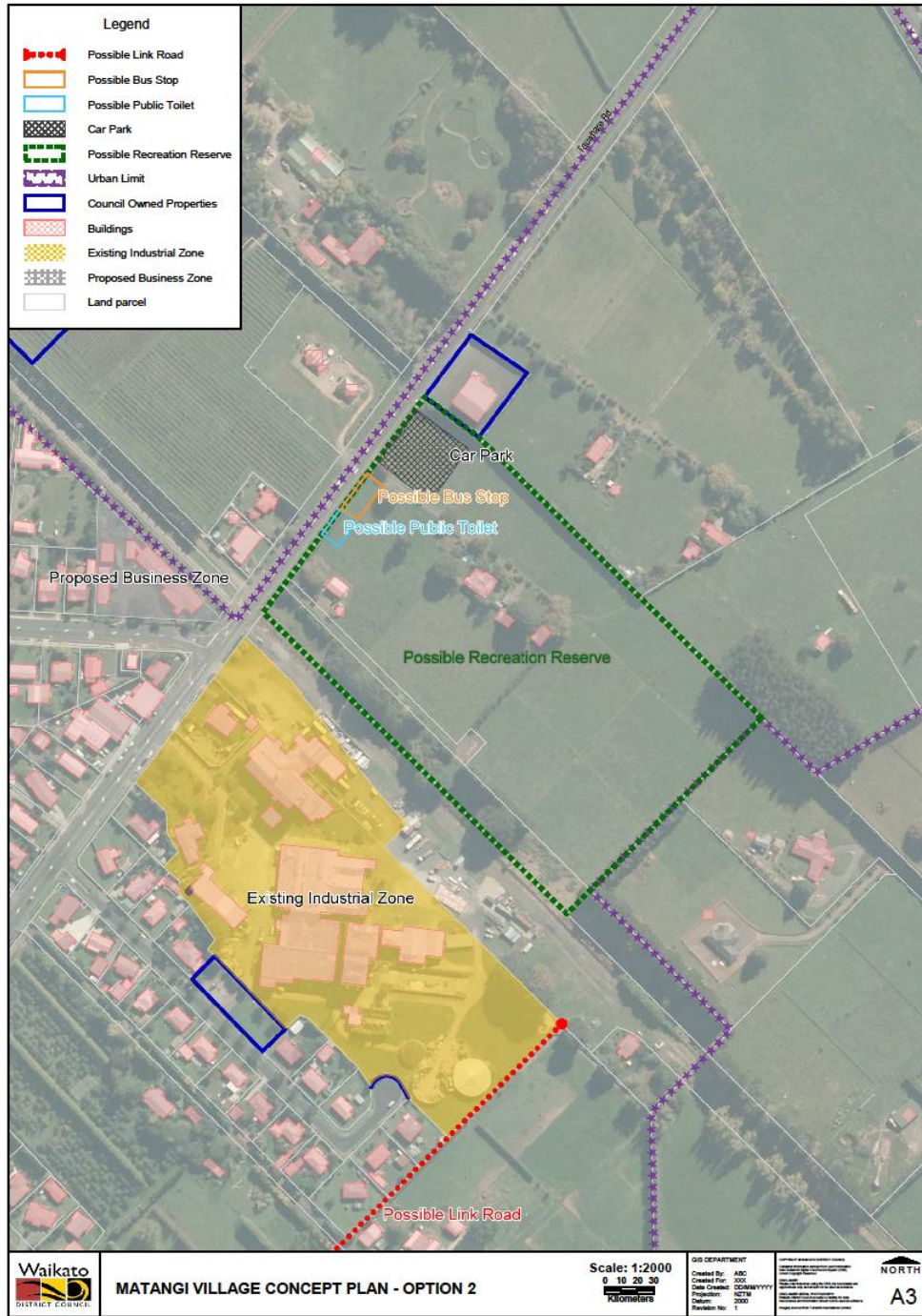
Future Proof aims to create more compact urban areas based on a strong and vibrant city heart in Hamilton and around existing rural townships and villages in the Waipa and Waikato districts. This will mean increased densities in new residential developments and more intensive redevelopment of existing urban areas that will reduce dependency on cars.

So far two options, with proposed link roads, additional parking, bus turning bay, recreational area and possible business zone are being considered that will help facilitate future development in the Village. These options will be considered as part of the Structure Plan project scheduled for 2018. A list of projects that would complement future development of Matangi Village area is outlined on pages 22 to 23 of this Plan.

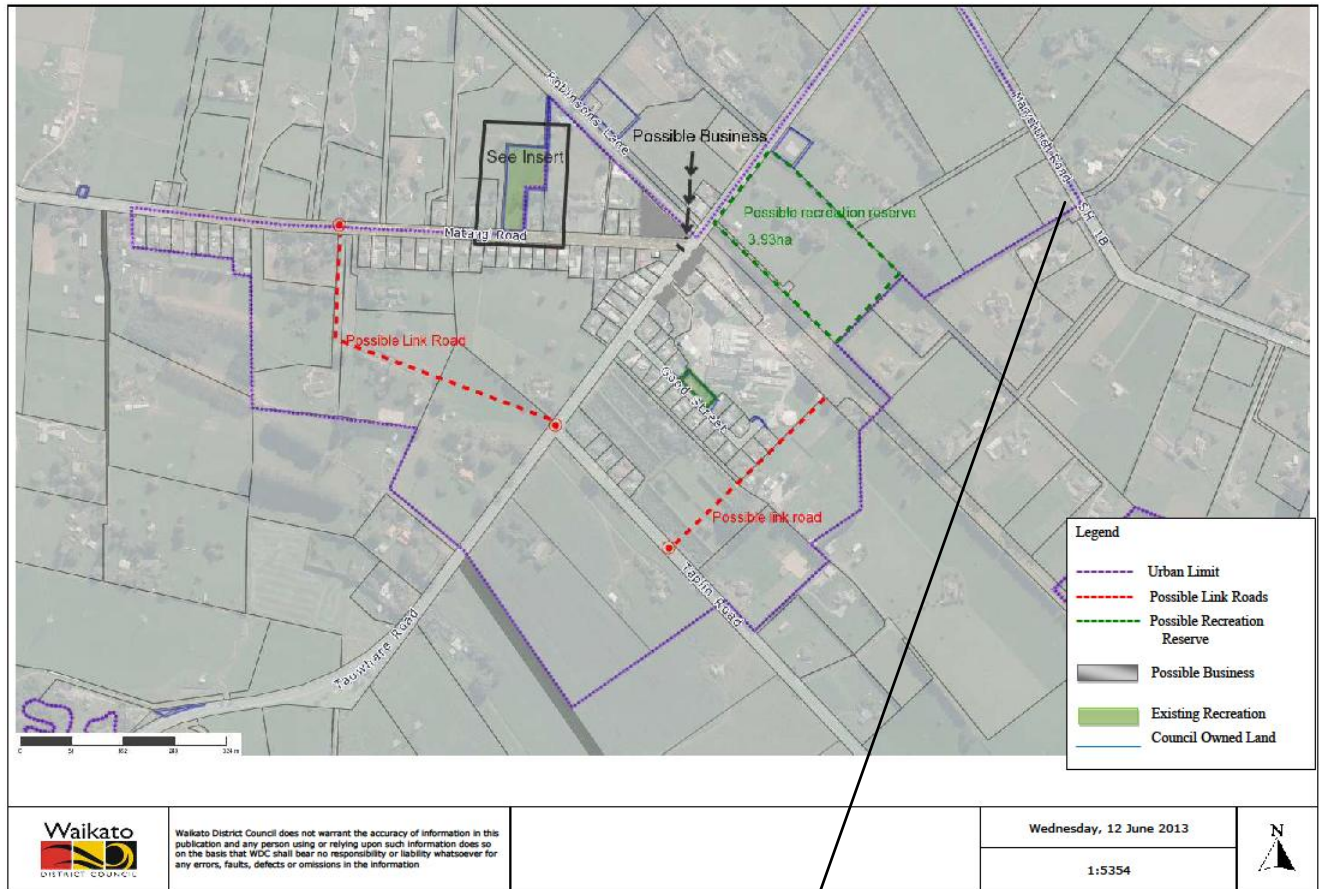
Option 1:



Option 2:

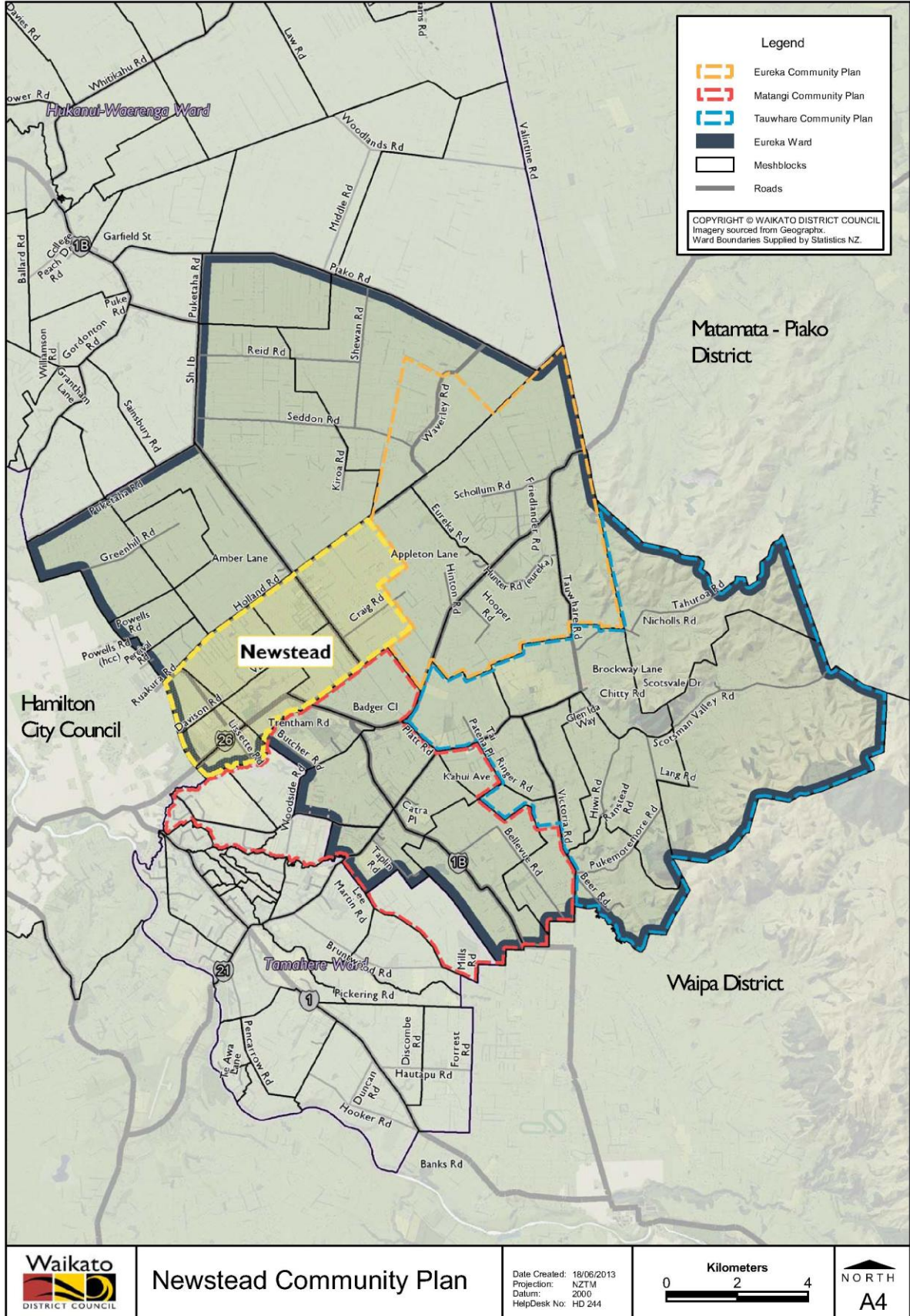


Possible link roads:



Marychurch Road SH 1B

Newstead community



Snapshot of Newstead yesteryear

Thanks to the Newstead (Marsh Meadows) School Centennial 1890 - 1990 publication

Newstead was opened up as a militia settlement in the late 1860s after the New Zealand war campaigns. The land was of poor quality, with drier areas covered in tea tree and the swamp in flax.

The district was the southern part of the Kirikiriroa Parish, a large area north east from Hamilton East. The area from the School Gully to Hintons Gully became known as Poverty Flat and other areas by the names of the properties which included: Marsh Meadows on the northern side of the Morrinsville Road (formerly Piako Road) from the School Gully to Marshmeadow Road (formerly Collins Road) and back beyond where Vaile Road is now. And Newstead Estate, on the same side of the road from Marshmeadow Road to about halfway along the Eureka Straight.

The district was formally designated during the late 1800s and took its name from the Newstead Estate – literally meaning ‘new place’.

Prominent residents

Captain James Runciman

Captain James Runciman was born in Scotland in 1829 and immigrated to New Zealand arriving in the ship ‘Nimrod’ in 1839. The family settled in Whangarei and then moved to Drury in 1845

He came to Newstead, from Hautapu, with his wife Margaret in the mid 1860s taking over the 1517 acre Marsh Meadows property. Among many of his community led initiatives Captain Runciman gave 20 acres for the school and was instrumental in the school building being erected. He donated trees for schoolchildren to plant and by 1889 he had planted 50,000 trees at Marsh Meadows, mainly for milling, some of which are still standing today – refer to page 35 of the plan to see which of those notable trees are protected in our District Plan.

In 1883 Captain Runciman chaired a meeting to form a cooperative farming association in the area. He was also a member of the Waikato County Council for six years and chairman of the Tamahere Road Board for 19 years.

Henry Reynolds

Henry Reynolds was a pioneer of the dairy industry in the Waikato. A former manager of the Woodlands Estate he purchased 1600 acres of land in 1886 which became the Newstead Estate.

He established the first creamery in the area of the Newstead Estate in 1890 and also had a creamery at Pukerimu where the ‘Anchor Butter’ brand was founded. According to legend this now world renowned brand name was named after an anchor tattooed on Henry Reynolds’ arm!

Samuel Charles Gale Lye

Samuel Charles Gale Lye was born in England in 1884 and came to New Zealand when he was three years old. He dairy farmed the Newstead Estate and was the first to establish a market for bobby calves in the USA, operating an abattoir on his farm during the 1920s. Samuel originally paid farmers 6 pence per calf but the price went up to a shilling (otherwise known as a ‘bob’) hence the name ‘bobby’ calf.

In 1935 Samuel built a dairy factory opposite the school known as Hamilton Pure Milk Supply with the trade name Vacro. The factory was one of the first in New Zealand to produce pasteurised milk in waxed cartons, from half pints to quarts, stamped with the day of the week. The change to bottles was made when cartons could no longer be imported from the USA.

Like Captain Runciman, Samuel Lye served on the Waikato County Council and the Tamahere Road Board but was unsuccessful standing for parliament as a Liberal Labour candidate.

Infrastructure and facilities

Railway

The Cambridge Branch Line was opened in 1884. A special train carrying 100 passengers travelled the line to mark the occasion.

When the Newstead Station opened it comprised a shelter shed, platform, 30ft x 40ft goods shed and a loading bay. The railway was an important means of transport for passengers and freight.

Farm goods were freighted up until the early 1960s. In the early days cream was sent to Ngaruawahia and then Frankton. In later years bagged fertiliser was one of the main items until the advent of bulk spreaders. The largest number of passengers to travel the line was on February 7 1950, when 3 trains carried a total of 1,500 passengers from Auckland to the Empire (Commonwealth) Games rowing at Lake Karapiro. A fleet of buses met the train at Cambridge.

The first railway bridge over the Mangaonua Stream was 350ft (106m) long and nearly 80ft (24m) high and was replaced in 1909. The present bridge was graded down so that it is now 270ft (98m) long and 48ft (15m) high.

Post Office

The Newstead Post Office was situated by the road on the north-east side of the railway line. The original building was replaced when a new Post Office was opened in 1918. Mail was collected from the railway station for distribution.

The Post Office closed in 1937 with the advent of the rural delivery system.

Hall

Before the hall was built any gatherings were held at the school or people's places. Shortly after Charles and Lillian Nott and their family came to the district they saw the need for a district hall.

Just eight months from the first meeting of residents the 50ft x 30ft hall was officially opened on June 8 1926 and located beside the railway. A supper room was added to the main hall in 1928 and a store room for bowling mats was added to the form of the supper room in the 60s.

As well as being the social centre of the district the hall also housed classes from the school in the late 1950s. The building was demolished in 1976.

Newstead (Marsh Meadows) School

Marsh Meadows School opened on October 6 1890, as result of community support for the building. The land set aside by Captain Runciman for the school comprised of 20 acres, including 10 acres across the gully behind the building site.

For the first five years the school was in the Hamilton East School District and was administered by the Hamilton East School Committee. In 1895 the boundaries of the Newstead School District changed and in 1896 the first Newstead (Marsh Meadows) School committee was established.

In 1960 Newstead became a Model Country School for the purpose of teacher training and a model Post Office operated at the school from 1964 to 1970 where students could gain experience in the operations of a post office.

Notable trees protected in our District Plan include:

200 plus English oak trees – situated at 671 and 701a State Highway 26 (opposite Hoeka Road), Newstead

1 Eucalyptus regnans – located at Dairy NZ Farms, Vaile Road, Newstead

1 Indian cedar – located at Dairy NZ Farms, Vaile Road, Newstead

1500m line of English oak trees – situated at 879 State Highway 26, Newstead

1 Canary palm – located at Dairy NZ Farms, Marshmeadows, 455 State Highway 26, Newstead

2 Bull Bay magnolia – located at Dairy NZ Farms, Marshmeadows, 455 State Highway 26, Newstead

Snapshot of Newstead today

Newstead is located only minutes from the centre of Hamilton City and has a mixture of rural and lifestyle properties that generally attracts high quality housing. The roading infrastructure is good quality and most properties are either using the reticulated water supply or have access to it.

The area is close to the Waikato University which could give residents access to their facilities, such as the library and swimming pool.

There are significant commercial activities in the area, including Dairy NZ Research, Livestock Improvement Corporation (LIC), and Dairy New Zealand Limited. Both LIC and Dairy New Zealand Limited are internationally recognised research farms and facilities which continue to attract both international and resident scientists in their endeavours to assist the dairy industry. Most employees of these organisations live in Hamilton and travel out to work each day by car.

Newstead enjoys a good quality school (Newstead Model Country School), which also serves as a community focal point. The school has a growing role and will be celebrating its 125th year later in 2015.

There are a number of facilities within the area which provide for a diverse range of interests and focus for the community. They include; the Newstead Country Pre-School, Hamilton Car Club, Hamilton Gun Club and the Riding for Disabled and equestrian Centre which is situated on Vaile Road and is one of the most utilised facilities in the area.

Tainui Group Holdings Ruakura project: Inland Port



These concept designs for the inland port depict the first stage of a much broader development plan for the area. The inland port is essentially a freight container distribution centre or hub otherwise known in the industry as an Intermodal Terminal (IMT). It is similar to a coastal port that transfers containers from ships to road/rail. An inland port enables the transfer of freight, usually from rail to road and vice versa in the most efficient way.

The inland port and freight hub is the planned cornerstone development for the Ruakura project and will be part of the first stage of a multi-decade development. The first phase, which is due to be completed in 2022, includes development of the freight and logistics hub first as a road based hub then adding in rail facilities.

Whilst the site for the Ruakura project is situated within the Hamilton City Council boundary, its impacts will be felt in surrounding areas like Newstead.

Waikato Expressway

The Waikato Expressway is one of the roads of national significance identified by the current government. The New Zealand Transport Agency (NZTA) has said that the Hamilton section which passes through Ruakura is due to be started in 2015 and completed by 2019.

The Waikato Expressway will be 102km in length running from the Bombay Hills to South of Cambridge. It will provide for two lanes of traffic in each direction divided by a central barrier with local roads and interchanges generally serviced by bridges and underpasses.

The location of Newstead – close to Hamilton City – will mean that subdivision development is likely to be in high demand but it is important the community grows with it.

Key issues and projects

Roading – Accessible & Safe Waikato

- Intersection safety in the Newstead area needs to be reviewed in light of increased traffic volumes:
 - Work with NZTA to address traffic safety and congestion issues at the Morrinsville and Ruakura Road intersection.
- Subdivision development has increased traffic volumes – the council need to ensure that the high standards imposed for private entranceways for safety and visual management applies to intersections on public roads.
- As the Waikato Expressway stages are completed, parts of the existing state highway network will become local roads – the community are concerned that this will impact negatively on the quality of the road network.
- Roads need to be widened to allow for cycleways and walkways.

Community – Thriving Waikato

- Influence decision making regarding the Inland Port, working in partnership with:
 - Tainui Group Holdings
 - New Zealand Transport Agency.
- The presence of Livestock Improvement Corporation (LIC), Dairy New Zealand and Dairy NZ Research is welcomed in Newstead and the community and council should establish close working relationships with these organisations to ensure these businesses can live in harmony with neighbours and community partners.
- Establish and maintain relationships with the wider community.
- Continue to utilise local communications via publication of the Newstead School Newsletter.

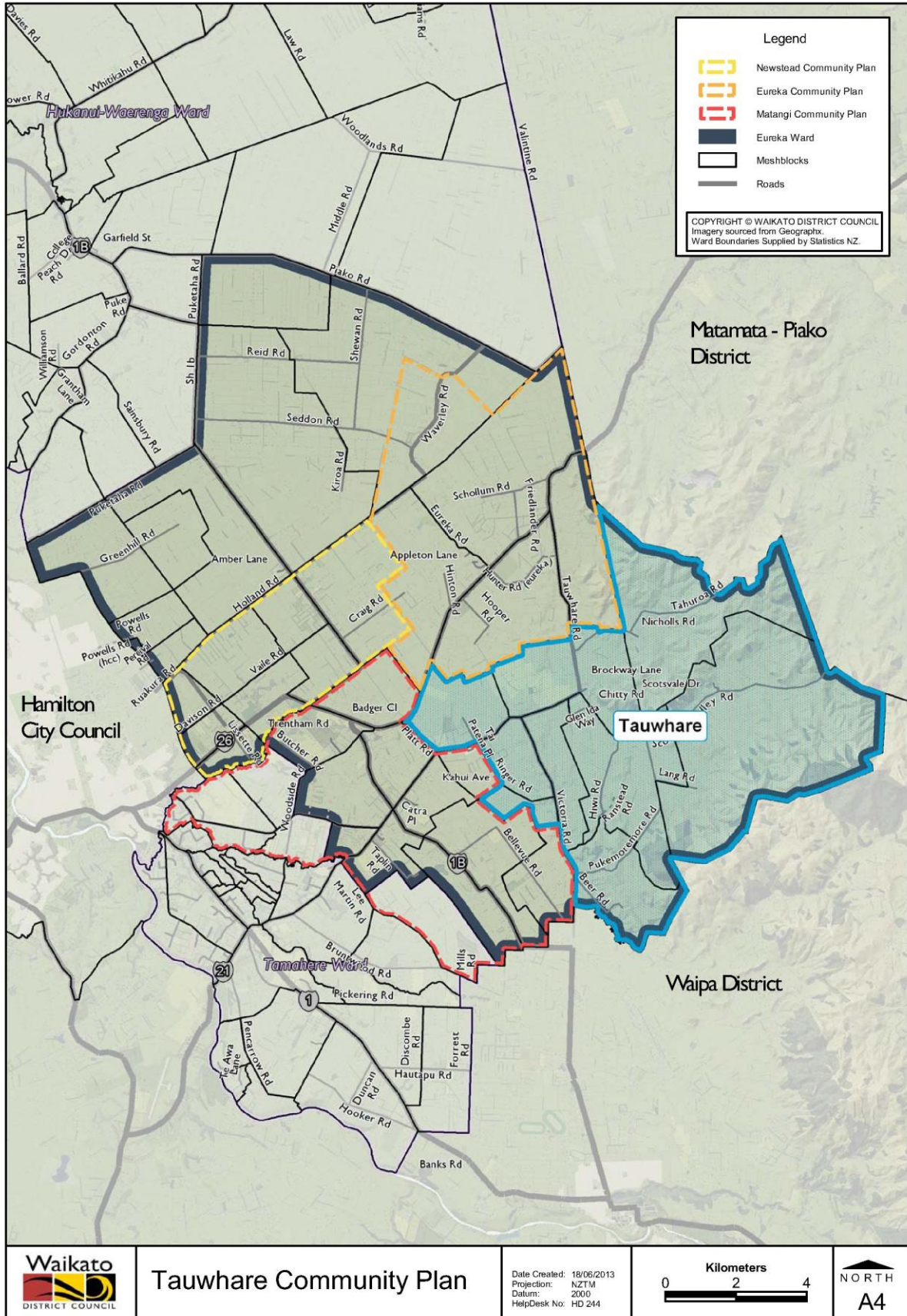
Environment – Sustainable Waikato

- People come to Newstead for its pleasant and relaxed environment and country living lifestyle:
 - maintain the integrity of rural amenity and zoning
 - avoid ad hoc development in the area.
- The gully areas need to be opened up for more community recreational activity and enjoyment.
- Extension of the Newstead walkway with picnic areas and seats.

Financial – Thriving Waikato

- Newstead needs value from Waikato District Council based on the total amount of rates paid.
- Ensure that a fair share of the development contributions from subdivision development is spent in the area to address increased demands on infrastructure.

Tauwhare community



Snapshot of Tauwhare yesteryear

Thanks to George Dingle for his local knowledge

The district of Tauwhare used to begin about 10 kilometres east of the present day Hamilton City boundary. T.E. Dodd's 720 acre farm, bounded by the Tauwhare Road and Eureka Avenue, would probably be included in present day Newstead, yet in 1883 it was part of the Tauwhare subdivision of the Eureka Estate. Similarly, the northern part of the district between the confiscation line and the Tauwhare-Morrinsville Road would today be considered as part of Eureka.

Tauwhare, a house of rest, was an apt name for the district. Maaori travellers from Waahi, the principal Waikato Pa at Huntly, would rest at Tauwhare on their way to Waharoa or Peria near Matamata. Tauwhare was also on the crossroads to Tainui Pa at Matangi, Maniapoto at Tamahere and various places along the banks of the Waikato River. Drovers moving stock along the same route would often use the Accommodation House for an overnight stay, putting their charges in the paddocks at the rear.

Prominent residents

Andrew Ramsay

Andrew Ramsay was born in Ireland in 1842 and farmed at Hairini for 20 years before coming to Tauwhare in 1892. He was a prominent land owner and by 1904 was paying rates on 857 acres including town lots and closed roads amounting to 232/3 acres.

He served on the Tamahere Road Board from 1898 to 1906 and was an elder of St Andrew's Presbyterian Church Tauwhare, built in 1916 on land which he had given. He also gave land for the site of the first Tauwhare hall.



Old Tauwhare Hall 1903 - 1953. On site of Telephone exchange

Infrastructure and facilities

Post Office

The Post Office started life as a small room attached to the Accommodation House (Tauwhare Hotel), which opened in 1884. In 1921 Frank Windsor became the Postmaster and he built a room across the road near his Smithy to accommodate the Post Office.



Historic sites and Notable Trees protected in our District Plan include:

St Andrew's Church (1133 Tauwhare Road) – the Church is protected for its general form, materials, double-hang sash windows, pointed window, shingled gable end and doors.

9 English oak trees – situated on road reserve, 576 Scotsman Valley Road, Morrinsville

Snapshot of Tauwhare today

Tauwhare has long had its own identity as a 'house of rest', providing lodgings for Maaori travellers from many communities across the Waikato en route to other marae, while others received hospitality at the Tauwhare Hotel from 1883. This busy community has been sustained, and with new subdivisions of rural/residential properties being populated over the last decade Tauwhare has evolved to a community of those choosing to stop and develop their own homes here. There is still a rural basis to the greater community but with many new lifestyle residents the heart of Tauwhare is now designated a "village" with speed restrictions and footpaths. The school celebrated 125 years in 2009 while both Tauwhare and Waimakarere Pa's have recently undertaken major upgrades of their *Wharekai* buildings and continue a tradition of hospitality to outside groups.

The people of Tauwhare are of a varied demographic being on farms (dairy & dry stock), one of the two pa, or on rural/residential sections running their own businesses or travelling to neighbouring centres for work. The growth in the community has meant Tauwhare School has grown to a role of 170 with three new classrooms opened over the past five years. In 2012 the Ministry of Education imposed a school zone, covering the Tauwhare and Eureka districts, around Tauwhare Primary. A preschool, now Pukeko Preschool, was relocated from Eureka to Tauwhare School in 2003, and is now planning expansion with the recent purchase of independent land next to the school.

The community also sustains a playgroup and on separate weekends a monthly church service and monthly 'kids for Christ' morning. The community hall is well used for regular groups and other events. Te Kura o Ngati Haua School continues its tradition of providing a total immersion Maaori schooling option to those within the area and draws pupils to Tauwhare from many neighbouring districts.

Being in the middle of a triangle between Hamilton, Cambridge and Morrinsville the residents of Tauwhare continue to choose any of these three centres as their base for services and affiliations to outside groups. As the village area of Tauwhare continues to be 'filled in' with new housing, the community will continue to evolve to provide local support and facilities for the range of retired, self employed, professionals, families and individuals choosing to make Tauwhare their home/place of rest.



Key issues and projects

Recreation – Thriving & Healthy Waikato

Objective: *Increase local recreational opportunities for Tauwhare residents including safe access to walking and cycling within the village and local surrounds.*

High priority

- Promote further village pavement improvements and pedestrian walkways throughout the village:
 - The section between Scotsman Valley Road and the Tauwhare Community Hall to be prioritised for pavement laying
 - Complete culvert work by culverting the drain along Tauwhare Road to significantly improve pedestrian safety. It is anticipated that WDC will assist in funding as part of the subdivision development contributions with community assistance to complete the project.
- Promote development of a recreation space for our youth, families and walkers, and physical linkages to the village and school.
- Promote community support for both the extended use of Tauwhare Hall facilities and management of the facility.
- Promote the formation of a focus group to develop and implement tangible plans for the promotion of events within the Tauwhare community. The Tauwhare Hall and St Andrews Church facilities could be the focal point for the events. St Andrews is classified as a Historical Building and the parish would like to see the facilities utilised more often.
- Complete a feasibility study for:
 - a proposed walkway/cycleway along the Waitakaruru stream in the area of Tauwhare Village and its outskirts. It is understood this will involve liaising with various land owners, including private, WDC and DoC land. Support for this project from the Tauwhare Community was very positive.

Medium priority

- Promote public transport services with other towns to and from the village:
 - Set up a focus group to survey the community and consolidate interest in supporting a strategy for implementation with input from both Waikato District Council and Waikato Regional Council.
 - High interest in public transport services for Tauwhare Village and surrounding areas has been demonstrated by the community and should be considered in addressing youth employment and our senior residents.

Environment – Sustainable Waikato

Objective: *Increase the health and accessibility of the natural environment within Tauwhare and surrounding areas.*

High priority

- Continue to promote environmental attractiveness for the community and wildlife through:
 - a high frequency of mowing along roadsides
 - increased sustainable tree planting along public areas
 - retain the rural look and feel of the area
 - work towards improving unsightliness of network services and underground power lines.
- Promote community involvement by working with Tauwhare School Enviro Group to develop a community garden/orchard.
- Utilise Waikato Regional Council assistance and education on pest control such as possums.

Medium priority

- Improve the health of Waitakaruru Stream through collaboration with the Waikato Regional Council.
- Work with Waikato District Council and the community towards better control of weeds and shelterbelts:
 - along roadsides
 - removing privet
 - weeds in roadside drains and culverts
 - so they don't get overgrown.

Community & facilities – Safe, Thriving & Healthy Waikato

Objective: *The Tauwhare community is engaged and supported in making itself a safe and supportive place to live and play in.*

Medium priority

- Promote and support 'Neighbourhood Support' similar to the Cambridge branch initiatives.
- Investigate the formation of a focus group for Civil Defence coordination.
- Continued support of the 'Tauwhare Transmitter' to keep the community informed of local news and events.

Roading & infrastructure – Accessible & Safe Waikato

Objective: *Create a safe and reliable transport and pedestrian traffic network in and around Tauwhare with ready access to public transport facilities.*

High priority

Work with Waikato District Council towards:

- Improving the road junction for the right hand turn from Tauwhare Road into Scotsman Valley Road, particularly for:
 - the narrow width of road around the corner
 - safety of vehicles entering and exiting Chitty Road.
- Widening the verge over the hill at Scotsman Valley Road to the end of the Village. This is to facilitate the safety of walkers and cyclists by improving visibility.
- To improve the safety of school children whilst waiting for and leaving rural school bus services. These occur outside of the 40 km per hour zone school hours for children using bus services for rural school children.
- Promote improved safety for cyclists in Scotsman Valley.
- Traffic calming measures and adequate signage at Ngati Haua Kura. Excessive speeding past Kura is often experienced by the community and safety of pedestrians and children is at great risk.
- Obtaining traffic review criteria for speed limits and traffic safety measures and have these details published in the Tauwhare Transmitter to inform the wider community. In conjunction with this determine the overall communities' views and liaise with upcoming Waikato District Council traffic surveys.

Health of the Community – Healthy & Thriving Waikato

Objective: *Increase community well-being and support through education and development of community networks.*

Medium priority

- Promote local health education initiatives.
- Promote development of a community health and well-being group, which focuses on the social needs of He Tangata (the people).
- Promote and develop social connectedness particularly with new residents to the community to help facilitate meeting people and building friendships/networks within the Tauwhare community.

In realising some of these projects, we believe development contributions from sub-divisions should be targeted to specific community needs such as pavements and walkways.

Where to from here?

The Eureka, Matangi, Newstead and Tauwhare Community Committees have approved the review of the Community Plan 2013.

Some of the ideas and projects listed in this document will take a lot longer to realise and require more resources than are available at the moment. It does not reflect the Waikato District Council's priorities or funding availability.

The four Committees will continue to work with the Council to prioritise the issues and projects outlined in this Plan.

Please contact one of the four Community Committees if you would like any further information.

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Find out what we are up to

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Find out what we are up to

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Find out what we are up to

- Newstead School Newsletter

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Find out what we are up to

- Tauwhare School Newsletter
- Tauwhare Transmitter