

Agenda for a meeting of the Raglan Community Board to be held in the Town Hall, Supper Room, Bow Street, Raglan on **TUESDAY 12 MARCH 2019** commencing at **2.00pm**.

Note: A public forum will be held at 1.30pm prior to the commencement of the meeting.

*Information and recommendations are included in the reports to assist the Committee in the decision making process and may not constitute Council's decision or policy until considered by the Committee.*

**1. APOLOGIES AND LEAVE OF ABSENCE**

**2. CONFIRMATION OF STATUS OF AGENDA**

**3. DISCLOSURES OF INTEREST**

**4. CONFIRMATION OF MINUTES**

Meeting held on Tuesday 12 February 2019 2

**5. REPORTS**

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5.2	Request for Funding – The Order of St John Central Region Trust Board	10
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5.4	Approval of draft Waikato Blueprint for public feedback – copy of report	28
5.5	Raglan - Revocation of 1.65km of SH23 to local Road and proposed interim MOU	174
5.6	Raglan Works and Issues Report: Status of Items March 2019	184
5.7	Chairperson's Report	195
5.8	Councillor's Report	<i>Verbal</i>
5.9	Raglan Naturally	<i>Verbal</i>
5.10	Public Forum	<i>Verbal</i>

GJ Ion  
**CHIEF EXECUTIVE**

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### **Open Meeting**

<b>To</b>	Raglan Community Board
<b>From</b>	GJ Ion Chief Executive
<b>Date</b>	13 February 2019
<b>Prepared by</b>	Lynette Wainwright Committee Secretary
<b>Chief Executive Approved</b>	Y
<b>Reference #</b>	GOV0507
<b>Report Title</b>	Confirmation of Minutes

### **1. EXECUTIVE SUMMARY**

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The minutes for a meeting of the Raglan Community Board held on Tuesday 12 February 2019 are submitted for confirmation.

### **2. RECOMMENDATION**

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**THAT the minutes of a meeting of the Raglan Community Board held on Tuesday 12 February 2019 be confirmed.**

### **3. ATTACHMENTS**

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Minutes 12 February 2019



**MINUTES** of a meeting of the Raglan Community Board held in the Supper Room, Town Hall, Bow Street, Raglan on **TUESDAY 12 FEBRUARY 2019** commencing at **2.00pm**.

**Present:**

Mr R MacLeod (Chairperson)  
Cr LR Thomson  
Mr PJ Haworth  
Mrs R Kereopa  
Mr AM Oosten [from 2.09pm]  
Mrs GA Parson  
Mr AW Vink

**Attending:**

Ms M May (Community Connections Manager)  
Mr C Birkett (Monitoring Team Leader)  
Mrs LM Wainwright (Committee Secretary)  
Mr K Barry (Raglan Sports Fishing Club)  
12 members of the public

**APOLOGIES AND LEAVE OF ABSENCE**

**Resolved: (Mr MacLeod/Mrs Parson)**

**THAT** an apology for lateness be received from Mr Oosten.

**CARRIED on the voices**

**RCBI902/01**

**CONFIRMATION OF STATUS OF AGENDA ITEMS**

**Resolved: (Mr MacLeod/Mrs Parson)**

**THAT** the agenda for a meeting of the Raglan Community Board held on Tuesday 12 February 2019 be confirmed and all items therein be considered in open meeting;

**AND THAT** all reports be received;

**AND FURTHER THAT** in accordance with Standing Order 9.4 the order of business be changed with agenda item 6.3 [*Raglan Works & Issues Report: Status of Items February 2019*] being considered after agenda item 4;

**AND FURTHER THAT** the Board resolves that item 5 [*Speaker – NZ Police*] be withdrawn from the agenda.

**CARRIED on the voices**

**RCB1902/02**

### **DISCLOSURES OF INTEREST**

There were no disclosures of interest.

### **CONFIRMATION OF MINUTES**

**Resolved: (Cr Thomson/Mr Haworth)**

**THAT** the minutes of a meeting of the Raglan Community Board held on Tuesday 4 December 2018 be confirmed as a true and correct record of that meeting.

**CARRIED on the voices**

**RCB1902/03**

### **SPEAKER**

This item was withdrawn from the agenda.

### **REPORTS**

Raglan Works & Issues Report: Status of Items February 2019  
Agenda Item 6.3

The report was received [*RCB1902/02 refers*] and discussion was held. The Community Connections Manager gave a verbal update and answered questions of the board.

Additional issues raised:

- CBD schedule to be added to the report, and
- Manu Bay breakwater mediation – Mr Barry gave a verbal update.

Mr Oosten entered the meeting at 2.09pm during discussion on the above item.

Parking, Freedom Camping activity in Raglan over the peak summer period  
Agenda Item 6.1

The report was received [*RCB1902/02 refers*] and discussion was held. The Monitoring Team Leader gave a verbal update and answered questions of the board.

Infringement Notices

## Agenda Item 6.2

The report was received [RCB1902/02 refers] and discussion was held. The report was received [RCB1902/02 refers] and discussion was held. The Monitoring Team Leader gave a verbal update and answered questions of the board.

Blueprint Update

## Agenda Item 6.4

The report was received [RCB1902/02 refers] and discussion was held.

Year to Date Service Request Report

## Agenda Item 6.5

The report was received [RCB1902/02 refers] and discussion was held.

Raglan Naturally Update

## Agenda Item 6.6

The report was received [RCB1902/02 refers] and discussion was held. Mrs Parson gave a verbal update on the following matters:

- rubbish bins,
- wharf parking group – what next?
- parking map,
- Reserves Management Plan submission made, and
- Informal community board catchup before the start of the year.

New Zealand Community Boards' Conference 2019 – New Plymouth

## Agenda Item 6.7

The report was received [RCB1902/02 refers] and discussion was held.

**Resolved: (Mrs Parson/Mrs Kereopa)**

**THAT Cr Thomson be nominated to attend the New Zealand Community Boards' Conference in New Plymouth from Thursday, 11 April 2019 to Saturday, 13 April 2019;**

**AND THAT Council funds the conference registration fee for one delegate and the Raglan Community Board funds accommodation, travel and other associated costs from its Discretionary Fund.**

**CARRIED on the voices**

**RCB1902/04**

Discretionary Fund Report to 30 January 2019  
Agenda Item 6.8

The report was received [RCB1902/02 refers] and discussion was held.

Receipt of the Raglan Town Hall Minutes  
Agenda Item 6.9

The report was received [RCB1902/02 refers] and discussion was held.

**Resolved: (Mr Vink/Mr MacLeod)**

**THAT the minutes of a meeting of the Raglan Town Hall Committee be received;**

**AND THAT the Raglan Community Board support the Committee's resolution as follows:**

***“THAT the Raglan Town Hall Committee requests Council that all maintenance matters be referred to the hall committee in the first instance unless of an emergency nature;***

***AND THAT Council advises the Chairperson and/or Secretary of any non-scheduled or emergency maintenance matters before work commences.”***

**CARRIED on the voices**

**RCB1902/05**

Chairperson's Report  
Agenda Item 6.10

The report was received [RCB1902/02 refers] and the chairperson reported on the following:

- Waitangi celebrations, and
- Parking on airfield and fire calls during Soundsplash.

Councillor's Report  
Agenda Item 6.11

The report was received [RCB1902/02 refers] and discussion was Councillor Thomson reported on the following items:

- fireworks display,
- freedom camping,
- 360 responses to Raglan Naturally survey,
- visitor traffic on Whaanga Coast,
- impact of the rally on Raglan roads,
- Swans Beach access road needs upgrading,



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**Open Meeting**

<b>To</b>	Raglan Community Board
<b>From</b>	Tony Whittaker Chief Operating Officer
<b>Date</b>	21 February 2019
<b>Prepared by</b>	Andrew Nimmo Project Accountant
<b>Chief Executive Approved</b>	Y
<b>Reference/Doc Set #</b>	GOV0507
<b>Report Title</b>	Discretionary Fund Report to 21 February 2019

**1. EXECUTIVE SUMMARY**

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To update the Board on the Discretionary Fund Report to 21 February 2019.

**2. RECOMMENDATION**

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**THAT** the report from the Chief Operating Officer be received.

**3. ATTACHMENTS**

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Discretionary Fund Report to 21 February 2019

**RAGLAN COMMUNITY BOARD DISCRETIONARY FUND 2018/2019**

			<b>1,206,170.4</b>
<b>2018/19 Annual Plan</b>			14,271.00
<b>Carry forward from 2017/18</b>			5,826.00
<b>Total Funding</b>			<b>20,097.00</b>
<b>Expenditure</b>			
18-Jul-2018 The Inspiring Communities - One day workshop for Raglan Naturally (excl GST)	RCB1808/08	1,027.39	
28-Aug-2018 Gabrielle Parson - Future Focus workshop on 26 May 2018	RCB1808/08	275.65	
28-Aug-2018 Gabrielle Parson - Future Focus workshop on 26 May 2018	RCB1808/08	250.00	
02-Oct-2018 Contribution from the Mayoral Fund towards Raglan Naturally		992.74	
02-Oct-2018 Commitment to support the Raglan Naturally project (remaining balance)	RCB1805/08	93.50	
02-Oct-2018 Raglan Naturally - costs for July, August and September 2018 (\$3000 less \$567)	RCB1808/08	2,433.00	
19-Nov-2018 Raglan Lions Club - 2018 New Year's Eve parade prizes	RCB1811/05	900.00	
22-Nov-2018 Xtreme Zero Waste Inc Society - Plastic Free Raglan project	RCB1811/06	2,500.00	
07-Jan-2019 Raglan Golf Club - cost of upgrading mini putt greens	RCB1811/04	3,500.00	
<b>Total Expenditure</b>			<b>(11,972.28)</b>
<b>Net Funding Remaining (Before commitments)</b>			<b>8,124.72</b>
<b>Commitments</b>			
19-Mar-2018 Raglan Point Boardriders - safety information signage boards for 2017-2018	RCB1803/04	2,000.00	
19-Mar-2018 Raglan Point Boardriders - safety information signage boards for 2018-2019	RCB1803/04	2,000.00	
08-May-2018 Commitment for youth activities	RCB1805/04	120.00	
12-Jun-2018 Raglan Area School - cost of photo booth and entertainment for senior ball	RCB1806/04	1,450.00	
13-Feb-2019 NZ Community Board Conference - Registration and Travel costs for Cr Thomson	RCB1902/04	to be confirmed	
<b>Total Commitments</b>			<b>(5,570.00)</b>
<b>Net Funding Remaining (Including commitments) as of 21 February 2019</b>			<b>2,554.72</b>

### **Open Meeting**

<b>To</b>	Raglan Community Board
<b>From</b>	Clive Morgan General Manager Community Growth
<b>Date</b>	25 February 2019
<b>Prepared by</b>	Lianne van den Bemd Community Development Advisor
<b>Chief Executive Approved</b>	Y
<b>Reference#</b>	CDR0502 / GOV0507 / 2184541
<b>Report Title</b>	Request for Funding – The Order of St John Central Region Trust Board

## **1. EXECUTIVE SUMMARY**

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Attached is a letter requesting funding under \$1,000 from the Order of St John Central Region Trust Board for the Raglan Community Board's consideration.

## **2. RECOMMENDATION**

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**THAT** the report from the **General Manager Community Growth** be received;

**AND THAT** an allocation of \$..... is made to the **Order of St John Central Region Trust Board** towards the cost of purchasing new equipment for the **Raglan St John Ambulance vehicle**;

**OR**

**AND THAT** the request from the **Order of St John Central Region Trust Board** towards the cost of the purchasing new equipment for the **Raglan St John Ambulance vehicle** is declined / deferred until ..... for the following reasons:

## **3. POLICY**

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The request for funding meets the criteria set in the Discretionary Grants Policy, where for applications under \$1,000, applicants only need to provide a cover letter describing the event/project and relevant quotes.



#### **4. CONCLUSION**

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Consideration by the Board is required with regard to this funding request.

#### **5. ATTACHMENTS**

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Application for Funding - The Order of St John Central Region Trust Board

## St John Central Region Application for Funding

Waikato District Council – Raglan Community Board

## Contents included in the application:

- Cover letter
- Printed bank deposit slip
- Charities Commission Certificate
- Certificate of Incorporation
- Quotes
- Audited Financial Statements

29 January 2019

Waikato District Council  
Raglan Community Board  
funding@waidc.govt.nz



Dear members of the Raglan Community Board,

**RE: St John Central Region Funding application of \$931.26 towards the purchase of emergency equipment for our Raglan Ambulance.**

We thank you and appreciate the opportunity to submit a grant application to the Raglan Community Board.

Our mission is to prevent and relieve sickness and injury, and act to enhance the health and well being of everyone in the community.

St John is on call, all hours, every day, caring for others in accident and medical emergencies. Our ambulance officers respond to an average of 416 people every day across the Central Region. With the region's estimated population of about 1 million (Statistics New Zealand), this equates to 1 in 6 people needing the St John ambulance service each year.

The need to adapt and find ways to improve our ambulance service stems from our goal of improved patient care and optimal health outcomes for all people that we assist and the significant increases in demand for our services across the region. Increasing our effectiveness and efficiency will ultimately have better outcomes for the wider New Zealand health system.

We have a focus on taking care to patients, rather than taking patients to care.

**In the last 12 months St John attended 482 incidents in Raglan. This is a 12% increase in the number of incidents in the last 5 years. 31% of these were considered life threatening or time sensitive and required urgent – often lifesaving – medical attention.** In these situations, particularly, a patient's medical situation can change dramatically from one minute to the next. Our ambulances must be equipped with the best emergency medical equipment to monitor, evaluate and act as fast as possible. Treatment carried out prior to arriving at the hospital can determine life or death for patients.

Demand for our service is constantly increasing. This is putting a strain on our resources and we need to purchase new medical equipment to replace old ones that are no longer serviceable, and introduce new vital equipment as we are able. It is crucial that St John can meet that need – by equipping all its frontline heroes with the tools they need to do their jobs. **Raglan has 1 paid and 8 volunteer ambulance officers.**

We need the following items for our Ambulance in Raglan.

Description	Cost
1 x Paediatric Traction Splint	\$ 745.00
1 x Manual Handling side board	\$ 97.00
2 x Torch's	\$ 89.26
<b>Total</b>	<b>\$931.26</b>



The specific outcomes that will be achieved through replacing these items of equipment include:

- Taking the care and treatment to patients
- Improving the safety of patients by using the medical equipment that is of the highest standard
- Getting care and treatment to patients faster, particularly in rural and isolated areas
- Ensuring the best possible outcomes are achieved for patients
- Providing a consistent standard of care in the community

The **2,730 plus** people living in Raglan will be advantaged by our ambulance having the best medical equipment available to ensure they get the best care and treatment at the right time.

**With the support of Raglan Community Board, we can continue to ensure the best possible health outcomes for our community.**

Please get in contact should you require more information, [lisa.marshall@stjohn.org.nz](mailto:lisa.marshall@stjohn.org.nz) or 0800 785 646 ext. 7860.

Kind regards

**Lisa Marshall**  
**Fundraising & Marketing Administrator**  
**St John Central Region**





# Certificate of Registration

## The Order of St John Central Regional Trust Board

This is to certify that The Order of St John Central Regional Trust Board was registered as a charitable entity under the Charities Act 2005 on 30 June 2008.

Registration number: CC35048

A handwritten signature in black ink, appearing to read "Sid Ashton".

Sid Ashton  
Chair

A handwritten signature in black ink, appearing to read "Trevor Garrett".

Trevor Garrett  
Chief Executive





# CERTIFICATE OF INCORPORATION

## THE ORDER OF ST JOHN CENTRAL REGION TRUST BOARD 810277

This is to certify that THE ORDER OF ST JOHN CENTRAL REGIONAL TRUST BOARD was incorporated under the Charitable Trusts Act 1957 on the 16th day of May 1996 and changed its name to THE ORDER OF ST JOHN CENTRAL REGION TRUST BOARD on the 4th day of February 2011.

Ministry of Economic  
Development

Manatū Ōhanga

Companies Office

Registrar of Incorporated Societies  
14th day of March 2011





**St John**  
Here for Life

**The Order of St John Central Region Trust Board**

**Summary Consolidated Financial Statements**

**For the year ended  
30 June 2018**



The Order of St John Central Region Trust Board  
Summary consolidated financial statements

For the year ended  
30 June 2018



Summary consolidated statement of financial position

		2018	2017
As at 30 June 2018	Notes	(000's)	(000's)
<b>Current assets</b>		<b>17,919</b>	<b>17,454</b>
<b>Non current assets</b>			
Property, plant and equipment	(8)	59,240	56,147
Intangible assets	(8)	-	2
Investment property	(8)	490	492
Other non-current assets		2,250	2,327
<b>Total non-current assets</b>		<b>61,980</b>	<b>58,968</b>
<b>Total assets</b>		<b>79,899</b>	<b>76,422</b>
<b>Current liabilities</b>		<b>18,628</b>	<b>17,127</b>
<b>Non-current liabilities</b>		<b>618</b>	<b>993</b>
<b>Total liabilities</b>		<b>19,246</b>	<b>18,120</b>
<b>Net assets</b>		<b>60,653</b>	<b>58,302</b>
<b>Equity</b>		<b>60,653</b>	<b>58,302</b>

Summary consolidated statement of comprehensive revenue and expense

		2018	2017
For the year ended 30 June 2018	Notes	(000's)	(000's)
<b>Revenue</b>			
Revenue from exchange transactions		78,974	71,730
Revenue from non exchange transactions		13,021	9,198
<b>Total revenue</b>		<b>91,995</b>	<b>80,928</b>
<b>Expenditure</b>			
Personnel	(3)	49,829	47,162
Depreciation and amortisation	(8)	5,905	5,930
Finance costs		102	7
Other operating costs		33,699	30,431
<b>Total expenditure</b>		<b>89,535</b>	<b>83,530</b>
<b>Other gains/ (losses)</b>			
Gain/(loss) on sale of assets		311	42
(Impairment)/reversal of impairment of assets	(8)	(422)	-
<b>Net surplus/(deficit) for the year</b>		<b>2,349</b>	<b>(2,560)</b>
Unrealised gain on fair value investments		2	(5)
<b>Total comprehensive surplus/(deficit) for the year</b>		<b>2,351</b>	<b>(2,565)</b>

Summary consolidated statement of changes in equity

	Accumulated Surpluses / (Deficits) (000's)	Available for sale assets reserve (000's)	Other reserves (000's)	Total (000's)
<b>For the year ended 30 June 2018</b>				
<b>Opening balance 2017</b>	60,261	10	596	60,867
Total comprehensive surplus/(deficit) for the year	(2,560)	(5)	-	(2,565)
Transfer to/(from) reserves	5	-	(5)	-
<b>Balance 30 June 2017</b>	<b>57,706</b>	<b>5</b>	<b>591</b>	<b>58,302</b>
Total comprehensive surplus/(deficit) for the year	2,349	2	-	2,351
Transfer to/(from) reserves	-	-	-	-
<b>Balance 30 June 2018</b>	<b>60,055</b>	<b>7</b>	<b>591</b>	<b>60,653</b>

Summary consolidated statement of cash flows

	2018	2017
For the year ended 30 June 2018	(000's)	(000's)
Net cash flows received from/(used in) operating activities	1,021	(2,364)
Net cash flows used in property activities	(1,851)	(2,130)
Net cash flows received from financing activities	167	2,860
<b>Net decrease in cash and cash equivalents</b>	<b>(663)</b>	<b>(1,634)</b>
Cash and cash equivalents at the beginning of the year	5,289	6,923
<b>Cash and cash equivalents at the end of the year</b>	<b>4,626</b>	<b>5,289</b>

Net cash flows used in operating activities include investment in operational capex excluding land and buildings.

These summary consolidated financial statements have been authorised on 28 September 2018.

Chairman

Board Member

**The Order of St John Central Region Trust Board**  
**Notes to the summary financial statements**

For the year ended  
30 June 2018



Note

**1 Summary of accounting policies**

**Statement of compliance and reporting group**

These summary consolidated financial statements have been extracted from the full consolidated financial statements of The Order of St John Central Region Trust Board (the 'entity') and its controlled trusts (the 'Group') also referred to as 'St John NZ'.

The consolidated financial statements of the Group have been prepared in accordance with New Zealand Generally Accepted Accounting Practice ('NZGAAP'). The Order of St John Central Region Trust Board is a charitable trust governed by the Charitable Trusts Act 1957 and registered under the Charities Act 2005.

These summary consolidated financial statements have been prepared in accordance with PBE FRS-43 'Summary Financial Statements' and have been extracted from the full consolidated financial statements for the year ended 30 June 2018 which were approved by the Regional Trust Board on 28 September 2018. The summary consolidated financial statements can not be expected to provide as complete an understanding as provided by the full consolidated financial statements. For a full understanding of The Order of St John Central Region Trust Board's financial position and performance these summary consolidated financial statements should be read in conjunction with the full consolidated financial statements.

The full consolidated financial statements are available on application to the following address:

Accountant  
St John National Headquarters  
Private Bag 14902  
Auckland 1741

The reporting currency is New Zealand Dollars rounded to the nearest thousand.

**2 Business unit information**

Operating business units are reported in a manner consistent with the internal reporting provided to the Chief Executive Officer. Management has determined the operating business units based on the reports reviewed by the chief decision makers that are used to assess performance and allocate resources. Generally revenues and expenses are apportioned to each unit on a direct basis plus an allocation of nonspecific and overhead costs proportional from organisational support functions and shared service functions based on activity drivers most applicable to the underlying support or service.

The determination of the activity drivers and the allocation by management involves some subjective management judgement of the variable complexity of functional activity, for example Human Resource activity ratio is higher in Emergency and Other Transportation due to the complexity of the HR support compared to Commercial and Fundraising. The allocation methodology is subject to estimated whole of business accountability across functions. During the financial year 2018 there was an increase in the cost base due to investment in projects and initiatives. In addition, in 2017-18 business intelligence and infrastructure workshops have been shifted from Emergency and Other Transportation Services to Property and Infrastructure, reflecting their whole of organisation support, compared with 2016-17.

Besides the apportionment of shared and support service costs the other major apportionment between the business units relates to \$3.0m (2017: \$3.1m) in internal recovery by Emergency and Other Transportation from Commercial and Fundraising related to the part charge for utilisation of 111 medical ambulance responses to Medical Alarm customers or St John Supporter Scheme members.

**2(a) Description of business units**

**Emergency and Other Transportation Services** represents the provision of ambulance services including 111 response ambulance services and associated clinical control centres, along with inter-hospital transfers and non-emergency ambulance transportation. In addition the expenditure of this business unit includes the delivery of clinical continuing training to support front line paid and volunteer ambulance staff in the provision of emergency first response services to the New Zealand public.

**Commercial and Fundraising** represents the provision of services on a commercial basis but which are still in alignment with the St John ethos of supporting the well being of New Zealanders including Medical Alarms to provide security and assistance, and training services that support health and safety outcomes within New Zealand work places as well as enhancing first aid resiliency within communities of New Zealand. Fundraising represents the outstanding and humbling charitable gifting provided by New Zealanders to support the services of St John.

**Community Services** represents services provided principally within communities significantly through the support of volunteers and a smaller degree of direct income dependency, including services such as Community Events Services, St John in Schools, free community health services, Opportunity shops, and a national youth programme.

**Property and Infrastructure** reflects the significant reliance and associated expenditure with the provision of critical support services both for Emergency and Other Transportation Services and to a lesser extent Commercial Services within a National Organisation, including significantly the ICT infrastructure.

**Shared and Support Services** represent the common services utilised across all of the business units, including services such as financial transaction processing, human resources support to paid staff and volunteers, and the customer services centre.

**Investments** represents income and expenditure from non-core activities such as interest on investments including funds held as reserves under trust.

The Order of St John Central Region Trust Board  
Notes to the summary financial statements

For the year ended  
30 June 2018



## 2(b) Business unit reporting - regional unit - operating channel

	Emergency and Other Transportation	Commercial and Fundraising	Community Services	Property and Infrastructure	Shared and Support Services	Investments	Total
	(000's)	(000's)	(000's)	(000's)	(000's)	(000's)	(000's)
<b>2018</b>							
<b>Income</b>							
Transportation services	55,174	-	-	-	-	-	55,174
Commercial	-	19,293	-	-	-	-	19,293
Fundraising and op shops	-	9,492	2,459	-	-	-	11,951
Rental and investment	-	-	-	226	-	211	437
Other	70	91	1,604	-	41	-	1,806
<b>Total income</b>	<b>55,244</b>	<b>28,876</b>	<b>4,063</b>	<b>226</b>	<b>41</b>	<b>211</b>	<b>88,661</b>
<b>Expenditure</b>							
Personnel	41,888	3,614	2,243	476	1,608	-	49,829
Depreciation and amortisation	3,409	1,160	415	880	41	-	5,905
Operating costs	7,150	2,589	2,497	1,628	973	-	14,837
Other expenses	2,184	71	21	-	-	-	2,276
<b>Total expenditure</b>	<b>54,631</b>	<b>7,434</b>	<b>5,176</b>	<b>2,984</b>	<b>2,622</b>	<b>-</b>	<b>72,847</b>
<b>Inter-segment transactions</b>							
Ambulance Part Charge	3,002	(3,002)	-	-	-	-	-
Internal Shared and Support Services	(11,073)	(7,729)	(2,575)	2,758	2,581	-	(16,038)
<b>Business unit (deficit)/surplus for the year</b>	<b>(7,458)</b>	<b>10,711</b>	<b>(3,688)</b>	<b>-</b>	<b>-</b>	<b>211</b>	<b>(224)</b>
Property related income/gains	-	-	-	3,148	-	-	3,148
Property related (expenditure)/(losses)	-	-	-	(575)	-	-	(575)
<b>Total (deficit)/surplus for the year</b>	<b>(7,458)</b>	<b>10,711</b>	<b>(3,688)</b>	<b>2,573</b>	<b>-</b>	<b>211</b>	<b>2,349</b>
<b>Business unit assets - Property, plant and equipment, intangible assets and investment property</b>							
<b>Total business unit assets</b>	<b>11,800</b>	<b>2,492</b>	<b>1,036</b>	<b>44,333</b>	<b>68</b>	<b>-</b>	<b>59,729</b>

	Emergency and Other Transportation	Commercial and Fundraising	Community Services	Property and Infrastructure	Shared and Support Services	Investments	Total
	(000's)	(000's)	(000's)	(000's)	(000's)	(000's)	(000's)
<b>2017</b>							
<b>Income</b>							
Transportation services	48,399	-	-	-	-	-	48,399
Commercial	-	19,005	1	-	-	-	19,006
Fundraising and op shops	-	7,567	1,898	-	345	-	9,810
Rental and investment	-	-	-	213	-	203	416
Other	121	87	1,690	(16)	5	-	1,887
<b>Total income</b>	<b>48,520</b>	<b>26,659</b>	<b>3,589</b>	<b>197</b>	<b>350</b>	<b>203</b>	<b>79,518</b>
<b>Expenditure</b>							
Personnel	39,690	3,499	1,992	343	1,638	-	47,162
Depreciation and amortisation	3,457	1,125	448	849	51	-	5,930
Operating costs	6,805	2,371	2,005	1,379	722	-	13,282
Other expenses	1,746	190	(1)	-	7	-	1,942
<b>Total expenditure</b>	<b>51,698</b>	<b>7,185</b>	<b>4,444</b>	<b>2,571</b>	<b>2,418</b>	<b>-</b>	<b>68,316</b>
<b>Inter-segment transactions</b>							
Ambulance Part Charge	3,069	(3,069)	-	-	-	-	-
Internal Shared and Support Services	(9,217)	(7,694)	(2,491)	2,374	2,445	-	(14,583)
<b>Business unit (deficit)/surplus for the year</b>	<b>(9,326)</b>	<b>8,711</b>	<b>(3,346)</b>	<b>-</b>	<b>377</b>	<b>203</b>	<b>(3,381)</b>
Property related income/gains	-	-	-	821	-	-	821
Property related (expenditure)/(losses)	-	-	-	-	-	-	-
<b>Total (deficit)/surplus for the year</b>	<b>(9,326)</b>	<b>8,711</b>	<b>(3,346)</b>	<b>821</b>	<b>377</b>	<b>203</b>	<b>(2,560)</b>
<b>Business unit assets - Property, plant and equipment, intangible assets and investment property</b>							
<b>Total business unit assets</b>	<b>12,238</b>	<b>2,310</b>	<b>1,075</b>	<b>40,891</b>	<b>127</b>	<b>-</b>	<b>56,641</b>

**The Order of St John Central Region Trust Board**  
**Notes to the summary consolidated financial statements**  
For the year ended  
30 June 2018



3 Personnel costs	2018 (000's)	2017 (000's)
Personnel costs	48,675	46,135
Defined contribution plan	1,154	1,027
<b>Total personnel costs</b>	<b>49,829</b>	<b>47,162</b>

4 Commitments for expenditure	2018 (000's)	2017 (000's)
Capital commitments - property, plant and equipment	-	3,394
<b>Total commitments</b>	<b>-</b>	<b>3,394</b>

5 Leases	2018 (000's)	2017 (000's)
<b>Non-cancellable operating lease payments</b>		
Less than 1 year	1,234	1,212
Later than 1 year less than 5 years	2,944	3,328
Later than 5 years	1,365	1,015
<b>Total leases</b>	<b>5,543</b>	<b>5,555</b>

Operating leases are leases that do not transfer substantially all the risks and benefits incidental to ownership of the leased item to the Group. Operating lease payments are recognised as an operating expense in surplus or deficit on a straight-line basis over the lease term. St John has operating lease agreements related to properties, equipment and vehicles rented by St John for administrative and operational purposes.

#### 6 Contingent liabilities

The Group does not recognise a contingent liability, but discloses details of any contingencies in the notes to the financial statements, unless the possibility of an outflow of resources embodying economic benefits or service potential is remote.

There are no other contingent liabilities at balance date (2017: \$nil).

#### 7 Related party disclosures

The Group regards a related party as a person (including their immediate family members) or an entity with the ability to exert control individually or jointly, or to exercise significant influence over the Group, or vice versa. The related parties disclosures are St John and the Regional Trust Boards which are under the common control of The Priory in New Zealand of the Most Venerable Order of the Hospital of St John of Jerusalem. Related party trading balances are payable on demand. Related party loans and advances are repayable in accordance with contractual terms to June 2018 and are interest bearing at 0.00% - 5.00% (2017: 2.25 - 5.00%). The Group has not recorded any impairment of receivables relating to amounts owed by related parties during the year (2017: nil). This assessment is undertaken each financial year through examining the financial position of the related party and the market in which the related party operates.

#### 8(a) Impairment of property, plant and equipment

During the financial year, a detailed engineers report was undertaken on the property held by Taupo Area Committee at 28 Paora Hapi Street, Taupo, which consists of an ambulance station, training rooms and administrative offices. The report identified certain parts of the building as earthquake-prone due to structural deficiencies. A risk assessment was carried out by St John and a decision was made to relocate its ambulance operations and vacate the ambulance station as soon as possible. The work to strengthen the building is expected to be significant and it is probable that the cost of strengthening the structure is prohibitive to the point where demolition is the most practical solution. The carrying value of the building was \$0.65m. An impairment review was carried out on the building resulting in a current year partial impairment of \$0.42m.

#### 8(b) Assets classified as held for sale

At balance date, property held at 286 Te Ngae Road, Rotorua, was on the market for sale by the Rotorua Area Committee. In July 2018, the property sold unconditionally, with settlement on 31st August 2018. This represented land of \$0.4m, and temporary buildings with a net book value of \$0.04m. This asset has been reclassified from Property, plant and equipment to Asset held for sale.

The Order of St John Central Region Trust Board  
Notes to the summary consolidated financial statements

For the year ended  
30 June 2018



## 8(c) Property, plant and equipment

2018						
Cost (000's)						
Asset class	Opening book value	Acquisitions	Transfers	Disposals	Impairments	Closing book value
Land	10,654	1,057	(397)	(317)	-	10,997
Buildings	36,144	4,467	(41)	(641)	-	39,929
Vehicles	34,052	2,485	-	(3,018)	-	33,519
Furniture, fixtures & equipment	20,188	2,516	-	(1,254)	-	21,450
<b>Total property, plant and equipment</b>	<b>101,038</b>	<b>10,525</b>	<b>(438)</b>	<b>(5,230)</b>	<b>-</b>	<b>105,895</b>
Investment property	517	-	-	-	-	517
Intangible assets	631	-	-	(17)	-	614
<b>Total historic cost</b>	<b>102,186</b>	<b>10,525</b>	<b>(438)</b>	<b>(5,247)</b>	<b>-</b>	<b>107,026</b>
2018						
Depreciation (000's)						
Asset class	Opening depreciation	Depreciation	Transfers	Disposals	Impairments	Closing depreciation
Land	-	-	-	-	-	-
Buildings	6,752	767	695	(142)	(422)	7,650
Vehicles	23,208	2,941	-	(3,005)	-	23,144
Furniture, fixtures & equipment	14,931	2,190	(697)	(563)	-	15,861
<b>Total property, plant and equipment</b>	<b>44,891</b>	<b>5,898</b>	<b>(2)</b>	<b>(3,710)</b>	<b>(422)</b>	<b>46,655</b>
Investment property	25	2	-	-	-	27
Intangible assets	629	2	-	(17)	-	614
<b>Total accumulated depreciation</b>	<b>45,545</b>	<b>5,902</b>	<b>(2)</b>	<b>(3,727)</b>	<b>(422)</b>	<b>47,296</b>
<b>Net</b>	<b>56,641</b>	<b>4,623</b>	<b>(436)</b>	<b>(1,520)</b>	<b>422</b>	<b>59,730</b>
2017						
Cost (000's)						
Asset class	Opening book value	Acquisitions	Transfers	Disposals	Impairments	Closing book value
Land	9,870	784	-	-	-	10,654
Buildings	33,977	2,303	-	(136)	-	36,144
Vehicles	33,394	2,873	-	(2,215)	-	34,052
Furniture, fixtures & equipment	18,718	2,450	-	(980)	-	20,188
<b>Total property, plant and equipment</b>	<b>95,959</b>	<b>8,410</b>	<b>-</b>	<b>(3,331)</b>	<b>-</b>	<b>101,038</b>
Investment property	517	-	-	-	-	517
Intangible assets	631	-	-	-	-	631
<b>Total historic cost</b>	<b>97,107</b>	<b>8,410</b>	<b>-</b>	<b>(3,331)</b>	<b>-</b>	<b>102,186</b>
2017						
Depreciation (000's)						
Asset class	Opening depreciation	Depreciation	Transfers	Disposals	Impairments	Closing depreciation
Land	-	-	-	-	-	-
Buildings	6,047	747	-	(42)	-	6,752
Vehicles	22,301	3,121	-	(2,214)	-	23,208
Furniture, fixtures & equipment	13,850	2,051	-	(970)	-	14,931
<b>Total property, plant and equipment</b>	<b>42,198</b>	<b>5,919</b>	<b>-</b>	<b>(3,226)</b>	<b>-</b>	<b>44,891</b>
Investment property	23	2	-	-	-	25
Intangible assets	620	9	-	-	-	629
<b>Total accumulated depreciation</b>	<b>42,841</b>	<b>5,930</b>	<b>-</b>	<b>(3,226)</b>	<b>-</b>	<b>45,545</b>
<b>Net</b>	<b>54,266</b>	<b>2,480</b>	<b>-</b>	<b>(105)</b>	<b>-</b>	<b>56,641</b>

## 9 Subsequent events

There were no material subsequent events to these accounts which would affect the interpretation of the accounts.

<p style="text-align: right;">Date: 31/01/2019</p> <p><b>To:</b> St John Ambulance - Central Region                  Central Region                  St John Private Bag 14902                  Panmure                  Auckland 3204</p> <p>Account No: <span style="background-color: black; color: black;">██████</span></p>	<p style="text-align: center;"><b>Quotation : 2020993</b></p> <p style="text-align: center;">This number must be quoted on all correspondence.</p> <hr/> <p><b>Delivery Instructions</b></p> <p>Midland Regional Headquarters                  65 Seddon Road                  Frankton                  Hamilton</p>
<p>Contact Name: Graham North                  Contact Code: 20963                  Contact Ph: 07 847 2849</p>	<p>Rep Name: Ashley Currie                  Contact E-mail: graham.north@stjohn.org.nz                  Contact Fax: 07 847 2850</p>
<p>Rep Code: 1016</p>	

Code	Description	Quantity	Unit	Price	Amount
157	Roma ® Straight Transfer Board	1.00	each	\$97.00	\$97.00

To ensure you receive the prices quoted when ordering, quote:  
 Quotation No: 2020993 and Account No: 060HNSTJ001

Thankyou for the opportunity.

Total Net	\$97.00
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*Prices quoted exclude freight & GST.*

# Pharmaco NZ Ltd

PO Box 4079  
Auckland 1140  
New Zealand

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Phone: +64 9 9692745  
Fax: +64 9 3071307  
EMail: custserv@pharmaco.co.nz  
Tax Identifier: 13-105-421

## Quotation

Number 664109  
Expiry date 2/03/2019  
Customer OSJ055  
Order date 31/01/2019  
Customer Order GRAHAM NORTH QUO  
Page 1

**Deliver to** OSJ, Central Region  
Regional Logistics Youth Building  
5 Devon Road  
HAMILTON, 3240  
ATTN:

**Invoice to** OSJ, Central Region  
Private Bag 14902  
Panmure  
AUCKLAND

1741

Item	Description	Quantity	Unit	Price	Per	Disc %	Discount	Tax	Line value
FRSA-S300	Infant Sager Splint	1.00	EACH	745.00	EACH			111.75	745.00

Sales charges

.00

.00

Currency	NZD
Before tax	745.00
Tax	111.75
<b>Total</b>	<b>856.75</b>

**Chubb Fire & Safety Products**

5 Howe St, Newton  
PO Box 68649  
Auckland, 1145  
New Zealand  
Tel: +64 9 270 7234  
Fax: +64 9 270 7235

**31<sup>st</sup> January 2019****Quotation: 616****Graham North**

St John New Zealand  
Logistics Coordinator  
Private Bag 3215  
Hamilton

**Dear Graham**

Further to our discussions with regards Pelican 3310 Photo luminescent Torches we are happy to offer the following.

**Supply**

Pelican 3310 Photo luminescent Torch

**\$51.32 (fifty one dollars and thirty two cents) per unit**

Please note:

- Pricing is inclusive of GST
- Quotation is valid for 30 days from date of issue
- Available ex stock Auckland
- Price is freight free to your store

Should you have any inquires with regards the above please do not hesitate to contact me direct.

Yours Sincerely

A handwritten signature in blue ink that reads 'Gallacher'.

Grant Gallacher  
**Chubb Fire & Safety Products**



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**Open Meeting**

<b>To</b>	Raglan Community Board
<b>From</b>	Gavin Ion Chief Executive
<b>Date</b>	13 February 2019
<b>Chief Executive Approved</b>	Y
<b>Reference #</b>	GOV0507
<b>Report Title</b>	Iwi & Community Partnership Manager

## **1. EXECUTIVE SUMMARY**

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Newly appointed Iwi & Community Partnership Manager, Sam Toka will be in attendance to introduce himself and share the purpose of his role.

Mr Toka has over 24 years' experience with iwi and tangata whenua relationship building – most recently working in the professional consulting industry and has worked extensively on NZ Transport Authority projects.

Mr Toka has built, developed, organised, managed and maintained long-term relationships with Maaori within the Tainui region and nationally. He has worked with a broad range of stakeholders, such as local and central government, government agencies, corporations, businesses and wider communities of interest.

His leadership and liaison position at Council will be to continually focus on developing strategic and purposeful relationships – partnering with stakeholders to achieve goals and rewarding outcomes.

## **2. RECOMMENDATION**

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**THAT the report from the Chief Executive be received.**

## **3. ATTACHMENTS**

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NIL

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**Open Meeting**

<b>To</b>	Raglan Community Board
<b>From</b>	Bob MacLeod Raglan Community Board Chair
<b>Date</b>	4 March 2019
<b>Prepared by</b>	Lynette Wainwright Committee Secretary
<b>Chief Executive Approved</b>	Y
<b>Reference #</b>	GOV1318/217825/2173907
<b>Report Title</b>	Approval of draft Waikato Blueprint for public feedback

## **1. EXECUTIVE SUMMARY**

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At its meeting held on Wednesday 27 February 2019, the Strategy & Finance Committee considered a report on Approval of draft Waikato Blueprint for public feedback. This report and recommendation is attached for the Board's information.

## **2. RECOMMENDATION**

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**THAT the report from the Raglan Community Board Chairperson be received.**

## **3. ATTACHMENTS**

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Copy of report and attachments for Approval of draft Waikato Blueprint for public feedback

### Open Meeting

<b>To</b>	Strategy & Finance Committee
<b>From</b>	Clive Morgan General Manager Community Growth
<b>Date</b>	15 February 2019
<b>Prepared by</b>	Jim Ebenhoh Planning and Policy Manager
<b>Chief Executive Approved</b>	Y
<b>Reference #</b>	GOV1318 / 2172825 / 2173907
<b>Report Title</b>	Approval of draft Waikato Blueprint for public feedback

## 1. EXECUTIVE SUMMARY

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The purpose of this report is to seek the Strategy and Finance Committee's agreement to release the draft Waikato Blueprint document (including District and Local Area Blueprints) for one month of public feedback from 8 March to 8 April.

The feedback period will be supported by eight drop-in sessions from Wednesday 13 March to Wednesday 27 March across the District. At these sessions, copies of the draft Blueprint, summarised versions of the document, and information on how to provide feedback will be available. This information will also be on the Council website and in Council libraries and service centres. Respondents will be asked to list their top priority initiatives from the Blueprint documents, and will have the opportunity for open-ended feedback.

## 2. RECOMMENDATION

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**THAT the report from the General Manager Community Growth be received;**

**AND THAT the Strategy and Finance Committee agree to release the attached draft Waikato Blueprint document (including District and Local Area Blueprints) for one month of public feedback.**

## 3. BACKGROUND

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Council initiated the Blueprint project in July 2018. The aim has been to develop a high-level 'spatial picture' of how the district could progress over the next 30 years, address the community's social, economic and environmental needs, and respond to its regional context. From July through November 2018, ten local area Blueprint community workshops were

held, followed by district-wide focus group workshops (including cultural, environment, and social workshops) in order to better understand and document the community's aspirations for the District as a whole and its various local areas.

The resulting draft Blueprint document contains hundreds of potential initiatives, grouped under nine key themes (Identity, Nature, Iwi, Communities, Growth, Economy, Transport, Infrastructure and Governance). In addition to a District-wide Blueprint, there are 15 Local Area Blueprints. These documents have been prepared by consultants Urbanism Plus, with review from Council staff.

The table below provides an overview of the process to date, and planned for the future:

<b>The process</b>	<b>Task</b>	<b>Description</b>
August 2018	Local Area Blueprints Community Workshops 1-5	<ol style="list-style-type: none"> <li>1. Te Kauwhata / Rangiriri</li> <li>2. Huntly</li> <li>3. Meremere</li> <li>4. Pokeno / Mercer</li> <li>5. Tuakau</li> </ol>
October 2018	Local Area Blueprints Community Workshops 6-10	<ol style="list-style-type: none"> <li>6. Tamahere / Matangi</li> <li>7. Raglan</li> <li>8. Te Kowhai / Whatawhata</li> <li>9. Ngaruawahia / Taupiri / Horotiu</li> <li>10. Ohinewai</li> </ol>
November 2018	Focus Groups District-Wide Workshops	<p>Including:</p> <ul style="list-style-type: none"> <li>▪ Three Iwi Sessions</li> <li>▪ NZTA Session</li> <li>▪ Cultural, Environment, Social Workshop</li> <li>▪ DIA, Education, Health Sector Workshop</li> <li>▪ Staff Sessions</li> <li>▪ Councillor Session</li> </ul>
December 2018	Presentations	<p>Urbanism Plus delivered presentations to:</p> <ul style="list-style-type: none"> <li>▪ Councillors</li> <li>▪ Joint Community Board meeting</li> <li>▪ WDC staff</li> </ul>
January 2019 / February 2019	Reviewing draft report	Staff provided information, clarification and feedback on the consultants' first-cut list of proposals and provisional prioritisations, as well as on draft Blueprint text.
27 February 2019	S & F meeting	Seeking approval to consult with communities on draft Blueprint Report
8 March 2019 to 8 April 2019	Proposed Feedback Period	Includes drop in sessions and material publicly available
29 May 2019	S & F meeting	Revised Blueprint Report presented to S&F following consultation
10 June 2019	Council Meeting	Blueprint formally adopted

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## 4. DISCUSSION AND ANALYSIS OF OPTIONS

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### 4.1 DISCUSSION

The draft Blueprint document provides a strategic synthesis of the results of an extensive community consultation exercise, which included input from staff, Elected Members, and experts in the fields of urban planning and economic development. Rather than simply presenting a summary of feedback received, the Blueprint groups the ideas and initiatives into nine strategic themes, provides supporting data and illustrative diagrams, and organises potential initiatives into prioritised tables.

The intent is for the Blueprint to inform a range of Council planning and operational processes, including the 2021 Long Term Plan, the District Plan, a review of the existing strategic framework such as the District Development Strategy, and day-to-day decision-making within existing programmes and budgets. For this to occur, it is important to ensure that the Blueprint is an accurate reflection of the community's priorities. A month of public feedback, including asking respondents to rank their top priorities, will provide confidence that this is the case.

It is important to note that the Blueprint will need to be implemented over time through funding decisions (such as through the LTP), changes to the regulatory framework (e.g. the District Plan), and incorporation into staff work programmes. Some of the initiatives will take longer than others to implement, and others may prove to be unaffordable or impossible given Council's powers and capabilities. At the same time, having a clear sense of the community's priorities will increase the chances that Council's resources will be directed towards the things that are really important to the community.

### 4.2 OPTIONS

The options at this stage are: (1) not to request further public feedback at all, but instead just to adopt the draft Blueprint in its current form; (2) release the draft Blueprint for public feedback as recommended in this report; (3) amend the draft Blueprint prior to releasing for feedback; or (4) abandon the Blueprint process. The recommended option is the second one, for reasons briefly outlined below

#### **Option 1: Do not request further public feedback; adopt current draft Blueprint as final**

**Benefits:** The only potential benefit to this is a small cost savings in not having to produce consultation material or revise the document further, and time savings in reaching a finished product.

**Disadvantages:** The key disadvantage to this option is not allowing the public and other interested parties to provide feedback and confirm that the Blueprint reflects community wishes, or to provide any prioritisation of the hundreds of initiatives in the draft document.

**Risks:** There are significant risks of the community and stakeholders feeling aggrieved at the lost opportunity to confirm the accuracy and validity of the Blueprint, and of

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the Blueprint not being a document that the Council can confidently base its planning upon.

**Stakeholder impact:** Stakeholders would likely feel disempowered and frustrated with this option, particularly if the draft Blueprint did not accurately represent their views or priorities.

**Costs:** While there would be some small cost savings in the short-term, this option would put at risk the entire investment made in the Blueprint process to date.

**Conclusion:** This option is **not** recommended.

### **Option 2: Release the draft Blueprint for public feedback as recommended in this report**

**Benefits:** This option would allow the public and other interested parties to provide feedback and confirm that the Blueprint reflects community wishes. This would provide a more solid basis for the Council's future planning and operational decisions. Importantly, it also explicitly allows for prioritisation of the many initiatives in the draft Blueprint.

**Disadvantages:** This option has some time and costs associated with running the public feedback process, but this was always envisioned as part of the project.

**Risks:** There is a slight risk that new participants in the process will provide feedback that is at odds with the comments that led to the draft Blueprint, which could pose a challenge in finalising the Blueprint document. However it is better to hear any contrasting views now rather than when the Blueprint is being implemented.

**Stakeholder impact:** Stakeholders would have the opportunity to prioritise the hundreds of initiatives in the draft Blueprint, and would likely feel satisfied that they had a chance to ensure that the Blueprint accurately represents their views.

**Costs:** While there would be some costs in the short-term, these costs were envisioned throughout the process, and this option would protect the entire investment made in the Blueprint process to date.

**Conclusion:** This option **is** recommended.

### **Option 3: Amend the draft Blueprint prior to releasing for public feedback**

**Benefits:** This option would enable Elected Members to alter the draft Blueprint document to reflect their understanding of issues, potential initiatives, and priorities. This could possibly improve the accuracy of the document in terms of reflecting the community's views as understood by their elected representatives, and the acceptability of the document from the perspective of Council's political leadership.

**Disadvantages:** This could undermine the intent of the public feedback period. The draft Blueprint document has been extensively reviewed by Council staff to ensure factual accuracy, but staff have consciously held back on rewriting the document to make it perfectly mirror Council views. The Blueprint is meant to reflect community input, and the public feedback period will test this. The most appropriate time to make changes would be in response to public feedback, prior to adopting the final Blueprint.

**Risks:** There is a risk that ‘wordsmithing’ the draft Blueprint at this stage will become a time-consuming exercise, particularly if there is no consensus on the changes, and that it may alter or lose the intent of the community and stakeholder feedback that the draft Blueprint is summarising for public feedback.

**Stakeholder impact:** Stakeholders could potentially see an improved document as a result of this option, or they might have preferred the previous version. The proposed public feedback period on the existing draft Blueprint would be the most straightforward way to test this.

**Costs:** There would be some additional time costs to revise the document prior to the public feedback session, depending on the nature of changes made.

**Conclusion:** This option is **not** recommended.

#### Option 4: Abandon the Blueprint process

**Benefits:** There are no obvious benefits to this process unless the Council felt that the content of the draft Blueprint was so inaccurate or unhelpful that it could not be salvaged, or that the process was fatally flawed so that a ‘clean slate’ was required.

**Disadvantages:** The key disadvantages to this option are failing to obtain any benefit from the considerable investment in this project to date, namely the lack of a resulting document that could guide Council’s planning and decision-making, and most likely a considerable amount of frustration from participants who would feel they had wasted their time in the process to date.

**Risks:** There are considerable reputational risks with this option, and operational risks in terms of not having the guidance that the Blueprint would provide for the Council’s strategic framework.

**Stakeholder impact:** Stakeholders would likely feel disempowered and frustrated with this option, seeing no result from their time and effort to date.

**Costs:** While there would be some small cost savings in the short-term, this option would negate the entire investment made in the Blueprint process to date.

**Conclusion:** This option is **not** recommended.

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## **5. CONSIDERATION**

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### **5.1 FINANCIAL**

This report has no financial implications, other than the use of communications-related budget and staff time, which has been envisioned throughout this project.

### **5.2 LEGAL**

There are no legal considerations, as the Blueprint will not have any legal weight. The Blueprint process aids in the achievement of the purpose of local government as stated in Section 10 of the Local Government Act 2002, particularly “to enable democratic local decision-making and action by, and on behalf of, communities.” With regard to the performance of regulatory functions, the Blueprint could eventually lead to changes to the District Plan, bylaws, reserve management plans and other documents with regulatory power.

### **5.3 STRATEGY, PLANS, POLICY AND PARTNERSHIP ALIGNMENT**

The Blueprint itself will be a key part of the Council’s Strategic Planning Framework, as represented on page 5 of the draft Blueprint attached. It will influence key strategic documents such as the District Development Strategy and the District Plan, the Long Term Plan, Asset Management Plans, and potential various other policies and bylaws.

It is possible that the Local Area Blueprints may be adopted by some communities as their Community Plan, but discussions regarding this will not occur until the Blueprint is finalised and the implementation phase begins. Part of implementation will include identifying what duplication there may be with existing documents, what documents need to be reviewed, and what documents might no longer be necessary to keep ‘alive’ through periodic review and continued implementation.

The Joint Management Agreement with Waikato-Tainui (JMA) is not directly affected by the Blueprint, but Section 3.3 of the draft Blueprint is entitled “Iwi” and specifically discusses the relationships between Council and tangata whenua.

### **5.4 ASSESSMENT OF SIGNIFICANCE AND ENGAGEMENT POLICY AND OF EXTERNAL STAKEHOLDERS**

Consideration of Council’s Significance and Engagement Policy suggests that the draft Blueprint, being a highly strategic and important document, should be subject to further consultation before being finalised. Today’s decision on whether to release the draft document for public feedback is therefore important.

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A summary of methods for obtaining feedback on the draft Blueprint is provided in the table below. Details on the drop-in sessions are provided in Appendix 3.

Highest levels of engagement	Inform	Consult	Involve	Collaborate	Empower
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
For the upcoming public feedback period  <i>Note: the development of the draft Blueprint incorporated the Involve and Collaborate levels of engagement.</i>	<ul style="list-style-type: none"> <li>- Website material</li> <li>- Handouts (Local Area Blueprints and Summaries)</li> <li>- Drop-in sessions (via Facebook events)</li> <li>- Facebook posts</li> <li>- Flyers distributed at events such as Turangawaewae Regatta, school drop offs, businesses, libraries, etc</li> <li>- Newspaper adverts</li> <li>- Media releases</li> <li>- Office and library displays</li> <li>- Key stakeholders (iwi, Councillors/Community Board and Committee chairs, schools, local sports groups, churches etc)</li> </ul>				

The following external stakeholders have been and will be engaged with.

Planned	In Progress	Complete	
x	x		Internal
x	x		Community Boards/Community Committees
x	x		Waikato-Tainui/Local iwi Via Iwi workshop last year, and through direct contact planned for this round of feedback
x	x		Households
x	x		Business

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## 6. CONCLUSION

An extensive process of community engagement and contribution from Elected Members, staff, stakeholders and consultants has led to the creation of a draft Blueprint document which can provide guidance for Council's future planning and decision-making.

A one-month period for public feedback on the attached draft Blueprint would provide a critical opportunity to test the validity of the Blueprint content and help with prioritising the various proposed initiatives. This would provide a solid basis for implementation of the community's vision, through funding decisions in the Long Term Plan, regulatory decisions through the District Plan, other strategic planning exercises, asset management planning, and day-to-day operations and decision-making.

## 7. ATTACHMENTS

- Appendix 1: Draft Waikato Blueprint
- Appendix 2: Sample consultation summary materials
- Appendix 3: Schedule of proposed drop-in sessions

# WAIKATO BLUEPRINT

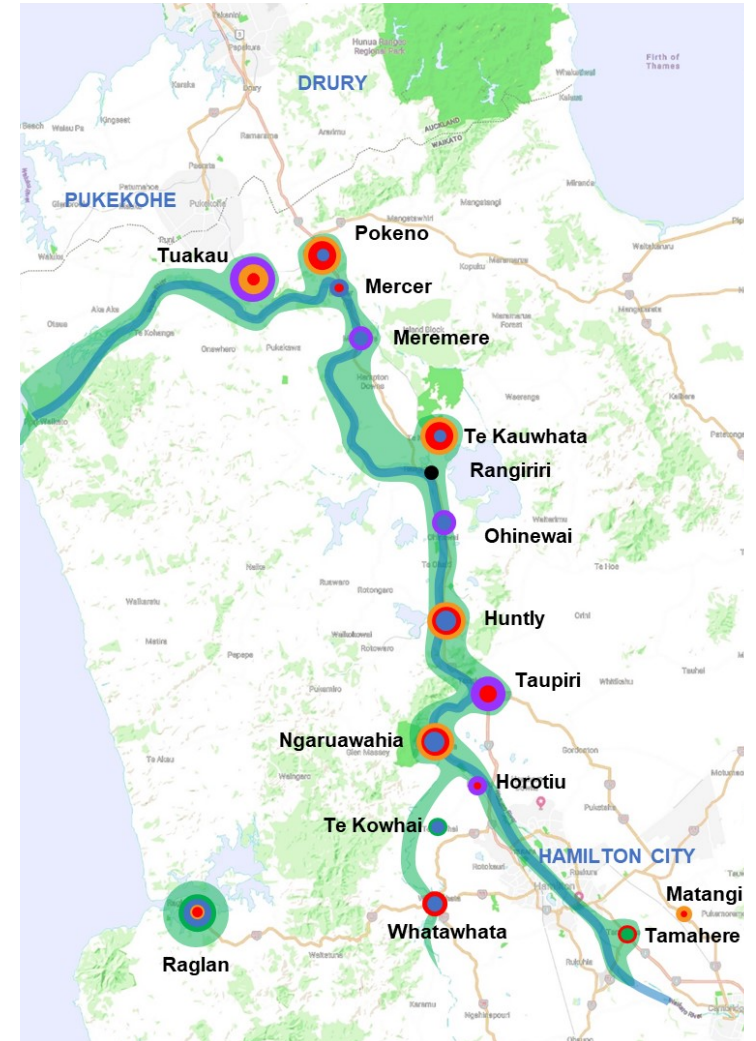
## DISTRICT AND LOCAL AREA BLUEPRINTS

WAIKATO DISTRICT COUNCIL

FEBRUARY 2019

BY:  
**URBANISMLTD**

WITH EMPLOYMENT EXPERT INPUT BY:  
**PROSPEROUS PLACES**



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# WAIKATO BLUEPRINT

## DISTRICT AND LOCAL AREA BLUEPRINTS

FOR WAIKATO DISTRICT COUNCIL

BY:

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*This report is a summary of the outcomes of a series of focus group meetings, consultation sessions, and workshops. Much of the analysis, including diagrams and maps, has been produced in a workshop context and are indicative only. The main aim of this analysis is to provide background to the proposals. The projects and initiatives within this report should also be considered provisional only.*

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- Appendix B Waikato District Council Local Area Workshops Community Wellbeing Outcomes

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## EXECUTIVE SUMMARY

The Waikato District Council commissioned the development of a Blueprint for the district. The Blueprint was developed and delivered through a series of intensive consultation and Inquiry-By-Design workshops between July and November 2018.

The aim of the Blueprint is to provide a high-level 'spatial picture' of how the district could progress over the next 30 years, address the community's social, economic and environmental needs, and respond to its regional context.

The Blueprint will provide the Waikato District Council with an effective and legible tool to move from vision to strategy, and from strategy to action by setting out specific, prioritised initiatives at the district and local level.

### Vision

The Waikato District Blueprint works to achieve the overall vision established by the Council for the district:

*"Liveable, Thriving and Connected Communities / He noohanga aahuru, he iwi whai ora, he hapori tuuhono tahi"*

### Blueprint themes

To achieve the vision and respond to the opportunities identified through the process, nine district-wide themes were developed. Each theme has a series of associated initiatives. The nine themes are as follows:

1. **Identity:** create a world class Waikato River

- corridor identity and strengthen Raglan's local character
2. **Nature:** protect the natural environment with revegetated biodiversity links and clean waterways
  3. **Iwi:** build on the Joint Management Agreements and other agreements, celebrate Maaori culture, and promote the use of Te Reo
  4. **Communities:** strengthen, enable and connect local communities and citizens, and support those most in need
  5. **Growth:** direct cohesive growth outcomes which support all community needs
  6. **Economy:** support the rural and urban economy, and attract more visitors, entrepreneurs, and employment uses
  7. **Transport:** leverage value off accessibility, help those disadvantaged by a lack of transport options, prepare for future passenger rail
  8. **Infrastructure:** develop and maintain efficient infrastructure that is environmentally clean and will serve the community well into the future
  9. **Governance:** devolve some decision making, and engage more effectively at community and Hapuu level

### Local Area Blueprints

In addition to the nine district-wide themes and related initiatives, 15 Local Area Blueprints have been developed. These focus on initiatives, also arranged under the nine themes, that address the specific needs of each settlement within the district.

The comprehensive list of initiatives for each place is included in **Section 4** of this report. The following are examples of initiatives for each local area:

- **Tuakau:** town centre improvements and review of industrial land provision.
- **Pokeno:** town centre strategy that covers retail,

- community and employment needs.
- **Mercer:** village centre development and community facilities.
- **Meremere:** social and employment initiatives.
- **Te Kauwhata and Rangiriri:** town centre development, school move and integrated growth approach.
- **Ohinewai:** lifestyle character protection, support the school, and integrated approach, should industrial uses occur.
- **Huntly:** employment and youth initiatives, with town centre improvements after revocation of SH1.
- **Taupiri:** village centre improvements, and new industrial and commercial land provision.
- **Ngaruawahia:** community and employment initiatives, town centre and wider amenity enhancements
- **Horotiu:** town centre development, and new industrial and commercial land provision.
- **Te Kowhai:** village centre connections, and walking and biodiversity link with the Waipa River.
- **Whatawhata:** resolve the SH roundabout, additional commercial land and community facilities.
- **Raglan:** town centre and wider amenity enhancements, social and employment initiatives.
- **Tamahere:** walking, cycling, and biodiversity links, and zero waste initiatives.
- **Matangi:** village centre improvements and commercial land provision.

## SECTION 1 - INTRODUCTION

### 1.1 PROJECT BACKGROUND

The Waikato District Council commissioned Urbanismplus to develop a Blueprint for the Waikato District. This was delivered through a series of intensive consultation and Inquiry-By-Design workshops.

#### Waikato District Context

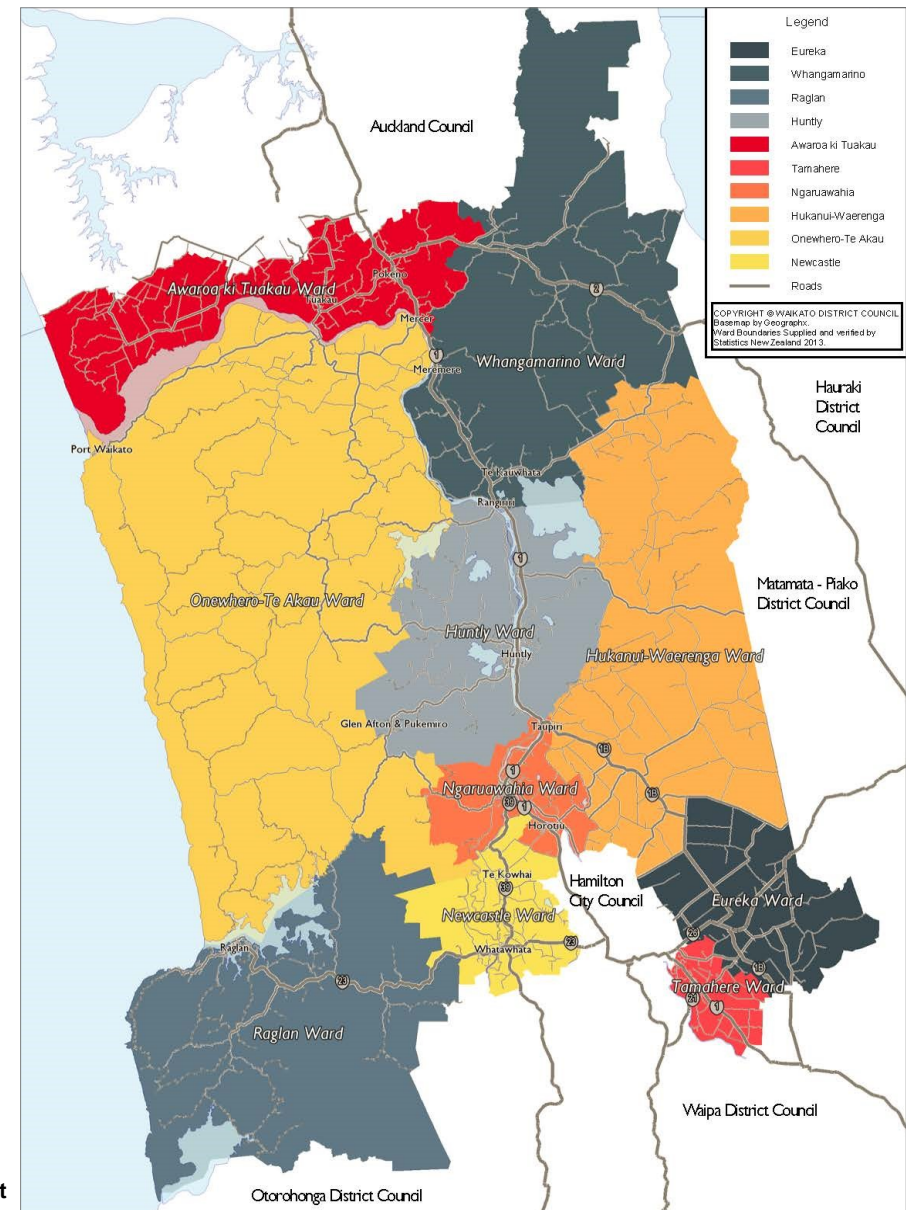
The Waikato District is made up of mainly small settlements surrounded by rural land which is used for a variety of productive and conservation purposes. The wider district has been divided into 10 wards for local governance purposes, refer to **Figure 1-1**.

With Auckland to the north and Hamilton and Tauranga to the south and east, the district plays an increasingly significant role nationally as well as locally. Settlements are generally located in a linear sequence, following State Highway 1 which connects the wider sub region.

The significant Waikato and Waipa Rivers are significant rivers which form a strong part of the district's character. Further contributing to this are the unique western coastline and strong tangata whenua presence.

### 1.2 PROJECT PURPOSE

The aim of the Blueprint project is to provide a high-level 'spatial picture' of how the district could progress over the next 30 years, address the community's social, economic and environmental needs, and respond to its regional context. The work includes addressing local conditions and more immediate needs.





### 1.3 PROJECT OUTPUTS: DISTRICT BLUEPRINT

The project output is a Blueprint for the Waikato District. The Blueprint provides the Council with an effective and legible tool to move from vision to strategy, and from strategy to action.

The Blueprint is a conduit between Council strategies, policies and plans, and places them in an integrated, spatial context.

In addition, the Blueprint aims to provide:

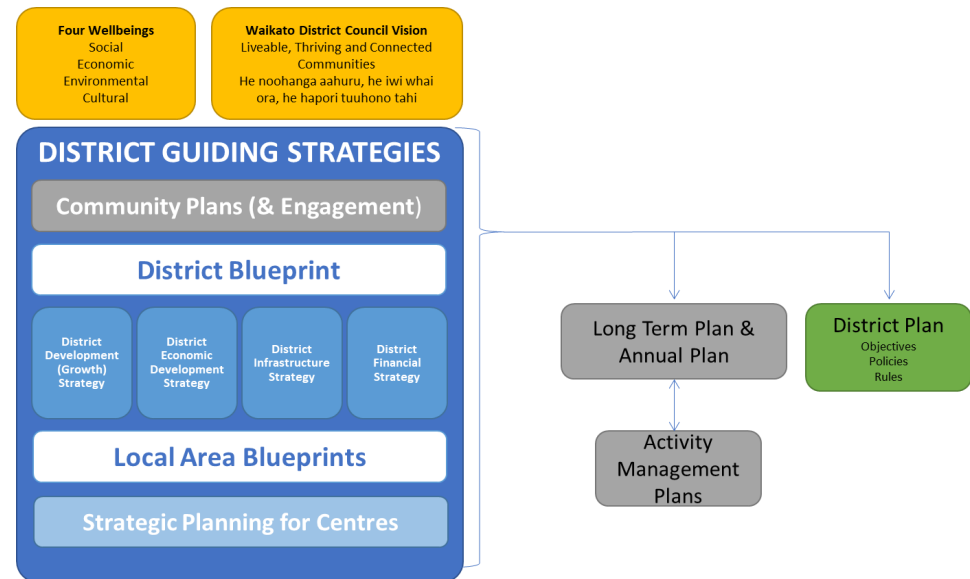
- Clarity: of direction and certainty for the Council, the community, and the private sector.
- Integration: of different disciplines (e.g. transport, environmental, community services, urban design, etc.) to achieve enhanced gains.
- Alignment: between policy and planning directions, and infrastructure investment priorities.

### 1.4 STATUS OF THE BLUEPRINT

The District Blueprint is one of the district's guiding strategies. It contains proposals for the implementation of the Council's Vision: "Liveable, Thriving and Connected Communities / He noohanga aahuru, he iwi whai ora, he hapori tuuhono tahi".

The status of the Blueprint within the strategic planning framework is diagrammatically depicted in **Figure 1-2**. It informs the district's four key strategies, including its Development / Growth Strategy, Economic Development Strategy, Infrastructure Strategy, and Financial Strategy. These strategies contain more specific information on their respective topic.

The Local Area Blueprints provide place-specific proposals that form part of the District Blueprint. Together with the other guiding strategies indicated, the Blueprint will inform the Long Term Plan, Annual Plan, and District Plan. Most of the proposals in the Blueprint are dependent on the funding decisions in the next Long Term Plan (LTP) or LTP amendment as well as changes to the District Plan.



ABOVE FIG. 1-2: Status of the Blueprint within the strategic planning framework

#### Councillor commitment

The Blueprint production is a Council-led process. The outcome will be adopted by the Council and therefore recognised as a legitimate planning document, and part of the Strategic Planning Framework. Funding for the process and towards achievement of its outcomes will be allocated through the Long Term Plan.

#### Commitment to ongoing community engagement and input

Waikato District Council (WDC) has philosophically committed to meaningful engagement with the community, evidenced by the fact that it is one of first councils to prepare an Engagement Strategy. A dedicated team, committed to engagement, ensures the process of working with the community is 'business as usual'.

The engagement strategy will be included as a key work stream in the Council's Project Management Framework. It will form an integrated part of the way the Council will plan for, and manage, projects going forward.

## SECTION 2 - PROJECT PROCESS

### 2.1 WAIKATO BLUEPRINT WORKSHOPS

The Waikato Blueprint process commenced in July 2018 with councillor and staff sessions to set the scope for and direction of the project. Local Area Blueprint (LAB) workshops were held in August and October, and the district-wide workshop in November 2018.

#### Local area workshops

The LAB workshops were held first, in order to inform the district-wide workshop. The LABs investigated specific local needs and constraints including land use, transport, environmental and open space, and other infrastructure. A number of towns and villages were covered over ten workshop sessions, attended by approximately 400 members of the public, with each entailing the following activities:

- Visiting the location.
- Meeting the community board and / or community committees.
- Facilitating an evening public workshop.
- A four-hour design session with Council staff, usually on the morning following the public workshop.

The schedule for the LAB workshops was as follows:

- **Tuakau:** 15 August 2018 at Tuakau Town Hall, with approximately 40 attendees.
- **Pokeno and Mercer:** 9 August 2018 at Pokeno Town Hall, with approximately 45 attendees.

- **Meremere:** 8 August 2018 at Meremere Community Centre, with approximately 15 attendees.
- **Te Kauwhata and Rangiriri:** 6 August 2018 at Te Kauwhata Rugby Football Club, with approximately 60 attendees.
- **Ohinewai:** 24 October 2018 at Ohinewai Hall, with approximately 26 attendees.
- **Huntly:** 7 August 2018 at Huntly Civic Centre, with approximately 50 attendees.
- **Taupiri, Ngaruawahia, and Horotiu:** 11 October 2018 at Ngaruawahia War Memorial Hall, with approximately 40 attendees.
- **Te Kowhai and Whatawhata:** 10 October 2018 at Te Kowhai Hall, with approximately 26 attendees.
- **Raglan:** 9 October 2018 at Raglan Town Hall, with approximately 66 attendees.
- **Tamahere and Matangi:** 8 October 2018 at Tamahere Model Country School, with approximately 25 attendees representing Tamahere, Matangi, and Newstead.

The public workshops were effective in gaining ideas, setting the tone for the strategy, and gaining support for the process from the public.

For a brief summary of the consultation feedback, refer to **Section 2.2** and to each of the Local Area Blueprints in **Section 4**. A comprehensive overview of the outputs of the public workshops can be found in **Appendix A**.

Following each public workshop, Council staff and the consultant team reviewed the public workshop outcomes and undertook a design exercise, including highlighting areas of commonality and contradiction, and determining possible initiatives. This work also included analysis of technical constraints and opportunities, and an evaluation of



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local social wellbeing (summarised in **Appendix B**), which served as a starting point for gaining a better collective understanding of local strengths and weaknesses, opportunities and constraints.

The proposed initiatives for each of the LABs are documented in **Section 4** of this report.

### District-wide workshop

The district-wide workshop was held on 5 - 9 November 2018 at Waikato-Tainui Endowed College in Hopuhopu. Various consultation sessions, including several with iwi representatives, were held in the period July - November 2018.

The workshop involved developing 'place based' concepts and strategies in response to the identified local area opportunities across the district. It explored the bigger-picture context as well as local urban planning responses. The investigation involved all key discipline areas; cultural, infrastructure, transport, growth / zoning, employment, community / social, environmental, communications, GIS, and governance.

Parts of the workshop were attended by the following stakeholders:

- Waikato District Council staff (including the leadership teams);
- Waikato District Councillors;
- Iwi representatives; and
- New Zealand Transport Agency, Ministry of Business, Innovation and Employment, Ministry of Social Development, District Health Board, Department of Internal Affairs representatives.

The district-wide Blueprint is summarised in **Section 3** of this report, presenting the core district-wide strategic priorities.

## 2.2 CONSULTATION FEEDBACK

As explained, public workshops were held in locations across the district. While feedback was place-specific, there were a number of more or less universal responses across the different local areas. When asked, 'what is holding your area back?', the following issues were identified (in no particular order):

- Not enough jobs and skills;
- Little ability to make more decisions locally;
- Waste water service and quality;
- Not enough growth or, conversely, too much growth;
- Not benefitting from tourists travelling through;
- Poor public transport; and
- Lack of affordable housing.

When asked, 'what is your vision for the area?', the following ideas were brought up (in no particular order):

- Vibrant and bustling towns and villages that form a network and are complementary;
- New businesses and employment for youth;
- Be a tourism destination;
- A healthy environment with recreation and cycling opportunities;
- More education and training options; and
- Improved public transport.

As explained, local area-specific feedback is documented in **Section 4**. A comprehensive overview of the outputs of the public workshops can be found in **Appendix A**.

## 2.3 POSSIBLE NEXT STEP: STRATEGIC PLANNING FOR CENTRES

It is expected that, following the District and Local Area Blueprint, there will be a need to undertake strategic planning for several centres within the district. District Development Strategy should be revised and provide a framework for this.

These planning exercises would likely include but not be limited to:

- Location and extents of retail, employment uses and town centre housing;
- Public space design including streets;
- Walkability, parking, vehicle circulation and servicing;
- Town centre management, events and activation; and
- Biodiversity and water quality initiatives.

## SECTION 3 - DISTRICT-WIDE BLUEPRINT

### The Vision

The Waikato District Blueprint works to achieve the overall vision for the district:

*Liveable, Thriving and Connected Communities / He noohanga aahuru, he iwi whai ora, he hapori tuuhono tahi.*

### The Opportunity

The opportunity identified through the process to achieve the vision for the Waikato District is diagrammatically depicted in **Figure 3-1**.

#### *Binding together' the towns*

The process identified that there is an opportunity to improve the cohesive identity of the district as a whole. To respond to this opportunity it is proposed that the Waikato River, and to a lesser extent the Waipa River, are strengthened as the elements that 'bind together' the individual settlements, with the exception of Raglan, which is somewhat more isolated.

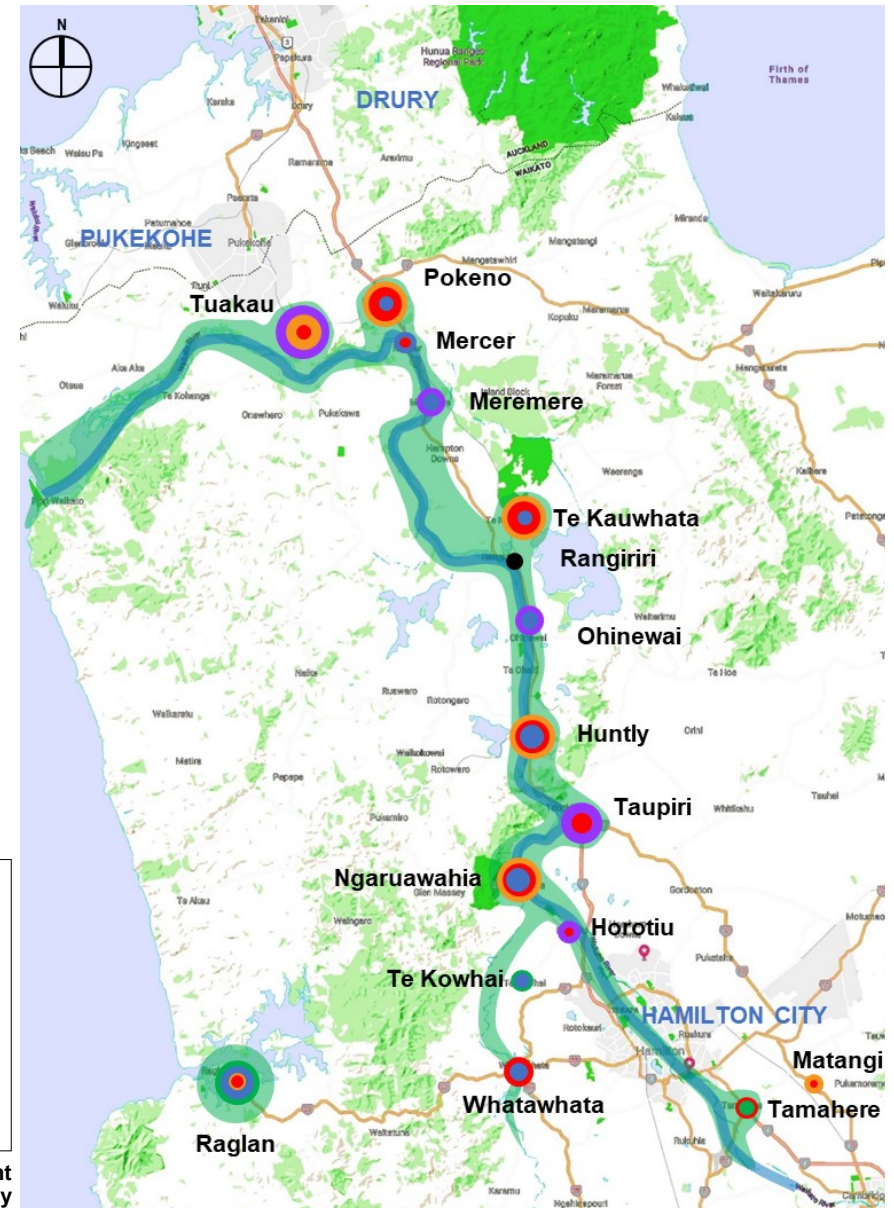
#### *The response to each community*

The opportunity to achieve the vision in each community requires a different mix of responses, as further explained in **Section 4** of this report. This includes investment in:

- The strengthening or development of a 'heart' with facilities and services;
- The provision of commercial land and premises for employment;



**RIGHT FIG. 3-1: Waikato Blueprint opportunity**



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- The provision or improvement of community facilities and / or social services;
- The provision of industrial and / or clean production land; and / or
- Environmental initiatives, often in combination with other initiatives.

This is expanded upon in **Subsections 3.1 through to 3.9** and in **Section 4**.

### Blueprint Themes

In response to the opportunities identified, nine district-wide themes were identified (as shown on the right). Multiple initiatives have been developed for each theme at both the district and local area level. These initiatives have then been prioritised.

The following sub-sections present the proposed district-wide initiatives in the following sequence:

- 3.1. Identity;
- 3.2. Nature;
- 3.3. Iwi;
- 3.4. Communities;
- 3.5. Growth;
- 3.6. Economy;
- 3.7. Transport;
- 3.8. Infrastructure; and
- 3.9. Governance.

1	identity	create a world class Waikato River corridor identity and strengthen Raglan's local character
2	nature	protect the natural environment with revegetated biodiversity links and clean waterways
3	iwi	Build on the Joint Management Agreements and other agreements, celebrate Maaori culture, and promote the use of Te Reo
4	communities	strengthen, enable and connect local communities and citizens, and support those most in need
5	growth	direct cohesive growth outcomes which support all community needs
6	economy	support the rural and urban economy, and attract more visitors, entrepreneurs, and employment uses
7	transport	leverage value off accessibility, help those disadvantaged by a lack of transport options, prepare for future passenger rail
8	infrastructure	develop and maintain efficient infrastructure that is environmentally clean and will serve the community well into the future
9	governance	devolve some decision making, and engage more effectively at community and Hapuu level

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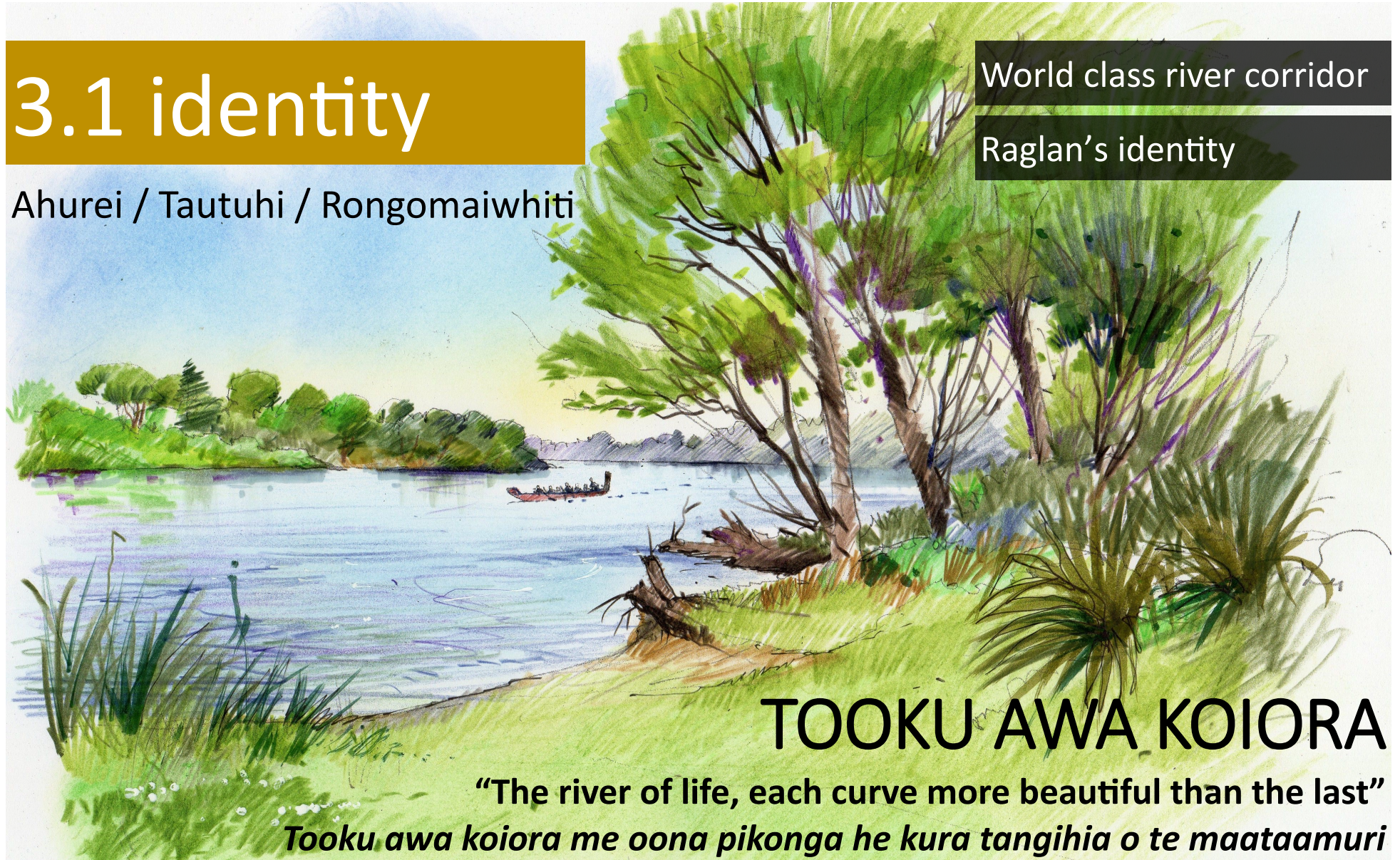


# 3.1 identity

World class river corridor

Raglan's identity

Ahurei / Tautuhi / Rongomaiwhiti



## TOOKU AWA KOIORA

“The river of life, each curve more beautiful than the last”

*Tooku awa koiora me oona pikonga he kura tangihia o te maataamuri*

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### 3.1 IDENTITY

The aim under this theme is to:

**Create a world class Waikato River corridor identity and strengthen Raglan's local character.**

The following aspects are covered under this theme:

- The Waikato River corridor and its significance for iwi;
- Walking and cycling routes along the rivers; and
- Local identity of the district settlements.

#### Waikato River corridor

It is proposed that the district's identity be strengthened, based on a stronger identity of the Waikato and Waipa Rivers (refer to the diagrammatic interpretation of the corridor influence on the district in **Figure 3-2**). Building a strong corridor identity could be defined by:

- More actively acknowledging the river's special iwi significance and promoting cultural tourism in the river corridor – see below.
- Working towards completing the walking and cycle linkages along the rivers – see below.
- Branding the collective Waikato District settlements 'The River Towns', while marking the unique identity of each individual town, based on current characteristics, attributes or cultural heritage - see below.

#### Iwi significance of the river corridor

The Waikato River is called, '*Tooku Awa Koiora*' ('*The river of life, each curve more beautiful than the last*'). This could form the basis for appropriate forms of cultural tourism in the river corridor. This idea would need to be championed by Waikato-Tainui and may include:

- Waka journeys.
- Controlled visits to cultural sites.

RIGHT FIG. 3-2: Waikato District's settlements along the river corridors



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- Culturally appropriate learning experiences.
- Way-finding and iconic sculptures with cultural themes.
- Basic weaving (as a way to teach maths, physics and environmental science).
- Environmental appreciation (translating into environmental management, restoration and recovery, park ranging, interpretation guides training and job opportunities).
- Through signage linking the river corridor with strengthened paa routes.

**Walking and cycling trails and routes along the rivers**

The significance of the river corridor for the district could be strengthened through a network of attractive walking and cycling trails and routes along the Waikato and Waipa Rivers.

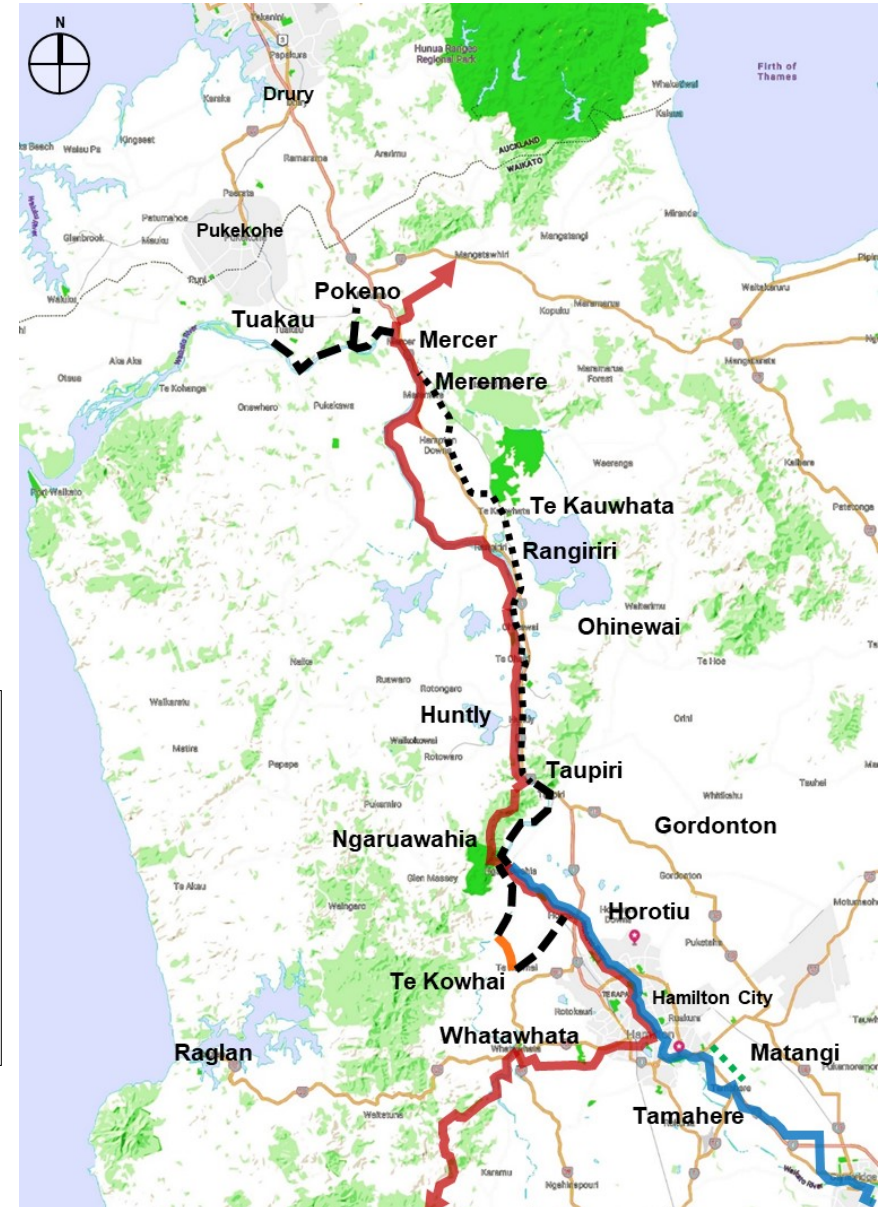
Opportunities in the context of existing routes (the Te Araroa Trail, the Te Awa River Ride, and the Te Otamanui Trail) are shown on **Figure 3-3**.

The following actions are proposed:

- Better promote the existing trails.
- Review the existing trails strategy, identify missing local links, and then prioritise the construction of these.
- Devise a program to source funding.
- Work with landowners to secure key links across private land.



RIGHT FIG. 3-3: Waikato District's settlements along the river corridors



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### Local identity of the 'River Towns'

Under the umbrella of the District's identity based on the river corridor, the local identity of the individual settlements could be built and strengthened. This could be done through signage, interpretation panels linked with web-based information, branding, and public art or a large icon located along the river. The latter could form photo opportunities for tourists or the basis of a story unfolding as one follows the river.

The Council should work with local heritage groups and other local stakeholders to identify what makes each place unique. The following ideas are only starting points for consideration:

#### Tuakau

- Sir Edmund Hillary
- Trading centre for passing waka
- Saleyards

#### Pokeno

- Dairy and ice cream
- Markets
- Bacon

#### Mercer

- Tourism
- Wine and cheese
- Skydiving

#### Meremere

- Motorsport
- Whangamarino wetlands
- Former power station

#### Te Kauwhata and Rangiriri

- Viticulture
- Whangamarino wetlands
- Rangiriri Paa

#### Ohinewai

- Ferry landing

#### Huntly (Ranui-Pookeka)

- Lakes
- Power
- Mining
- Bricks
- Arts
- Rugby League

#### Taupiri

- Taupiri Maunga
- Flaxmill

#### Ngaruawahia (Ngaaruawaahia)

- Te Kiingitanga
- Confluence of the Waipa and Waikato Rivers
- Hakarimata Ranges

#### Horotiu

- Maaori gardens
- Business park

#### Te Kowhai

- Airpark
- Kowhai trees

#### Whatawhata

- Peach trees
- Local paa sites

#### Tamahere

- Gully network
- Wiremu Tamihana
- Markets

#### Matangi

- Matangi Factory

#### Raglan (Whaingaroa)

Raglan's location is relatively isolated from the other settlements and the town is not on the Waikato or Waipa Rivers. It also already has a special identity. For these reasons it is proposed that WDC should work with the Community Board and Raglan Naturally to define, strengthen and communicate Raglan's special identity.

The following ideas are only starting points for consideration:

- Nature
- Regeneration
- Environmental awareness and programmes
- The arts
- Surfing



## Proposed initiatives under this theme

Theme	No.	Action	Considerations	Priority
Identity	DW1.1	Build a strong river corridor identity.	<p>This could be defined by:</p> <ul style="list-style-type: none"> <li>• The 'River Towns'.</li> <li>• Special Iwi significance.</li> <li>• Paa routes.</li> <li>• Cycle linkages.</li> <li>• River activities.</li> <li>• Other cultural heritage (mining, wine research, energy, horticulture etc.).</li> <li>• Identify heritage areas with explanation plaque, map, website.</li> <li>• Engage heritage groups for local signage to identify: heritage items; walkways; marae; MSOs/MAOs; Recreation areas to stop / picnic.</li> <li>• Signage 'you are here' maps at information centres / town centres.</li> <li>• Give each town a theme / draw card / 'signature', which could be heritage related, but not necessarily.</li> <li>• Consider locating an icon in each town along the river, which could serve as a photo opportunity.</li> </ul>	High
	DW1.2	Build the identity of each town under the umbrella of the entire District.	<p>Consider:</p> <ul style="list-style-type: none"> <li>• Tuakau: Sir Edmund Hillary, trading centre for passing waka, saleyards.</li> <li>• Pokeno: dairy, markets, ice cream, bacon.</li> <li>• Mercer: tourism, wine, cheese, skydiving.</li> <li>• Meremere: motorsport, Whangamarino wetlands, former power station.</li> <li>• Te Kauwhata: viticulture, Whangamarino wetlands.</li> <li>• Rangiriri: Rangiriri Paa.</li> <li>• Ohinewai: ferry landing.</li> <li>• Huntly (Ranui-Pookeka): Lakes, power, mining, bricks, arts, rugby league.</li> <li>• Taupiri: Taupiri maunga, sawmill, flaxmill.</li> <li>• Ngaruawahia (Ngaaruawaahia): Te Kiingitanga, confluence of the Waipa and Waikato Rivers, Hakarimata Ranges.</li> <li>• Horotiu: Maaori gardens, business park.</li> <li>• Te Kowhai: airpark.</li> <li>• Whatawhata: peach trees, local paa sites.</li> <li>• Tamahere: gully network, Wiremu Tamehana, markets.</li> <li>• Matangi: Matangi Factory.</li> <li>• Raglan (Whaingaroa): nature, regeneration, environmental, the arts,</li> </ul>	High

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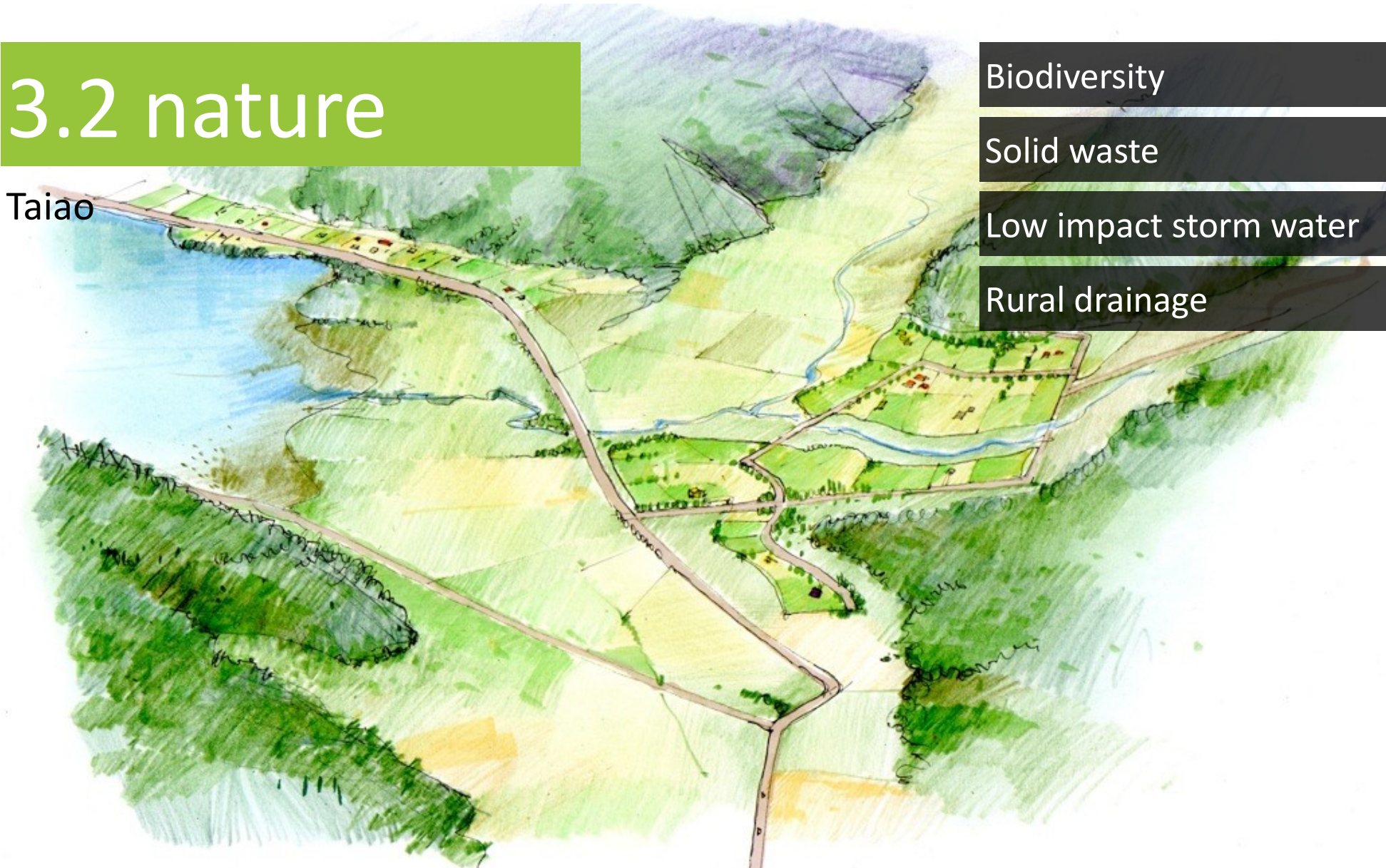
## Proposed initiatives under this theme

Theme	No.	Action	Considerations	Priority
	DW1.3	Strengthen cycling and walking trails along the river corridor.	This could include: <ul style="list-style-type: none"> <li>• Promote existing trails.</li> <li>• Review trails strategy, add missing local links, then prioritise.</li> <li>• Program to source funding.</li> <li>• Secure key links with landowners.</li> <li>• Parks &amp; Reserves at WDC could lead through the Community Connections Team with key inputs from Communications.</li> </ul>	High
	DW1.4	Promote cultural tourism in the river corridor.	This would need to be championed by Waikato-Tainui and may include: <ul style="list-style-type: none"> <li>• Waka journeys.</li> <li>• Controlled visits to cultural sites.</li> <li>• Culturally appropriate learning experiences.</li> <li>• Way-finding and icon sculptures – on cultural themes.</li> <li>• Basic weaving (as a way to teach Maths, Physics and Environmental Science).</li> <li>• Environmental appreciation (translating into environmental management, restoration and recovery, park ranging and interpretation guides training and job opportunities).</li> </ul>	High

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# 3.2 nature

Taiao



Biodiversity

Solid waste

Low impact storm water

Rural drainage

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### 3.2 NATURE

The aim under this theme is to:

**Protect the natural environment with revegetated biodiversity links and clean waterways.**

The following aspects are covered under this theme:

- Biodiversity;
- Solid waste;
- Low impact stormwater; and
- Rural drainage.

#### Biodiversity

The district's Significant Natural Areas are shown on **Figure 3-4**. To protect and strengthen this network of areas with biodiversity value the following is proposed.

- Support the implementation of the Local Indigenous Biodiversity Strategy, being produced by WRC and due in June 2019.
- Continue to support existing habitat restoration initiatives related to river banks, lakes, gullies, ranges, and wetlands.
- Provide further support to restoration efforts led by community groups, e.g. of the stream gullies in Tamahere.
- Showcase and promote best practice environmental management throughout council operations and delivery of services (e.g. roading, waters, and parks).
- Maintain, promote, and possibly extend Council funding initiatives (e.g. through the conservation fund) and target these to current gaps, such as fencing bush blocks and fragments, and pest control.

**RIGHT FIG. 3-4: Waikato District's Significant Natural Areas**



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### Solid waste

The following actions related to solid waste are proposed:

- Continue support of education programmes.
- Review the funding options.
- Analyse, and take learnings from, existing initiatives in Raglan (Xtreme Zero Waste), Waipa (around construction waste), and others in New Zealand and overseas.
- Investigate waste recovery options for areas across the district.
- Investigate container deposit schemes options for areas across the district.

### Low impact storm water

The following actions related to a low impact storm water approach are proposed:

- Complete the ongoing data capture and condition assessment of storm water assets.
- Build a greater awareness of the Waikato Regional Council (WRC) storm water guidelines across WDC.
- Drive Low Impact Urban Design (LIUD) approaches through Catchment Management Plans and Integrated Catchment Management Plans.
- Lead by example by applying LIUD approaches in Council works.
- Investigate options to promote and incentivise LIUD, e.g. through a remission of Development Contributions or an eco-design advice service.

### Rural drainage

The following actions related to rural drainage are proposed:

- Develop a better understanding of the asset base and roles and responsibilities of both WDC and WRC.
- Confirm the Council's approach to drainage, and ensure it is reflected in the consenting process.
- Ensure developers know WRC requirements prior to starting developments.

## Proposed initiatives under this theme

Theme	No.	Action	Considerations	Priority
Nature	DW2.1	As a review of Waikato District Council's Conservation Strategy, investigate the development and implementation of a Local Indigenous Biodiversity Strategy for the District, jointly with Waikato Regional Council staff.	Consider: <ul style="list-style-type: none"> <li>• River, lake and lowland habitat restoration.</li> <li>• Community led gully restoration.</li> <li>• Showcase and promote best practice environmental management throughout Council operations and delivery of services, e.g. roading, waters, and parks.</li> <li>• Fence bush blocks and fragments, pest control.</li> <li>• WDC to lead implementation with an environmental planner in charge.</li> </ul>	High
	DW2.2	Review funding options for solid waste services.		High
	DW2.3	Support education programmes around solid waste.		Medium
	DW2.4	Review existing solid waste initiatives in Raglan, Waipa (construction waste), and other domestic and international examples relevant to the district. Implement applicable approaches.		Medium
	DW2.5	Investigate waste recovery options for all areas.		Medium
	DW2.6	Investigate container deposit schemes for solid waste.		Medium
	DW2.7	Complete the ongoing data capture and condition assessment of storm water assets.		Medium
	DW2.8	Build a greater awareness of the Waikato Regional Council (WRC) storm water guidelines across WDC.		Medium
	DW2.9	Drive Low Impact Urban Design (LIUD) approaches through Catchment Management Plans and Integrated Catchment Management Plans.		Medium
	DW2.10	Lead by example by applying low impact storm water approaches in Council works.		Medium
	DW2.11	Investigate options to promote LIUD, e.g. through a remission of Development Contributions or an eco-design advice service.		Medium
	DW2.12	Develop a better understanding of the rural drainage asset base and roles and responsibilities (WDC and WRC).		Medium
	DW2.13	Confirm the Council's approach to drainage, and ensure it is reflected in the consenting process.		Medium
	DW2.14	Ensure developers know rural drainage WRC requirements up front.		Medium

COPY



## 3.3 iwi

Iwi



The Joint Management Agreements

Building relationships with hapuu

Building awareness of Council processes

Increasing the use of Te Reo

Acknowledging iwi beyond Waikato District

Resourcing staff positions adequately

COPY





- would be able to talk to a document with authority if it were to be tabled at an iwi hui. Furthermore, create a process through which the same people can be dealt with regularly and brought into the process early. This would give the Council the assurance that they are speaking with the right people.
- Reimburse each representative for their knowledge and time.
  - Consider bringing back He Paanui (or something similar). Discuss with iwi the issues that might be important to them that they want to be kept up to date with; Council can also feedback into this.
  - Give support or recognition to the plans of manawhenua, for example, if they have management plans.
  - Consider setting up a reference group made up of manawhenua and marae representatives.
  - Build Iwi / hapuu te aranga principles into WDC projects, designs, and consultation processes.

### Increasing the use of Te Reo

It is proposed that the use of Te Reo be increased. To this end a strategy is needed. The following should be considered in this regard:

- The Council's Te Reo policy and Bilingual Signage policy are both relatively up to date.
- Implementation of this policy in corporate documents and on the website in terms of headings has started, but is only in limited areas.
- The WDC Te Reo policy needs to be socialised again and more deeply with Councillors, because to implement Te Reo also requires more cultural practices being adopted from the highest level.

- Te Reo policy also requires a budget for its implementation, e.g. changes to website, rebuilding and translation budget for corporate documents.
- The policy needs refinement and more decisions around use of 'aa' for well known place names.
- Internally (for Council staff) workshops related to personal mihi, waiata, general protocol for visiting marae, having hui etc. could be of assistance.

### New staff positions

It is proposed that the above propositions be supported by the creation of new staff positions. The following should be considered in this regard:

- The appointment of a Maaori Partnership Manager. This Pohono Iwi ki te Haapori (Maori Partnership Manager) sits with the CE group which will, appropriately, facilitate a "chief to chief" relationship
- WDC likely also needs an operational person supporting the Maaori Partnership Manager.



## Proposed initiatives under this theme

Theme	No.	Action	Considerations	Priority
Iwi	DW3.1	Use the Joint Management Agreements (JMA) more effectively.	<ul style="list-style-type: none"> <li>This should be the umbrella accord, WDC processes should be put through a JMA lens.</li> <li>Newly developed processes that are appropriate need to be included as a part of the JMA.</li> <li>Iwi and hapuu management plans have to be recognised by Council under legislation, this could also be brought into the JMA.</li> </ul>	High
	DW3.2	Formulate a strategy to build engagement relationships with Hapuu and to build awareness of Council processes and practices within Hapuu.	<ul style="list-style-type: none"> <li>WDC processes are not dealing with the right people, i.e. greater awareness of the iwi structure is needed, including the importance of Hapuu.</li> <li>This can be addressed by building a relationship with a mandated person or persons who are able to speak on behalf of iwi, and creating a process through which the same people can be dealt with regularly and brought in early in the process. This would give the Council the assurance that they are speaking with the right people, e.g. someone from iwi who would be able to talk to a document with authority if it were to be tabled at an iwi hui.</li> <li>Each representative needs to be reimbursed for their knowledge and time.</li> <li>Iwi/hapuu te aranga principles need to be built into WDC projects, designs, and consultation processes.</li> <li>Consider bringing back He Paanui (or something similar). Discuss with iwi issues that might be important to them that they want to be kept up to date with; Council can also feedback in to this.</li> <li>Support or recognition should be given the plans of manawhenua if they have management plans (for example).</li> <li>CCL should set up a reference group made up of manawhenua and marae representatives.</li> <li>Iwi/hapuu te aranga principles need to be built into WDC projects, designs, and consultation processes.</li> </ul>	High
	DW3.3	Formulate a strategy for increasing the use of Te Reo	<ul style="list-style-type: none"> <li>The Council's Te Reo policy and Bi-lingual Signage policy are both relatively up to date.</li> <li>Implementation of this policy in corporate documents and on the website in terms of headings has started but is only in limited areas.</li> <li>The WDC Te Reo policy needs to be socialised again and more deeply with Councillors because to implement Te Reo also requires more cultural practices being adopted from the highest level.</li> <li>The Te Reo policy also requires a budget for its implementation, e.g. changes to website, rebuilding and translation budget for corporate documents.</li> <li>The policy needs refinement and more decisions around use of 'aa' for well-known place names.</li> <li>Internally (for Council staff) we could do workshops related to personal mihi, waiata, general protocol for visiting marae, having hui etc.</li> <li>Awaiting the appointment of a Maori Partnership Manager.</li> </ul>	High
	DW3.4	Create new staff positions related to Maori partnership.	<ul style="list-style-type: none"> <li>Pohono Iwi ki te Haapori (Maori Partnership Manager) sits with the CE group in the new structure, which is helpful as it will facilitate a "chief to chief" relationship.</li> <li>An operational team member is likely also required, as there are 40 Marae to engage with.</li> </ul>	High



# 3.4 communities

- District-wide community needs
- Council communications
- Facilitating local communication
- Supporting local events

## Haapori



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### 3.4 COMMUNITIES

The aim under this theme is to:

**Strengthen, enable and connect local communities and citizens, and support those most in need.**

As part of the Blueprint process an exercise to analyse the social wellbeing of all of the individual settlements was undertaken. A summary of the outcomes of this exercise is included in **Appendix B**. This process usefully served to create a better understanding of the local communities and their needs. This serves as a backdrop for the proposals under this theme (as well as to some extent under several others).

The following aspects are covered under this theme:

- Addressing district-wide community needs;
- The Council's website and social media;
- Facilitating local communications; and
- Supporting local community events.

#### District-wide needs

The following is proposed to address district-wide community needs:

- Several sporting facilities and reserves are in need of upgrades and need to be made fit for purpose. The implementation of the strategy for this should be continued.
- Several arts facilities are in need of upgrades. A strategy for this should be produced.
- Access issues to library services within the Hamilton City Council area should be resolved.

- There is a need for improved access to medical services within the community. This includes the following:
  - The lack of DHB services should be addressed.
  - Isolation issues should be better understood and addressed.
- The strategy for public toilets should be continued to be implemented.
- The youth strategy should be continued to be implemented.
- There is a lack in aged care facilities. A strategy for addressing this shortage should be determined.
- A social audit identifying which services are being funded and by whom, which funding gaps exist, and whether there is any duplication should be undertaken.
- Safer communities initiatives should be supported. This includes:
  - Forming partnerships between communities, police, and the Council to address vandalism;
  - The rollout of CCTV; and
  - Improvements to lighting where needed.
- A strategy for the clean-up of building frontages and streetscapes in town centres and other key areas should be determined in order to back up and strengthen a 'clean green' image.

In relation to medical, aged care, and social wellbeing generally, it is important to realise that the Council is generally only in an advocacy position, rather than a direct provider.

#### Council website and social media

Analysis and consultation identified that the accessibility of the Council's website and social media should be improved. The following should be considered in this regard:

- Plans and policies for the Council's website should be progressed, and some technical adjustments made.
- Information about external groups on the Council website should be better managed.
- Plans and policies for the Council's social media should be progressed. The Customer Delivery team is now monitoring during the day, as many of these are service delivery requests, while the Communications team is monitoring at night. A new part-time position is identified in the organisational structure to provide online support. This position is to be recruited in 2019.

### Local communications

It is proposed that a strategy for facilitating local communities in their website and social media communications be developed. The following should be considered in this regard:

- Online 'poverty' areas should be identified by reviewing social media sites in local communities, e.g. Neighbourly and already developed community pages, blogsites, and email groups.
- 'Champions' within the community, who would be interested to learn what to do to establish a local communications network, should be identified.
- 'Trainers' in the community, who could work with the 'champions or champion teams', should be identified.
- Social media restrictions with regards to 'formal' Council postings should be acknowledged.

### Local community events

It is proposed that Council provide more support to local communities in organising events. The following should be considered in this regard:

- The Council's support role as contact for local community organisers will be via Service Delivery and Parks and Facilities.
- A digital events page could be of help with, for example, the following information:
  - Advice on how to run and market a successful event;
  - Advice on traffic management, safety and other requirements; and
  - Advice on the district events calendar.
- The Council could resource this work by an Engagement Manager and Coordinator, for which a position is being established.

## Proposed initiatives under this theme

Theme	No.	Action	Considerations	Priority
Communities	DW4.1	Continue the implementation of the strategy for the upgrade of sporting facilities and reserves.	Consider the wider regional aspect of facilities in determining what is required.	Medium
	DW4.2	Complete a strategy for the upgrade of arts facilities.		Medium
	DW4.3	Resolve access needs to Hamilton libraries.		Medium
	DW4.4	Address lack in medical services and isolation issues.	The Council is generally only in an advocacy position.	High
	DW4.5	Implement the public toilet strategy.		High
	DW4.6	Implement the youth strategy.		High
	DW4.7	Determine a strategy for addressing the lack in aged care facilities.		Medium
	DW4.8	Undertake a social audit to determine which services are being funded and by whom, which gaps exist, and whether there is any duplication.		High
	DW4.9	Support safer communities initiatives.	Consider: <ul style="list-style-type: none"> <li>• Partnership between communities, police, council to address vandalism.</li> <li>• CCTV rollout.</li> <li>• Lighting.</li> </ul>	High
	DW4.10	Determine a strategy for the clean-up of building frontages and streetscape in town centres and other key areas.	Consider: <ul style="list-style-type: none"> <li>• The Council in a resourcing and coordination role.</li> <li>• partnerships and / or direct engagement with landowners.</li> </ul>	Medium

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## Proposed initiatives under this theme

Theme	No.	Action	Considerations	Priority
	DW4.11	Improve accessibility of the Council's website and social media.	Consider: <ul style="list-style-type: none"> <li>• Progressing plans and policies for the Council's website.</li> <li>• Better managing information about external groups on the Council website.</li> <li>• Progressing plans and policies for the Council's social Media, including the monitoring (day vs. night) of the Council's social media.</li> <li>• A new part-time position is identified in the organisational structure to provide online support.</li> </ul>	Medium
	DW4.12	Determine a strategy for facilitating local communities in their communications (website / social media).	Consider: <ul style="list-style-type: none"> <li>• Identifying online 'poverty' areas by reviewing social media sites in local communities, e.g. Neighbourly and already developed community pages, blogsites, and email groups.</li> <li>• Identifying 'champions' within the community who would be interested to learn what to do to establish a local communications network.</li> <li>• Identifying 'trainers' in the community who could work with the 'champions or champion teams'.</li> <li>• Acknowledging social media restrictions with regards 'formal' Council postings.</li> </ul>	Medium
	DW4.13	Support events organised by local communities.	Consider: <ul style="list-style-type: none"> <li>• The Council's support role with Service Delivery and Parks &amp; Facilities as contact for local community organisers.</li> <li>• Events page: advice on how to run and market a successful event; advice on traffic management, safety and other requirements; and advice on the district events calendar.</li> <li>• Council resources: a Senior Engagement Advisor position is being established.</li> </ul>	High



# 3.5 growth

Tupuranga

Growth strategy

Affordable housing

Design guidance



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### 3.5 GROWTH

The aim under this theme is to:

**Direct cohesive growth outcomes which support all community needs.**

The following aspects are covered under this theme:

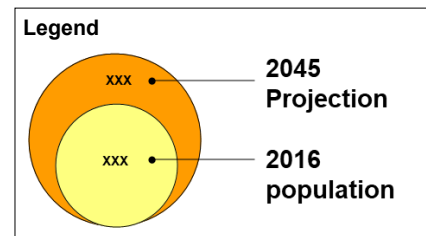
- District Growth Strategy;
- Housing and property affordability; and
- Design guidance.

#### District Growth Strategy

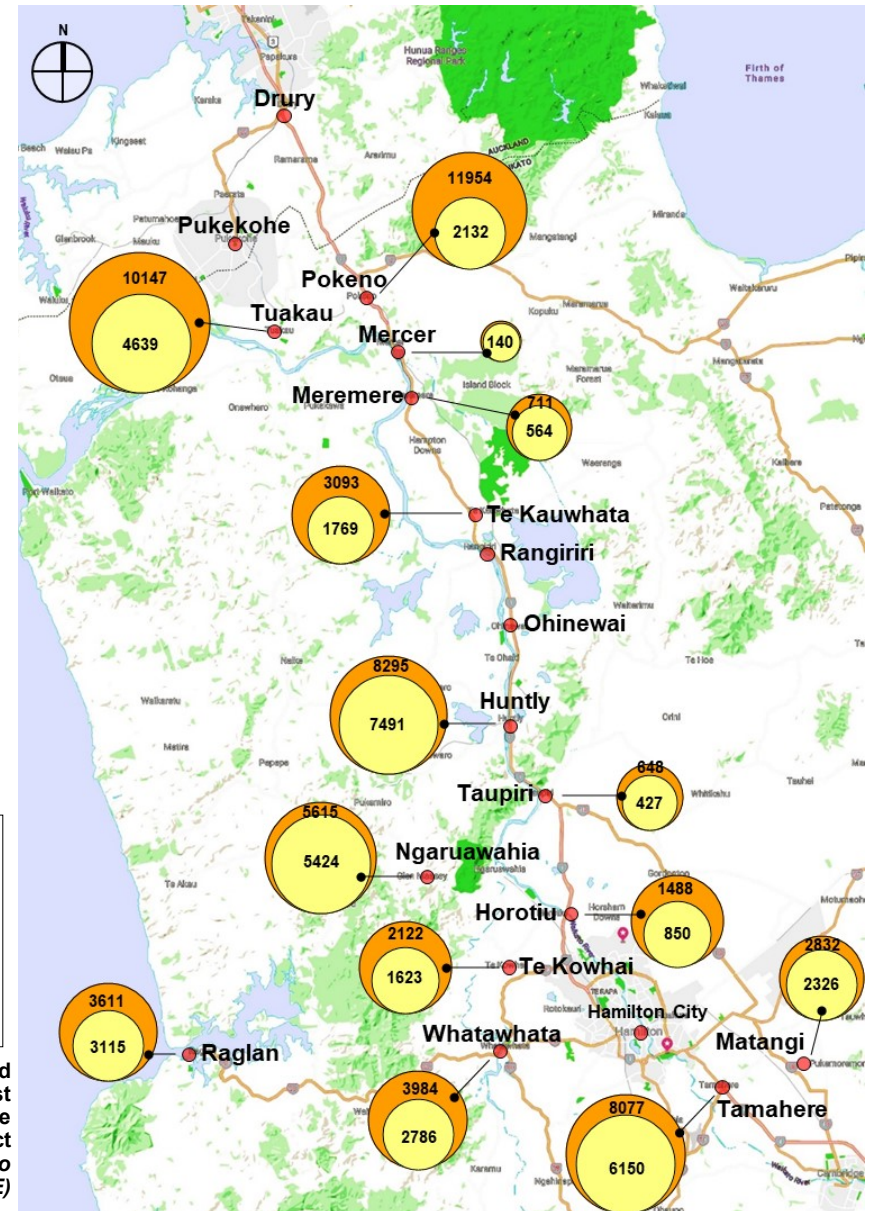
The 2016 population as well as the projected 2045 population for each of the major Blueprint settlements is depicted in **Figure 3-6**. These are based on Census Area Units, and not necessarily aligned with each settlement.

It is understood that these projections are being reviewed (once Statistics NZ releases new data), and that in several parts of the district planning provision is made for much higher numbers. At the same time, the Proposed District Plan (PDP) process is ongoing. For these reasons the following initiatives related to growth and District Plan zoning are proposed:

1. First, receive revised population and household projections.
2. Then, assess the plan enabled and commercially feasible residential, business and industrial capacity against the new projections.
3. Review the District Development (Growth) Strategy.



**RIGHT FIG. 3-6: Population and population growth projections for most of the settlements included in the Blueprint project**  
 (Data source: University of Waikato medium projection and WISE)



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4. Lastly, undertaken an exercise to determine future residential, business and industrial zoning opportunities beyond the PDP.

It is understood that the Council will review the growth strategy for the district, as per the Strategic Planning Framework. The actions proposed above and other relevant parts of the Blueprint will provide key input into this strategy.

### Housing and other property affordability

There is a great need to improve housing and other property affordability throughout the district. To this end it is proposed that a district-wide affordable housing strategy be prepared. The following should be considered with regards to this strategy:

- An existing initiative is ongoing in Raglan which should be supported by WDC in whichever way possible. It should also be analysed in order to learn lessons that may be applicable at a district-wide level.
- Tenure alternatives, such as rental, part ownership, co-housing, social housing etc, should be considered.
- Unintended barriers in the District Plan, such as lot size requirements, parking requirements, secondary dwellings, etc, should be identified and, if possible and balanced with amenity imperatives, addressed as part of the ongoing District Plan review.
- Alternative design approaches, such as medium density, shared services, secondary dwellings etc, should be further considered and promoted.
- Consideration should be given to ways in which infrastructure can support affordability, e.g. schools, water tanks etc.
- Government funding options should be explored.

The Council cannot prepare and implement such a strategy on its own. While the Council could take a leadership role, partnerships with relevant agencies, and possibly other territorial authorities should be formed. This would help to make this strategy as holistic as it should be, and be able to address issues (including several of the above) that are outside the Council's control.

### Design guidance

Residential and employment growth also bring challenges around the quality of development. This could possible degrade the character of an area and / or create security issues. To counteract this, it is proposed that design guidance introduced through the PDP be implemented. Consideration should be given to the following:

- The implementation of better pre-application procedures for design input into consent application processes. This could include input by urban design specialists in informal settings such as design meetings or workshops, and / or the introduction of an urban design panel to review and provide advice on major development proposals.
- Design guidelines have been produced as part of the PDP, which is being reviewed. As part of this review, further consideration should be given to whether separate guidelines are needed for specific towns, areas, or specific types of development.

## Proposed initiatives under this theme

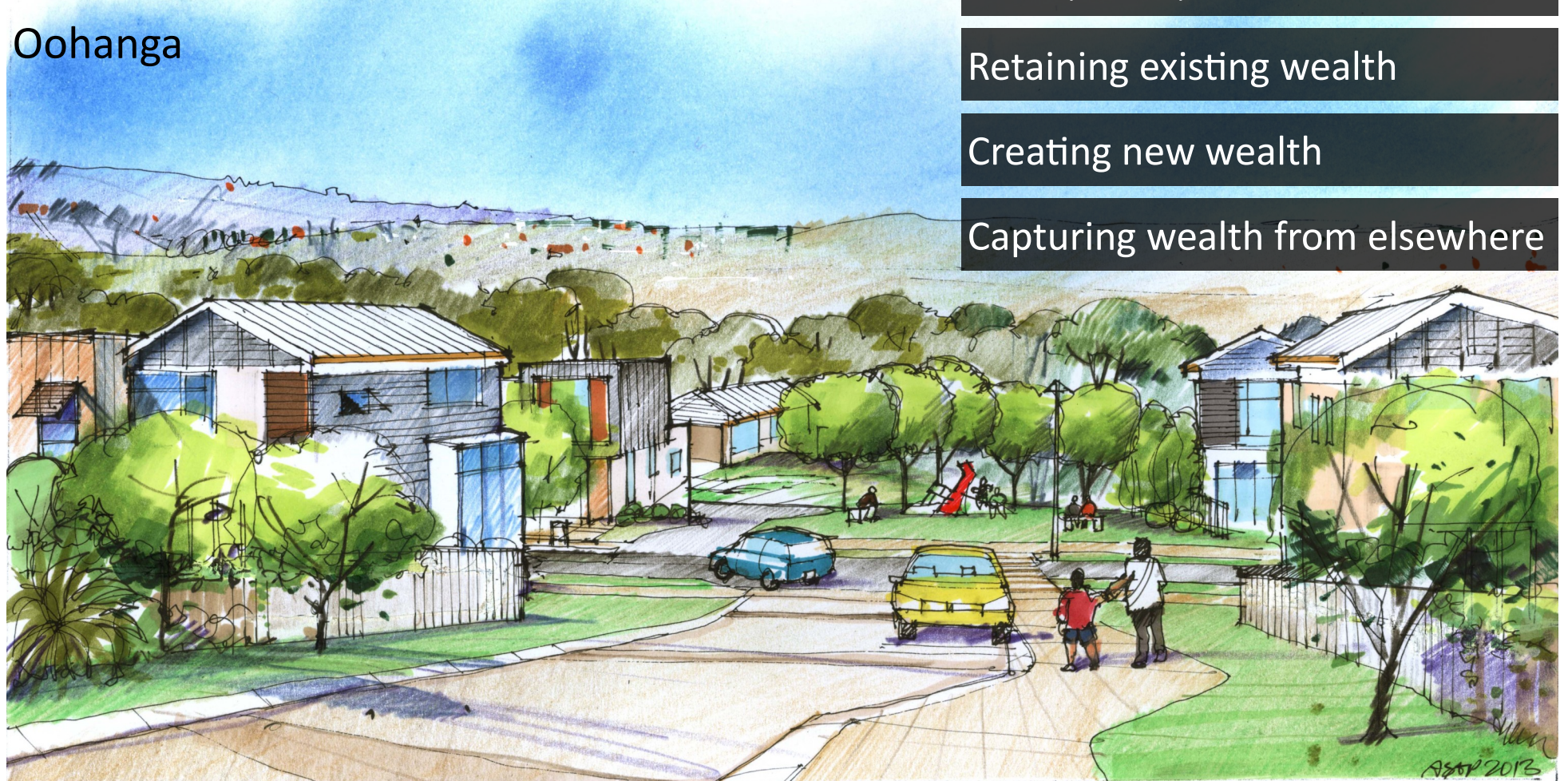
Theme	No.	Action	Considerations	Priority
Growth	DW5.1	Receive revised population and household projections.		High
	DW5.2	Assess the plan enabled and commercially feasible residential, business and industrial capacity against the new projections.		High
	DW5.3	Review the District Development (Growth) Strategy.		High
	DW5.4	Undertaken an exercise to determine future residential, business and industrial zoning opportunities beyond the PDP.	<i>Also refer to specific local areas.</i>	High
	DW5.5	Undertake preparatory work in advance of an affordable housing strategy.	Consider: <ul style="list-style-type: none"> <li>• Supporting the initiative in Raglan and learn lessons from this.</li> <li>• Tenure alternatives such as rental, part ownership, co-housing, social housing etc.</li> <li>• Unintended barriers in the District Plan, e.g. lot sizes, parking requirements, secondary dwellings, etc, balanced with amenity imperatives.</li> <li>• Design approaches, e.g. medium density, shared services, secondary dwellings etc.</li> <li>• How infrastructure can support affordability, e.g. schools, water tanks etc.</li> <li>• Government funding options.</li> </ul>	High
	DW5.6	Implement design guidance.	Consider: <ul style="list-style-type: none"> <li>• The implementation of better pre-application procedures for design input.</li> <li>• The production of design guidelines, in addition to those in the PDP.</li> </ul>	Medium

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# 3.6 economy

Oohanga



Existing situation

Office, retail, and industrial

Retaining existing wealth

Creating new wealth

Capturing wealth from elsewhere

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### 3.6 ECONOMY

The aim under this theme is to:

**Support the rural and urban economy, and attract more visitors, entrepreneurs, and employment uses.**

The following aspects are covered under this theme:

- Analysis of the district's employment situation.
- Strategies for retaining existing wealth, including:
  - Keeping expenditure local; and
  - Youth and others in unemployment.
- Strategies for creating new wealth, including:
  - Small business and retail growth; and
  - Establishing or expanding business clusters.
- Strategies for capturing wealth from elsewhere, including:
  - Attracting new residents with resources to invest locally; and
  - Recreation and business visitor attraction.

#### Analysis

The growth of jobs in the Waikato District has been relatively slow<sup>1</sup>:

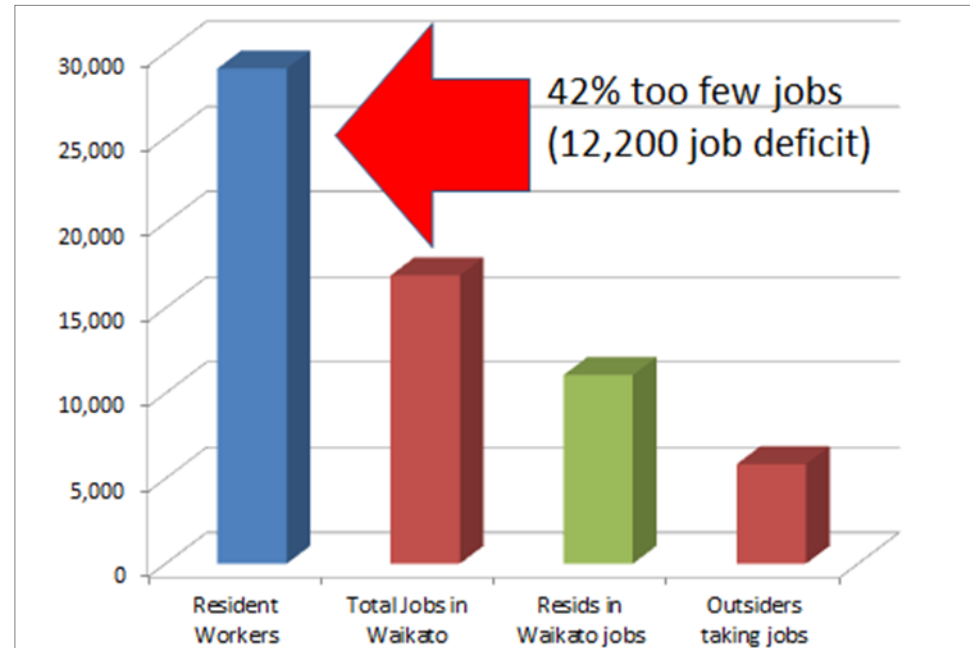
- In 2001 there was 1 job for every 4.5 residents
- In 2017 there was 1 job for every 4.2 residents

Jobs in the Waikato District are only providing work for half of residents who work (ignoring the unemployed), a shortage of 12,200 jobs (refer to **Figure 3-8**)<sup>2</sup>. Ideally Waikato District should be aiming to provide at least one job for every household – whilst recognising that that still does not mean that all residents will find work in in the district because they may not have the skills to match the jobs available and because those living outside the district will be taking some of the available jobs (refer to **Figure 3-9**)<sup>2</sup>.

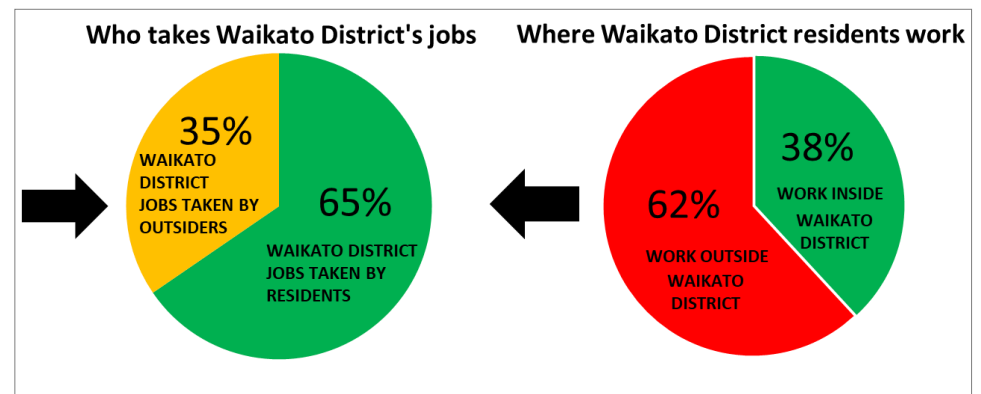
At present this one job for every household target is not even close, with the district only providing one job for every four residents, and there has been very little improvement over the last 16 years.

<sup>1</sup>Based on analysis of information from Statistics New Zealand.

<sup>2</sup>Based on analysis of information from Statistics New Zealand, Journey to Work data.



ABOVE FIG. 3-8: Graph showing the number of working residents in the district versus the total number of jobs in the district (as well as those working in these)



ABOVE FIG. 3-9: Graphs showing who works in the Waikato District's jobs and where the district's residents work

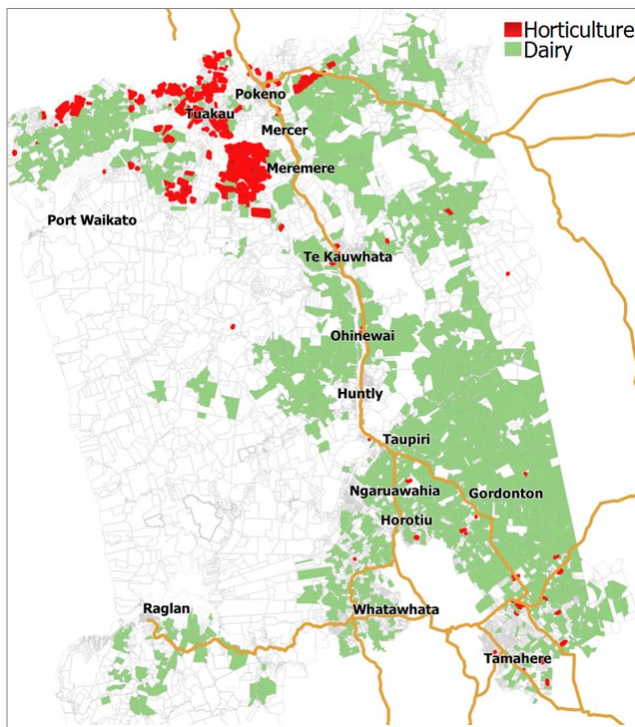
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### Horticulture and agriculture

This sector is fundamentally important to the district's economy, as is also evidenced by the area of land used for these activities (refer to **Figure 3-10**). There is therefore a need to protect prime and good quality agricultural land. Also, care should be taken to avoid reverse sensitivity issues by using appropriate spray buffers around residential and other sensitive land uses.

However, this sector created only 230 jobs over the last 16 years, which equates to 14 jobs each year (an increase in growth of 0.04% per annum).



**ABOVE FIG. 3-10: Land used for horticultural and agricultural activities within the Waikato District (source: Waikato District Council GIS)**

During this same time:

- The residential population increased by 37%; and
- Employment in the district increased by 46 %.

Relying on horticulture and agriculture alone for employment and wealth is therefore not sufficient; growth should also come from other sectors.

### Job growth based on population growth

It is important to note that population growth alone will not provide sufficient jobs to gainfully employ those coming to live in the district.

If 100% represents all of those who come to live in the district and want to work, then:

- The jobs created to provide for their 'day to day needs' would only represent 15% of the total jobs needed (the teachers, daycare providers, shop employees, garage employees etc. that these residents need for their daily lives); and
- An additional 20% of the jobs needed could be provided if the district begins to provide many of the higher order services that these residents may need (such as doctors, accountants, law firms, optometrists) that are now provided from Auckland and Hamilton.

Providing for more of the needs of the growing district population can therefore only be expected to create 35% (at best) of the jobs needed.

This still leaves 65% of the jobs needed to be provided by activities that serve more than local residents, including factories serving markets outside the district and services serving businesses and residents outside the district, including day visitors and tourists.

### Potential

The work undertaken through the Blueprint process demonstrates the potential for the district to provide one job for every 2.4 residents, which is effectively one job per household.

To achieve this goal, the district will have to:

- Continue to do well in growing employment in all the activities where the district is already growing jobs faster than the other parts of Regional North Island<sup>1</sup> (see below inset 'Waikato's competitive advantages'); and
- Catch up with the jobs growth rates that other parts of Regional North Island have been able to achieve in activities where the district has been comparatively lagging in employment (such as cafes and restaurants).

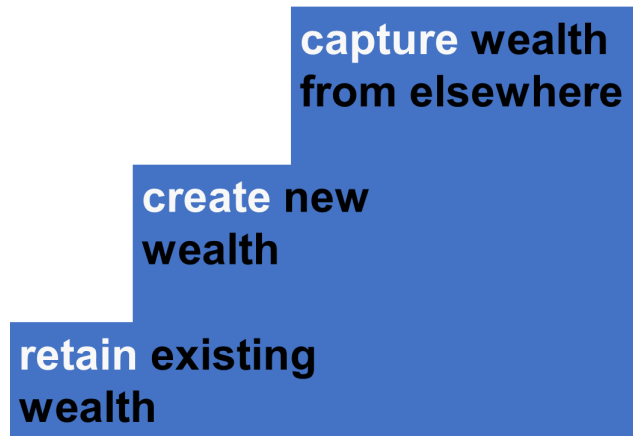
### Waikato's competitive advantages - Comparing with Regional North Island in jobs creation between 2001 and 2017:

- Meat and meat product manufacturing: 190 jobs (22% more than expected);
- Dairy product manufacturing: 148 jobs (92% more jobs than expected);
- Specialised machinery and equipment manufacturing: 116 jobs (77% more than expected);
- Sawmilling and timber dressing: 102 jobs (43% more than expected); and
- Non-building construction services: 119 jobs (48% more than expected).

<sup>1</sup>Regional North Island refers to other parts of the North Island that form a good basis for comparison with the Waikato District due to the absence of major metropolitan areas.

## Approach

In response to the findings, an economic strategy for the Waikato District based on the following approach has been formulated:



More specifically, these three steps translate into the following target areas:

Step 1: Retain existing wealth	Step 2: Create new wealth	Step 3: Capture wealth from elsewhere
<p><b>Keep expenditure local</b></p> <ul style="list-style-type: none"> <li>→ Attract those with high incomes to local centres</li> <li>→ Residents spending time and therefore money locally</li> <li>→ Workers spending time and therefore money locally</li> <li>→ Maximise the trading envelope</li> </ul> <p><b>Youth and others in unemployment</b></p> <ul style="list-style-type: none"> <li>→ Up-skill existing employees/ youth jobs</li> <li>→ Job expectations and aspirations of youth/others</li> <li>→ Transfer new-economy skills to local youth/others</li> </ul>	<p><b>Small business and retail growth</b></p> <ul style="list-style-type: none"> <li>→ Attract high income residents and businesses</li> <li>→ Home business growth/grow-out</li> <li>→ Small business and new-economy skills</li> </ul> <p><b>Establishing and expanding business clusters</b></p> <ul style="list-style-type: none"> <li>→ Attract those with scarce skills</li> <li>→ Ensure sufficient well located, zoned &amp; serviced land</li> <li>→ Attract catalytic first movers</li> <li>→ Vision, promote &amp; market clusters</li> <li>→ Vision, promote &amp; market locations for clustering</li> <li>→ Protect cluster locations from incompatible land uses</li> </ul>	<p><b>Attract new residents with resources to invest locally</b></p> <ul style="list-style-type: none"> <li>→ Families</li> <li>→ Pre-retirees</li> <li>→ Retirees</li> </ul> <p><b>Recreation and business visitor attraction</b></p> <ul style="list-style-type: none"> <li>→ Long activity - 1.5+ hours</li> <li>→ Unique attractions</li> <li>→ Specifically timed activities</li> <li>→ Departing visitors targets</li> <li>→ Short stay attraction master classes</li> <li>→ Large scale cultural or family events</li> <li>→ Corporate and government functions and events</li> <li>→ Film and advertising shoots, product launches</li> <li>→ Regional or difficult to locate sports</li> </ul>

This will be expanded upon over the next pages of this report section.

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### Step 1: Retain existing wealth

This could be achieved by:

- Reducing 'leakage' of income, i.e. keep expenditure local; and
- Reducing unemployment, particularly among young people.

### Keep expenditure local

The retail sector in the Waikato District is struggling, evidenced<sup>1</sup> by the fact that:

- Only 17% of all expenditure on retail and hospitality by Waikato residents is spent within the district; and
- Only 19% of all expenditure at cafes, restaurants, bars and takeaways by Waikato residents is spent within the district.

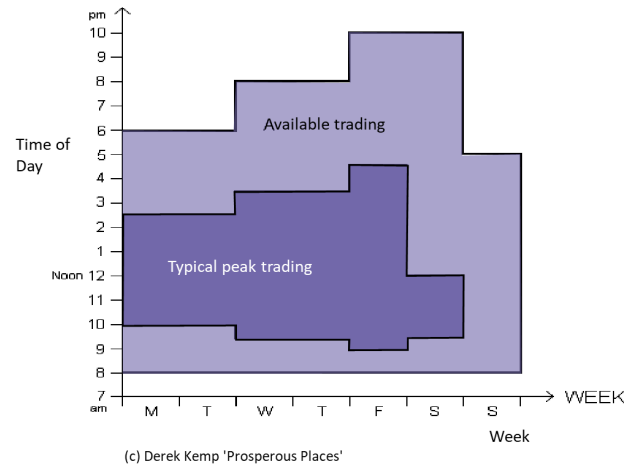
Ways to address this and to improve retail performance include:

- Ensure sufficient retail land supply;
- Seek anchor tenants;
- Encourage regeneration;
- Improve the public realm;
- Activate public spaces; and
- Expand the trading envelope.

### Expanding the trading envelope

Many Waikato town centres are 'dead' in the early morning, the evenings, and in the weekend. As a result people (locals and visitors) are not attracted to visit the town centre and businesses suffer and / or open later and close earlier as trading is not profitable (refer to **Figure 3-11**). This could lead to a downward spiral of even less reason to visit the

<sup>1</sup>Marketview Data from Waikato District Social and Economic Profile: District Plan Review - Section 32. Evaluation (Final) July 2017, pp63-66.



**ABOVE FIG. 3-11: Expanding the trading envelope**

centre and fewer people around. The opposite is also true, 'a crowd attracts a crowd'.

The trading envelope could be expanded by providing activities that keep people longer in the town centre and make them more likely to use its facilities. This could include creative activities as well as other non-commercial community activities (refer to **Figure 3-12**). Also the following uses and activities should be promoted in town centres to generate earlier and later patronage:

- Education and training uses;
- Clubs and societies;
- Adventure play spaces; and
- Events at night and during the weekend.

### Targeting the right people

It is important to focus these activities on people who are already around, including:

- Parents picking up children from schools and bus stops;
- Parents taking children to after school activities;



**ABOVE FIG. 3-12: Creative and non-commercial activities in town centres**

- Those going to clubs, community, special interest groups;
- Those going to gyms and fitness centres;
- Workers heading home from work;
- People going to doctors, dentists and physios;
- Cyclists, walkers and dog walkers; and
- Those training for events

Similar lists could be envisaged for early mornings and weekends.

## Youth and others in unemployment

### Unemployment statistics

Key unemployment statistics<sup>1</sup> for the district include the following:

- 25,000 Waikato District workers are unemployed;
- 10,000 are available and capable of working full time;
- 60% of these are struggling to provide the skills employers want; and
- 15% do not want to work.

Youth unemployment is a special challenge, evidenced by<sup>2</sup>:

- 25% of Waikato District 15 to 19 year olds are unemployed (at any one time); and
- Only one third (34%) of District 15 to 19 year olds work full-time.

### Ways to address youth unemployment

Some approaches to address youth unemployment are listed below.

#### Developing their self worth and aspirations

- Always have high expectations of them individually.
- Reach out to troubled youth with attitude by:
  - spending time with them where they hang out;
  - giving them great things to do in safe places; and
  - introducing them to fun things that help with their self esteem.

<sup>1</sup>Provided in a workshop context by a representative from the Ministry of Business, Innovation and Employment.

<sup>2</sup>Waikato District Social and Economic Profile: District Plan Review - Section 32. Evaluation (Final) July 2017.

- Alter local job perceptions of 'top high school students'.
- Create a barter bank – earn barter points for what they do to spend on what they want.
- Clean up and put pride into public spaces frequented by young people and especially the areas where school children wait for their school bus.

#### Creating work experience with real employers

- Organise that young people spend one or two days a week actually working (more if they are not going to school).
- Engage in activities that are culturally important, such as environment management, dry stone walling, trails/signage, weed eradication etc.

#### School, youth and unemployed engagement activities

These could include:

- Running a 'Venture Club' for young innovators, in which individuals or a small group develop a product idea by working through business and marketing plans with a mentor. They jointly seek investors and capital, and run the business. The profits, if any, are distributed.
- Building computer controlled robotics and automation and remote controlled vehicles.
- Environmental sensing, data logging and monitoring systems.
- Automated robotic games, and computer and remote control led vehicles challenges.
- 3D Printing, circuitry and components, design, printing and assembly.
- Robotics and automation coding and writing control languages (e.g. Python).
- Developing and applying artificial intelligence and expert system programmes.
- Motor repairs, hot rod mechanical work.

- Computer game making, web page, personal home pages for social media.
- 3D printing, cottage crafts, perfume making, cake / marzipan design.
- Building unique children's play equipment.

#### Local initiatives

The following specific local initiatives are included in this Blueprint strategy:

- Support initiatives by the technology and visitor sectors in Raglan to address youth unemployment.
- Develop a youth strategy to tie in with the development of the proposed Puketirini Cluster in Huntly (refer to 'Business clusters' under 'Step 2: Creating new wealth').

## Step 2: Create new wealth

This could be achieved by:

- Generating growth in small businesses; and
- Establishing and expanding business clusters related to the service and industrial sectors.

### Generate growth in small businesses

Analysis identifies that if the district continues to provide the services it does well (such as Research & Development) and matches the recent growth in services that the other regional North Island areas have achieved over the last 16 years, then the district is quite capable of creating a further 25,000 service sector jobs over the next 27 years up to 2045.

This would be equivalent to creating almost 1,000 new service sector jobs in the district each year.

This could be broken down as follows:

- 4,500 (18%) in retailing and hospitality (over half (52%) in cafes, restaurants & takeaways);
- 6,200 (25%) in business services;
- 4,600 (18%) in government & education services; and
- 7,000 (28%) in health & personal services.

The table below indicates (for retail):

- The number of additional jobs projected;
- The approximate area of floor space required;
- The site area required (based on the assumption that retail buildings are generally single-storey and that the non-built areas such as access, carparking and stormwater take up 70% of the site area); and
- The length of retail frontage that the above represents.

The table below indicates (for office):

- The number of additional jobs projected;
- The approximate area floor space required; and
- The site area required (based on the assumption that office buildings are generally double-storey and that the non-built areas such as access, carparking and stormwater take up 60% of the site area).

With regards to the table, it is important to note:

- These figures are only based on population growth projections.
- These figures should be amended after the Proposed District Plan is settled.
- Further adjustments are required to reflect market realities.
- Mercer and Meremere, which have low growth, should have some allocation to allow regeneration.

		Tuakau	Pokeno	Mercer	Meremere	Te Kauwhata	Huntly	Taupiri	Ngaruawahia	Horotiu	Te Kowhai	Whatawhata	Raglan	Tamahere	Matangi
<b>Retail<sup>1</sup></b>	Employment	600	950	2	11	160	170	25	80	74	70	140	100	38	75
	Floor space (m <sup>2</sup> )	15,300	24,000	50	280	4,000	4,300	630	2,000	1,900	1,800	3,600	2,500	950	1,900
	Site area (ha)	5.10	8.00	0.02	0.09	1.33	1.44	2.00	0.68	0.63	0.59	1.20	0.85	0.31	0.64
	Retail frontage (linear metre)	610	800	5	14	160	144	24	80	76	70	120	100	40	76
<b>Office</b>	Employment	1,140	1,900	4	22	315	340	50	160	150	140	280	200	74	150
	Floor space (m <sup>2</sup> )	27,500	45,200	100	530	7,500	8,100	1,200	3,800	3,600	3,400	6,800	4,800	1,800	3,600
	Site area (ha)	3.44	5.65	0.01	0.07	0.94	1.01	0.15	0.48	0.45	0.43	0.85	0.60	0.23	0.45
<b>TOTALS</b>	<b>Total added employment</b>	<b>1,740</b>	<b>2,850</b>	<b>6</b>	<b>33</b>	<b>475</b>	<b>510</b>	<b>75</b>	<b>240</b>	<b>224</b>	<b>210</b>	<b>420</b>	<b>300</b>	<b>112</b>	<b>225</b>
	<b>Total sites (ha)</b>	<b>8.54</b>	<b>13.65</b>	<b>0.03</b>	<b>0.16</b>	<b>2.27</b>	<b>2.45</b>	<b>2.15</b>	<b>1.16</b>	<b>1.08</b>	<b>1.02</b>	<b>2.05</b>	<b>1.45</b>	<b>0.54</b>	<b>1.09</b>

<sup>1</sup>Retail excludes hardware and garden centres

## Conditions for growth

The growth referred to will necessitate taking a number of pro-active actions to create the conditions, places and supportive environment that will enable this employment and business growth to take place.

These would include:

- Promoting the range and types of uses Council is seeking to have located in and near the main streets of its towns and villages and making sure businesses, builders, property investors and developers know that these uses are desired there.
- Looking carefully at existing and future planning regulations and facilitating the change of use of existing town and village centre buildings.
- Ensuring there is sufficient surplus of zoned land at appropriate locations (that makes business sense) in the district's settlements for more than just retailing and to enable the grow-out of the growing number of local home based businesses.
- Looking at how a little Council investment could make the district's towns and villages more attractive to visit more frequently and longer.
- Considering how existing and future Council facilities (such as libraries, parks and community halls) could best be harnessed to encourage people to come and stay longer; to attract residents, day visitors and young people; to help train and develop new skills, and to attract residents and visitors from the greater region to 'special interest' activities and 'master classes'.

## Business settings

Business growth requires having sufficient good quality, affordable business space in superior business settings.

The greatest demand (55%) is likely to be for more modest, affordable, medium quality office space, especially for personal and community services which is best located adjacent to the most frequented retail areas. Relatively little future demand (8%) can be expected for high quality prestige office space. However, well located affordable low cost, good quality office space is also likely to be in reasonably high demand (35% of all future office space). This will need to be clustered at suitable locations which will help these activities attract passing custom and clients.

This low cost, good quality office space will be most attractive if provided in recognisable, accessible, highly visible, superior small business settings that individual businesses would be unable to provide for themselves because of the required scale and cost compared with the limited demand from each business.

The provision of sufficient reasonable quality, affordable, low cost office space within 4 km of each major residential growth area will also be important. This is to enable the effective grow-out of new, rapidly growing home based businesses to commercial premises.

These premises need to be located at prominent, highly visible locations in superior small business settings.

## Business clusters

In line with the above, it is proposed that business clusters be formed and promoted. These offer businesses the settings and services that they need to thrive and grow, as well as synergies related to being in a location in close proximity to other businesses in the same sector.

Building on current characteristics and strengths of some of the district's towns, specific ideas for clusters include:

- A Designers and Makers Cluster in **Tuakau**.
- A Designer Food Cluster in **Tuakau**.
- An Advanced Food Processing Cluster in **Pokeno**.
- A Synergy Park / Clean Production Cluster in **Meremere**.
- Establish a High Performance Vehicle Cluster in **Meremere**.
- An Employment, Skills and Technology Cluster that builds on existing uses at Lake Puketirini in **Huntly**.
- A Building Fabrication Construction Cluster at Lake Puketirini in **Huntly**.
- An Advanced Food Processing Cluster in **Horotiu**.
- A Heritage, Cultural and New Economy Business Cluster in **Matangi**.

Related to this is the creation of a business hub for high tech promotion and exchange in **Raglan**, also proposed.



**Industrial land**

Demand studies indicate a need for industrial land ranging from 240 ha by 2045 (Capacity Study July 2018) to 440 ha by 2061 (Longer-term Wise Study). Investigations as part of the Blueprint process show the potential for 460 ha of industrial land by 2045.

This could be broken down as follows:

- Food and clean production 64 ha
- General industries 86 ha
- Construction and utilities 126 ha
- Warehousing and wholesaling 124 ha
- Transport 40 ha
- Total 460 ha**




It is proposed that the areas shown on **Figure 3-13** are utilised to accommodate the above demand.

These include the following:

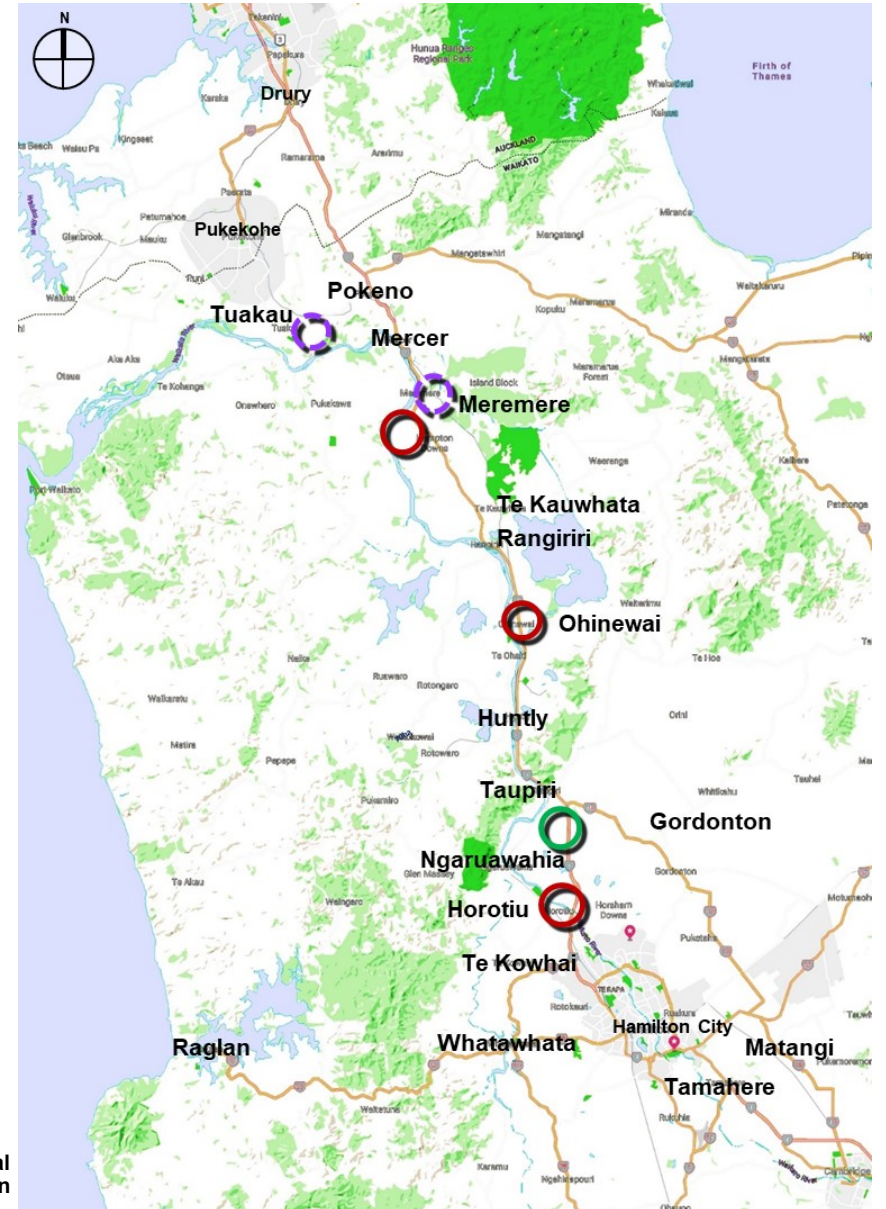
Available and proposed			
Tuakau	Zoned	80 ha	Wholesale / warehousing or commercial?
Meremere	Zoned	24 ha	Anything but clean or very heavy (wetland)
<b>TOTAL</b>		<b>104ha</b>	

Continued overleaf.

**Legend**

-  Already zoned and available
-  Not zoned, suitable for clean production and compatible uses
-  Not zoned

**RIGHT FIG. 3-13: Proposed industrial land allocation**



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The following areas had been identified prior to, or have been identified during, the Blueprint process:

Possible -to be verified			
Taupiri	Not zoned	200 ha	Clean production + compatible uses
Horotiu	Not zoned	60 ha	General industry
Meremere B	Not zoned	657 ha	General industry
Ohinewai A	Not zoned	40 ha	Furniture one-off
Ohinewai B + C	Not zoned	100 ha?	General industry
Ohinewai D	Submission	20 ha	Wholesale / warehousing
Ohinewai E	Application	10 ha	Modular building
<b>TOTAL</b>		<b>1,087 ha</b>	

The above sites should all be identified in more detail and verified in terms of technical and other constraints. However, at this early stage this analysis indicates that there is sufficient capacity to accommodate immediate and future industrial land demands.

**Clean Production**

Clean production, in particular milk powder processing and manufacturing of food processing equipment, has been very important for the district's wealth creation and job growth. These can be expected to expand on their existing sites and similar types of new, or related businesses, may seek to locate in the district.

In the context of the Waikato District, these could include:

- Pharmaceutical distribution;
- Health and beauty products;
- Veterinary products;
- Medical equipment, assembly and servicing;
- Scientific, business and robotic equipment, assembly and servicing;

- CAD/CAM equipment and software development;
- Reinforced plastics and engineered timber products;
- Quality control and sorting equipment;
- Bulk food, designer foods and cottage food industries;
- Remote and satellite sensing;
- Short run, small batch precision products production runs; and
- Robotics, remote control, special vehicles, and electric vehicles.

These uses rely on environments that pose no contamination or disruption risk arising from adjacent or nearby activities.



ABOVE FIG. 3-14: Pokeno Nutritional Park (approx. 5 ha)



LEFT FIG. 3-16: Open Country Dairy in Horotiu (3.4 ha)



LEFT FIG. 3-15: Yashili in Pokeno (6 ha)

The major food processing plants already in the district occupy sites with a combined area of 39 ha. All but one of these occupy sites of 6 ha or less each. The minimum area of 64 ha for future food and clean production may be adequate if these businesses each occupy sites of 5 ha or less (Figures 3-14, 3-15 and 3-16). However, Synlait has acquired a 25 ha site in Pokeno. If other similar businesses seek to secure much larger sites (either for themselves for future expansion or to prevent undesirable uses locating alongside them), providing only 64 ha for future food and clean production may prove inadequate to meet future demand.

Given the importance of high-value clean production for the district, the challenge for the Council is how to secure at least 64 ha of land for clean production, and how to stop other land uses incompatible with clean production taking all of the available land. Early analysis indicates that land near the future expressway interchange at Taupiri may offer good prospects.

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### Step 3: Capture wealth from elsewhere

This could be achieved by:

- Attracting new residents with resources to spend locally; and
- Attracting recreation and business visitors.

#### Visitor strategy

##### Potential

Day visitors offer great potential:

- **2.3m** people already live within a three-hour drive of the district (refer to **Figure 3-17**).
- **3.1m** people will be living within a one-hour drive by 2045.
- Domestic visitors spend **\$1,100m** in the Hamilton and the Waikato Region annually.
- 84% are 'day trippers'.

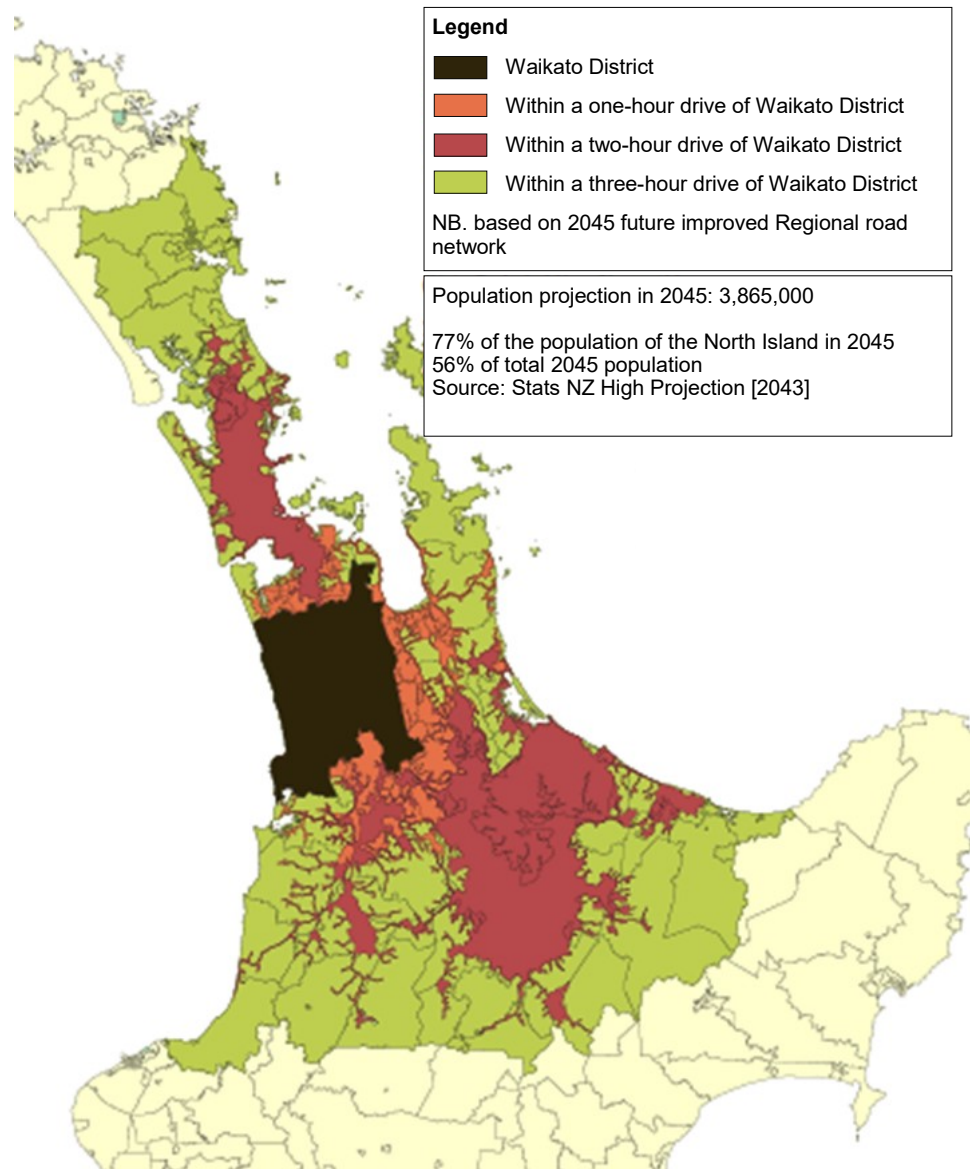
There is potential for the Waikato District to capture more of this.

##### Events

The Waikato District has significant annual draw card events, including:

- The annual Waikato River Regatta Waka Parade held in March;
- Turangawaewae Marae, opened during the March Regatta;
- Raglan Sound Splash Music Festival, in January;
- Raglan Rip Curl Pro-Surf;
- Huntly Wearable Arts, in October every two years;
- Kariori Classic Bike Race (350+ participants), every July;
- Matariki Festival, every May / June; and
- Hampton Park motor sports events, various times in different years; and
- Te Kowhai Fly-In & Market Day.

However, these are only attractive to niche markets and will not be sufficient to attract or sustain local businesses or have a major impact on the long term profitability of local accommodation. Also in terms of events there is room for growth in terms of new events or related to existing ones. Specifically the Huntly Wearable Arts could be increased in frequency and more economic spin-off (e.g. skills development for young people) could be created.



ABOVE FIG. 3-17: Population and approximate driving distances to and from the Waikato District (source: Waikato District Council GIS)

**Proposal**

The Waikato District needs a visitor attraction strategy, promoting stays that are preferably 1.5 hours or more to capture more visitor expenditure and turn some day-visitors into overnight stays.

These attractions could include:

- Cultural tourism on the Waikato River (as covered under **Section 3.1 Identity**);
- Capitalising more strongly on recreational opportunities in and around the Hakarimata Ranges, e.g. through a gondola or a waterslide;
- Wedding receptions;
- Short stay 'personal development' and 'life-long interest' visitors (will also provide access to locals and will help attract high income residents, their families and retirees);
- Business workshops, training courses and retreats (see below);
- Photo, film and advertising shoots (see below);
- Sports attractions (see below);
- Tour bus stops (see below);
- Last overnight stop (see below); and
- Themed regional recreation hub (see below).

**Business workshops, training courses and retreats**

The district is well-located for business workshops, short-stay courses and retreats over weekends or midweeks, and should be promoted as such. Locations that are specifically attractive for this include Raglan and Tuakau.

**Photo, film and advertising shoots**

Street artists could improve neglected public spaces (refer to **Figure 3-18**). These spaces could then be used as locations for advertisements, film settings, or photoshoot locations where young people 'model' and build portfolios to become real models. The place can also become a visitor attraction.

**Sports attractions**

The district could position itself as a location for regional and difficult to locate sports.

Regional opportunities may include:

- Regional Lacrosse; and / or
- Southern Hamilton / South Waikato Regional Football.

Extreme and difficult to locate sports may include:

- Ultra-lights, para gliding and hang gliding;
- Motor cycling, dirt bike riding, scrambling;
- Motor gymkhanas, hill climbing;
- Four-wheel drive training and track finding;
- Mud running, point to point trekking;
- Shooting, archery;
- Model plane, drone and model powered car racing; and / or
- Competitive powered water sports.

**Tour bus stops**

Tour buses need comfort stops and driver fatigue breaks.

The Waikato District could cater for this by having places that are worth visiting, with great toilets associated. Retail and even visitor attractions could leverage off this.

Locations that should be considered for this include Mercer, Huntly, Taupiri, or Ngaruawahia.

**Last overnight stop**

Auckland accommodation is often totally booked out when more than one cruise ship arrives, which indicates a shortage of visitor accommodation in that region. Also, the Waikato District is well-located relative to Auckland, and especially Auckland Airport.

Visitor accommodation in the north of the district could cater well as an overnight stop location for cruise ship and air travellers having to depart from Auckland the next morning.

**Themed regional recreation hub**

Current key family attractions in the district include:

- The surfing beaches at Raglan and Port Waikato;
- The Te Awa River Ride walking, running and cycling path linking Hamilton with Horotiu;
- The 'Ocean Trails' Mountain Bike Park; and
- The Hampton Downs Motor Sports Complex.

To complement this and to provide more 1.5-hour activities that increase the chances that visitors extend their visit to an overnight stay, the idea of a



ABOVE FIG. 3-18: Street art to improve public spaces also to possibly serve as photoshoot locations



themed regional recreation hub could be considered. Refer to **Figure 3-19** for examples from elsewhere. Some specific ideas for the district include the following:

- A unique family recreational park, themed on the Raglan ranges, the Moa birds and the Waikato River system.
- A recreational park themed on the area's coal mining history, which could include power station experience rides, play spaces and activities.
- An underground mine experience attraction, in an actual coal mine or one artificial constructed, with virtual mining experiences.
- The Glen Massey heritage steam ride, made commercially viable and to which could be added miniature trail rides around lakes and gardens pulled by a miniature steam train.
- A museum in an old train station, with a special collection or café and restaurant.
- Historic railway cottages and / or carriages, used to house craft and cottage industries selling to the public and providing accommodation.
- A unique skateboard bowl, possibly linked to a skateboard trail and walkways, with children's bike trails.
- An installation with a 3D digital scanning camera linked to a 3D printer able to make miniatures of visitors and small toys and jewellery to take home.
- The extension of the current deep water diving activities in Huntly to include recreational options.
- A maze park with a small wooden maze for young children and a large maze for adults and families, with moveable panels to change the design. This could be linked to a puzzle shop.

The proposed regional recreation hub could also provide unique recreational and play equipment developed by local schools and craftspeople based on the local economy.

Ideally the attraction should be located adjacent to a town or village centre and at other visitor attractions.

#### *Addressing the negative effects of tourism*

Tourism should remain to provide a positive contribution to the district, and efforts should be made to address negative effects. Particularly in Raglan the community could use the help of the Council for support in creating additional and sustaining existing local jobs in tourism, to cope with increased pressure on infrastructure and waste management, and housing affordability issues.

A bed tax should be considered to help compensate and address negative impacts.



**RIGHT FIG. 3-19: Examples of themed recreational parks from elsewhere**

## Proposed initiatives under this theme

Theme	No.	Action	Considerations	Priority
Economy	DW6.1	Determine additional industrial, commercial and retail land needs.	Refer to Growth DW4.1-DW4.4: 1. First, receive revised population and household projections. 2. Then, assess the plan enabled and commercially feasible residential, business and industrial capacity against the new projections. 3. Review the District Development (Growth) Strategy 4. Lastly, undertake an exercise to determine future residential, business and industrial zoning opportunities beyond the Proposed District Plan.	High
	DW6.2	Determine if, how much, and where possible future employment (land for office development) zoning opportunities beyond Proposed District Plan lie.	<i>Refer to specific local areas.</i>	Refer
	DW6.3	Determine if, how much, and where possible future retail zoning opportunities beyond Proposed District Plan lie.	<i>Refer to specific local areas.</i>	Refer
	DW6.4	Investigate the industrial land opportunities as identified in the Blueprint project.	Refer to diagram for provisional ideas on locations and areas.	High
	DW6.5	Investigate the clean production land opportunities as identified in the Blueprint project.	Refer to diagram for provisional ideas on locations and areas.	High
	DW6.6	Determine a youth into employment strategy, possibly in conjunction with existing entities in this space.		High
	DW6.7	Develop a visitor attraction strategy preferably focussed on 1.5-hour attractions.	Consider: <ul style="list-style-type: none"> <li>• Events of a nature that sustain business on an ongoing basis.</li> <li>• Cultural tourism on the Waikato River (as covered under Identity).</li> <li>• Wedding receptions.</li> <li>• Business workshops, training and meetings.</li> <li>• Film and advertising shoots.</li> <li>• Short stay 'personal development' and 'life-long interest' visitors (will also provide access to locals and will help attract high income residents, their families and retirees).</li> <li>• Sports attractions.</li> <li>• Themed recreation hub.</li> <li>• Tour bus stops.</li> <li>• Opportunities for the last overnight stop for cruise ship or Auckland Airport passengers.</li> </ul>	High
	DW6.8	Consider opening Council community centre kitchens for commercial purposes.	<ul style="list-style-type: none"> <li>• Food Regulations 2015 must be followed</li> <li>• Consideration need to be given to fees, charges, registers, ongoing maintenance and operational expenses</li> <li>• Community centres refit and upgrade are required to have the same standard as the commercial environment</li> </ul>	Medium



# 3.7 transport

Bus

Rail

State Highway network

Waka



COPY



### 3.7 TRANSPORT

The aim under this theme is to:

**Leverage value off accessibility, help those disadvantaged by a lack of transport options, and prepare for future passenger rail.**

The following aspects are covered under this theme:

- The bus network;
- Opportunities related to passenger rail; and
- The State Highway network.

#### Bus

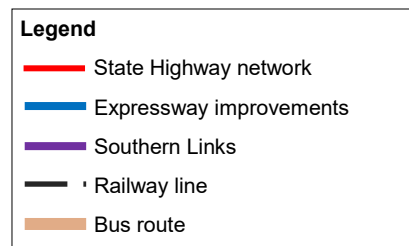
The Waikato District's bus network is shown on **Figure 3-20**. Although all settlements included within the Blueprint project are covered, consultation identified a strong desire within the local communities for an increased level of service.

It is proposed that work be undertaken to ensure that the frequency and timetables allow members of the community to rely on the bus service for access to and from jobs. This applies especially to the transport-poor that do not have access to a private vehicle and whose employment opportunities are dependent on the bus.

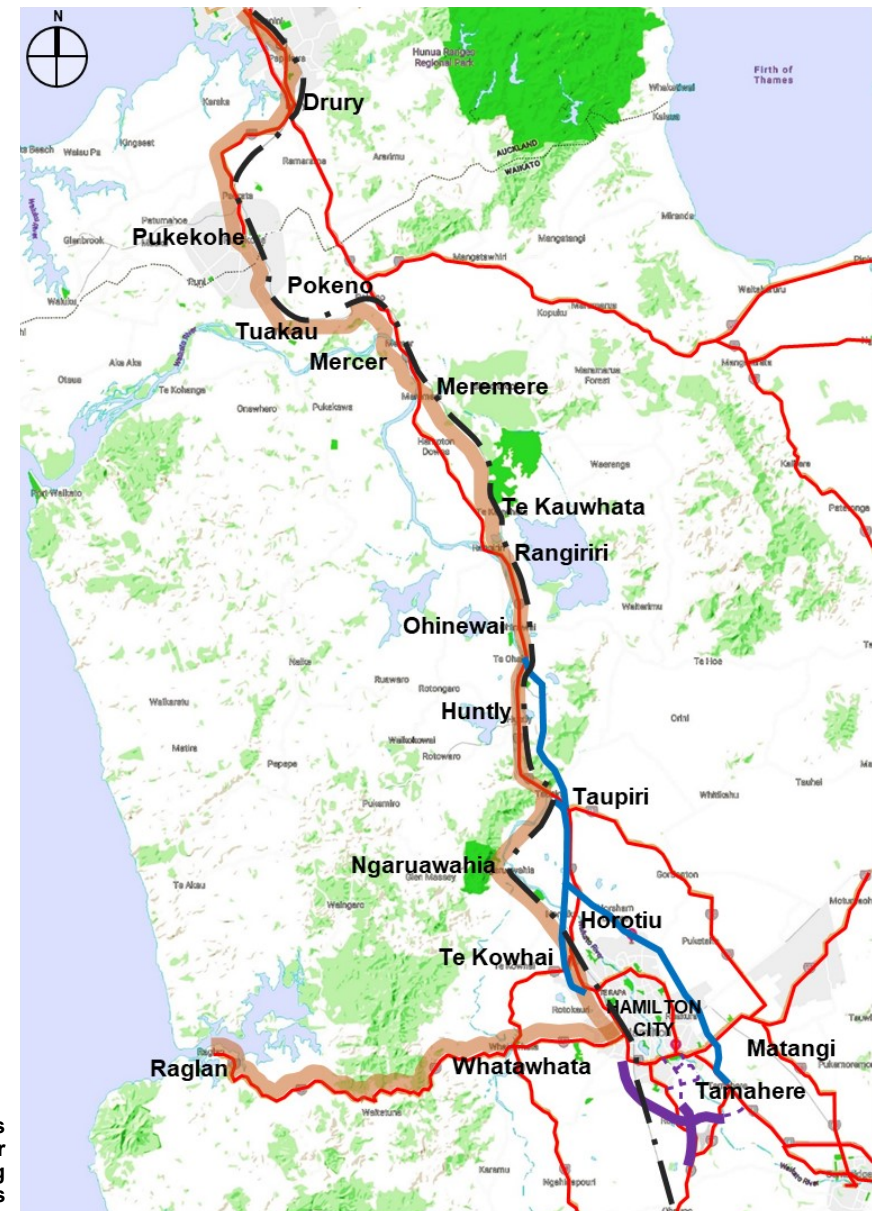
#### Passenger rail

The Auckland to Hamilton rail line through the Waikato District is shown on **Figure 3-20**.

Work is underway to investigate the viability of a passenger train service on this line. Opportunities exist for trains to stop at currently unused stations



**RIGHT FIG. 3-20: Waikato District's vehicular movement and passenger transport network, as well as ongoing and planned works**



COPY

in several of the Blueprint settlements. While no specific initiatives are proposed pending the outcome of the above-mentioned work, it is proposed that opportunities for train services and for the development of train stations within any of the settlements be kept open. Examples include allowance for future developments with a greater density and / or a mix of uses within the walkable catchment of a train station, or for the development of a Park and Ride facility.

Also, any projects undertaken within the vicinity of stations or the railway line should, if possible, create favourable conditions for a possible future train service and associated facilities and / or Transit-Oriented Development.

### The State Highway network

Extensive work on the State Highway network within the district is underway, including the realignment of the Waikato Expressway around Huntly and Taupiri, at Tamahere, and the planning and construction of Southern Links (in part) (refer to **Figure 3-20**).

Analysis of the above and consultation with NZTA was undertaken as part of the Blueprint project. This was in order to understand impacts of the above on, and opportunities for, the district and / or local communities. Information on the situation of four specific areas considered is listed below.

It is proposed that WDC continue to monitor the consequences of State Highway projects on the Waikato District and its local communities, and when possible fulfil an advocacy role.

#### Tuakau / Pokeno

A new Government Policy Statement has signalled a change of focus for funding. Investments

targeting State Highway 2 are on hold, with the exception of safety improvements. NZTA has declined further access onto State Highway 2 for developments.

Strong residential growth is occurring in Pokeno on both sides of State Highway 1. The Auckland to Hamilton Corridor and Blueprint projects may identify transformational opportunities or strategic needs, (e.g. a hospital or a school) to cater for or support residential and employment growth, however NZTA has no allocated budget for these areas.

Whangarata Road has been identified in the North Waikato Programme Business Case as a road that needs to be upgraded. However this should be taken to the Detailed Business Case stage to identify options, which could also include Harrisville and Buckland Roads.

#### Meremere

A new Government Policy Statement has signalled a change of focus for funding. Under a previous Government Policy Statement, the maximum speed on the Expressway was to be raised to 110km/hr. This would have meant that several side roads, possibly including Island Block Road at Meremere would be closed and some grade separated interchanges would be considered as a way to rationalise intersections. However NZTA is currently not considering these changes. Any industrial development, including to the north of Meremere, would trigger the need to assess access arrangements onto the State Highway.

#### Huntly

The Waikato Expressway is currently being realigned to bypass Huntly to the east. Connections into and out of Huntly will be provided to the north and south of the town.

Land is designated for the construction of a centrally located full interchange immediately to the east of the intersection between Kimihia and James Roads. Although currently no plans for the construction of this interchange exist, NZTA intends to retain this land and will continue to assess the need for it.

A major opportunity for Huntly is the revocation of the current State Highway 1 through town. A plan for amenity improvements in this corridor already exists and will be implemented.

#### Whatawhata

The intersection of SH39 and SH23 has been identified as being number 106 (out of 200) on NZTA's high risk intersections. NZTA is currently assessing a Point of Entry for a business case. At this stage there is no timing for any possible improvements.

#### Tamahere

The following developments are relevant:

- An East-West Link interchange at the realigned State Highway 1 for Tamahere is currently under construction. This includes the provision for walking and cycling, and a link between Cherry Lane and Bollard Road.
- A cycle bridge across State Highway 21 or at-grade options are being investigated as part of the construction of the Te Awa ride between Cambridge and Hamilton.
- A business case to determine the form and function of Cambridge Road is currently being undertaken by NZTA. Access into Newell and Annebrook Roads is proposed to be closed.
- No decisions have been made yet with regards to Southern Links.

### Proposed initiatives under this theme

Theme	No.	Action	Considerations	Priority
Transport	DW7.1	Refer to Identity for cycling and walking tracks.		Refer
	DW7.2	Secure an improved bus service for the entire Waikato District.		High
	DW7.3	Support the Waikato train stations within the Auckland to Hamilton Corridor project.		High
	DW7.4	Continue to monitor the consequences of State Highway projects on the Waikato District and its local communities, and when possible fulfil an advocacy role to positively influence outcomes.		High



# 3.8 infrastructure

Cross-boundary approach to management

Water operations

Hanganga



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### 3.8 INFRASTRUCTURE

The aim under this theme is to:

**Develop and maintain efficient infrastructure that is environmentally clean and will serve the community well into the future.**

The following aspects are covered under this theme:

- Cross-boundary approach to management; and
- Water operations.

#### Cross-boundary approach to management

The Council is working with the Futureproof partner councils to explore a boundary-less approach to the management of water, waste water, stormwater and drainage services. The study will look at short (10 years), medium (30 years) and long-term (100 years) outcomes, and take an integrated and holistic view of water based on a 'whole of river, best for river / wai, best for communities' approach.

Relevant to the servicing of multiple areas between the Auckland and Hamilton City boundaries in the Waikato is the Hamilton to Auckland ('H to A') growth study. This is a multi-agency initiative within the Waikato. Part of the scope of the study is to ensure optimum decision making when balancing environmental and funding solutions for growth and infrastructure. A key outcome for any ultimate strategy is, through connected thinking, avoidance of multiple waste water treatment plants.

An additional study underway that will contribute to this work includes the WDC Northern Growth Corridor (NSG) planning study. This should provide improved understanding for achieving growth potential using consolidated / state-of-art wastewater treatment solutions.

The purpose of these studies is ensuring that the Waikato District Council, alongside neighbouring Councils, will have resilient reticulated networks for future communities. Key reasons for this approach are to make sure best technological and environmental practices are employed.

Recommendations arising from these studies will have a significant, transformational influence on future locations and sizes of settlements. Opportunities identified in the Blueprint assessment will influence and guide district growth, where infrastructural planning, resulting from the pre-emptive engineering studies should be able to support this in the optimum way.

The proposed initiatives under this theme (refer to the **table overleaf**) include a summary of wastewater and wastewater asset planning and actions to be undertaken by WDC's Water Asset Department, in order to ensure future best practice network operation occurs over the time-span of the Blueprint. Factors that influence any prioritisation of Water Asset Department actions could be based on lapsing existing consents, the state that the assets are in, growth pressures, and funding.

#### Water operations

Water operations within the Waikato will in the future be delivered by Watercare through a social franchise arrangement. The franchise will be governed by a board, which will include the WDC Chief Executive, a Waikato Tainui Board Member, and two additional professional board members. This arrangement is being finalised in 2019, where a proposed term of the franchise is understood to be 40 years.

Detail of this arrangement include the following:

- All aspects of the water business are anticipated to be transferred to the new entity. This includes Waikato District Operations, Water and Waste Water Servicemen and Asset Teams. The Water Billing Team will stay with the Council for several more years after formation (this is due to a statutory obligation). However it is expected that eventually this team will move to the Watercare franchise. Assets will remain in ownership of the Waikato District Council.
- An office will be established in the Waikato District. Its location is yet to be determined.
- Waikato District Council and Watercare will consider best methods for storm water management within the district.

## Proposed initiatives under this theme

Theme	No.	Action	Considerations	Priority
Infrastructure	DW8.1	<b>North Waikato</b> Pokeno-Tuakau wastewater network upgrade, and the Tuakau waste water pump station capacity upgrade.	<ul style="list-style-type: none"> <li>• Timing: 2019-2022</li> <li>• Associated planning, design and construction works are pivotal to cater for anticipated increased industrial and residential waste-water flows from these towns (i.e. that are signaled within the Proposed and Operative Waikato District Plans).</li> </ul>	High
	DW8.2	<b>North Waikato</b> Pokeno and Tuakau water main upgrades.	<ul style="list-style-type: none"> <li>• Timing: 2019-2022</li> <li>• Upgrades shall occur to cater for existing and future growth requirements. They will increase WDC's ability to ensure that 'level of service' targets are met (pressure etc).</li> </ul>	Medium
	DW8.3	<b>Mid Waikato</b> Te Kauwhata waste water plant improvements.	<ul style="list-style-type: none"> <li>• Timing: 2019 onward (short-term)</li> <li>• Required to cater for immediate increase in load that will occur with present growth being experienced.</li> </ul>	High
	DW8.4	<b>Mid Waikato</b> Te Kauwhata water-take consent renewal.	<ul style="list-style-type: none"> <li>• Timing: 2022</li> <li>• Work with Waikato Regional Council and a key WDC partner (Te Kauwhata Water Association) shall occur to ensure that a sustainable water supply for residential use is secured.</li> </ul>	Medium
	DW8.5	<b>Mid Waikato</b> Te Kauwhata waste water treatment plant (WWTP).	<ul style="list-style-type: none"> <li>• Timing: 2025-2028</li> <li>• A government Housing and Infrastructure Fund (HIF) loan is secured by WDC, where the NCG solutions will influence this required treatment plant upgrade (i.e. regulatory requirements are that by 2025, treated wastewater is to cease being discharged to Lake Waikere).</li> </ul>	High
	DW8.6	<b>Central Waikato</b> - Horotiu to Ngaruawahia waste water network. - Huntly to Ngaruawahia water main upgrade - Ngaruawahia network capacity planning	<ul style="list-style-type: none"> <li>• Timing: 2019</li> <li>• This group of works is either underway soon, or will requiring planning in the short term to resolve. Reasons for works inclusion the provision of a secure network for greater flows anticipated, or for the resolution of existing capacity issues that could limit growth within areas.</li> </ul>	High
	DW8.7	<b>Central Waikato</b> Huntly and Ngaruawahia WWTP discharge consent renewals	<ul style="list-style-type: none"> <li>• Timing: 2029</li> <li>• It is anticipated that these WWTP pond based systems will need to be upgraded to membrane systems which offer modern treatment of wastewater. A completed NCG study or H to A study should assist with determining the best balanced solution (environmentally/economically)</li> </ul>	Low

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## Proposed initiatives under this theme

Theme	No.	Action	Considerations	Priority
	DW8.8	<b>Southern Waikato and Small Schemes</b> - Tamahare/Matangi water supply storage; - Onewhero (spring water) future services - Te Akau (bore water) end of water services.	<ul style="list-style-type: none"> <li>• Timing: 2019 (up-coming decision making)</li> <li>• Community aspirations coupled with growth requirements and economic sustainability will influence Council direction in respect to:               <ul style="list-style-type: none"> <li>- construction of a reservoir (Tamahare);</li> <li>- continuing outdated reticulated service, where rain tanks with advanced site treatment may better serve Onewhero and Te Akau users.</li> </ul> </li> </ul>	Medium
	DW8.9	<b>Southern Waikato and Small Schemes</b> Potential for any Te Kowhai/Horotiu water and wastewater upgrades enabling sustainable growth using cross boundary solutions (Hamilton CC)	<ul style="list-style-type: none"> <li>• Unknown</li> <li>• Presently, methods are aspirational; Sub regional agreements would be needed which is signaled in Asset Management Plan. A Futureproof Council sub regional three-waters study is underway, which may resolve matters. This is being driven by HCC. WDC strongly support any such initiative.</li> </ul>	Low
	DW8.10	<b>Reglan</b> Raglan waste water upgrade.	<ul style="list-style-type: none"> <li>• Timing: 2019-2020</li> <li>• Required to cater for the Rangitahi Peninsula Plan Change Area.</li> </ul>	High
	DW8.11	<b>Reglan</b> Raglan WWTP Renewal	<ul style="list-style-type: none"> <li>• Timing: 2019-2020</li> <li>• This is the next major WDC discharge consent renewal. Where strong community partnership are key to a successful process.</li> </ul>	Medium
	DW8.12	Progress the franchise arrangement with Watercare for the delivery of water operations within the district.	Best methods for stormwater management still to be considered by WDC and Watercare.	High

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# 3.9 governance

Mana Whakahaere

Leveraging off NGOs / NFPs

Geographic Information System

Status of the Blueprint

Devolution of management



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### 3.9 GOVERNANCE

The aim under this theme is to:

**Devolve some decision making, and engage more effectively at community and Hapuu level.**

The following aspects are covered under this theme:

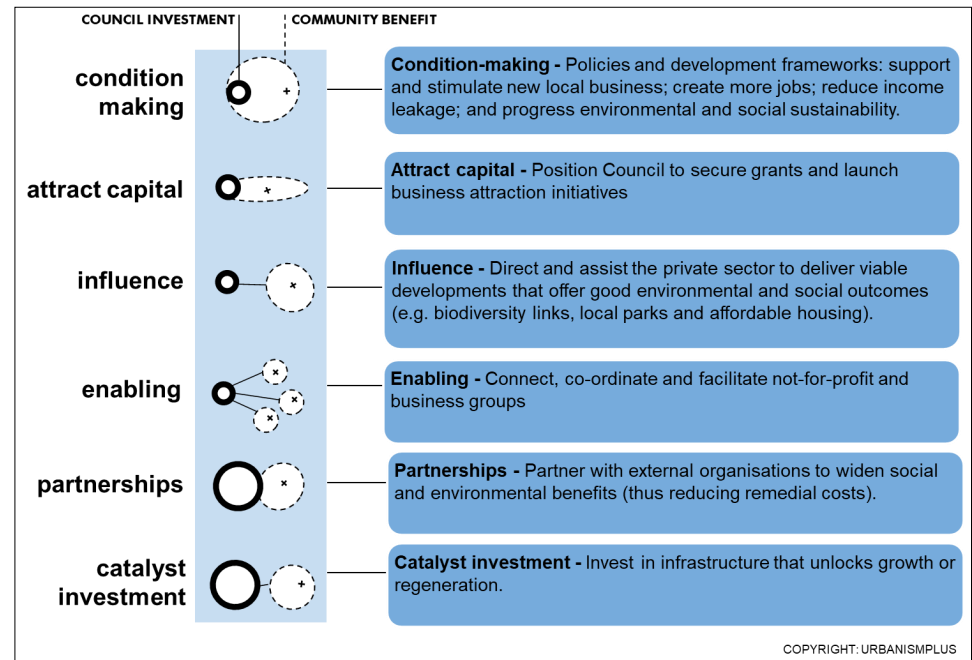
- Leveraging value off Non-Governmental Organisations (NGOs) and Not-For-Profit organisations (NFPs);
- Geographic Information Systems (GIS);
- Status of the Blueprint; and
- Devolution of management.

#### Leveraging value off NGOs and NFPs

In a time of greater pressure to do ‘more with less’, WDC could benefit from better leveraging value off NGOs and NFPs for investment and effectuating positive changes within the district. To this end it is proposed to prepare a strategy for the Council to improve the way it:

- Creates conditions for investment and savings;
- Attracts capital from grants and businesses;
- Influences the private sector to deliver positive outcomes;
- Enables interest and business groups to undertake initiatives within the district;
- Forms partnerships with external organisations; and
- Uses catalyst investment to unlock growth or regeneration.

Refer to **Figure 3-21** for more details on this.



**ABOVE FIG. 3-21: Ways of leveraging value off NGOs and NFPs for investment and effectuating positive changes within the district**

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## GIS

During the Blueprint process it was found that GIS can be more effectively utilised by the Council. The table below depicts the opportunities in terms of the topics and levels this can be applied to.



	Topic	Possible application	District	Community	Site
<b>Strategic</b>	<ul style="list-style-type: none"> <li>→ Blueprint</li> <li>→ Engagement</li> <li>→ Metrics Monitoring</li> <li>→ Objectives and policies</li> <li>→ Strategies</li> <li>→ LTP</li> </ul>	<ul style="list-style-type: none"> <li>→ Graphically present the key objectives across the whole district</li> <li>→ Collect district-wide measures, e.g. population growth</li> <li>→ Use the Blueprint to align LTP engagement and consultation</li> <li>→ Use maps to show Blueprint outcome and how LTP will be delivered and prioritised</li> </ul>	HIGH application	MEDIUM application	LOW application
<b>Planning</b>	<ul style="list-style-type: none"> <li>→ District Plan</li> <li>→ Activity Management Plan</li> <li>→ Project Selection (e.g. Halls)</li> <li>→ Project Prioritisation</li> </ul>	<ul style="list-style-type: none"> <li>→ The District Plan is a tool to address and manage resources, the application of the District Plan can ensure alignment with Blueprints</li> <li>→ Develop Activity Management Plans in alignment with Community Priority</li> <li>→ Project Prioritisation, having clear project catchment, strong relationship with stakeholder interest catchments</li> </ul>	LOW application	HIGH application	MEDIUM application
	Iwi relationships at Marae level	Can help relate the right conversation with the right level of iwi from the Marae			
	Predictive Forecast	Holistic forecast models			
<b>Day-to-day use</b>	Resource consents	Resource consents can access a range of contextual information, can trigger other event / process	LOW application	MEDIUM application	HIGH application
	Stakeholder engagement	Receiving a clearer picture of who is doing what and where			
	<ul style="list-style-type: none"> <li>→ Project reporting</li> <li>→ Managing projects with community</li> </ul>	The Council will require visibility of activities, especially as work is decentralised (Roads, Water, Community, other NGOs)			
	Inter-agency co-operation	Increase visibility of what is being done and increase visibility of other organisations, e.g. DIA			
	Reporting/Dashboards	Up to date accessible information (on IS Strategy)			

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## The status of the Blueprint

The status of the Blueprint is described in detail in **Section 1.4** of this report.

A proposed initiative related to this is included overleaf under 'Proposed initiatives under this theme'.

## Devolution of management

Community feedback prompted the need to consider the local communities' roles in the identification and management of local projects, which could include initiatives proposed in the Blueprint as well as possible other ones in the future. A stronger role may lead to:

- Greater community engagement with their own place and community;
- Increased buy-in with what is happening;
- An improved relationship between WDC and the local communities; and
- Possible efficiencies and reduction of funding 'leakage'.

### *Scoping study*

In response to this it is proposed that limited devolution of certain Council projects or services to Community Boards and or Committees be considered. To this end a 'local provision' scoping study could be undertaken. This would include:

- A review of the Community Board/Committee Charter;
- Develop an effective Health & Safety framework;
- Develop Procurement and Delivery options;
- Review Council staff support structure; and
- Revisiting current supply arrangements.

### *Funding implications*

It could be assumed that the project can be supported from existing internal resources.



## Proposed initiatives under this theme

Theme	No.	Action	Considerations	Priority
Governance	DW9.1	Prepare a strategy to better leverage off Non-Governmental Organisations and Not-for-profits.	Consider: <ul style="list-style-type: none"> <li>• Condition making.</li> <li>• Attracting capital.</li> <li>• Influencing.</li> <li>• Enabling.</li> <li>• Forming partnerships.</li> <li>• Providing catalyst investment.</li> </ul>	Medium
	DW9.2	Determine ways of better utilising Geographic Information System (GIS) services.	Consider application: <ul style="list-style-type: none"> <li>• On the level of the District.</li> <li>• On the level of local communities.</li> <li>• On the level of single sites.</li> </ul>	High
	DW9.3	Give the Blueprint status.	Consider: <ul style="list-style-type: none"> <li>• Councillors recognising the Blueprint as a legitimate document.</li> <li>• Providing appropriate funding and resourcing.</li> <li>• Keeping it updated.</li> <li>• Soliciting on-going community input.</li> </ul>	High
	DW9.4	Enable the devolution of the management of limited projects. First undertake a 'local provision' scoping study.	Consider: <ul style="list-style-type: none"> <li>• Ensuring that Local Community Boards or Committees formally apply for this.</li> <li>• Ensuring well defined roles and outcomes.</li> <li>• Assessing risks beforehand.</li> <li>• Setting strict rules around procurement and financial management.</li> </ul>	High

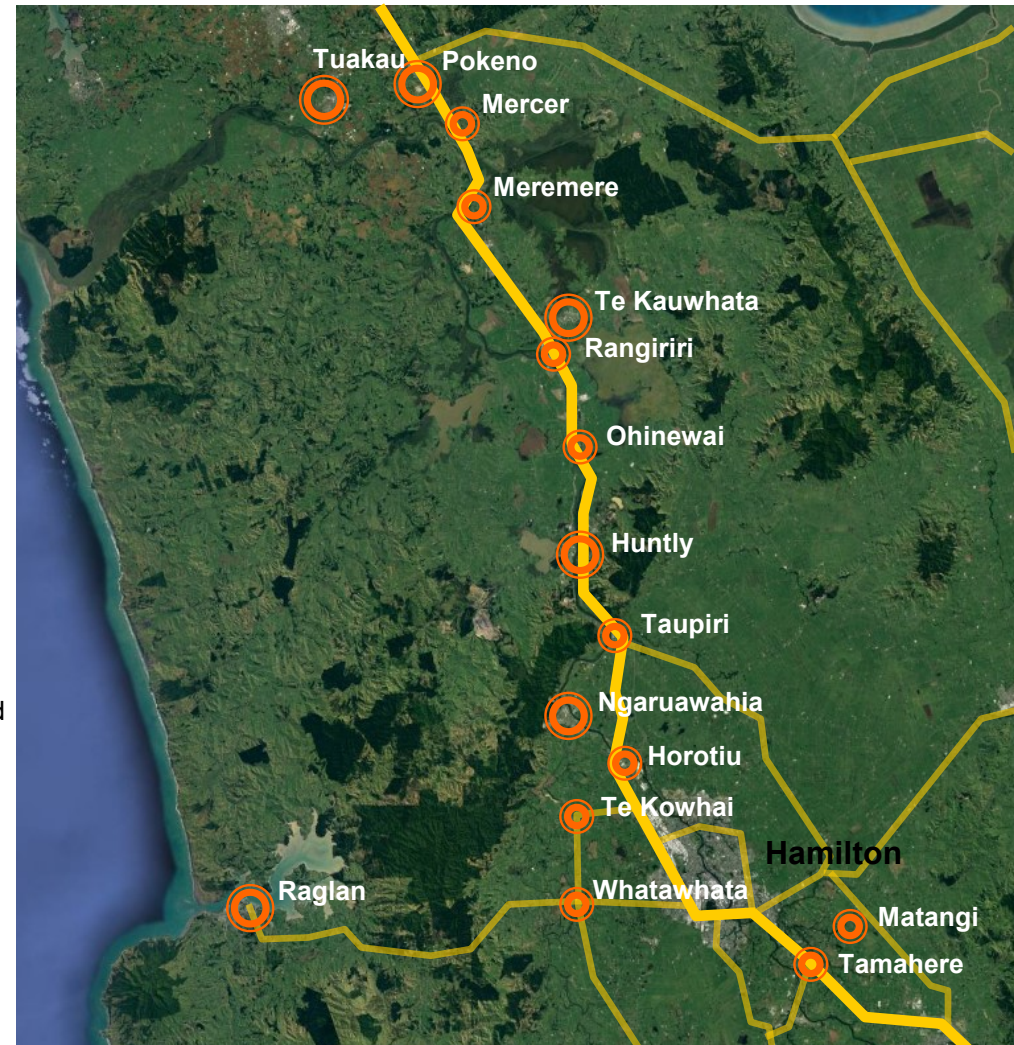
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## SECTION 4 - LOCAL AREA BLUEPRINTS

The following 15 sub-sections provide a snapshot for each local area, list the key issues put forward during consultation, and document the proposed initiatives. The key focus for each local area is different, based on the unique local needs. The following are examples of initiatives for each place, noting that these do not form the comprehensive list:

1. **Tuakau:** town centre improvements and review of industrial land provision.
2. **Pokeno:** town centre strategy that covers retail, community and employment needs.
3. **Mercer:** village centre development and community facilities.
4. **Meremere:** social and employment initiatives.
5. **Te Kauwhata and Rangiriri:** town centre development, school move and integrated growth approach.
6. **Ohinewai:** lifestyle character protection, support the school, and integrated approach, should industrial uses occur.
7. **Huntly:** employment and youth initiatives, with town centre improvements after revocation of SH1.
8. **Taupiri:** village centre improvements, and new industrial and commercial land provision.
9. **Ngaruawahia:** community and employment initiatives, town centre and wider amenity enhancements
10. **Horotiu:** town centre development, and new industrial and commercial land provision.
11. **Te Kowhai:** village centre connections, and walking and biodiversity link with the Waipa River.
12. **Whatawhata:** resolve the SH roundabout, additional commercial land and community facilities.
13. **Raglan:** town centre and wider amenity enhancements, social and employment initiatives.
14. **Tamahere:** walking, cycling, and biodiversity links, and zero waste initiatives.
15. **Matangi:** village centre improvements and commercial land provision.

For each local area population projections are provided. It is important to note that these projections are based on current trends, not aspirational projections based on strategic planning and potential rezoning interventions. In some cases the aspirational projections are higher, and in other cases projections may not be able to be accommodated.



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## 4.1 TUAKAU

### Snapshot

**Population:** 4,639 (2016 estimate), with growth projected to reach 10,147 by 2045.

**Location:** Tuakau is located close to the banks of the Waikato River, near the northern boundary of the Waikato District, a 10-minute drive from the Pokeno interchange of SH1, and on the rail line between Pukekohe and Pokeno.

### Consultation feedback

During consultation sessions the following key issues and ideas for Tuakau were put forward:

- The connections between Tuakau and its surrounding natural and cultural assets, as well as its links with the past, are currently not obvious.
- There is a conflict between the proposed zoning on the one hand and productive horticulture land and contours on the other hand.
- There is desire to see existing community and sports facilities expanded, or even redeveloped. This includes the development of a local library.
- There are security issues within the town centre.
- There are reverse sensitivity issues between the industrial zone and the adjacent residential zone.
- The growth in the surrounding area provides a significant employment opportunity in Tuakau.
- Tuakau offers good recreational and tourism opportunities that are not well promoted.
- There is an issue related to the affordability of housing and commercial land and premises.
- Tuakau is relatively poorly connected to the State Highway network. The route to SH1 via

Pokeno has capacity, safety and efficiency issues.

- There is a strong desire for improved public transport accessibility (train and bus) among the community. This includes ensuring that the level of service is reliable and meaningful enough to support commuters.

Refer to **Appendix A** for a comprehensive documentation of the consultation feedback.\

### Top priority initiatives

The top priority initiatives for Tuakau include:

- **Priority 1 –to be included after public and Councillor consultation**
- **Priority 2 –to be included after public and Councillor consultation**
- **Priority 3 –to be included after public and Councillor consultation**

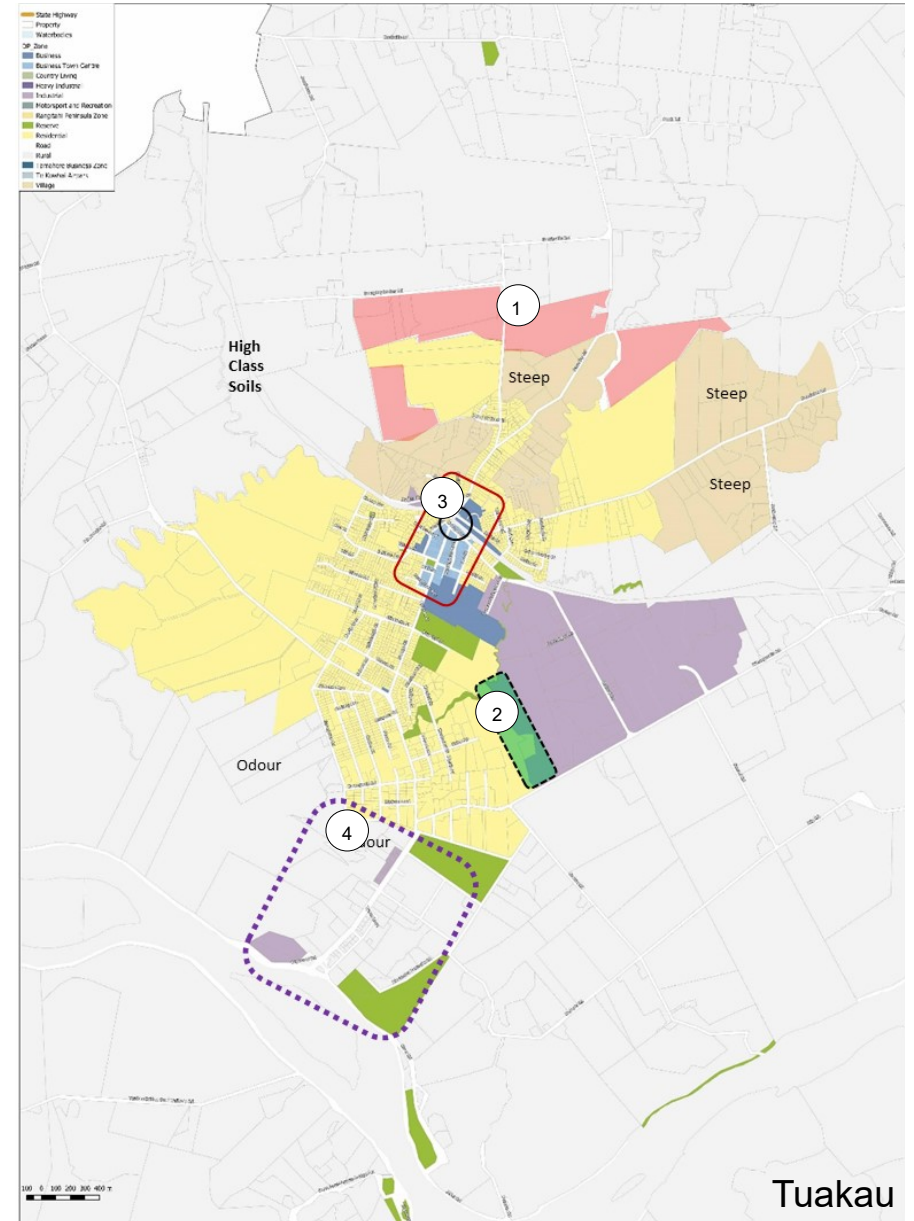
Refer to the table overleaf for more detail.



Proposed initiatives for Tuakau

Theme	NO.	Initiatives	Priority
Identity	TU1.1	Build a strong identity based on the river corridor, and the unique qualities of the local area (refer to DW1.1 to 1.4). For Tuakau, highlight heritage and historic sites, and consider Sir Edmund Hillary and the history of trade for passing waka.	Refer
Nature	TU2.1	If approved in Proposed District Plan, resolve clash with High Class Soils and contours (1).	Low
Communities	TU4.1	Support the local initiative to establish a community hub, which may be partially privately funded.	High
	TU4.2	Explore the possibility of emergency services being located in Tuakau.	Low
	TU4.3	Upgrade the Council's pool facility.	Low
	TU4.4	Establish a library in Tuakau.	High
Growth	TU4.5	Install lighting and CCTV for safety.	Low
	TU5.1	Address interface compatibility – test sports fields, which is in WDC policy (2).	High
Economy	TU6.1	Prepare a town centre strategy considering character, provision of green spaces, streetscape upgrades, mix of uses, anchors etc. (3).	High
	TU6.2	Consider employment uses south of town centre along River Road (see strategic diagram) (4).	Medium
	TU6.3	Establish a Designers and Makers Cluster.	Medium
	TU6.4	Establish a Designer Food Cluster.	Medium
	TU6.5	Investigate opportunities for short-stay courses.	Medium
	TU6.6	Ensure that the timing of job creation aligns with residential growth.	High

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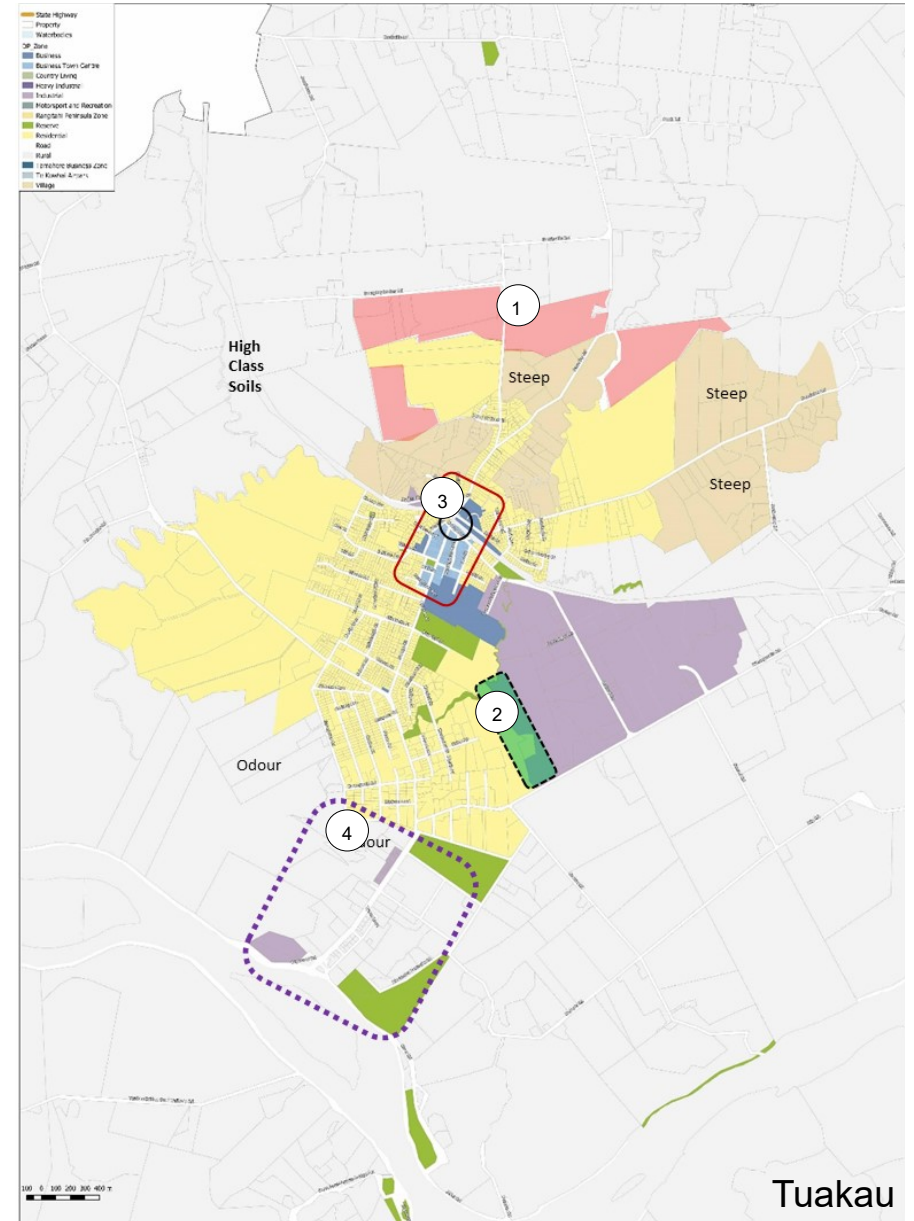


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Proposed initiatives for Tuakau

Theme	NO.	Initiatives	Priority
	TU6.7	Prepare a strategy for the promotion of Tuakau for living and visiting.	High
	TU6.8	Identify if, how much, and where, possible additional employment land for office development is needed beyond the zoning in the Proposed District Plan.	High
	TU6.9	Identify if, how much, and where, possible additional employment land for retail development is needed beyond the zoning in the Proposed District Plan.	High
Transport	TU7.1	Provide advocacy for the widening of existing, and / or the construction of new, road connections to SH1.	High
	TU7.2	Refer to the District-wide initiatives for the promotion of passenger transport services, including opportunities for commuters.	Refer
	TU7.3	Create a Park and Ride for public transport.	Medium
Infrastructure	TU8.1	Build public toilets.	Medium
	TU8.2	Resolve waste water and water reticulation issues (refer to District-wide proposals).	Refer



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## 4.2 POKENO

### Snapshot

**Population:** 2,132 (2016 estimate), with growth projected to reach 11,954 by 2045.

**Location:** Pokeno is located north of the Waikato River, near the northern boundary of the Waikato District, at a SH1 interchange, near the junction with SH2, and on the rail line between Tuakau and Mercer.

### Consultation feedback

During consultation sessions the following key issues and ideas for Pokeno were put forward:

- Pokeno has strong assets that can be used to promote the town and more clearly shape its identity.
- With the rapidly growing population, there is a great need for increased sports, community, employment, commercial and educational facilities. These could also serve Mercer.
- There is a lack of clarity around the development and growth of Pokeno. A plan is needed to give certainty and encourage investment.
- The Pokeno Town Centre needs to be developed and grown to keep up with residential growth. This would include commercial, retail and community facilities, as well as an attractive public realm.
- The growth in the surrounding area provides a significant employment opportunity in Pokeno. Improved connectivity is needed.
- There is a strong desire for improved public transport accessibility (train and bus) among the community. This includes ensuring that the level

of service is reliable and meaningful enough to support commuters.

- The truck stop, while it is contributing to Pokeno, causes amenity issues for the town centre.
- The motorway forms a barrier between the eastern growth area and the rest of Pokeno.

Refer to **Appendix A** for a comprehensive documentation of the consultation feedback.

### Top priority initiatives

The top priority initiatives for Pokeno include:

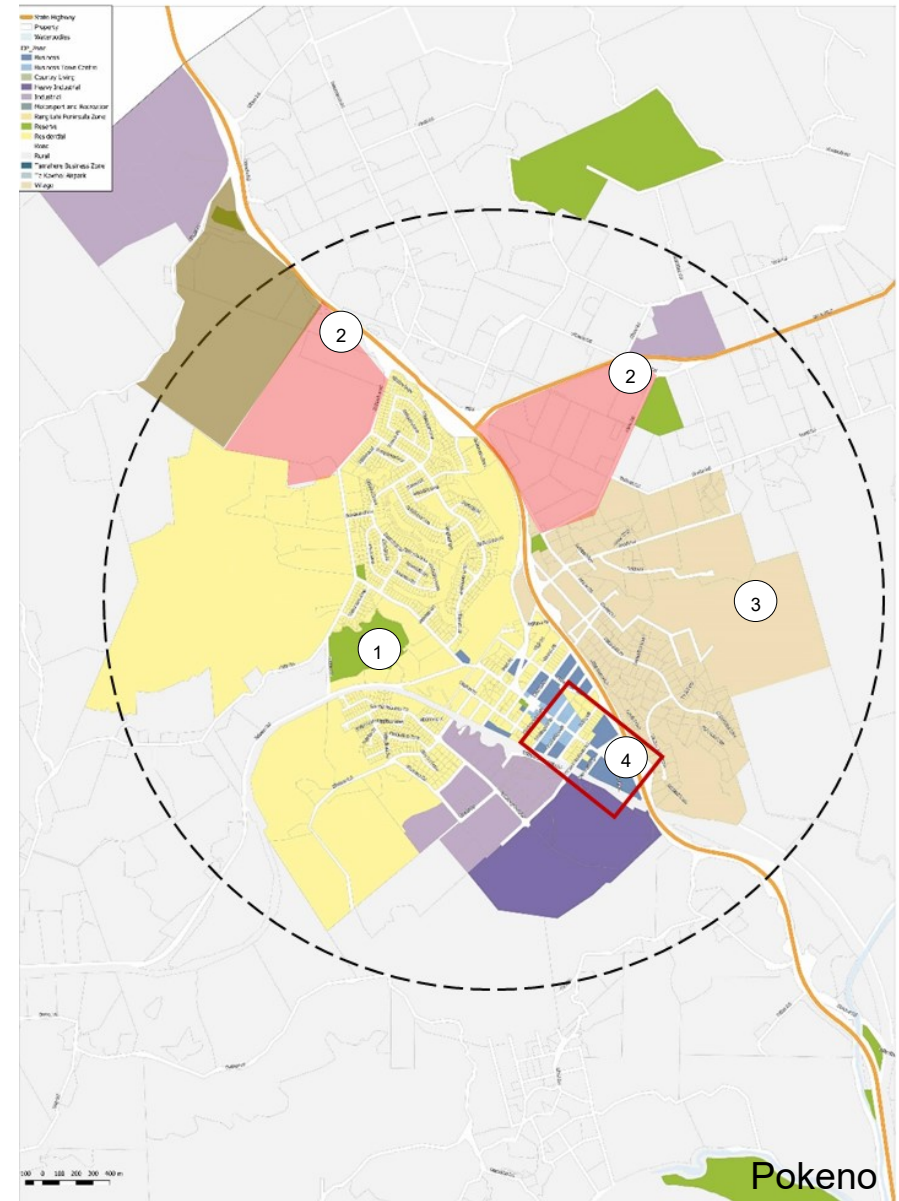
- **Priority 1 –to be included after public and Councillor consultation**
- **Priority 2 –to be included after public and Councillor consultation**
- **Priority 3 –to be included after public and Councillor consultation**

Refer to the table overleaf for more detail.

Proposed initiatives for Pokeno

Theme	NO.	Initiatives	Priority
Identity	PO1.1	Build a strong identity based on the river corridor, and the unique qualities of the local area (refer to DW1.1 to 1.4). For Pokeno, recognise the position as the gateway to the north and the Waikato, and consider the dairy industry, markets, ice cream, and bacon.	Refer
Communities	PO4.1	Consider the need for a sports park. Consider whether Munro Reserve can be improved for this or whether the park in the western growth area can be expanded (1).	Medium
	PO4.2	Establish a library and community facilities.	Medium
	PO4.3	Work with MOE to provide adequate schooling facilities for the current and future population.	High
Growth	PO5.1	Consider support residential expansion (2).	Medium
	PO5.2	Consider supporting the Village Zone expansion (3).	Medium
Economy	PO6.1	Prepare for the production of a town centre strategy a detailed retail needs calculation, preliminary transport and open space options (4). Refer to the workshop plan dated 8 November.	High
	PO6.2	Produce a town centre strategy that reconciles the current and future retail, employment, community facility, and open space needs.	High
	PO6.3	Establish an Advanced Food Processing Cluster.	High
	PO6.4	Identify if, how much, and where, possible additional employment land for office development is needed beyond the zoning in the Proposed District Plan.	High
	PO6.5	Identify if, how much, and where, possible additional employment land for retail development is needed beyond the zoning in the Proposed District Plan.	High

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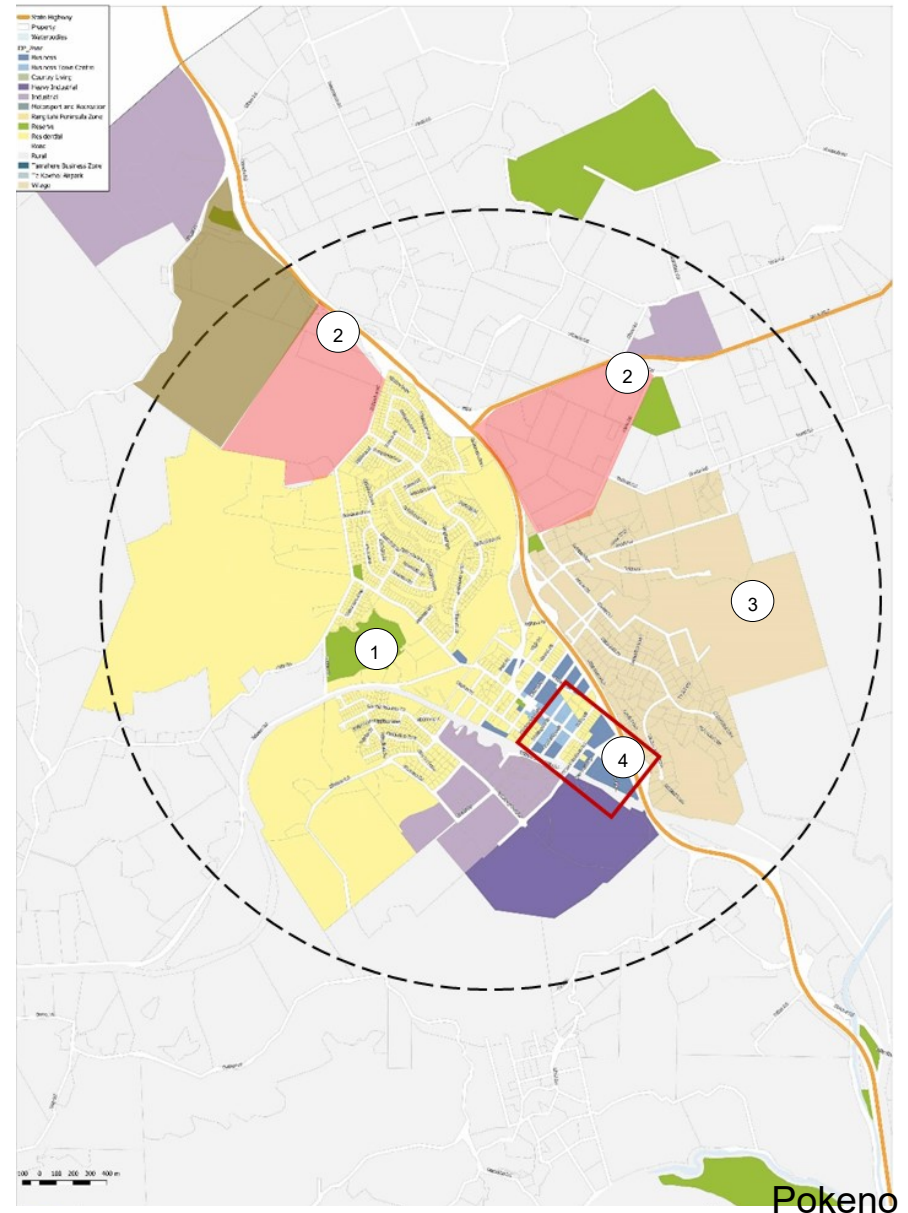


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Proposed initiatives for Pokeno

Theme	NO.	Initiatives	Priority
Transport	PO7.1	Investigate establishing wider transport links with employment areas, Tuakau and SH1. Consider a new underpass and / or bypass.	Medium
	PO7.2	Reconcile the issues with the truck stop.	High
	PO7.3	Refer to the District-wide initiatives for the promotion of passenger transport services, including opportunities for commuters.	Refer
	PO7.4	Create a Park and Ride for public transport.	Medium
Infrastructure	PO8.1	Resolve waste water and water reticulation issues (refer to District-wide proposals).	Refer



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## 4.3 MERCER

### Snapshot

**Population:** 140 (2016 estimate), with little change projected by 2045.

**Location:** Mercer is located on the banks of the Waikato River, and at a SH1 interchange, with the commercial area severed by the highway, the residential area to the east, and on the rail line between Pokeno and Meremere.

### Consultation feedback

During consultation sessions the following key issues and ideas for Mercer were put forward:

- Mercer's location on the river could be more strongly celebrated and promoted. The same applies to the area's historical assets.
- Mercer's smaller scale is a strength, but there is a need for community and recreational facilities appropriate for the size of the town.
- There is reluctance in the community about residential growth, and especially around the Bluff Road proposal due to its possible visual impacts.
- There is a need for public toilets, also to serve freedom campers.
- The recreational and tourism opportunities related to natural assets, such as the riverside and the wetland, are worthwhile strengthening. These could also serve Pokeno.
- There is a lack of clarity around the development and growth of Mercer. A plan is needed to give certainty and encourage investment.
- There is a need for more public parking.

Refer to **Appendix A** for a comprehensive documentation of the consultation feedback.

### Top priority initiatives

The top priority initiatives for Mercer include:

- **Priority 1 –to be included after public and Councillor consultation**
- **Priority 2 –to be included after public and Councillor consultation**
- **Priority 3 –to be included after public and Councillor consultation**

Refer to the table overleaf for more detail.

Proposed initiatives for Mercer

Theme	NO.	Initiatives	Priority
Identity	MC1.1	Build a strong identity based on the river corridor, and the unique qualities of the local area (refer to DW1.1 to 1.4). For Mercer, consider tourism, wine, cheese, and skydiving.	Refer
Nature	MC2.1	Explore opportunities for wetland preservation and a park (1).	Low
Iwi	MC3.1	Identify and preserve Maaori landmarks. Restore and commemorate historical Marae.	Medium
Communities	MC4.1	Reconfigure the existing playground and upgrade playing fields.	High
	MC4.2	Consider the development of a community facility with a meeting place, possibly in the Fire Station (2). Consider incorporating public toilets.	Medium
Economy	MC6.1	Produce a village centre plan, placing an emphasis on destination, specialty retail and tourism, recreation, visitor and environmental aspects. Consider incorporating the relevant strategic opportunities proposed in the Local Area Blueprint.	Medium
	MC6.2	Identify if, how much, and where, possible additional employment land for office development is needed beyond the zoning in the Proposed District Plan.	High
	MC6.3	Identify if, how much, and where, possible additional employment land for retail development is needed beyond the zoning in the Proposed District Plan.	High
Transport	MC7.1	Increase parking and improve roading infrastructure. Consider a new overbridge and the relocation of the sliproad.	High
Infrastructure	MC8.1	Consider providing appropriate facilities to address impact of freedom campers.	High



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## 4.4 MEREMERE

### Snapshot

**Population:** 564 (2016 estimate), with growth projected to reach 711 by 2045.

**Location:** Meremere overlooks the banks of the Waikato River to the west and Whangamarino wetland to the east, is accessed by intersections connecting to SH1, and is located on the rail line between Mercer and Te Kauwhata.

### Consultation feedback

During consultation sessions the following key issues and ideas for Meremere were put forward:

- There is a need for greater recognition of Meremere's heritage assets.
- Negative perceptions of Meremere by the outside community should be addressed.
- There are a number of community initiatives that should receive support. One of these is a beautification exercise targeting streetscape and property frontages.
- The hall is a great asset which offers opportunities for a wide range of community activities. Better heating is needed. Maybe it can be sponsored.
- There is a lack of local employment opportunities.
- Employment development should not be within residential areas.
- The Waikato-Tainui land offers a development opportunity. The community seek certainty as to what will happen with this land.
- There is a strong desire for improved public transport accessibility (train and bus) among the community, especially given the low private vehicle ownership in the area. This includes

ensuring that the level of service is reliable and meaningful enough to support commuters and to access health and educational facilities.

Refer to **Appendix A** for a comprehensive documentation of the consultation feedback.

### Top priority initiatives

The top priority initiatives for Meremere include:

- Priority 1 –to be included after public and Councillor consultation
- Priority 2 –to be included after public and Councillor consultation
- Priority 3 –to be included after public and Councillor consultation

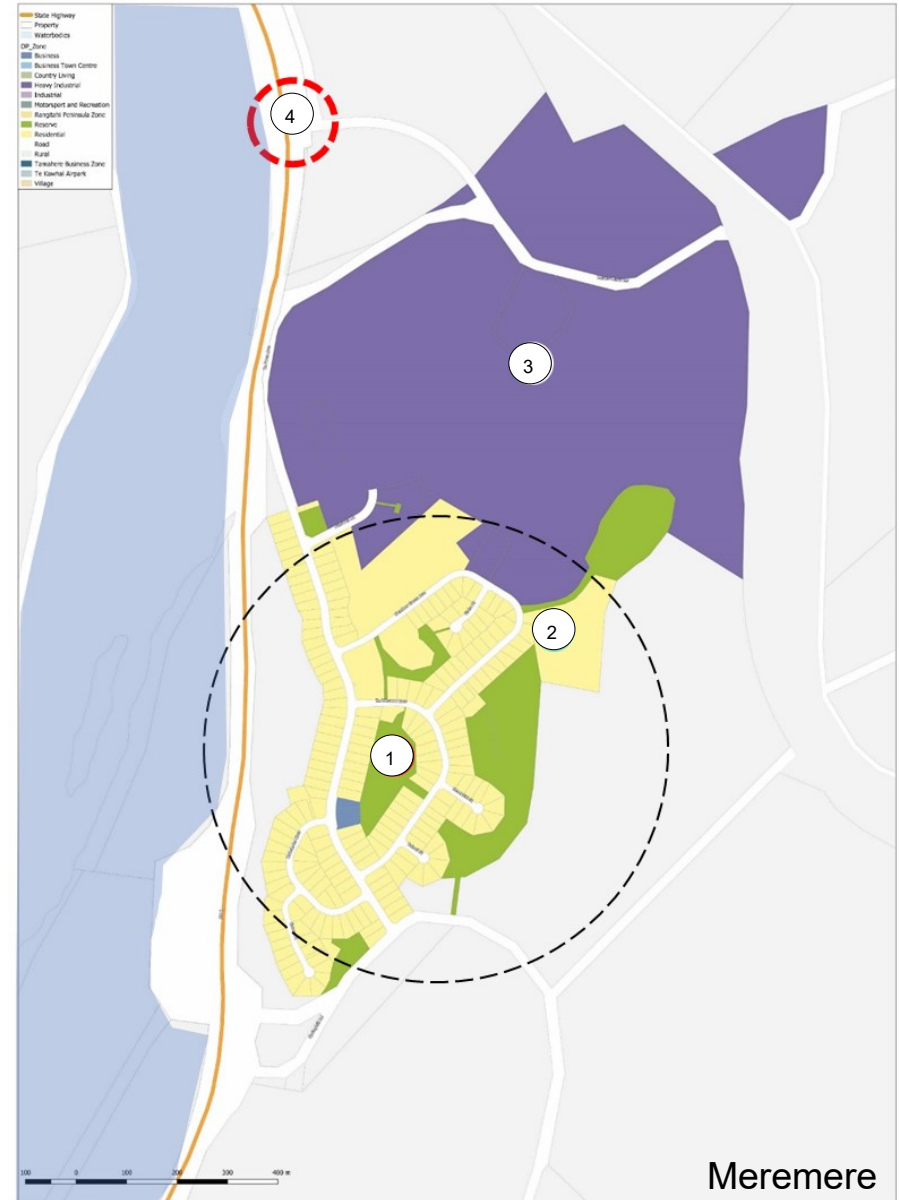
Refer to the table overleaf for more detail.



Proposed initiatives for Meremere

Theme	NO.	Initiatives	Priority
Identity	MM1.1	Build a strong identity based on the river corridor, and the unique qualities of the local area (refer to DW1.1 to 1.4). For Meremere, consider the power station, motorsport, and Whangamarino wetlands.	Refer
Iwi	MM3.1	Celebrate the Redoubt, linking it to a wider Maori heritage experience (Tuakau, Pokeno, to Rangiriri etc) (1). Add some associated commercial zoning.	High
Communities	MM4.1	Provide support to beautification initiatives, assisting with community pride in the place. Consider streetscape, entrance signs, house numbers etc.	Medium
	MM4.2	Leverage more activities off the Hall. Seek sponsorship, e.g. for heating (considering solar power) and equipment (2).	Medium
	MM4.3	Prepare a community engagement framework describing how to enable new initiatives, and strengthening relationships between existing committees and the community.	Medium
	MM4.4	Prepare a reputational strategy that builds on local pride.	Medium
	MM4.5	Develop youth engagement initiatives to address the issue of youth leaving school early.	High
	MM4.6	Consider ways to provide more recreational opportunities and facilities for children.	Medium
Economy	MM6.1	Prepare an employment strategy for rangitahi that supports TGH efforts (3).	High
	MM6.2	Establish a Synergy Park / Clean Production cluster.	Medium

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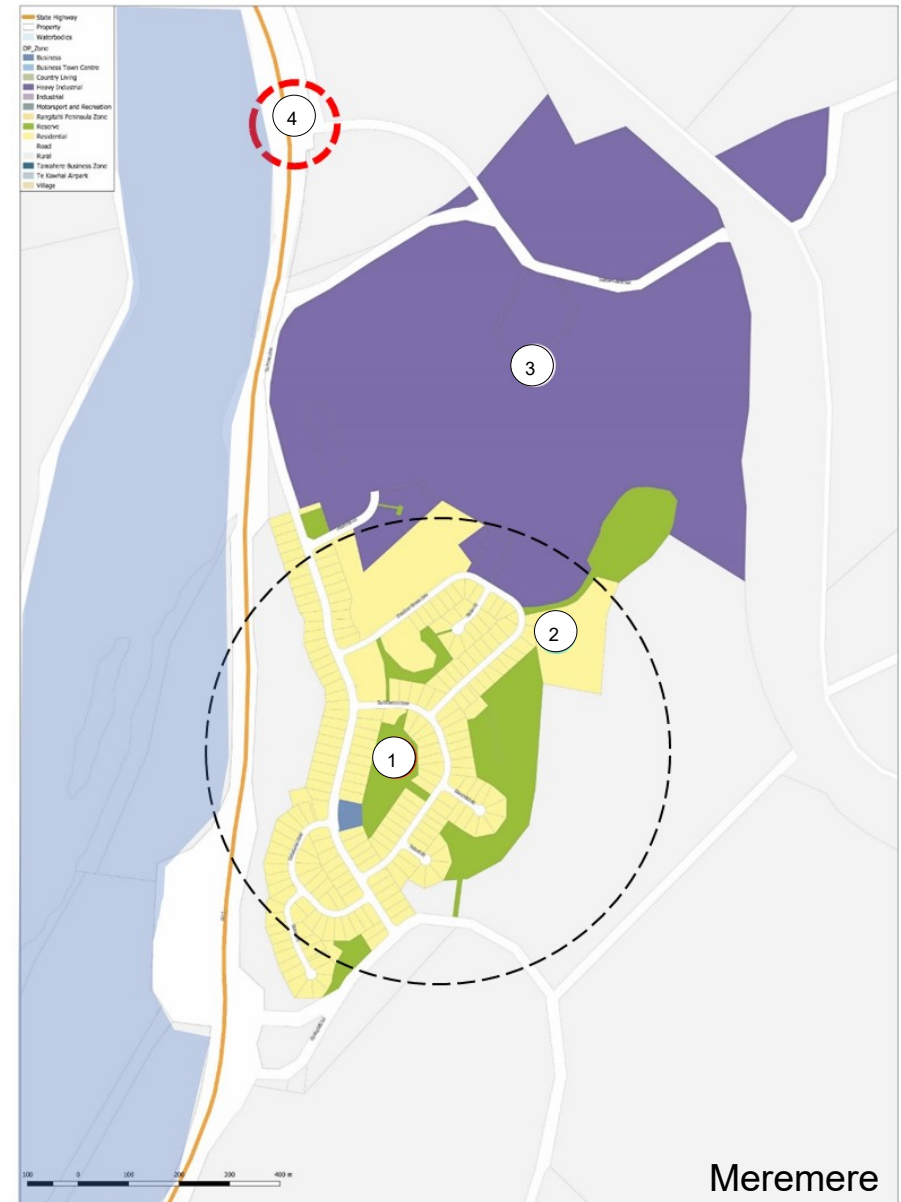


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Proposed initiatives for Meremere

Theme	NO.	Initiatives	Priority
	MM6.3	Establish a High Performance Vehicle Cluster.	Medium
	MM6.4	Identify if, how much, and where, possible additional employment land for office development is needed beyond the zoning in the Proposed District Plan.	High
	MM6.5	Identify if, how much, and where, possible additional employment land for retail development is needed beyond the zoning in the Proposed District Plan.	High
Transport	MM7.1	Advocate for a more frequent future bus service that accommodates commuters (refer to District-wide initiatives).	High
	MM7.2	Support continued access off the Waikato Expressway (4).	Medium
	MM7.3	Consider an overbridge that also allows access to the river and Te Araroa Trail.	Low
Infrastructure	MM8.1	Resolve waste water and water reticulation issues (refer to District-wide proposals).	



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## 4.5 TE KAUWHATA AND RANGIRIRI

### Snapshot

**Population (Te Kauwhata):** 1,769 (2016 estimate), with growth projected to reach 3,093 by 2045.

**Location:** Te Kauwhata is situated at the northern end of Lake Waikare, and south of the Whangamarino wetland. Te Kauwhata is east of SH1 and accessed by an interchange. It is located on the rail line between Meremere and Ohinewai.

Rangiriri is approximately 4km south of Te Kauwhata, alongside SH1, accessed by a separate interchange, and situated between the Waikato River to the west and Lake Kopuera to the east.

### Consultation feedback

During consultation sessions the following key issues and ideas for Te Kauwhata and Rangiriri were put forward:

- Te Kauwhata's natural assets should be promoted and capitalised on with greater access to them and walking and cycle ways along them. Providing access to and from the Te Araroa walkway provides a tourism opportunity.
- Te Kauwhata is centrally located between Auckland, Hamilton and the Coromandel. It also has a strong sense of community. This leads to growth pressures that need to be addressed.
- Te Kauwhata is perceived as an attractive place to live which locals are eager to maintain.
- There is a need for more community, health, educational, recreational and commercial facilities.
- Growth is welcomed, but the 'village feel' should be retained. The focus should be on quality

development and diversity in style and size should be encouraged.

- The local markets are an attractive and popular event that can further benefit from improved facilities.
- Te Kauwhata's future lies in clever, niche employment for which conditions should be created, banking on the town's identity and amenity.
- Trucks using the main street cause safety and amenity concerns.
- There is a strong desire for improved public transport accessibility (train and bus) among the community. This includes ensuring that the level of service is reliable and meaningful enough to support commuters.
- There is a shortage of wastewater treatment capacity as the town develops, which has an impact on the quality of the lake.

Refer to **Appendix A** for a comprehensive documentation of the consultation feedback.

### Top priority initiatives

The top priority initiatives for Te Kauwhata and Rangiriri include:

- **Priority 1 –to be included after public and Councillor consultation**
- **Priority 2 –to be included after public and Councillor consultation**
- **Priority 3 –to be included after public and Councillor consultation**

Refer to the table overleaf for more detail.

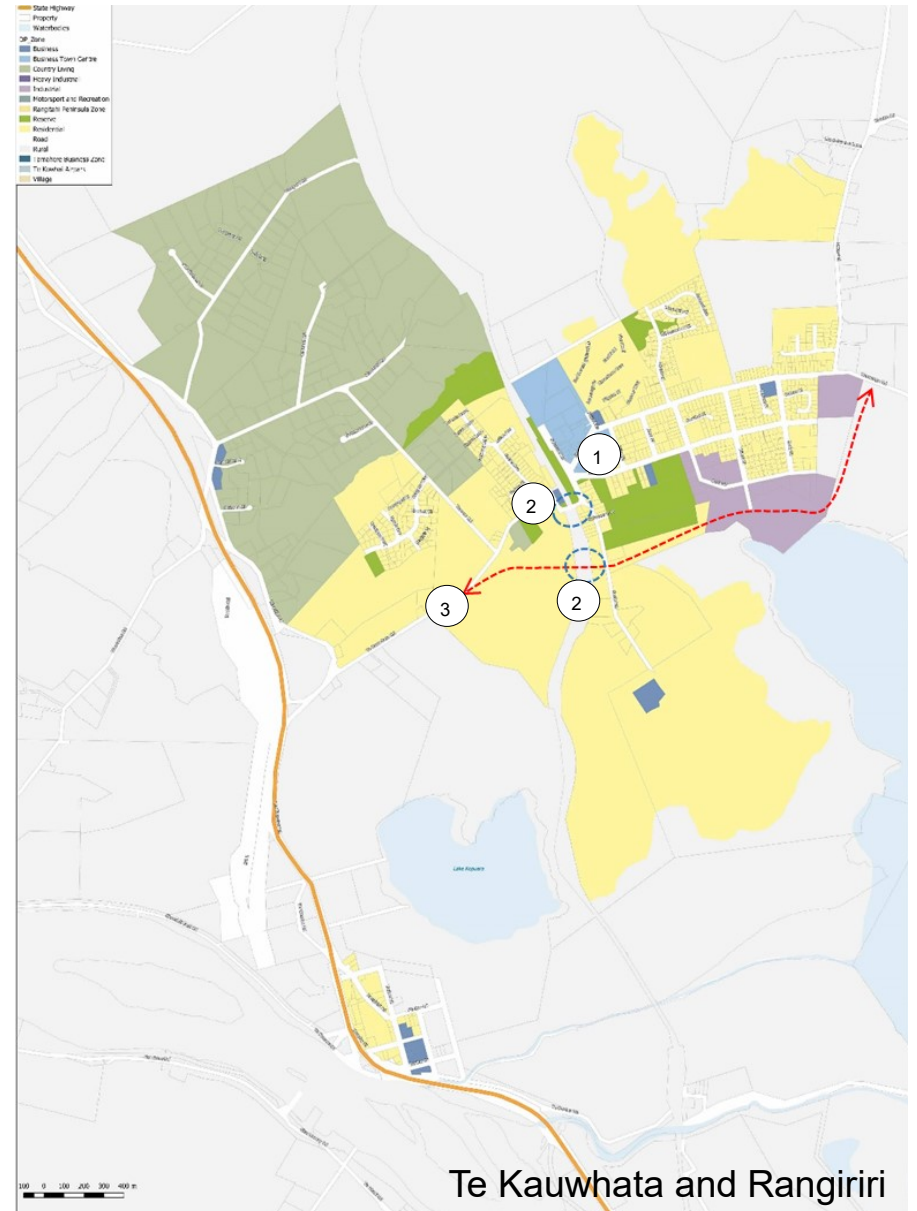


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Proposed initiatives for Te Kauwhata and Rangiriri

Theme	NO.	Initiatives	Priority
Identity	TK1.1	Build a strong identity based on the river corridor, and the unique qualities of the local area (refer to DW1.1 to 1.4). For Te Kauwhata, consider viticulture and the Whangamarino wetlands. Develop a heritage trail highlighting the viticulture of Te Kauwhata.	Refer
	TK1.2	Promote Rangiriri, highlighting the area's history.	Medium
Communities	TK4.1	Work with the Ministry of Education to agree an integrated approach to delivering additional educational capacity, especially where associated with new residential areas (1).	High
	TK4.2	Promote the provision of health services (mostly likely private).	Medium
	TK4.3	Consider the provision of facilities to accommodate community, and active and passive recreational activities.	Medium
Growth	TK5.1	Consider measures to ensure high quality new residential environments.	Medium
	TK5.2	Provide design guidance to ensure housing diversity for different family sizes.	High
Economy	TK6.1	Consider rezoning the site of the existing primary school as commercial to allow for a central business hub (in conjunction with the initiative to identify additional educational facilities elsewhere, see TK4.1).	High
	TK6.2	Determine key town centre strategy and management needs.	High
	TK6.3	Strengthen and emphasise linkages to the Waikato River and the Te Araroa Trail, and leverage for tourism.	Medium
	TK6.4	Provide a covered facility to accommodate the markets.	Low
	TK6.5	Identify if, how much, and where, possible additional employment land for office development is needed beyond the zoning in the Proposed District Plan.	High

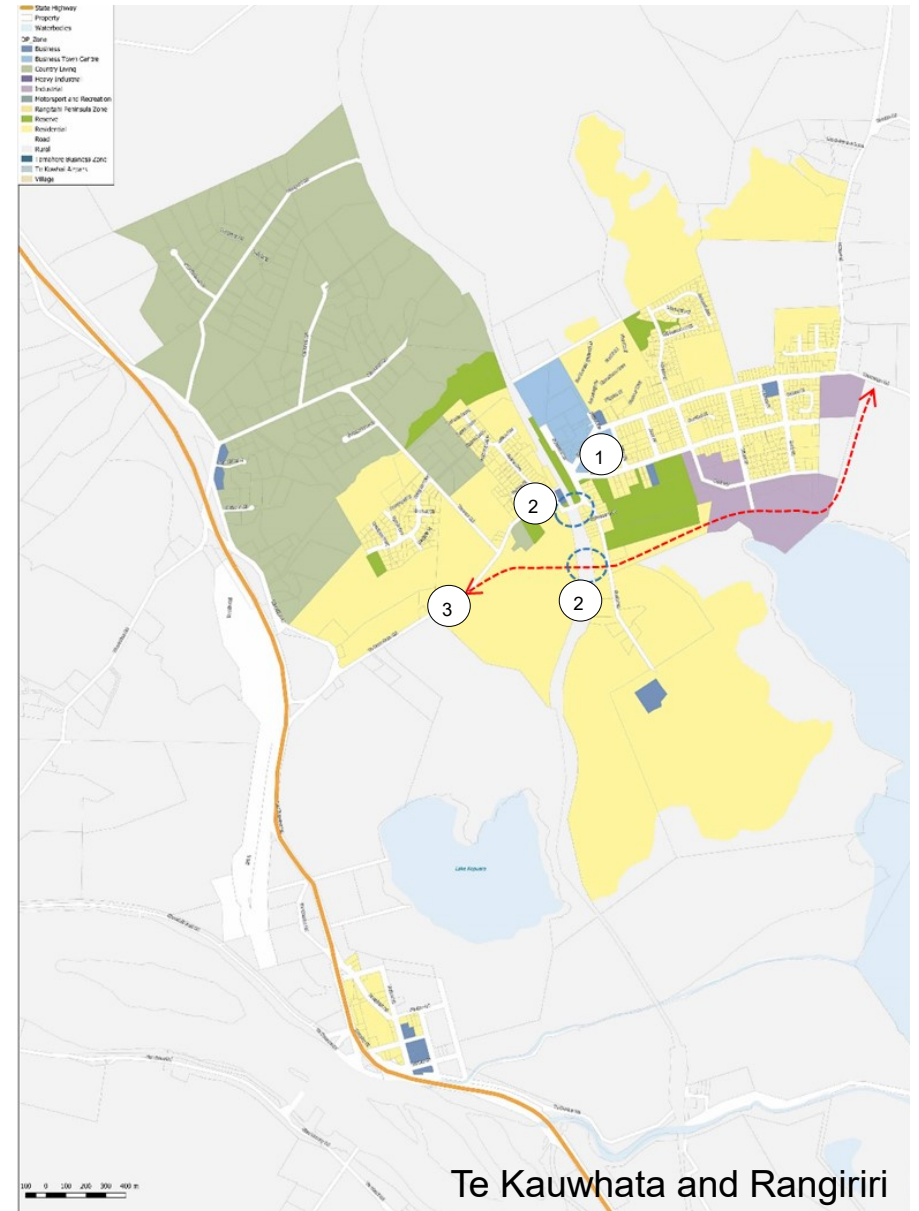
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Proposed initiatives for Te Kauwhata and Rangiriri

Theme	NO.	Initiatives	Priority
	TK6.6	Identify if, how much, and where, possible additional employment land for retail development is needed beyond the zoning in the Proposed District Plan.	High
Transport	TK7.1	Produce a cycling and walking strategy to develop local connections and paths, including around the lakes and the Whangamarino Wetland.	Medium
	TK7.2	Consider alternatives to the bypass that achieves the aims of reducing trucks through the village (2).	Low
	TK7.3	Consider facilitating a grade-separated rail crossing, at existing or possible bypass location (3).	Low
	TK7.4	Refer to the District-wide initiatives for the promotion of passenger transport services, including opportunities for commuters.	Refer
Infrastructure	TK8.1	Progress water and wastewater infrastructure upgrades (refer to District-wide proposals).	Refer



Te Kauwhata and Rangiriri

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Source: Google Maps

## 4.6 OHINEWAI

### Snapshot

**Population:** 186 (2013 estimate)

**Location:** Ohinewai is located on the eastern bank of the Waikato River, accessed by an adjacent SH1 interchange, and located on the rail line between Te Kauwhata and Huntly.

### Consultation feedback

During consultation sessions the following key issues and ideas for Ohinewai were put forward:

- The proximity of the river is seen as an asset in this community.
- The local school is a great asset. There is room for expansion on its site.
- 'Cowboys' presents a redevelopment opportunity.
- The settlement is perceived to be in a great location and accommodates a strong community, but there is a lack of engagement within the community.
- Growth is welcomed in response to the ageing population and the need to keep and make facilities and services viable, but there is also the desire to retain the current 'community feel'.
- There is a desire to retain large lot sizes and the character that this brings.
- If a potential large employment land development on the eastern side goes ahead and housing is associated with that it would be good for the community and the school. The large lot size may not be required here.
- Expansion should not take place in flood prone areas.
- There is an opportunity to improve recreation and tourism opportunities through the creation

of walk and cycle ways around the lake and along the river.

- There is a strong requirement to improve pedestrian and cycling linkages between east and west. This may require a clip-on to the existing bridge.
- There is a strong desire for improved public transport accessibility among the community. This includes ensuring that the level of service is reliable and meaningful enough to support commuters.
- Infrastructure issues (water and waste water) should be resolved.

Refer to **Appendix A** for a comprehensive documentation of the consultation feedback.

### Top priority initiatives

The top priority initiatives for Ohinewai include:

- **Priority 1 –to be included after public and Councillor consultation**
- **Priority 2 –to be included after public and Councillor consultation**
- **Priority 3 –to be included after public and Councillor consultation**

Refer to the table overleaf for more detail.

Proposed initiatives for Ohinewai

Theme	NO.	Initiatives	Priority
Identity	OH1.1	Build a strong identity based on the river corridor, and the unique qualities of the local area (refer to DW1.1 to 1.4). For Ohinewai, consider the ferry landing.	Refer
Nature	OH2.1	Clarify the future of the reserve (1).	High
Communities	OH4.1	Review accessibility to / for emergency services.	High
	OH4.2	Support community initiatives for an area tidy up, addressing rubbish and weeds.	Medium
	OH4.3	Extend the Council's fruit tree planting programme.	Medium
	OH4.4	Undertake the paint initiative for 'Cowboys'.	Medium
	OH4.5	Assist with the set up of social media and website communications within the community.	Medium
	OH4.6	Provide Council support to local events.	Medium
	OH4.7	Support the expansion of the school and increase in childcare provision. Consider whether the hall can double.	Medium
Growth	OH5.1	Investigate the potential for larger residential lots west of SH1, and a mix of larger and smaller lots (for affordability) east of SH1.	High
	OH5.2	If development application progresses, then ensure possible expansion addresses its own impacts (such as traffic, noise, and visual). Ensure it contributes positively to the local community, e.g. by offering more convenience retail, improving housing affordability, new walking and cycling connections, improving the viability of the school etc. (2)	Medium

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Proposed initiatives for Ohinewai

Theme	NO.	Initiatives	Priority
Transport	OH7.1	Create tracks on the stop bank along the Waikato River and around Lake Ohinewai (3).	Medium
	OH7.2	Advocate for a bus service that accommodates commuters (refer to District-wide initiatives).	High
	OH7.3	Add a pedestrian/cycling 'clip-on' onto the Tahuna Road bridge over the railway and over SH1 (4).	High
Infrastructure	OH8.1	Resolve waste water and water reticulation issues (refer to District-wide proposals).	High
	OH8.2	Insert fibre with other services.	Medium



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## 4.7 HUNTLY

### Snapshot

**Population:** 7,491 (2016 estimate), with growth projected to reach 8,295 by 2045.

**Location:** Huntly is located on the banks of the Waikato River, at an interchange of the current SH1, and on the rail line between Ohinewai and Taupiri. The commercial, industrial and residential areas of the town are severed by the river, SH1, and the railway. SH1 is currently being realigned and will bypass Huntly to the east. Lakes Waahi, Puketirini and Hakanoa are located in Huntly. The northern end of the Hakarimata Ranges are adjacent.

### Consultation feedback

During consultation sessions the following key issues and ideas for Huntly were put forward:

- There is a pride about the community, despite reputational problems, and there is generally a strong sense of community. Work needs to be done on perceptions about itself within the community. The town is known for its strength in Rugby League, its mining history and power generation. Perhaps these aspects can be built upon.
- The town's assets, the river and the lakes, offer opportunities for recreation and tourism.
- The speedway is an attraction to Huntly.
- There is a wide range of social services and programmes, but connectivity, integration and coordination could be improved.
- Growth is welcomed, as this will induce new energy, diversity and greater viability into the community. There may be opportunities for

- housing (re)development, especially on the western side of the river.
- Increased home ownership is needed.
- There is a need for suitable employment for young people and related skills training.
- Employment growth should come from innovation and ingenuity in working with the town's assets.
- More could be done with, and leveraged off, the wearable arts event.
- The Central Interchange off the realigned expressway should be lobbied for as it is important for Huntly.
- Severance between west and east by the existing SH1 and the river should be reduced.
- There is a strong desire for improved public transport accessibility (train and bus) among the community. This includes ensuring that the level of service is reliable and meaningful enough to support commuters.
- The town centre should be more strongly connected with the rest of town and especially major destinations, for pedestrians and cyclists.

Refer to **Appendix A** for a comprehensive documentation of the consultation feedback.

### Top priority initiatives

The top priority initiatives for Huntly include:

- **Priority 1 –to be included after public and Councillor consultation**
- **Priority 2 –to be included after public and Councillor consultation**
- **Priority 3 –to be included after public and Councillor consultation**

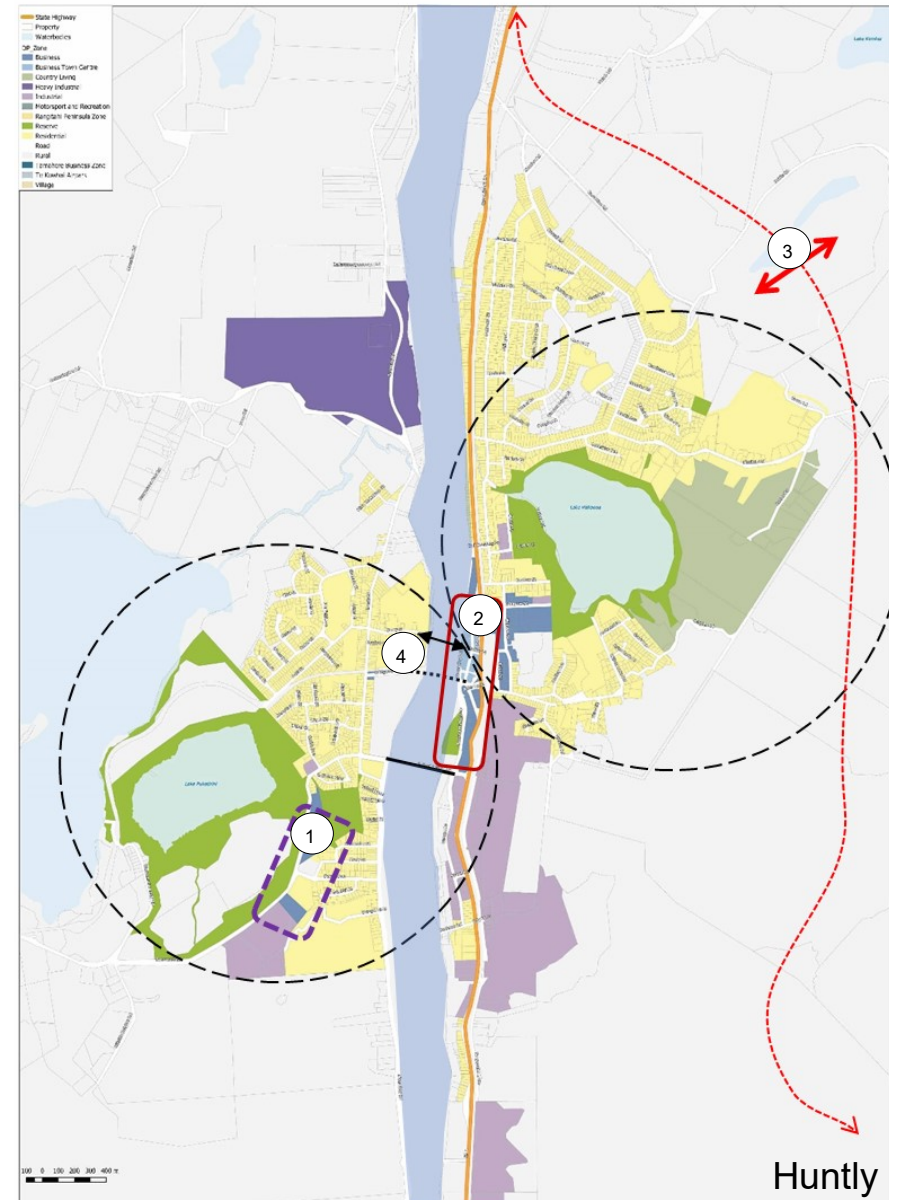
Refer to the table overleaf for more detail.



Proposed initiatives for Huntly

Theme	NO.	Initiatives	Priority
Identity	HU1.1	Build a strong identity based on the river corridor, and the unique qualities of the local area (refer to DW1.1 to 1.4). For Huntly, consider the lakes, power, mining, bricks, arts, and promote as a strong rugby league centre.	Refer
Nature	HU2.1	Prepare a strategy for the clean-up of the lakes and addressing any other environmental issues resulting from mining activity.	High
Communities	HU4.1	Prepare a reputational strategy that builds on local pride.	Low
	HU4.2	Promote waka ama on the Waikato River and lakes.	Medium
Economy	HU6.1	Promote a Puketirini Employment, Skills and Technology Cluster that builds on existing uses (1).	High
	HU6.2	Promote a Puketirini building fabrication construction cluster.	High
	HU6.3	Develop a youth strategy to tie in with the development of the Puketirini Cluster (refer to HU6.1 and HU6.2).	High
	HU6.4	Support the Huntly Wearable Arts event. Consider increasing its frequency and creating more economic spin-off (e.g. skills development).	High
	HU6.5	Determine key town centre strategy and management needs (2).	High
	HU6.6	Identify if, how much, and where, possible additional employment land for office development is needed beyond the zoning in the Proposed District Plan.	High
	HU6.7	Identify if, how much, and where, possible additional employment land for retail development is needed beyond the zoning in the Proposed District Plan.	High

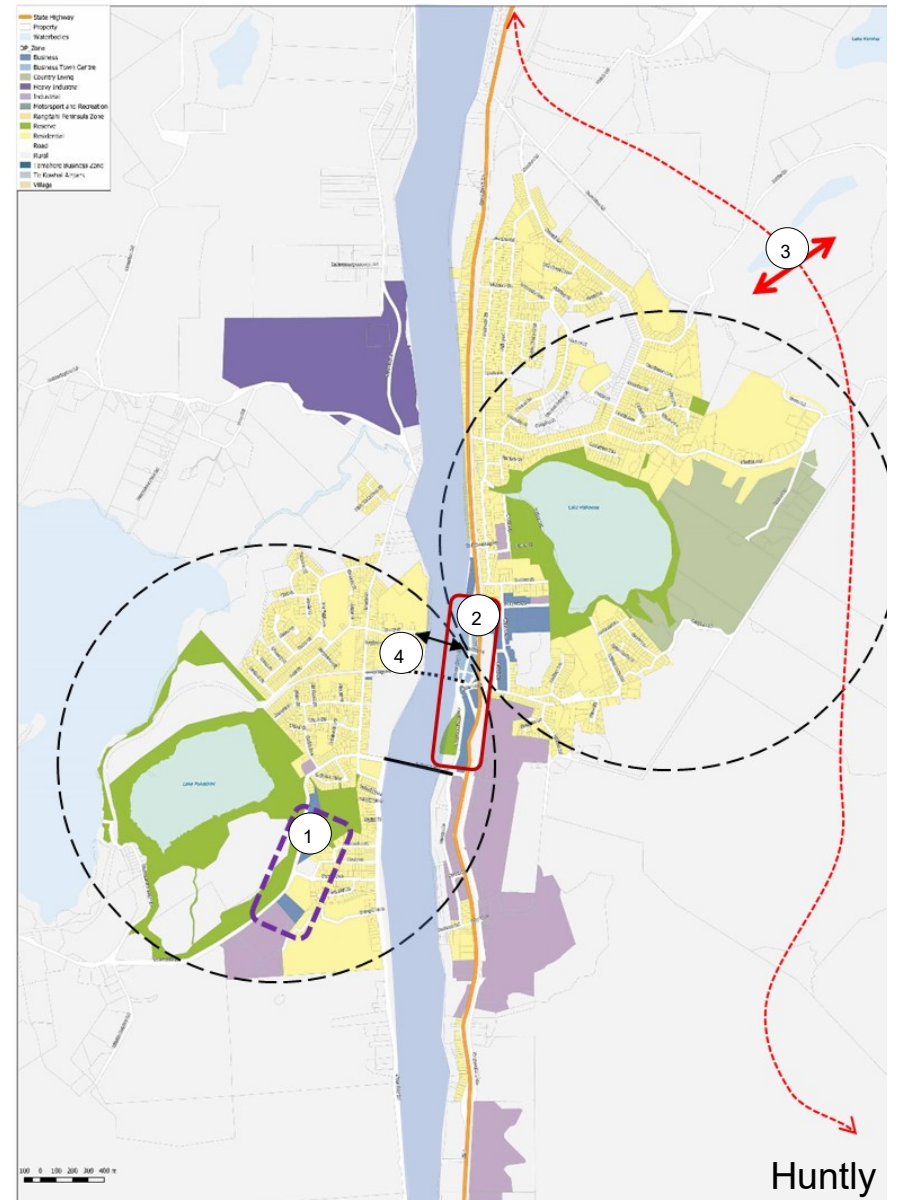
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Proposed initiatives for Huntly

Theme	NO.	Initiatives	Priority
Transport	HU7.1	Support the central interchange off the Waikato Expressway (3).	Medium
	HU7.2	Support the production of a cycle/walking strategy that links the lakes, river and town centre.	Medium
	HU7.3	Promote a new pedestrian river bridge (4).	Medium
Refer	HU7.4	Refer to the District-wide initiatives for the promotion of passenger transport services, including opportunities for commuters.	Refer
	HU8.1	Resolve waste water and water reticulation issues (refer to District-wide proposals).	Refer



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## 4.8 TAUPIRI

### Snapshot

**Population:** 472 (2016 estimate), with growth projected to reach 848 by 2045.

**Location:** Taupiri is located east of the Waikato River and Hakarimata Ranges, is intersected by the current location of SH1 and SH1B, and is positioned on the rail line between Huntly and Ngaruawahia. SH1 is currently being realigned and will bypass Taupiri to the east, with a new interchange to access Taupiri to be constructed. A maunga of cultural significance, Taupiri, lies directly north of the settlement.

### Consultation feedback

During consultation sessions the following key issues and ideas for Taupiri were put forward:

- The Maunga, river, Hakarimata Ranges, and several heritage sites are the assets that make Taupiri unique. These should be promoted.
- Recreational opportunities associated with the river should be strengthened.
- There is a need for more activities for youth.
- Growth is coming and investment in facilities and services is needed to keep up with this. This includes community facilities, which may need to be consolidated, as well as commercial services in an identifiable town centre, especially since a large commercial development at the future Expressway interchange is coming.
- More local employment is needed.
- Connectivity should be improved as the town grows and develops. Better connectivity across the Waikato River should also be considered.

- Walking and cycling connections should be improved.
- There is a strong desire for improved public transport accessibility among the community. This includes ensuring that the level of service is reliable and meaningful enough to support commuters.

Refer to **Appendix A** for a comprehensive documentation of the consultation feedback.

### Top priority initiatives

The top priority initiatives for Taupiri include:

- **Priority 1 –to be included after public and Councillor consultation**
- **Priority 2 –to be included after public and Councillor consultation**
- **Priority 3 –to be included after public and Councillor consultation**

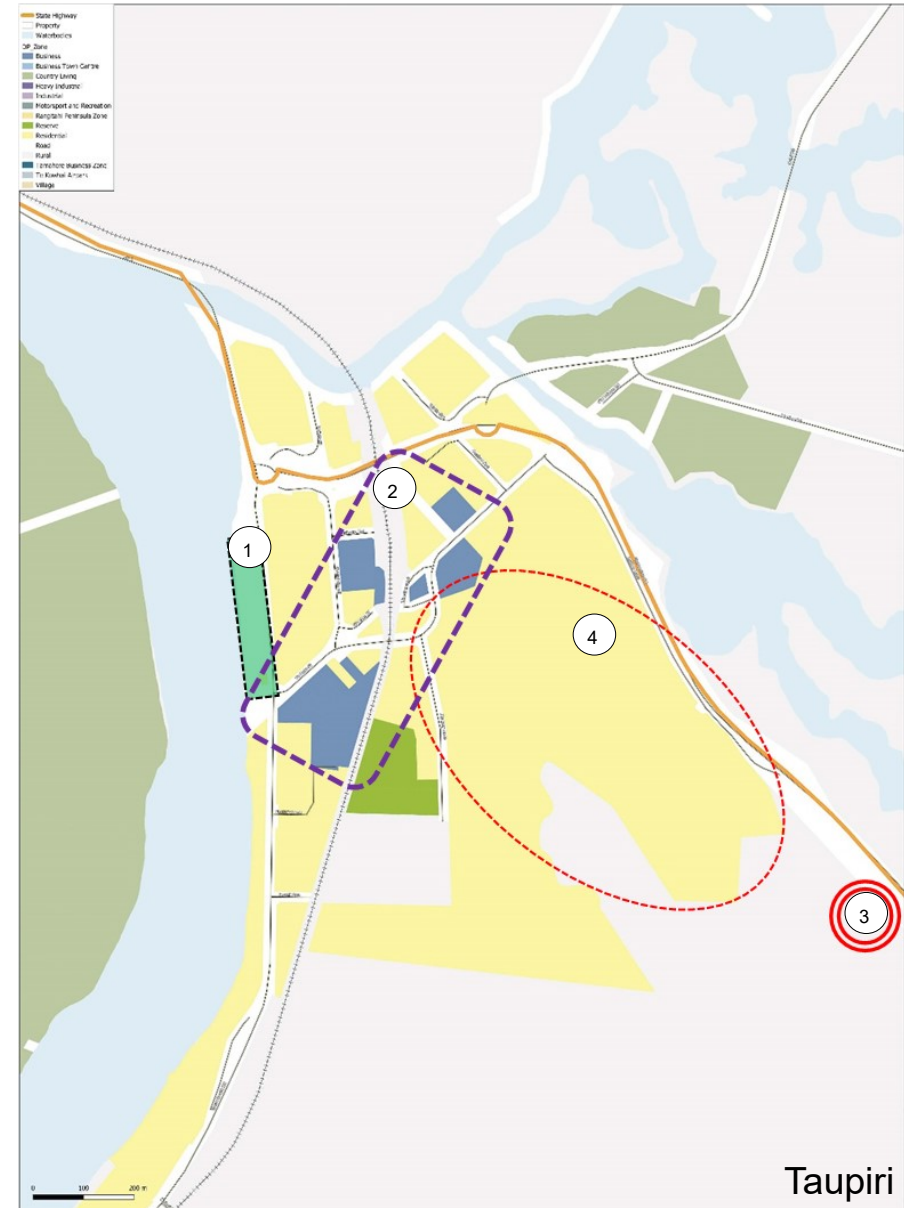
Refer to the table overleaf for more detail.



Proposed initiatives for Taupiri

Theme	NO.	Initiatives	Priority
Identity	TP1.1	Build a strong identity based on the river corridor, and the unique qualities of the local area (refer to DW1.1 to 1.4). For Taupiri, consider Taupiri maunga, the 'village feel', and the historical sawmill and flaxmill.	Refer
Communities	TP4.1	Redevelop the Bob Byrne Memorial Park. Consider extending it along road reserve and creating visitor activity and a local social node through the construction of a jetty (1).	Medium
	TP4.2	Facilitate boating / water recreation opportunities.	Medium
	TP4.3	Support the creation of youth activities that are cultural and community based.	Medium
Growth	TP5.1	Investigate the opportunity for industrial land (refer to District-wide proposals).	Refer
Economy	TP6.1	Support the upgrade of the local dairy to a supermarket, as the population grows.	Medium
	TP6.2	Develop a town centre plan to address fragmentation and services required to support employment and residential growth (2). Also consider the impact of a new service centre at the interchange and the new entrance into Taupiri from the Expressway (3).	High
	TP6.3	Identify if, how much, and where, possible additional employment land for office development is needed beyond the zoning in the Proposed District Plan.	High
	TP6.4	Identify if, how much, and where, possible additional employment land for retail development is needed beyond the zoning in the Proposed District Plan.	High

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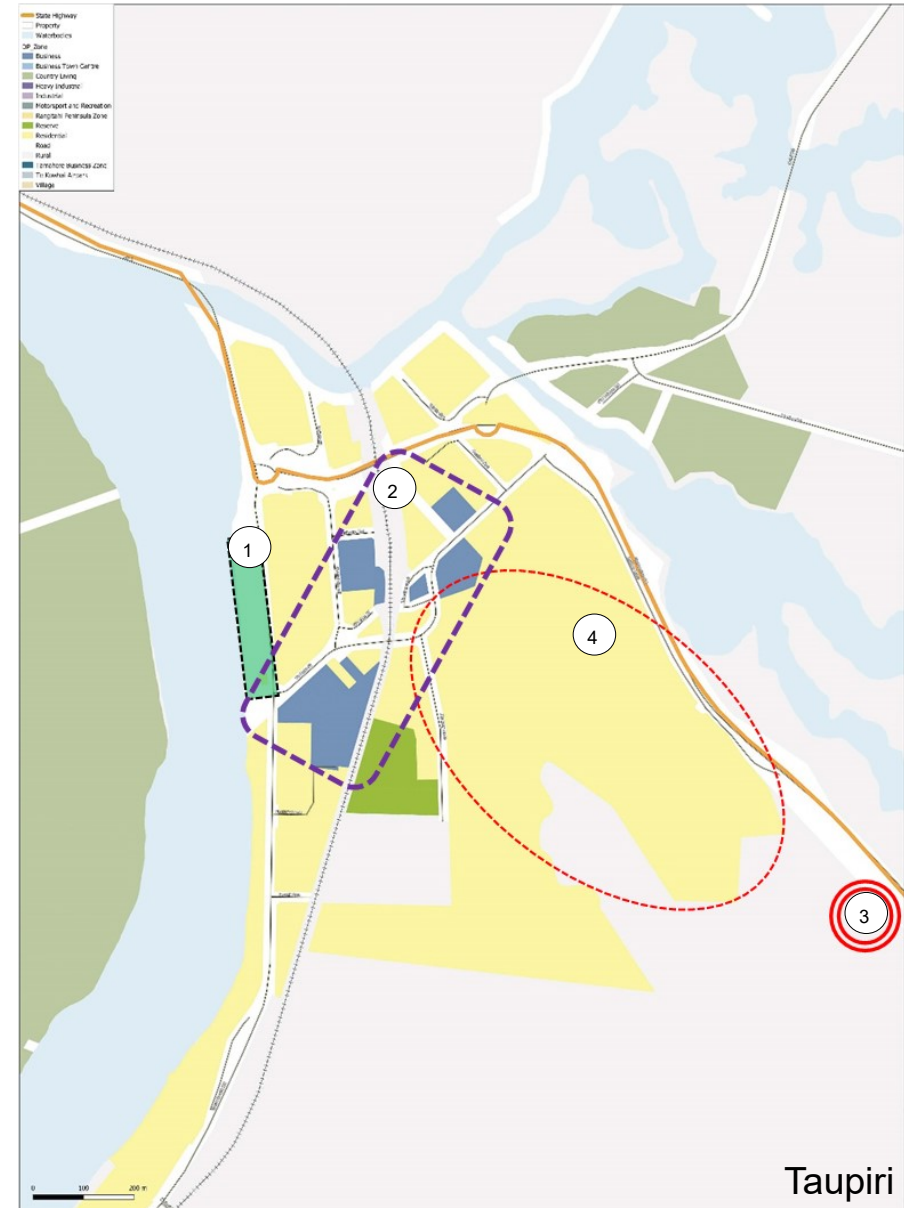


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Proposed initiatives for Taupiri

Theme	NO.	Initiatives	Priority
Transport	TP7.1	Ensure connectivity through the proposed Lovell development to the existing street network and the proposed service centre (4).	Medium
	TP7.2	Investigate the possibility of constructing a bridge across the Waikato River to connect east and west.	Low
	TP7.3	Allow for the continuation of the Te Awa cycle trail (refer to District-wide proposals).	High
	TP7.4	Consider cycling and walking to and from the school as the town expands.	High
Infrastructure	TP8.1	Public toilets required at reserve.	Medium
	TP8.2	Resolve waste water and water reticulation issues (refer to District-wide proposals).	Refer



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## 4.9 NGARUAWAHIA

### Snapshot

**Population:** 5,424 (2016 estimate), with growth projected to reach 5,615 by 2045.

**Location:** Ngaruawahia is located at the confluence of the Waikato and Waipa rivers and the foot of the Hakarimata Ranges. Ngaruawahia can be accessed from SH1 via the roundabout at Taupiri or the interchange at Horotiu, and is located on the rail line between Taupiri and Horotiu.

### Consultation feedback

During consultation sessions the following key issues and ideas for Ngaruawahia were put forward:

- Characteristics that make Ngaruawahia unique, such as the confluence of the rivers, the Hakarimata Ranges, Te Kiingitanga, and several heritage sites, should be celebrated and promoted more strongly.
- The perceptions about Ngaruawahia should be improved.
- There is a need for more youth activities.
- The town centre is poorly defined and needs clear entrances.
- The town centre's appearance, both public realm and several key buildings, needs improving.
- There are several redevelopment and development opportunities within the town centre.
- The area's natural assets and cultural identity provide opportunities for recreation and tourism. This should be developed and supported with facilities, such as cafes and public toilets.
- More local employment is needed.

- There is a strong desire for improved public transport accessibility (bus and train) among the community. This includes ensuring that the level of service is reliable and meaningful enough to support commuters.
- Connectivity across the former state highway should be increased and traffic should be calmed.
- Walkways and cycleways should be improved, and connections with the Te Awa ride strengthened.
- There are issues with freedom camping at The Point. Public toilets need to be upgraded.

Refer to **Appendix A** for a comprehensive documentation of the consultation feedback.

### Top priority initiatives

The top priority initiatives for Ngaruawahia include:

- **Priority 1 –to be included after public and Councillor consultation**
- **Priority 2 –to be included after public and Councillor consultation**
- **Priority 3 –to be included after public and Councillor consultation**

Refer to the table overleaf for more detail.

Proposed initiatives for Ngaruawahia

Theme	NO.	Initiatives	Priority
Identity	NG1.1	Build a strong identity based on the river corridor, and the unique qualities of the local area (refer to DW1.1 to 1.4). For Ngaruawahia, consider Te Kiingitanga, the confluence of the Waipa and Waikato Rivers, and the Hakarimata Ranges.	Refer
	NG1.2	Erect signage at the six entry points into Ngaruawahia, refer to its unique local identity and to promote tourism (also refer to NG1.1).	Medium
Nature	NG2.1	Undertake a pest control project in the Hakarimata Ranges. Consider this as an opportunity for a community-led conservation project (also refer to DW2.1).	Medium
Iwi	NG3.1	Promote local cultural tourism by local iwi (refer to DW1.4).	Refer
Communities	NG4.1	Remediate Masonic Lodge with joint funding application for Farmers land for development as a catalyst for social regeneration (new community hub which replaces hall) (1).	Medium
	NG4.2	Produce a planting plan and social space at Te Mana o te Rangi reserve (2).	Medium
	NG4.3	Work with relevant entities to produce a strategy for youth initiatives.	High
	NG4.4	Address freedom camping issues.	High
Growth	NG5.1	Consider extending the business zone (see strategic opportunities diagram) (3).	High

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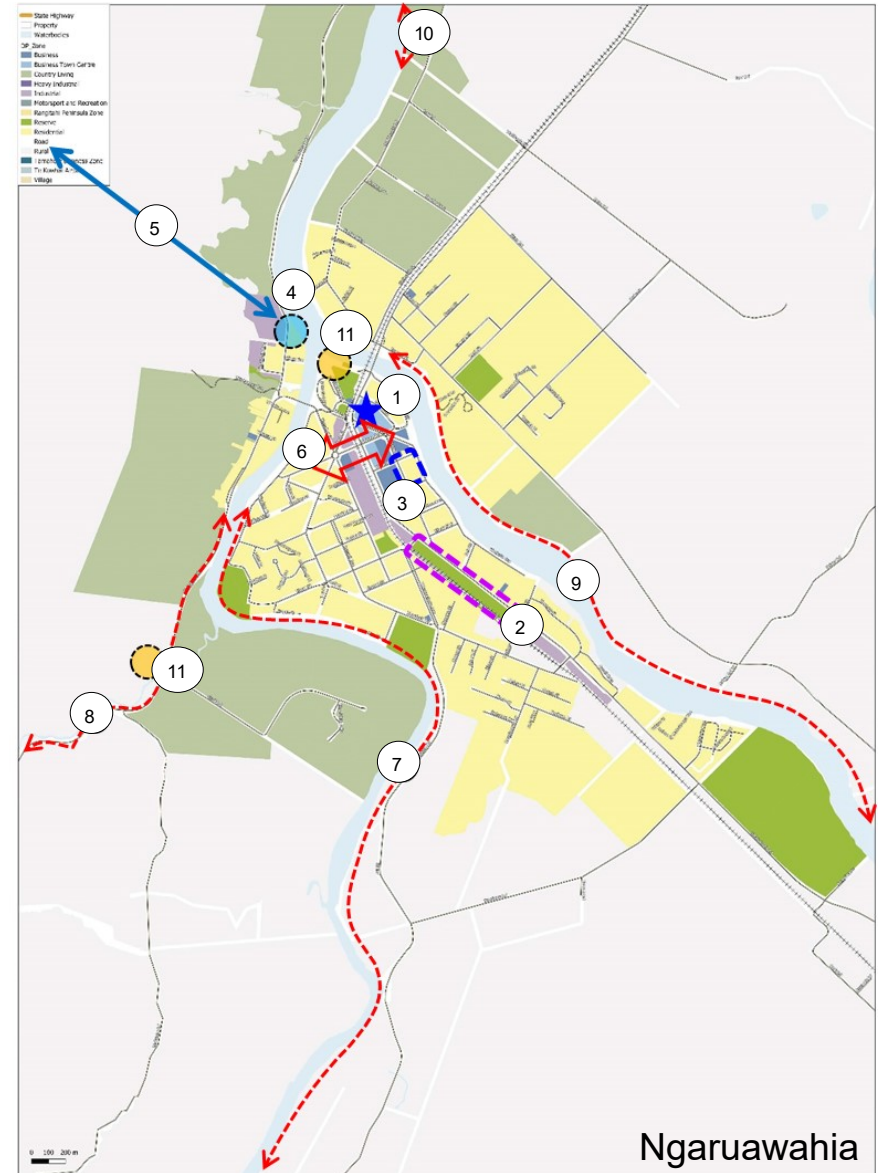
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Ngaruawahia



Proposed initiatives for Ngaruawahia

Theme	NO.	Initiatives	Priority
Economy	NG6.1	Set standards to ensure tidy commercial and industrial street frontages.	Medium
	NG6.2	Promote water based recreation opportunities, including the development of a café (4).	Medium
	NG6.3	Promote the idea of recreational opportunities in and around the Hakarimata Ranges, consider a gondola or a waterslide (5).	Medium
	NG6.4	Identify if, how much, and where, possible additional employment land for office development is needed beyond the zoning in the Proposed District Plan.	High
	NG6.5	Identify if, how much, and where, possible additional employment land for retail development is needed beyond the zoning in the Proposed District Plan.	High
Transport	NG7.1	Upgrade pedestrian connections in the town centre and to the Te Awa river ride.	High
	NG7.2	Investigate opportunities for traffic calming and speed reductions on Great South Road through the town centre and for improved east-west connectivity for pedestrians and cyclists (6).	Medium
	NG7.3	Provide longer distance walking and cycling connections to Te Otamanui (7), Glen Massey (8), the eastern side of the Waikato River to Horotiu (9), and Taupiri (10) (refer to DW1.3).	Refer
	NG7.4	Refer to the District-wide initiatives for the promotion of passenger transport services, including opportunities for commuters.	Refer
Infrastructure	NG8.1	Resolve waste water and water reticulation issues (refer to District-wide proposals).	Refer
	NG8.2	Install or upgrade toilet facilities (11)	High



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## 4.10 HOROTIU

### Snapshot

**Population:** 850 (2016 estimate), with growth projected to reach 1,488 by 2045.

**Location:** Horotiu is located adjacent to the Waikato River on the western bank, is accessed by a SH1 interchange, and is located on the rail line between Ngaruawahia and Hamilton.

### Consultation feedback

During consultation sessions the following key issues and ideas for Horotiu were put forward:

- The cohesion within, and identity of, Horoiu should be improved.
- There is room for growth and development.
- The proximity of the Te Awa ride offers economic opportunities.
- Issues related to truck movements and industrial activities (noise, odour, and safety) should be addressed.
- Access to the river should be improved to improve recreational opportunities. This includes walking and cycle connections, as well as parking, public toilet facilities, rubbish bins etc.

Refer to **Appendix A** for a comprehensive documentation of the consultation feedback.

### Top priority initiatives

The top priority initiatives for Horotiu include:

- **Priority 1 –to be included after public and Councillor consultation**

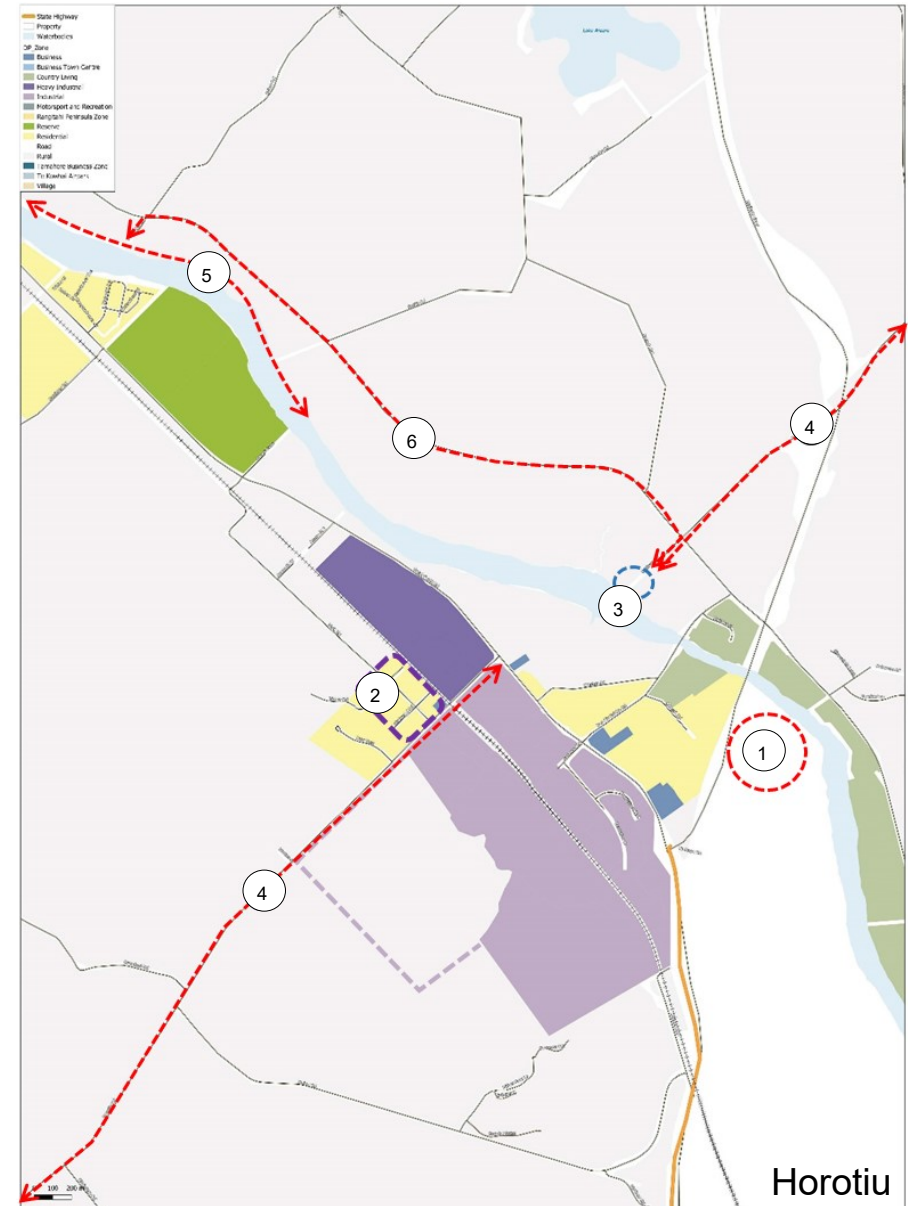
- **Priority 2 –to be included after public and Councillor consultation**
- **Priority 3 –to be included after public and Councillor consultation**

Refer to the table overleaf for more detail.

Proposed initiatives for Horotiu

Theme	NO.	Initiatives	Priority
Identity	HO1.1	Build a strong identity based on the river corridor, and the unique qualities of the local area (refer to DW1.1 to 1.4). For Horotiu, consider the historic Maaori gardens and the business park.	Refer
Growth	HO5.1	Explore the potential for leisure, accommodation, and residential development between SH1 and the Waikato River (1).	Medium
	HO5.2	Investigate the opportunity for industrial land (refer to District-wide proposals) (2).	Refer
Economy	HO6.1	Establish an Advanced Food Processing Cluster.	Medium
	HO6.2	Identify if, how much, and where, possible additional employment land for office development is needed beyond the zoning in the Proposed District Plan.	High
	HO6.3	Identify if, how much, and where, possible additional employment land for retail development is needed beyond the zoning in the Proposed District Plan.	High
Transport	HO7.1	Form the paper road at the end of Sullivan Road and form a carpark to improve accessibility to the river (3).	Low
	HO7.2	Provide longer distance walking and cycling connections to Te Kowhai and Horsham Downs (4) (refer to DW1.3).	Refer
	HO7.3	Provide a walking and cycling route on the eastern side of the Waikato River between Horotiu and Ngaruawahia to create a loop with the Te Awa river ride (5) (refer to DW1.3).	Refer

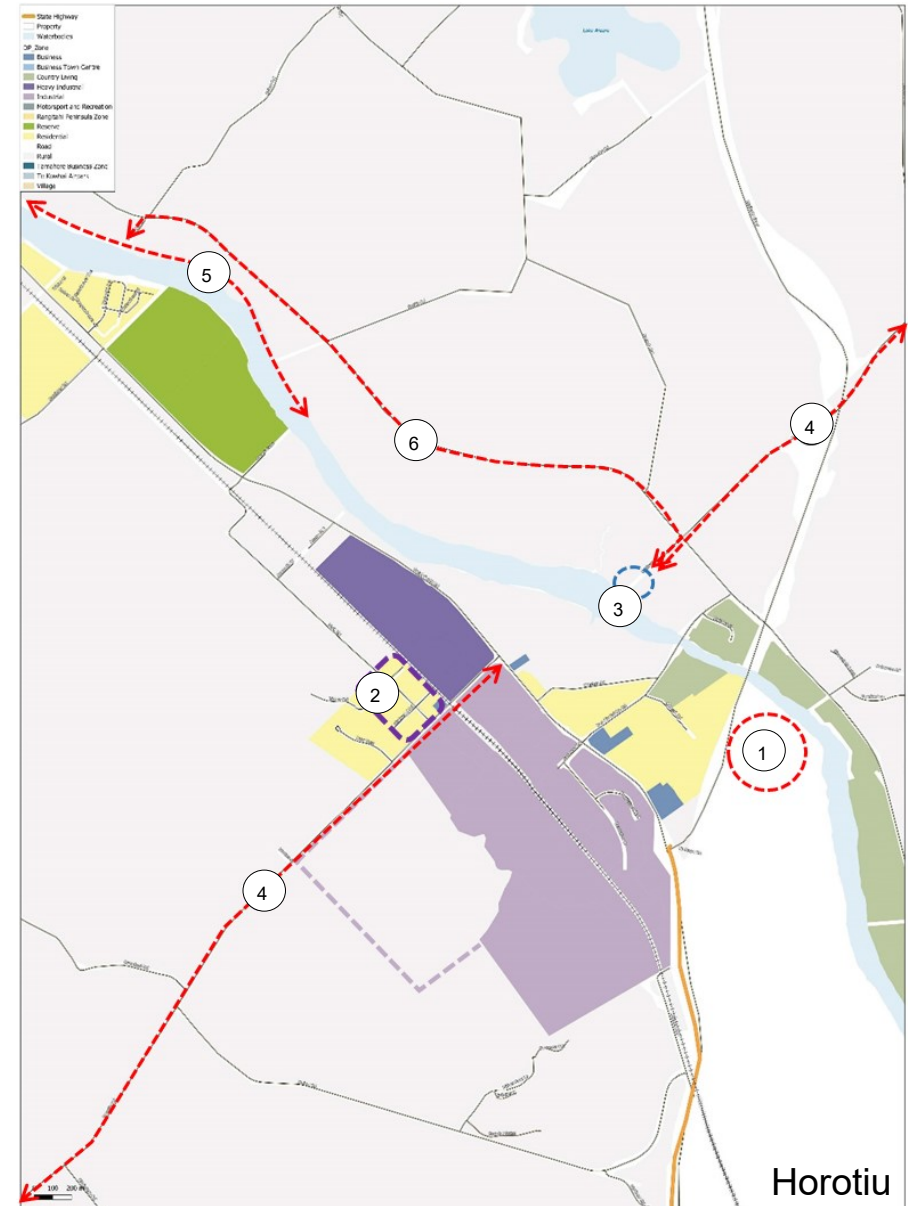
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Proposed initiatives for Horotiu

Theme	NO.	Initiatives	Priority
	HO7.4	Investigate safety improvements and traffic calming along River Road as well as connections to the proposed route along the eastern side of the river (HO73) to create a loop for recreational cycling (6).	Low
	HO7.5	Extend routes around the peat lakes for recreation	Medium
	HO7.6	Refer to the District-wide initiatives for the promotion of passenger transport services, including opportunities for commuters.	Refer
Infrastructure	HO8.1	Improve the carpark at the bridge on Horotiu Bridge Road. Consider sealing it and adding toilets and rubbish bins.	Medium
	HO8.2	Fill in or improve the appearance of the open stormwater drains at the original AFFCO village in Park Road (7).	Low
	HO8.3	Resolve waste water and water reticulation issues (refer to District-wide proposals).	Refer
Governance	HO9.1	Refer to District-wide proposals regarding community boards and committees.	Refer



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## 4.11 TE KOWHAI

### Snapshot

**Population:** 1,623 (2016 estimate), with growth projected to reach 2,122 by 2045.

**Location:** Te Kowhai is located off SH39 on Horotiu Road, about 6km southwest of Horotiu, and east of the Waipa River.

### Consultation feedback

During consultation sessions the following key issues and ideas for Te Kowhai were put forward:

- There is a need to expand the school and a local secondary school should be considered.
- The sports fields should be expanded and facilities improved.
- The Te Otamanui Walkway is community initiative that should be continued and supported. Extending it to Ngaruawahia is an option.
- Growth should take place in a measured way and with the right processes and conditions in place. This applies to residential (related to stormwater and wastewater infrastructure) and commercial at the airpark (avoiding negative effects).
- Increased activity (e.g. helicopter flights, extended hours of operation) at the airpark is not supported.
- There is a need for more commercial land and development.
- The nearby Te Araroa trail provides an economic opportunity.
- Local roads and footpaths are needed.
- The bus service should be improved.

Refer to **Appendix A** for a comprehensive documentation of the consultation feedback.

### Top priority initiatives

The top priority initiatives for Te Kowhai include:

- **Priority 1 –to be included after public and Councillor consultation**
- **Priority 2 –to be included after public and Councillor consultation**
- **Priority 3 –to be included after public and Councillor consultation**

Refer to the table overleaf for more detail.

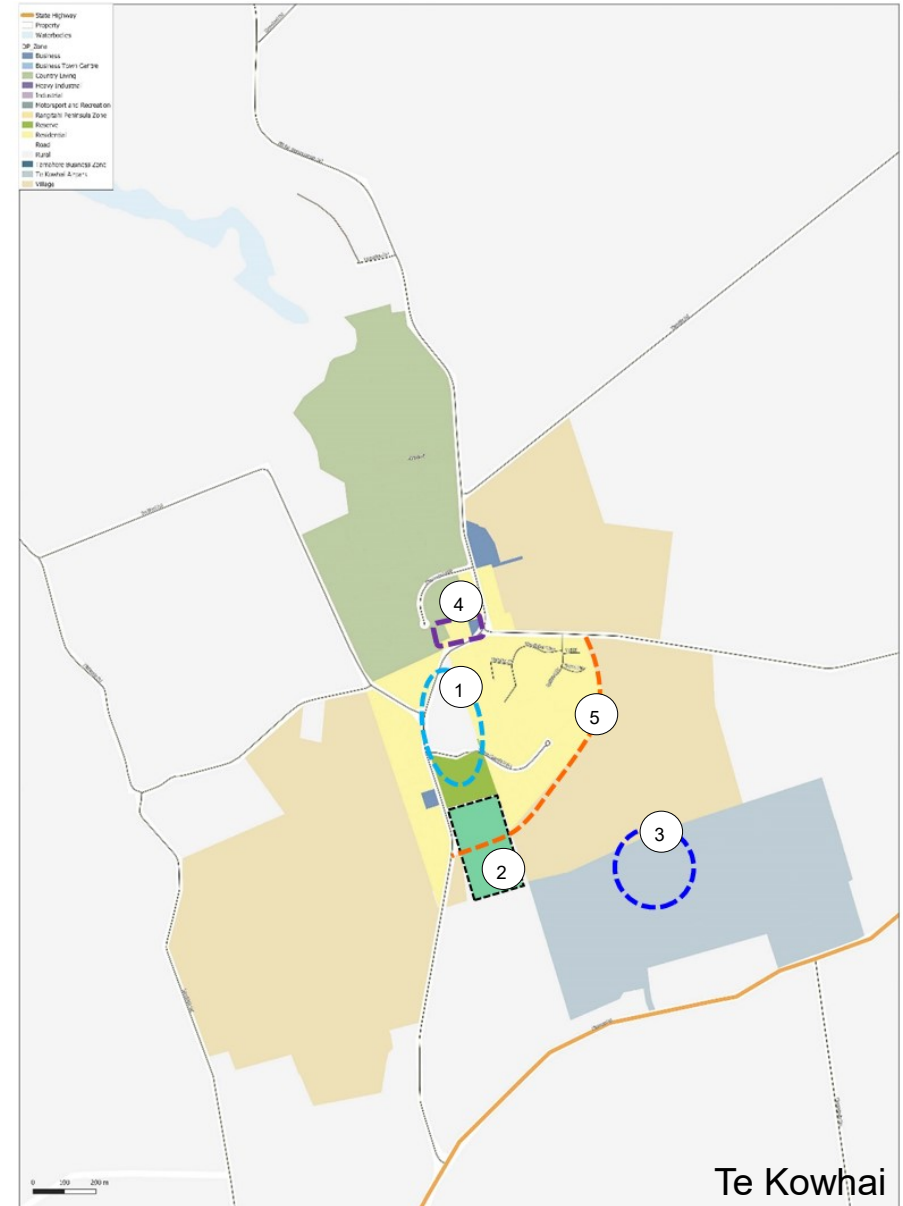


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Proposed initiatives for Te Kowhai

Theme	NO.	Initiatives	Priority
Identity	TE1.1	Build a strong identity based on the river corridor, and the unique qualities of the local area (refer to DW1.1 to 1.4). For Te Kowhai, consider the airpark.	Refer
Communities	TE4.1	Facilitate school expansion by shared use of the sportsfields or moving the fields to a new site (1).	High
	TE4.2	Expand sports fields and include changing rooms and public toilets (2).	High
Economy	TE6.1	Consider or investigate the intensification of the airpark with limited additional commercial use (3).	High
	TE6.2	Consider expanding commercial zone towards garage (4).	Medium
	TE6.3	Identify if, how much, and where, possible additional employment land for office development is needed beyond the zoning in the Proposed District Plan.	High
	TE6.4	Identify if, how much, and where, possible additional employment land for retail development is needed beyond the zoning in the Proposed District Plan.	High
Transport	TE7.1	Support the development of a new inner relief road (5).	Medium
	TE7.2	Support the expansion of the footpath network in new residential developments and connecting to the village centre.	High
	TE7.3	Support the completion of the Te Otamanui walkway by the community.	High
	TE7.4	Provide longer distance walking and cycling connections from the Te Otamanui walkway along the Waipa River to Ngaruwahia (refer to DW1.3).	Refer
	TE7.5	Refer to the District-wide initiatives for the promotion of passenger transport services, including opportunities for commuters.	Refer
Infrastructure	TE8.1	Resolve waste water and water reticulation issues (refer to District-wide proposals).	Refer



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## 4.12 WHATAWHATA

### Snapshot

**Population:** 2,786 (2016 estimate), with growth projected to reach 3,984 by 2045.

**Location:** Whatawhata is located at the junction of SH23 and SH39, alongside the Waipa River.

### Consultation feedback

During consultation sessions the following key issues and ideas for Whatawhata were put forward:

- The adjacent Waipa River offers an opportunity for recreation and tourism.
- There are erosion and weed issues along the river banks.
- There is a strong desire for a meeting place and supporting facilities for the community. Plans are being progressed.
- The 'rural feel' of the settlement should be retained, even when the place grows.
- There is a need to consider expansion options for the local school.
- The sports field complex needs to be expanded.
- There is a need for public toilets and places for tourists to stop.
- The town's residential areas are expanding to the west, away from the village centre. Connectivity (footpaths or even an additional bridge) should be improved.
- The SH23 / SH39 intersection causes safety issues and is often congested. NZTA is looking into a solution, likely involving a roundabout.
- The town has waste water capacity issues.

Refer to **Appendix A** for a comprehensive documentation of the consultation feedback.

### Top priority initiatives

The top priority initiatives for Whatawhata include:

- Priority 1 –to be included after public and Councillor consultation
- Priority 2 –to be included after public and Councillor consultation
- Priority 3 –to be included after public and Councillor consultation

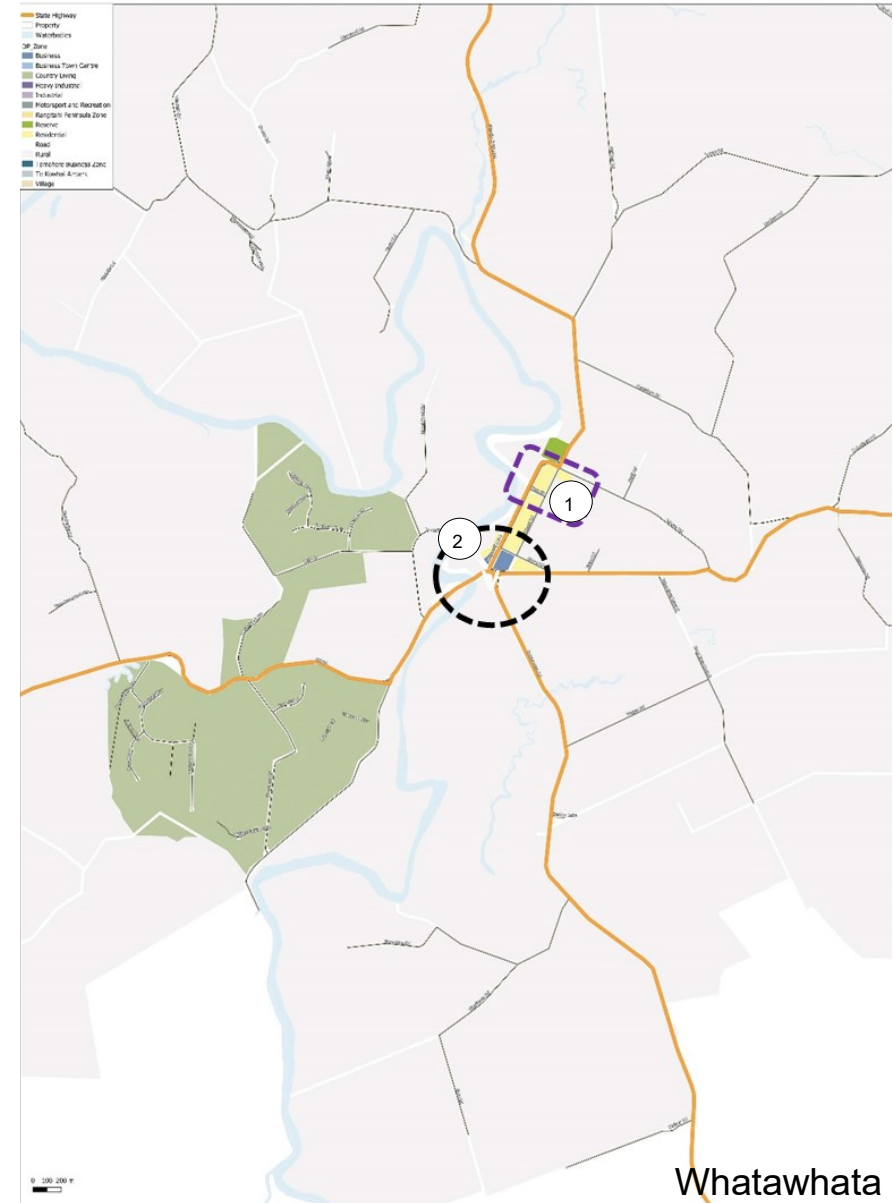
Refer to the table overleaf for more detail.



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Proposed initiatives for Whatawhata

Theme	NO.	Initiatives	Priority
Identity	WW1.1	Build a strong identity based on the river corridor, and the unique qualities of the local area (refer to DW1.1 to 1.4). For Whatawhata, consider AgResearch, coal mining, and the peach trees.	Refer
Nature	WW2.1	Address river bank weeds and erosion issues.	High
Communities	WW4.1	Support process to create a meeting space ('Our Place').	High
	WW4.2	Facilitate an investigation into the options for expanding the School. Consider expansion towards the east (1).	Medium
	WW4.3	Expand the sports fields to meet increasing recreational needs. Consider the inclusion of public toilets.	Medium
	WW4.4	Create public picnic areas with BBQ facilities.	Low
Economy	WW6.1	Identify if, how much, and where, possible additional employment land for office development is needed beyond the zoning in the Proposed District Plan.	High
	WW6.2	Identify if, how much, and where, possible additional employment land for retail development is needed beyond the zoning in the Proposed District Plan.	High
Transport	WW7.1	Support NZTA discussions to deliver roundabout to resolve congestion (2).	High
	WW7.2	Extend local footpaths to connect new residential areas to the village centre.	Medium
	WW7.3	Investigate reinstating the Makarini Road bridge across the Waipa to improve connectivity between the village centre and residential expansion areas to the west.	Medium
	WW7.4	Create public river access to the west of the village centre.	Low
Infrastructure	WW8.1	Address the waste disposal capacity issues with the existing public toilets at the service centre. Consider constructing new facilities as part of the proposed sports fields expansion (WW4.3).	Medium



Whatawhata

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## 4.13 RAGLAN

### Snapshot

**Population:** 3,115 (2016 estimate), with growth projected to reach 3,611 by 2045.

**Location:** Raglan is located on the West Coast of the Waikato District at the Whaingaroa Harbour, and is accessed by SH23.

### Consultation feedback

During consultation sessions the following key issues and ideas for Raglan were put forward:

- Raglan's strong unique identity should be built upon and celebrated.
- There are a great number of environmental community initiatives being carried out. These need support and could be applied in other parts of the district (e.g. zero-waste).
- Raglan's strong Maori culture should be supported.
- There are affordability problems due to tourism driving up the cost of living. Initiatives to improve this should be supported.
- Social programmes supporting disadvantaged youth and elderly are needed.
- Youth employment initiatives need to be supported and expanded.
- More community spaces are needed within the town centre. The old surgery building in Wi Neera Street offers an opportunity.
- Consolidating sports facilities should be considered.
- There are many small home-based businesses, based on lifestyle choice. These businesses should be supported with infrastructure as growth in this sector offers an economic opportunity.

- Tourism generates a lot of revenue, but the town's economy should rely on more than tourism.
- The negative side effects of tourism (lack of affordability, services not coping at peak time) should be addressed.
- The network of walking and cycling connections should be expanded.
- There are several traffic safety issues, including around the Raglan Area School and the Greenslade Road intersection with SH23.
- Parking in the town centre should be looked at.
- There is a desire for a better bus service to support commuters.
- The community is rich in initiatives and there is a strong desire for making decisions around the development of the town locally.

Refer to **Appendix A** for a comprehensive documentation of the consultation feedback.

### Top priority initiatives

The top priority initiatives for Raglan include:

- **Priority 1 –to be included after public and Councillor consultation**
- **Priority 2 –to be included after public and Councillor consultation**
- **Priority 3 –to be included after public and Councillor consultation**

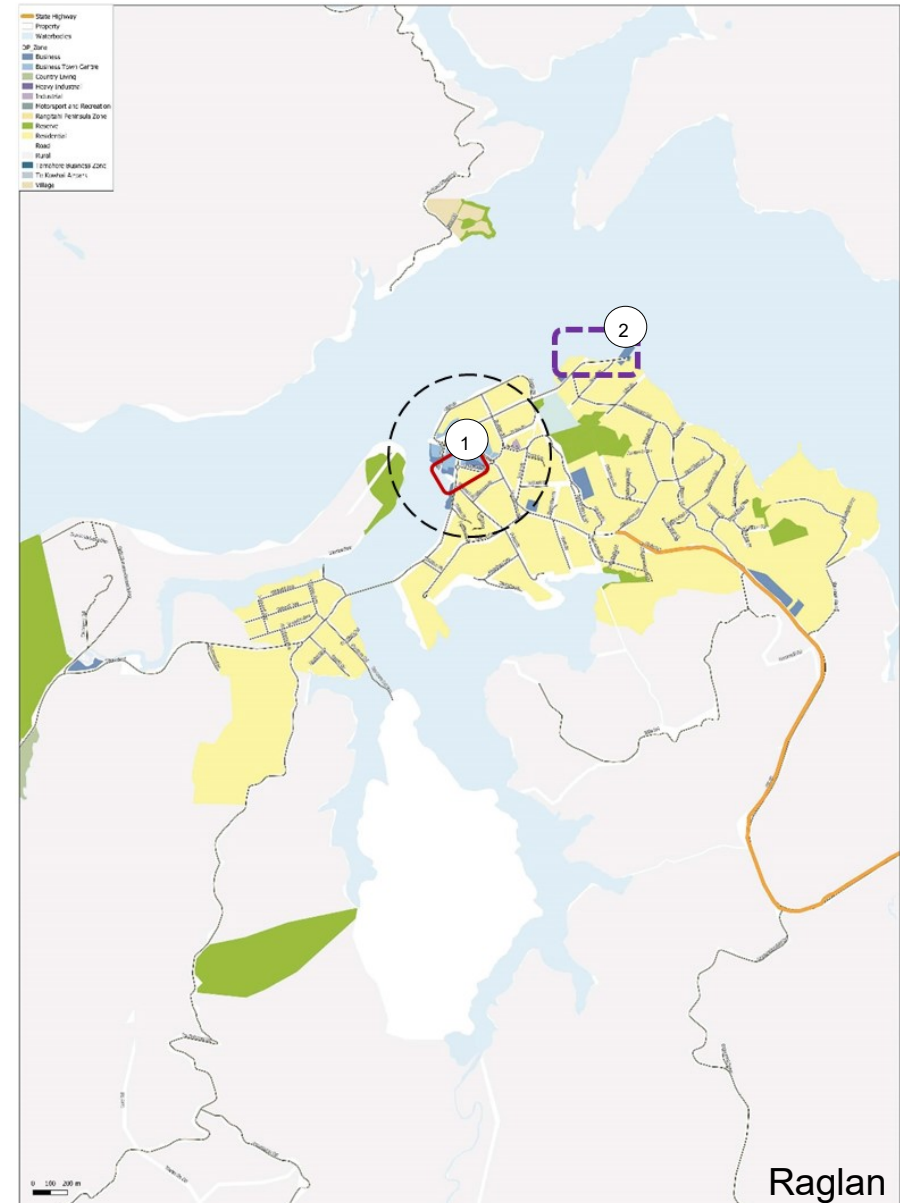
Refer to the table overleaf for more detail.



Proposed initiatives for Raglan

Theme	NO.	Initiatives	Priority
Identity	RA1.1	Build on the strong identity of Raglan based on the unique qualities of the local area (refer to DW1.2 to 1.4). Consider nature, regeneration, environmental initiatives, the arts, and surfing.	Refer
Nature	RA2.1	Support Raglan Naturally in their prioritised local initiatives such as local food production, energy self sufficiency, alternatives to weed spraying, GE free approaches and education regarding climate change.	High
	RA2.2	Support community in Zero Waste initiatives, spread learning across the district.	Medium
Iwi	RA3.1	Support a strong Maori culture, including education on the Treaty of Waitangi, respecting tangata whenua, and creating Te Reo signage (refer to DW3.3).	Refer
Communities	RA4.1	Extend free wi-fi around the library and i-site.	Medium
	RA4.2	Support the Whaingaroa Raglan Affordability Project.	High
	RA4.3	Support entities undertaking youth social initiatives.	High
	RA4.4	Support the development of the Wi Neera Street 'old surgery' building as a community hub for locals, youth skills, cultural and environmental exchange (OMG tech)(1).	Medium
	RA4.5	Investigate the development of a recreation centre and bringing sports together.	Medium
Economy	RA6.1	Support initiatives by the tech and visitor sectors to address youth unemployment.	Medium
	RA6.2	Promote the formation of a business hub for high tech promotion and exchange.	Medium

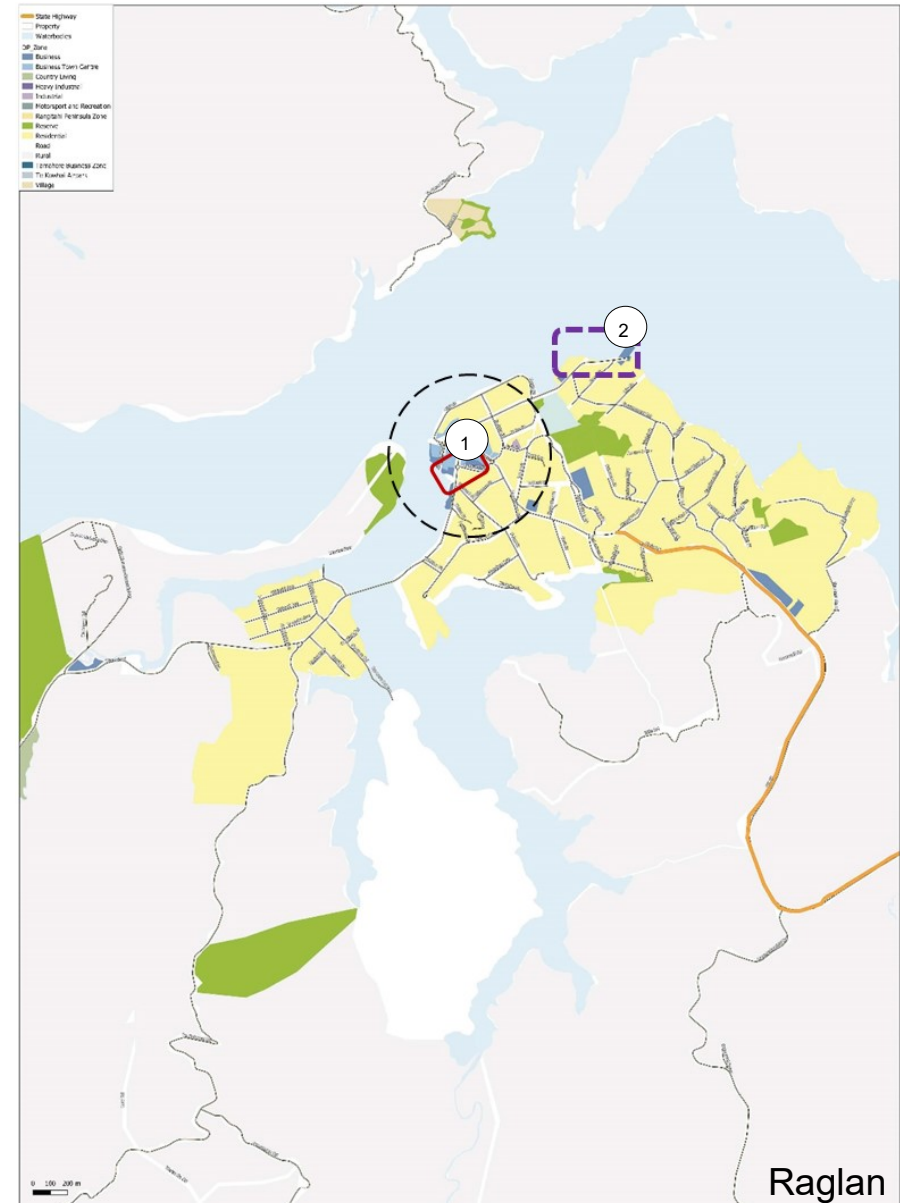
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Proposed initiatives for Raglan

Theme	NO.	Initiatives	Priority
	RA6.3	Consider how to support the community in creating additional and sustaining existing local jobs in tourism. Consider a bed tax to compensate for increased waste and to support housing affordability initiatives.	Medium
	RA6.4	Investigate opportunities for short-stay courses.	Medium
	RA6.5	Identify if, how much, and where, possible additional employment land for office development is needed beyond the zoning in the Proposed District Plan.	High
	RA6.6	Identify if, how much, and where, possible additional employment land for retail development is needed beyond the zoning in the Proposed District Plan.	High
Transport	RA7.1	Extend walking and cycling network, including to Whale Bay.	Medium
	RA7.2	Improve traffic safety around the school.	Medium
	RA7.3	Develop a parking strategy.	Medium
	RA7.4	Refer to the District-wide initiatives for the promotion of passenger transport services, including opportunities for commuters.	Refer
Infrastructure	RA8.1	Resolve waste water and water reticulation issues (refer to District-wide proposals).	Refer
Governance	RA9.1	Refer to District-wide proposals regarding community boards and committees.	Refer
	RA9.2	Investigate whether Harbour Board income is used locally (2).	Medium



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## 4.14 TAMAHERE

### Snapshot

**Population** (includes Tamahere-Tauwhare area): 6,150 (2016 estimate), with growth projected to reach 8,077 by 2045.

**Location:** Tamahere is located on, and severed by, SH1 south of Hamilton. Tamahere is positioned amongst a network of gullies which are tributaries to the Waikato River.

### Consultation feedback

During consultation sessions the following key issues and ideas for Tamahere were put forward:

- Tamahere's natural assets make the place attractive.
- The restoration of the gully system and the development with public walkways is driven by the local community and should be supported.
- There is a desire to grow the zero-waste initiative.
- Southern Links south of Tamahere may provide an opportunity to zone more land for residential development.
- Growth may be needed for viability of services and can be accommodated through slightly smaller properties, but the character of the settlement should be maintained.
- The development of The Hub currently underway will result in an appropriately sized centre for Tamahere.
- There are several economic opportunities, such as home-based businesses (based on lifestyle choice), elderly care, recreation, tourism leveraged off the Te Awa river ride, the proximity of the Airport, Mystery Creek etc.

- The markets are very successful. Consideration should be given to increasing the frequency and an additional venue.
- State Highway 21 provides a barrier between the regional cycle route and Matangi's services and facilities. Crossing the state highway should be made easier and safer.
- There is a desire to improve public transport accessibility.
- Southern Links is needed to reduce through-traffic and improve safety.

Refer to **Appendix A** for a comprehensive documentation of the consultation feedback.

### Top priority initiatives

The top priority initiatives for Tamahere include:

- **Priority 1 –to be included after public and Councillor consultation**
- **Priority 2 –to be included after public and Councillor consultation**
- **Priority 3 –to be included after public and Councillor consultation**

Refer to the table overleaf for more detail.



Proposed initiatives for Tamahere

Theme	NO.	Initiatives	Priority
Identity	TM1.1	Build a strong identity based on the river corridor, and the unique qualities of the local area (refer to DW1.1 to 1.4). For Tamahere, consider the gully network, Wiremu Tamihana, and the markets.	Refer
Nature	TM2.1	Support progressing Mangaone Stream revegetation and the construction of a walking and cycleway along it (1).	High
Communities	TM4.1	Support the Zero Waste initiative at the Hub as a start of possible wider local initiative.	Medium
Growth	TM5.1	Investigate whether the land bounded by SH21, Tamahere Drive and the proposed southern links route should be rezoned from rural to Village (2).	Medium
Economy	TM6.1	Support activation of the Hub development (3).	High
	TM6.2	Support local employment initiatives. Consider the quarry (needs commercial rights), elderly housing, leveraging off cycle route, retail in the new commercial hub, Southern Fresh Foods, home-based employment	Low
	TM6.3	Facilitate a plan to rotate the location of the local markets between the current location at the church and the reserve in Matangi in order to increase frequency (4).	Medium
	TM6.4	Identify if, how much, and where, possible additional employment land for office development is needed beyond the zoning in the Proposed District Plan.	High
	TM6.5	Identify if, how much, and where, possible additional employment land for retail development is needed beyond the zoning in the Proposed District Plan.	High

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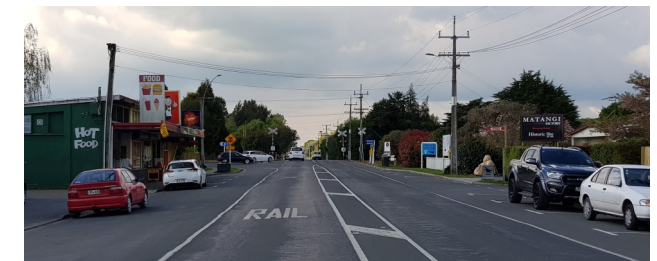


Proposed initiatives for Tamahere

Theme	NO.	Initiatives	Priority
Transport	TM7.1	Work with NZTA to provide a cycle crossing across SH21 (5).	High
	TM7.2	Work with public transport provider to ensure the Hamilton / Cambridge bus will loop past the new retirement village (6) and commercial hub.	Medium
	TM7.3	Refer to the District-wide initiatives for the promotion of passenger transport services, including opportunities for commuters.	Refer
Infrastructure	TM7.3	Support the community with the extension of shared paths (walking / cycling) through natural areas.	High
	TM8.1	Resolve waste water and water reticulation issues (refer to District-wide proposals).	Refer



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## 4.15 MATANGI

### Snapshot

**Population:** 2,326 (2016 estimate), with growth projected to reach 2,832 by 2045.

**Location:** Matangi is located on Tauwhare Road close to the intersection with SH1B southeast of Hamilton.

### Consultation feedback

During consultation sessions the following key issues and ideas for Matangi were put forward:

- The historic factory offers an economic opportunity.
- Growth and expansion opportunities are limited due to zoning and a lack of infrastructure capacity.
- The village centre needs to be improved in terms of traffic safety, amenity, retail development, and providing a heart to the place.
- There is a need for traffic calming and improved crossing opportunities at Tauwhare Road near the Matangi Road intersection.
- Pedestrian conditions should be improved.
- There is a desire to improve public transport accessibility.

During consultation sessions there was representation from Newstead, for which the following key issues were put forward:

- There is a need for greater certainty around the future of the area, given TGH land and the proximity of Hamilton.
- The area accommodates a lot of employment facilities.

- The area suffers from through-traffic and ongoing roadworks.

Refer to **Appendix A** for a comprehensive documentation of the consultation feedback.

### Top priority initiatives

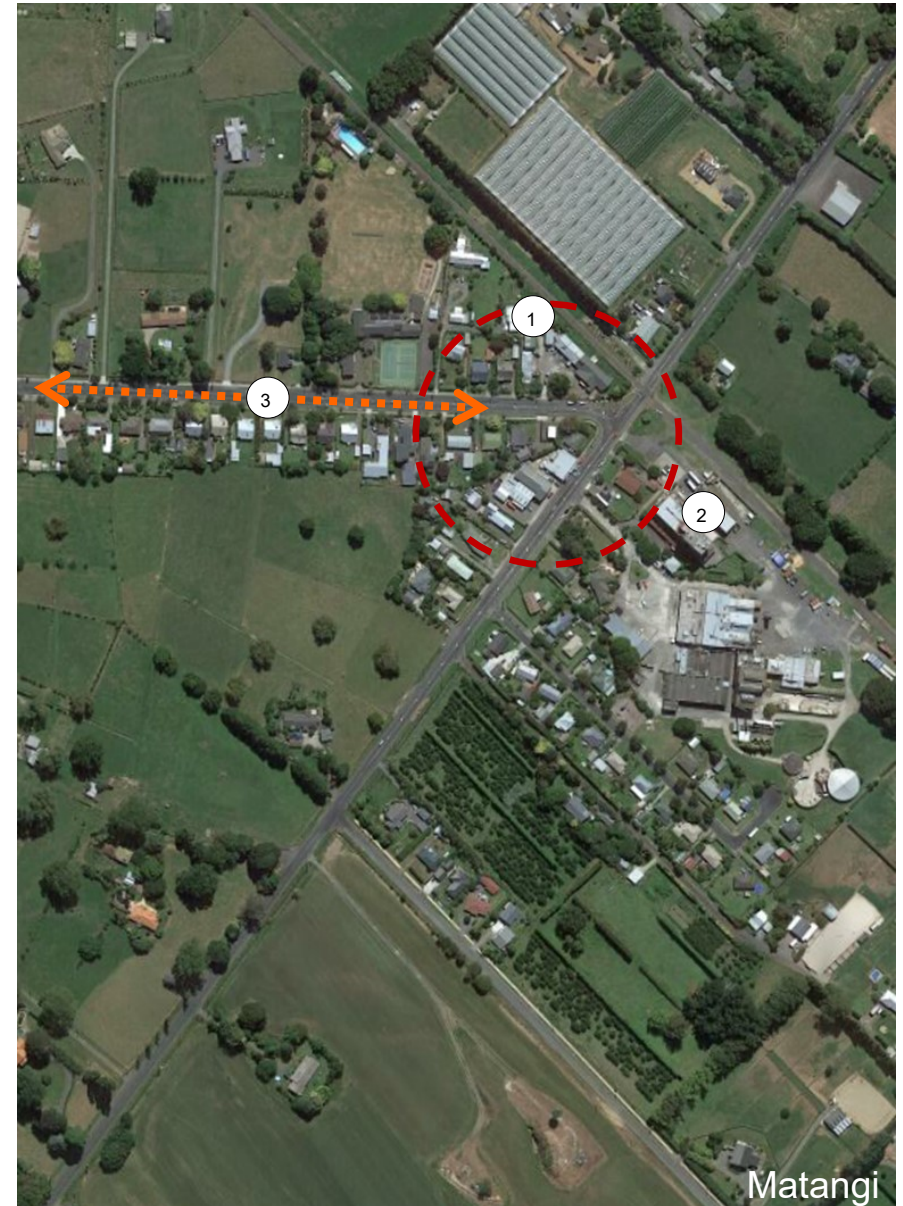
The top priority initiatives for Matangi include:

- Priority 1 –to be included after public and Councillor consultation
- Priority 2 –to be included after public and Councillor consultation
- Priority 3 –to be included after public and Councillor consultation

Refer to the table overleaf for more detail.

Proposed initiatives for Matangi

Theme	NO.	Initiatives	Priority
Identity	MA1.1	Build on the strong identity of Matangi based on the unique qualities of the local area (refer to DW1.2 to 1.4). Consider the Matangi Factory history and current use.	Refer
Economy	MA6.1	Establish a Heritage, Cultural and New Economy Business Cluster.	Medium
	MA6.2	Produce a village centre plan (1).	Medium
	MA6.3	Support landowners' initiatives to develop more mixed use and retail areas (2).	Medium
	MA6.4	Identify if, how much, and where, possible additional employment land for office development is needed beyond the zoning in the Proposed District Plan.	High
	MA6.5	Identify if, how much, and where, possible additional employment land for retail development is needed beyond the zoning in the Proposed District Plan.	High
Transport	MA7.1	Provide traffic calming and improved parking opportunities along the central section of Tauwhare Road.	Medium
	MA7.2	Construct a footpath along Matangi Road up to Fuchsia Lane (3)	Medium
	MA7.3	Implement a loop bus service through Matangi and Newstead.	Low
	MA7.4	Refer to the District-wide initiatives for the promotion of passenger transport services, including opportunities for commuters.	Refer
Infrastructure	MA8.1	Resolve waste water and water reticulation issues (refer to District-wide proposals).	Refer



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## APPENDICES

Appendix A - Public Local Area Workshop Outcomes

Appendix B - Waikato District Council Local Area Workshops Community Wellbeing Outcomes

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## APPENDIX A - PUBLIC LOCAL AREA WORKSHOP OUTCOMES

The outcomes from the community consultation workshops undertaken in each of the 15 local areas are detailed on the following pages.

The issues and ideas, including those drawn up on the local area maps during the workshop process, have been tabulated into seven categories for analysis:

- Transport, e.g. public transport, motorway access, truck stops, traffic.
- Growth, e.g. infrastructure capacity, community building, character, funding, effect on productive land, existing housing stock.
- Community / Social, e.g. community programmes and initiatives, reputation, funding, training and education, emergency services, recreation, severance.
- Town Centre, e.g. town centre management, beautification, facilities and services, public spaces and infrastructure, commercial, Business Improvement District (BID).
- Employment, e.g. job creation, access and motivation, tourism, industry, community.
- Environment, e.g. biodiversity, water quality, reserves and parks, recreation, vista and rural character.
- Cultural, e.g. historical sites, identity, youth engagement and initiatives.

There will be some overlap between categories therefore some items may appear under two categories. This demonstrates the complex interdisciplinary nature of settlements.



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## A1 TUAKAU

TRANSPORT	GROWTH	COMMUNITY/ SOCIAL	TOWN CENTRE	EMPLOYMENT	ENVIRONMENT	CULTURAL
Train and bus services to Tuakau in 2019	Lack of action with 10 year plan	Renovate and expand recreation centre Identify community user groups Youth, multicultural focus Identify need in LTP	Build public toilets	Create local employment opportunities, including youth (e.g. apprenticeships)	Connectivity to Waikato River Potential for walkways / cycleways, and connection to wider district trails Watersports, waka ama, etc. Educational tool	Highlight heritage and historic sites - marae, Port Waikato, redoubt, Maori wars, Sir Edmund Hillary
Park & ride (could be located at Rider Road)	Interface between zoned industrial and residential land needs consideration	Lack of security Install CCTV and lights Neighbourhood watch	Increase local services and facilities for community integration	Tourism - promote out to Port Waikato, cultural and historical sites, coastal areas, recreation / community centre, build on sports trust complex	Create more reserves, green spaces, and sportfields	
Tuakau requires freight by rail, to support truck access	Better positioning of industrial and greenspace land. Infrastructure provision to occur before growth	Locate emergency services in Tuakau Locate in saleyards	Upgrade / beautification of town	Some existing industrial needs to move to allow growth of new industry	River not included in the District Plan	
Street network to provide roading, cycling, and walking together (buffer between river to avoid environmental impacts)	Plans for Tuakau need to be resolved due to the complications of overlapping Franklin and Waikato District Plans.	Upgrade pools facility with heating and retractable cover, and accessible to elderly	Recycling centres needed	Increase retail, and change required in terms of 'old established businesses'	Utilise low impact design to avoid draining into the Waikato River (eg. raingardens)	
Dominion Rd connection - construct bridge to allow faster access to motorway	Need resource consents for hardfill tipping sites for growth	Querying the whereabouts of the library funding	Lack of green spaces in the town centre	Horticultural land is reducing - retain productive land for horticulture		
	Consider rural retail area out of the town centre due to trucks			Tourism opportunities with buses stopping in Tuakau to 'kiwi experiences' in Rotorua		
	Disparity between public and private sector - private growth occurred where possible, continual public process and no action (failure to recognise develop-ready areas, develop-resistant land).			Protect consented businesses which are not popular, yet provide essential services, against reverse sensitivity from adjacent res development.		
	Difficulty attracting new residents, especially with first home buyer grant limits			Not utilising motorsport and equine industries - opportunity of being the largest in the area		
	PC16 withdrawn, yet would have like it in the Proposed DP			Promote growth of small local businesses		
	Council to invest in infrastructure - need to construct first, then charge back to developers			Job creation to occur at the same time as residential growth (don't want to be a dormitory town)		
	Lack of land available for immediate development					

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## A2 POKENO

TRANSPORT	GROWTH	COMMUNITY/ SOCIAL	TOWN CENTRE	EMPLOYMENT	ENVIRONMENT	CULTURAL
Lack of public transport to and from Auckland and Hamilton	Central location provides opportunity	Lacking primary and secondary schools for current / future population	Lack of town centre	Desire for more business and employment opportunities - reduce need for commuting	Flooding concerns	Gateway to Waikato and North
Truck movements through the town centre and location of truck stop undesirable Relocate truck stop to industrial area	Concerns about turning growth plans into reality - timeline and outcomes	Requires community centres and facilities e.g. library	Town centre not suitable for all weather conditions		Connection to the river and waterways	Town symbol in statue form (e.g. Ohakune carrot, Taihape gumboot)
Rail station with park & ride	No fast food chains wanted	Lack of passive and active social opportunities	Desire for all-weather shopping centre with sufficient carparking			Outstanding precinct of NZ art for local and international interest
Increase vehicle access to motorway, and remove main route away from town centre	Development to be in keeping with Pokeno design code from previous District Plan (including new proposed supermarket)	Require recreation infrastructure such as playgrounds, walkways, swimming pool, sports fields	Construct public infrastructure - town square, footpaths,			
Request for double lanes connecting to Tuakau	Better communication between Council and community	Locate emergency services in Pokeno	Upgrade Pokeno market			
Potential for major freight distribution and logistics hub	Town plan required - adhere to it, council to drive, and sales rep required	Maternity services	'Facelift and clean'			
Reseal Great South Road from South to North		Safe environments for school drop-offs	New public toilets			
Prefer roundabouts (no traffic lights)		Dog poo bins needed around walkways	Needs restaurant/bar			
No bus parking on the main road		Munro Road sports facility	Pokeno Hall upgrade			
Proposed bypass route south of Pokeno TC and industrial area		Retirement village	Relocate proposed supermarket away from the main street			
Build a northbound on ramp at south end of the town			Retail on main street - rezone to commercial			

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## A3 MERCER

TRANSPORT	GROWTH	COMMUNITY/ SOCIAL	TOWN CENTRE	EMPLOYMENT	ENVIRONMENT	CULTURAL
No public transport	Lack of space for growth	Forgotten town	Closes at 5pm	Airport with skydiving just outside of Mercer	Site with contamination	Mercer as the gateway to the Waikato
Roading inundated with cars (lack of parking and roading infrastructure)	Lack of access to other areas yet to be utilised	Lack of communication (e.g. community unaware of factory development).	Lack of infrastructure	Employment through tourism and recreation opportunities	Opportunity for a park at the wetland area, and wetland restoration	Mercer has cultural and historical features and buildings (tourism, identity, and future development to be in sync with)
Well located for rail and road access	Realise limitations of Mercer and work within boundaries	No town hall	Take advantage of new sewerage line being installed to build public toilets		River provides recreational and tourism opportunities - cycle and walkways through Mercer (existing Te Araroa trail, and extend Te Awa cycle trail from Ngaruawahia)	Inclusion of iwi and wishes of Kimikimi Marae
Opportunity for park & ride		Strong community spirit	Mercer has specialty retail and tourism attractions Mercer cheese Conference centre and museum Mainline steam		Impact of freedom campers - provision of facilities as there is demand	
Alter location of the sliproad		Domain development by community				
Provide a new overbridge						
Suggest Mercer transport depot						

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## A4 MEREMERE

TRANSPORT	GROWTH	COMMUNITY/ SOCIAL	TOWN CENTRE	EMPLOYMENT	ENVIRONMENT	CULTURAL
Lack of access to public transport	Central location between Auckland and Hamilton	Lack of community support, difficult to find people to get involved	Meremere needs beautification in the village, and private sections	Poor access to jobs, and high level of unemployment	Opportunity for greenbelt	Diversity, interaction?
Require provision of buses and trains - local (surrounding settlements), and Hamilton to Auckland	Unsold sections - assumption that the improvement of transport would lead to increased property investment	Decile 1 current socioeconomic status	Needs lighting	Potential for provision of jobs through business development in the Waikato-Tainui industrial area	Local resource - walking track on the other side of the river	Pa site does not get the recognition it deserves
Railway location creates possibility of rail transport	Confusion over community development plans - gamble for investors	Youth leaving school earlier than other communities - Ideas for youth engagement: cooking lessons, sports teams with adult input and support	Lack of retail and services requiring investment (particularly health, post)	Daily public transport could lead to unemployment levels dropping, socioeconomic increase, perception improved, pride in having job, instil pride and mana into kids	More recreation - swings, slides	Gentrification
	Lack of technology available	Uninformed negative outside perception	Lack of WDC maintenance	Perception that Waikato-Tainui doesn't appear interested in their industrial land	Beautification and identification of entrances to Meremere	
	Growth in surrounding Tuakau, Pokeno and Te Kauwhata will create opportunities for growth in Meremere	Some Government policies place Meremere and similar low socioeconomic communities at a disadvantage		Employment opportunities resulting from immediate surrounding district growth		
		Some community security issues, need regular community patrols / active police				
		Need afterschool care and holiday programmes				
		Lack of activities for youth (especially in winter)				

COPY

## A5 TE KAUWHATA

TRANSPORT	GROWTH	COMMUNITY/ SOCIAL	TOWN CENTRE	EMPLOYMENT	ENVIRONMENT	CULTURAL
Lack of transport options and infrastructure	Ageing infrastructure (water / waste; comms)	Lack of social infra for ageing pop.	Multi-storey retail / mixed use	Local businesses and employment	Attractive views and country living, rural character	Heritage trail and vineyard (Paddy Rd)
Connectivity, lack of road crossings	Planning and staging	Funding	Railway crossing at the entrance to the TC creates 'pinch point' – over or under bridge	Tourism – outdoors, Te Araroa walkway, Te Awa cycleway, lake and river, campervans	Walkways: Back of Blunt Road, Whangamarino, Scott Road development, around the lakes, wetlands	History and cultural events, waka ama, etc
PT - Fast train to Auckland and Hamilton, not just for commuting and bus	Community input	Community spirit, sense of belonging (sometimes lack of)	Leisure / entertainment / restaurants (boutique, not chains)	Contractor employment	Improved access to river	Interpretation of historical features
Connectivity to surrounding area and closest neighbours	Location is an opportunity, capitalise on it	Move the college	Quality retail and shopping, retail hub	Promote farming, local produce, protect farmland	Water sports	
Fix Saleyard Road	Pressure from more Aucklanders moving here	School under pressure, expand the school, attract teachers	ATMs	Accommodation	Lake Waikere for recreation, zipline	
Commuting	Housing diversity (small families)	More recreational opportunities, especially sport and recreational facilities – sports hub	Carparks at train station	Industrial land near motorway to screen noise	Capitalise on Lake Kopuera unique fish and bird life	
	Weekend residents	Halls / churches – expand their use e.g. film nights, youth centre, events Need Town Hall	Stop quarry and stock trucks coming through the main road, by-pass for main street	Commercial land	Water quality (remove coal from Lake Waikere)	
	Land monopoly, forcing zoned land to be developed	Safety and security (e.g. along railway line and playground), police	More parking	Branding needed	Green belt, more reserves	
	Flooding to the east and south?	Health care services, after hours, counselling	Vacant land	Festival and events e.g. multisport event		
	Don't want to become a suburb of Auckland	Use primary school site better / move school; Scott Rd growth might mean need more schools	Covered market	Leverage Hampton Downs traffic (service centre)		
	Cost of contaminated land	Playgrounds	Arts e.g. theatre, galleries			
		Expand the library	Supermarket			
		Activities for young people, talk to young people	No room to grow businesses – lack of buildings and land			
		Develop and expand Domain	Develop small town feel			
		Extend pool / leisure centre				

COPY

## A6 OHINEWAI

TRANSPORT	GROWTH	COMMUNITY/ SOCIAL	TOWN CENTRE	EMPLOYMENT	ENVIRONMENT	CULTURAL
Public transport bus and train service stopping in Huntly and Te Kauwhata	Lack of water and sewerage services, and no fibre connection	Emergency Services currently a 45-50min wait for ambulance	Lack of a central hub, e.g. shop, cafe	Desire section sizes that are large ie like Tamahere to attract people that can run business from home	Want walkways around Lake Waikere, and to the river	
No petrol station - opportunity for service centre.	New houses being constructed within the flood line that should never have happened i.e. in Taupiri	School is at capacity - expand the school and consider early childhood care	Cowboys site is ugly eyesore in the community - requires a clean up or removal. Idea to convert to a café.	Sleepy head development could be good for the community would rather have light commercial rather than industrial	Create cycle track along the stop banks ( Te Kauwhata to Huntly)	
Great location (close to Hamilton/Tauranga/ Auckland/Raglan)	Feel threat of re-zoning from country living to residential	Keep the community attractive so that the right people locate here ie clean up grass / roadside rubbish	Appears unkempt - people dump rubbish here, and many weeds growing - consistently asking council to clean up	Potential youth employment with a service centre	Opportunity for more planting i.e. more trees fruit trees that are here are good	
Train line opportunity	Rates increasing	Lack of community feel, don't meet regularly	Make the community more attractive		Need to keep money from the reserve leasing.	
Provide access across railway and highway for walking and cycling between east and west and to the school	Regulate property size	Lack of communication of what is available here in the community i.e. squash, indoor bowls wood turning - advertise what is here ie. Newsletter or an online community forum	No entrances to the village			
Opportunity for truck stop		Build wharf at the landing for fishing	No public amenities, no rubbish bins, parking, no-one taking responsibility - these are required - Gordonton as an example			
Traffic on Tahuna Road starting to become a rat run to avoid SH2		Lack of families, ageing population				
Dangerous rail bridge crossing that locals have fixed with plywood		Create rest area by the river - develop the landing				

COPY

## A7 HUNTLY

TRANSPORT	GROWTH	COMMUNITY/ SOCIAL	TOWN CENTRE	EMPLOYMENT	ENVIRONMENT	CULTURAL
Transport connections, PT to employment, train service, bus, Park and Ride to commute to Auckland	Poor housing, more choice needed, free insulation needed	Separated by river (east and west), little voice or involvement from west	Run down, redevelopment in the CBD	Employment / low incomes / attracting skilled workers	Using the lakes, walkways, boating and fishing, development of East Mine	Shared understanding of each other / culture
Central interchange	Lack of understanding from Council to live / work in Hamilton	Social issues and crime / vandalism (fast food, alcohol, drugs, violence, poverty)	Turn towards the River	Incentives / remove obstacles for big business	Cycling and walking tracks e.g. Hakarimata walkway; connect to Te Awaroa cycle	Waka ama on river, lakes
Traffic through the main street instead of SH	Land for development, encourage growth, rezone incl. Ohinewai, expand into rural areas	Underutilisation of parks and facilities e.g. college using library	Better lighting and footpaths	Tourism – waka ama, kapa haka; industrial attractions (old mines, vintage sites)	Boardwalk	
Connect James Rd to Raynor Rd	Helping locals into home ownership	Stigma / reputation - low moral, get back to good things known for, taking ownership and pride	Trees and flowers	Employment / business zones	Diving centre	
Vintage Tramway and Steam trains	Housing with lake views	Bring back gardens	Reduce liquor licences	League centre of excellence (Cambridge)	Clean up lake, cleaning up the mess from mines	
Motorway – freeing up old SH	Central location advantage	Amphitheatre with power	Bars and cafes	Speedway bring employment and people, needs access off SH1	Lake Waahi	
Cycle routes		Youth focus e.g. hub (wellbeing issues), working with youth in a coaching way, young people ideas, connect kids with facilities	Christmas lights	Commercial operations	Fitness stations (river and lakes), gyms, family adventures on the lake	
		Wellbeing centre – northern end of main street	Pedestrian precinct main street	Prepare for power station closure, could be opportunity	Diving platform on bridge	
		Dirt bike / motocross track		Bring Legoland to Huntly		
		Fractured organisations, no integration, lack of comms, meet on marae		No industrial area		
		Too much hui, not enough do-I / no action				
		Events e.g. Festivals in Domain, Huntly half-marathon				
		Move College, replace with sports dome				
		Library / community hub				
		Health services				

COPY



## A8 TAUPIRI

TRANSPORT	GROWTH	COMMUNITY/ SOCIAL	TOWN CENTRE	EMPLOYMENT	ENVIRONMENT	CULTURAL
Alternative access to the Taupiri area without using the motorway	Taupiri - infrastructure	Better process to engage rangatahi, engage with schools		Need more employment	Connection to Te Awa cycleway	Youth activities, cultural, community – based
Park and ride	Two areas of development one in Murphys Lane, one on Te Putu St	Need a Supervalu, post office, afterschool care, daycare		Train stopping at Taupiri Station would increase tourism, employment and growth	Upgrade parks and reserves with more walkways and trees	Gully system, mountain river and heritage sites - Council support to promote what makes Taupiri unique
River transport	With development starting, want to remain a 'village' and don't want to end up like Pokeno	Need a retirement village		Motocross events	Taupiri Mountain walkway	
Bridge across river, connect Taupiri and Hakarimata	Two farms between town and expressway want to subdivide near junction and service centre at new entrance to Taupiri	Combining the halls as there are several club rooms		Motel	Waikato safe for swimming?	
Need more pedestrian crossings		Service centre like 'AutoBahn'		Don't have an identifiable industry	More planting	
Taupiri express workers bus could also pick up at Huntly, Ngaruawahia, and Horotiu						

COPY

## A9 NGARUAWAHIA

TRANSPORT	GROWTH	COMMUNITY/ SOCIAL	TOWN CENTRE	EMPLOYMENT	ENVIRONMENT	CULTURAL
Better public transport, express bus that stops at Huntly, Ngaruawahia and Horotiu; commuter train stop at Nga, more bus stops	Proximity to Hamilton is a problem, dormitory town	Disconnect between community aspiration and WDC focus, cynicism in the community as no action - need community collaboration	Want to have a clear gateway that reflects identity	Leverage Hakarimata Ranges	Freedom campers at the point and dumping their waste into the toilets	Youth activities, cultural, community – based
Walkways and cycleways	Affordable housing	Recreation centre / sports hub needed	Lack of definition of TC, bad impression entering town	Tourism - cultural and historical distinguishes area & environment e.g. glow-worms in Hakarimata. Ideas: gondola, guided bus tour - Maori café		Two rivers (Waikato and Waipa), Hakarimata Ranges, and the Maori King makes area unique
Need more pedestrian crossings Better road seal at intersections	More investment by WDC needed (not keeping up with growth), slow consent process	Low academic expectation	Investment in public buildings	Hold more events, collaborative, national events		
	Need more facilities to cater for increase in population, e.g. supermarket, doctor	Crime and gambling, lack of security or perception of this	Guidelines for shops and community buildings	Momentum Waikato previously initiated a social enterprise but investment went elsewhere		
	Papakainga opportunities in Ngaruawahia (see map)	Get community leaders teaching		Teaching trades		
	Ngaruawahia - infill housing in smaller areas (see map)	Arts centre		Humane possum fur industry		
		Cultural and leisure facility with training rooms		Business rebates to sponsor activities		
		Access to the River at Ngaruawahia		Public toilets at the reserves, cater for walkers in the Hakarimata Ranges		
				More promotion		
				Business attraction and tourism strategies		

COPY

## A10 HOROTIU

TRANSPORT	GROWTH	COMMUNITY/ SOCIAL	TOWN CENTRE	EMPLOYMENT	ENVIRONMENT	CULTURAL
Many trucks trying to turn right have to wait a long time to turn. Intersections should be widened.		No community spirit/bonding	Make Horotiu as a beautiful village - not lots of small sections	Utilise cyclists from cycleway.	Affco smell - sulfur	
A formal carpark, toilets, rubbish bin etc. should be developed at the area of gravel around the bridge at Horotiu Bridge Rd.						
Heavy traffic noise						
Re-use the train line for freight						
Passenger train to Hamilton/ Auckland						
Can't access river from eastern side - paper roads blocked off.						

COPY

## A11 TE KOWHAI

TRANSPORT	GROWTH	COMMUNITY/ SOCIAL	TOWN CENTRE	EMPLOYMENT	ENVIRONMENT	CULTURAL
Cycle circuit to link Te Awa at Ngaruawahia, along the stream	Infrastructure needed, low impact storm and wastewater options	Expand existing primary school, consider additional school		Opportunities around Te Araroa walking trail		Significant heritage
Improve bus service Huntly, Ngaruawahia, Horotiu, Te Kowhai, The Base, Hamilton	Make sure the right processes are in place for growth, including airport growth (noise etc)	Expand playing fields		Opportunities around the Te Otamanui walkway (used by more than 100 people per day)		
Dedicated parking area	Good people moving to the area	Dog walking facilities		Enough industry in the area		
	Want development contributions used locally	Better security, CCTV		Don't want helicopter training area, restricted hours		
		Want unique public toilets in Te Kowhai				

COPY



## A12 WHATAWHATA

TRANSPORT	GROWTH	COMMUNITY/ SOCIAL	TOWN CENTRE	EMPLOYMENT	ENVIRONMENT	CULTURAL
SH and intersection - congestion and pedestrian issues	Developing away from town on Raglan side	River access - jewel in the crown' - want access but lower priority	Not supported by growth location	Whatawhata was centre for Tainui education historically	River erosion	Significant heritage
No walkways but lots of road reserves, connect communities	Retain rural character and lifestyle	Lack of community land and facilities, small park at Awatea. Contributions for years but not enough facilities for Whatawhata (library, medical?)		Opportunities for employment lost through lack of optimisation of land around SH23/SH39 intersection	Weeds, privet along river	
Congestion - roundabout needed		Schools - classrooms growing				
		No public toilets				
		Walkways and BBQ areas				
		Expand playing fields				

COPY

## A13 RAGLAN

TRANSPORT	GROWTH	COMMUNITY/ SOCIAL	TOWN CENTRE	EMPLOYMENT	ENVIRONMENT	CULTURAL
Bypass to Rangitahi	Sea level rise	Isolation for the elderly, elderly moving out	Wharf area developed for everybody, winter and summer, needs management and able to be used by all	Employment for youth, entry level	Recycling	Embrace history
Bike trail and walkway to Whale Bay	Define character areas	Avoid gentrification, minority groups having to leave	Bank in town	Training and skills development	Environmental issues that need to be addressed	The diversity of the community is an opportunity
Two-way bridge	Affordable housing - guidelines for AirBnB (poor balance between permanent and visitors)	Need more education	Parking regulation	Businesses want to set up here	Encouraging self-sufficiency in power and local food production	Include signs in Te Reo, TOW education
Access into Raglan - Greenslade Rd is a dangerous corner	Plan growth, how much and where, currently poor planning	Need a youth hub	Parking by the wharf	Tourism	Spray-free - alternative	Support a strong Maori culture
Safety around schools	Areas under special character	Improve social capital	Narrow streets	There is diversity in skills in the area - new businesses	Food / seed and tool banks, building resilience	Respect Tangata Whenua
Traffic problems especially on market days	Different energy codes and building codes for new development	How to integrate new people into the community culture 'about the way things are done in Raglan'	Re-use heritage buildings	High retail rates - money off tourists	Waste as a resource	Cultural Centre
More cycling opportunities	Sewerage and stormwater infrastructure needs improving	Consult with community before making changes in town, DP is complicated to make a submission, some don't feel comfortable in formal setting (Maori, youth)	Town is vibrant through compactness	Global businesses in Raglan	GE free	
Boardwalks on coast	Speed of growth and poor planning	Sports centre, all sports together in one place	Underground parking (see map)	Not just relying on tourism		
Bridle paths	Concern about Rangitahi development, impact on traffic	Lack of accountability for decisions, Community Board needs more authority	Wi Neera Street area belongs to the public, nothing happening	Hospitality		
Parking issue		Lack of policing and emergency services		Local contracts - jobs to locals		
		Gang patches, youth getting involved		Good wifi is needed		
		Lots of the community commute which reduces cohesion		Eco-tourism		
		Co-operative housing		Un-affordable commercial property		
		Inequality, social housing needed, iwi partnerships				
		Living wage				
		Lack of venues				

COPY

## A14 TAMAHERE

TRANSPORT	GROWTH	COMMUNITY/ SOCIAL	TOWN CENTRE	EMPLOYMENT	ENVIRONMENT	CULTURAL
Connect communities, lack of transport facilities, public transport	Sustainable land use, high density areas - need to be smart about using the land. Not huge development, but some spaces	No places to get together - form more of a community. School - but if you don't have small children, hard to get to know people in the community	Restaurants art galleries, markets (in St Stephens grounds) and festivals	Restaurants art galleries, markets	Pest eradication	Historical sites - pa sites
User-friendly cycleways - healthy lifestyles as a goals - tie in walking cycling to transport, footpaths underpass bridges, safety, connect walks, walkway/cycleway to Hamilton and to schools - safe way to commute	Arable land not being used - blocks too big. Restricted by zoning for subdivisions and growth	Recreational opportunities - parks, tracks through gullies, playgrounds, there are some, but some need their own. Woodcocks Rd doesn't have a playground	Limited space	Boat cruises	Gully restoration project	Good iwi connections maintained
Southern links urgently needed	Adequate infrastructure, sewerage system, water inadequate	Sport, multisport facilities	The right size, don't need a supermarket	Close to mystery creek	Zero-waste	
Congestion at Hillcrest	Get rid of power poles	Arts centre, library		Airport close by	Protect significant natural areas	
Lots of traffic through village	Why do we have to grow? Not the right area - people here want the large sections	Range of council services needed locally, better alignment between HCC and WDC facilities		Tourism - historical sites, BnBs	Tree planting policies	
Train to Auckland	Hamilton is encroaching on Tamahere - keep a separate area	Lack of school space - middle school needed		Need an i-site on the internet - book accommodation, activities, access maps, cycleways		
Traffic safety around school	Intensification needs to be quality	Severance from SH1		Retail provision		
More footpaths	Levels of service don't reflect rates	Plan for green belts				
Limited access into areas of the community	Retain productive farmland	Great security needed				
Severance - don't want Tamahere cut in half, east - west severance	Retain character and high amenity	Retirement village accessibility				
Park and ride at bus stops	Tainui owns a lot of land but hasn't decided on use					

COPY

## A15 MATANGI

TRANSPORT	GROWTH	COMMUNITY/ SOCIAL	TOWN CENTRE	EMPLOYMENT	ENVIRONMENT	CULTURAL
Connecting to city and other towns - buses and cycleways	Large areas being cut up into smaller blocks.		Highly identified village, but also rabbit run for traffic	Factory, limited parking and safety issues with trucks next to shops		Support development of village history
Safety, flow, some come through to avoid the SH traffic - expressway should alleviate, but people still will come through as no on-ramp at Morrinsville	Wastewater and sewerage system only serves the part of village existing, but at capacity - would need more infrastructure			Livestock improvement centre, agricultural research		
Want loop bus service through Matangi and Newstead	Restricted by zoning for subdivisions and growth					
Keep pedestrian crossing.	Connect sewerage to Hamilton city					
	Limit subdivision on productive land					
	Comment related to Newstead: Certainty and awareness for locals					

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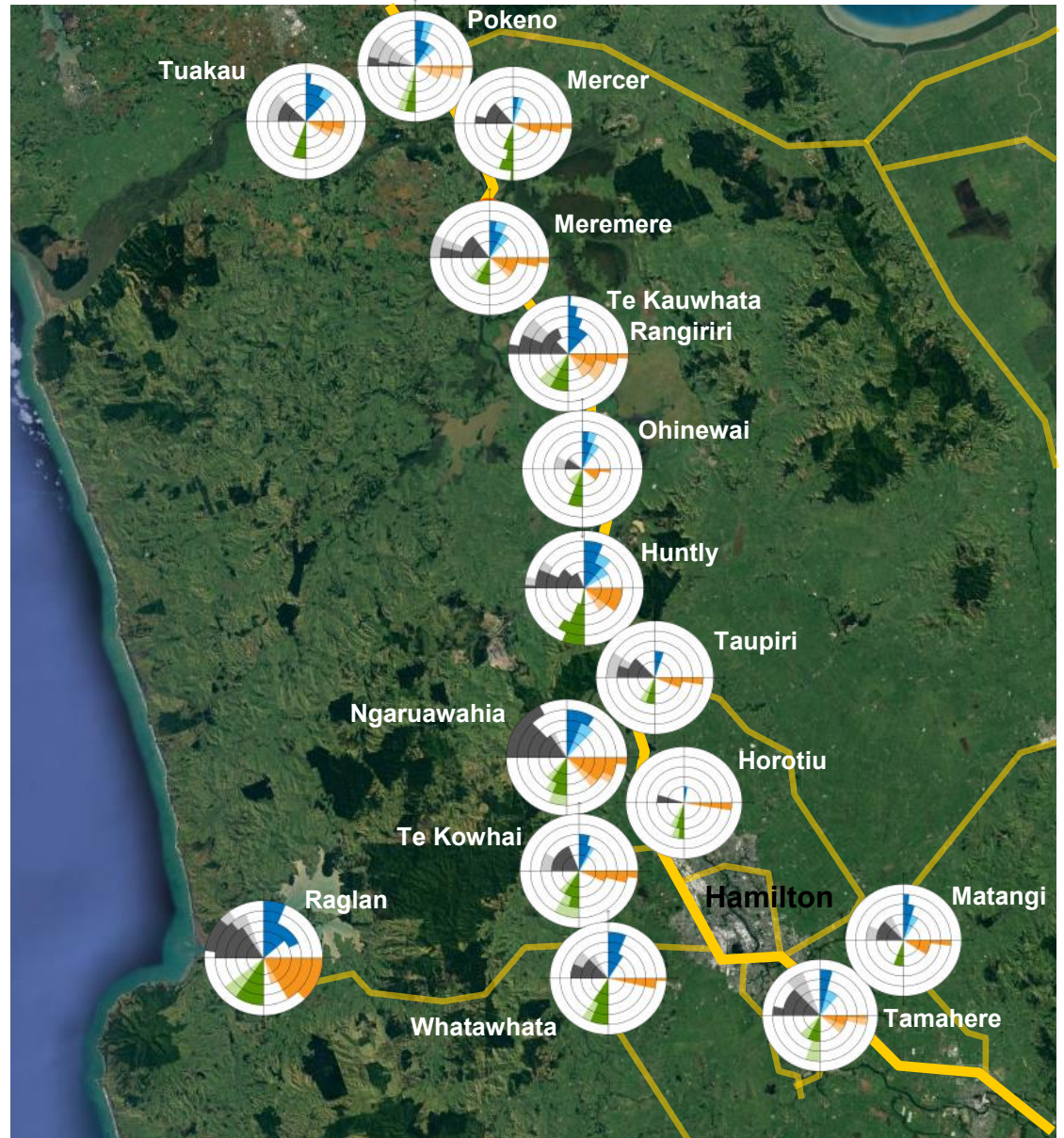
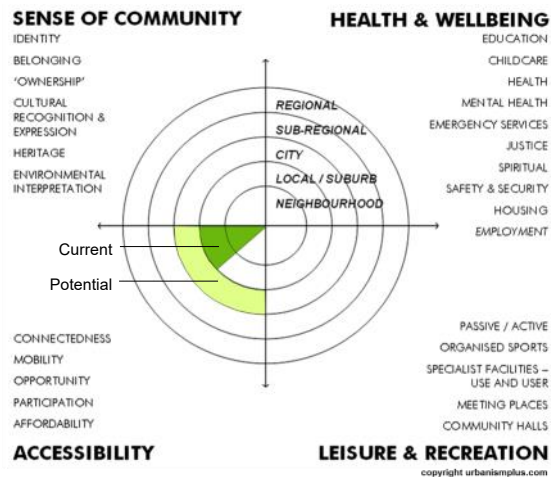


## APPENDIX B - WAIKATO DISTRICT COUNCIL LOCAL AREA WORKSHOPS COMMUNITY WELLBEING OUTCOMES

Community wellbeing includes a wide variety of tangible and non-tangible factors. A place-based review of each local settlement was undertaken in the LAB workshops to assess the social infrastructure and wellbeing of communities relative to each other. The community circles set out on the following pages show the outcome, considering quantitative and qualitative aspects of each place under four headings:

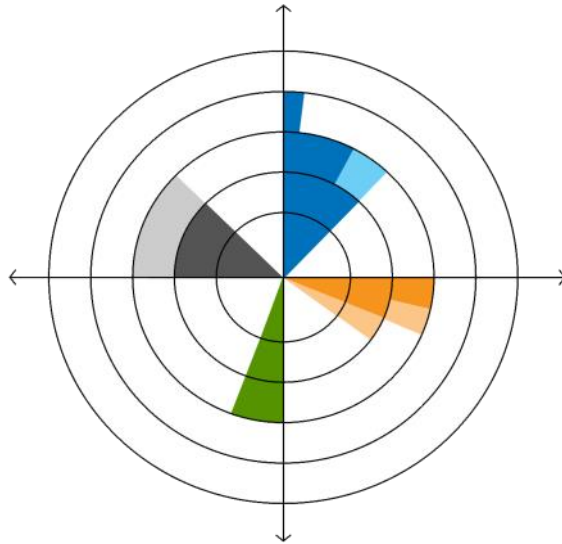
- Health and Wellbeing
- Leisure and Recreation
- Accessibility
- Sense of Community

The graphic representation aims to show both the existing situation (solid colour), based on a number of sub-factors, and ideas for the ready potential for that location based on proposed plans, strategies or other developments in the area (translucent colour), as well as the situation at different scales, from the neighbourhood (centre of the circle) to the regional scale (edge of the circle). The wider the wedge, the greater the wellbeing in that particular aspect (see example below).



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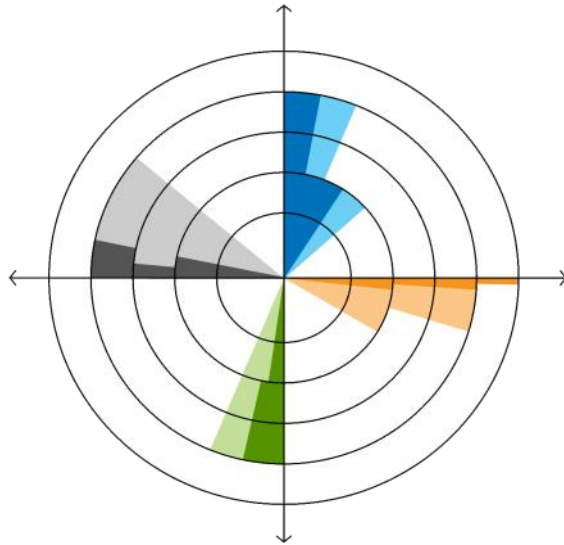
B1 TUAKAU



	Existing	Ready potential
<b>Health and wellbeing</b>	<ul style="list-style-type: none"> <li>• Education: one primary school, two colleges</li> <li>• Childcare available</li> <li>• Health centre, no after hours</li> <li>• All emergency services</li> <li>• Churches</li> <li>• Several marae</li> <li>• Few safety and security issues</li> <li>• Housing available</li> <li>• Employment mostly outside Tuakau</li> </ul>	
<b>Leisure and recreation</b>	<ul style="list-style-type: none"> <li>• Several large parks</li> <li>• Sports clubs, including rugby club and leisure centre buildings</li> <li>• Community hall in town centre</li> <li>• Library in town centre, no longer adequate</li> </ul>	<ul style="list-style-type: none"> <li>• Council service centre and library under consideration</li> <li>• Community plan underway for new/ upgraded leisure centre in J. Lightbody Reserve</li> <li>• Recreational routes along river</li> </ul>
<b>Accessibility</b>	<ul style="list-style-type: none"> <li>• Lack of connectivity and pedestrian access on neighbourhood level</li> <li>• Lack of bus services and frequency</li> <li>• Town centre accessible</li> <li>• Harder to access state highways</li> </ul>	<ul style="list-style-type: none"> <li>• Railway line and station present</li> </ul>
<b>Sense of community</b>	<ul style="list-style-type: none"> <li>• National level: place Edmund Hillary grew up</li> <li>• Local shops, schools, churches, marae bringing community together</li> <li>• High level of social deprivation (9 on the index)</li> <li>• Alexandra Redoubt</li> <li>• Lack of employment -commuter town</li> <li>• Community representation review: call from the community to split Onewhero / Tuakau Community Board</li> </ul>	

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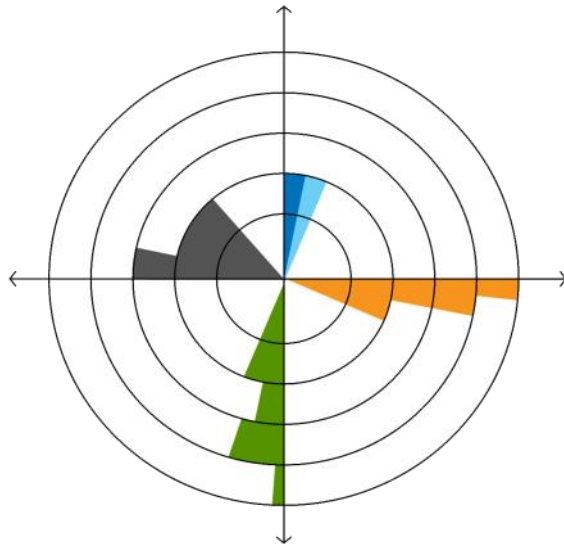
B2 POKENO



	Existing	Ready potential
<b>Health and wellbeing</b>	<ul style="list-style-type: none"> <li>• Employment - variety, including large factories, need more industrial land</li> <li>• Emergency - fire station, police (traffic)</li> <li>• Health - health centre, hospital at Middlemore, afterhours and ambulance at Pukekohe</li> <li>• Education - primary school with volume double in recent years, playcentre on schools grounds told to leave, ECE centre</li> <li>• No major safety and security problems, perception from outside can be negative</li> </ul>	<ul style="list-style-type: none"> <li>• New ECE centre consented</li> <li>• New factories consented and being constructed</li> </ul>
<b>Leisure and recreation</b>	<ul style="list-style-type: none"> <li>• Hall</li> <li>• Dog exercise park</li> <li>• Passive tourism activities - food and beverage</li> </ul>	<ul style="list-style-type: none"> <li>• Proposed 12ha wetlands, walkway</li> <li>• Proposed sportsgrounds</li> <li>• Limited open spaces</li> </ul>
<b>Accessibility</b>	<ul style="list-style-type: none"> <li>• Residential areas are far from TC</li> <li>• Truck stop creates an impediment with trucks travelling through the TC</li> <li>• Inefficient to get on / off motorway</li> <li>• Less affordable with private vehicles as long distances and high petrol prices</li> <li>• Public transport to Tuakau and Pukekohe</li> <li>• Tourist accessibility through Intercity stop</li> </ul>	<ul style="list-style-type: none"> <li>• Footpaths are lacking</li> <li>• Potential underpass to connect west and east</li> <li>• Land has been identified for potential Park and Ride (but how feasible with rail in Drury - a high level assessment is required?)</li> </ul>
<b>Sense of community</b>	<ul style="list-style-type: none"> <li>• Existing residents have a sense of community</li> <li>• Queen's Redoubt</li> <li>• Strong local Iwi</li> <li>• Historically significant as start of the NZ wars on Pokeno Rd</li> <li>• Sunday market</li> <li>• Known for ice cream, bacon, and Possum Bourne</li> <li>• Three identity components of tourism, business / industry, and residents</li> </ul>	<ul style="list-style-type: none"> <li>• New residents will require community building, ownership, will likely commute to Auckland</li> </ul>

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B3 MERCER

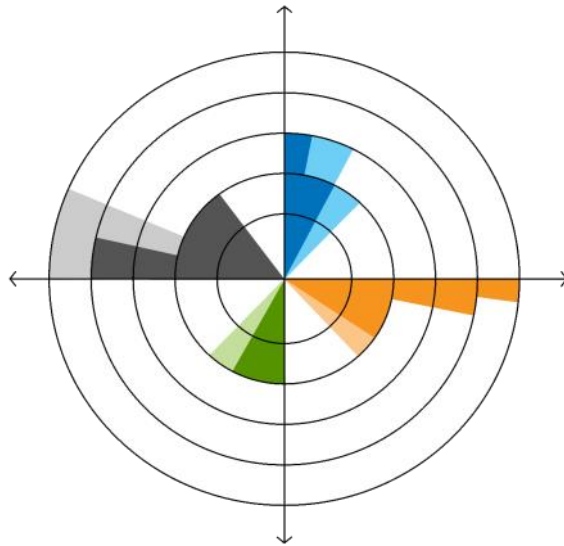


	Existing	Ready potential
<b>Health and wellbeing</b>	<ul style="list-style-type: none"> <li>• Education: Primary, increasing in numbers (43 to 80)</li> <li>• Health: Nothing local, through Pokeno</li> <li>• Emergency: Fire station moving</li> <li>• Church</li> <li>• Safe and secure neighbourhood</li> <li>• Older housing, no new housing</li> <li>• Employment: service station, Pokeno bacon, cheese, McDonalds</li> <li>• Stopbanks, flooding issues, DOC land floods northern part of reserve and TC</li> </ul>	
<b>Leisure and recreation</b>	<ul style="list-style-type: none"> <li>• Te Araroa trail</li> <li>• Motocross, rowing club, skydiving</li> <li>• Meeting places: airfield café, winery (far), rowing club pub</li> <li>• Mainline Steam Heritage Trust engines</li> </ul>	<ul style="list-style-type: none"> <li>• Sports fields</li> </ul>
<b>Accessibility</b>	<ul style="list-style-type: none"> <li>• Freedom camping happening but not legal, no facilities</li> <li>• Slip on Koheroa Road (east link) which won't be fixed until 2024 so trucks can't access</li> <li>• Interchange</li> <li>• Often used as truck stop</li> </ul>	
<b>Sense of community</b>	<ul style="list-style-type: none"> <li>• Mercer ratepayers association</li> <li>• Positive, strong, good turnout</li> <li>• Heritage buildings</li> <li>• Museum</li> </ul>	<ul style="list-style-type: none"> <li>• Possibility for a better link between the marae site and the river</li> <li>• Heritage sites</li> </ul>

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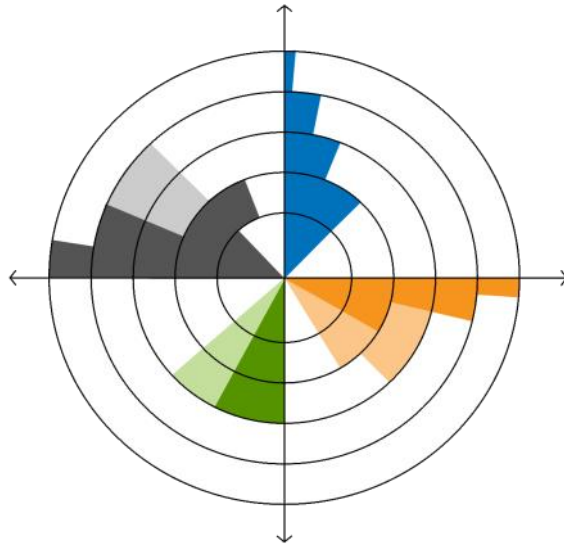
B4 MEREMERE



	Existing	Ready potential
<b>Health and wellbeing</b>	<ul style="list-style-type: none"> <li>• Social audit needed</li> <li>• Primary School with recreation facilities – Principal - social barrier</li> <li>• Kohanga Reo run from school and community centre</li> <li>• Social services and high school serviced by Te Kauwhata</li> <li>• DHB/MSD funded services available</li> <li>• District Nurse based in Ngaruawahia</li> <li>• Limited hours doctor</li> <li>• No emergency services in Meremere</li> <li>• Te Kauwhata police presence</li> <li>• Church/es (based in home)</li> <li>• Gang presence, perceived and real safety issues - lack of through traffic</li> <li>• 15 empty dwellings, empty lots, several new build homes, majority of houses from the power station era (approx. 70s, brick, solid and dry)</li> <li>• Low employment                             <ul style="list-style-type: none"> <li>- Closest opportunities - Springhill Prison, landfill and transfer station, Hampton Downs</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Employment potential on industrial land - eg high temp waste incineration</li> </ul>
<b>Leisure and recreation</b>	<ul style="list-style-type: none"> <li>• Waikato River walking trail/Te Araroa (difficult access)</li> <li>• Weekly basketball</li> <li>• Library (limited hours)</li> <li>• Community centre</li> <li>• Sport Waikato (presence and programmes unknown)</li> </ul>	<ul style="list-style-type: none"> <li>• New library building to be built behind community centre</li> </ul>
<b>Accessibility</b>	<ul style="list-style-type: none"> <li>• Lack access to public transport</li> <li>• Inadequate access from highway to Meremere</li> <li>• No through traffic</li> <li>• Long distance to hospital</li> <li>• Rural women's car pool services</li> <li>• Neighbourhood steep topography</li> <li>• Use and hire of community centre has increased</li> </ul>	
<b>Sense of community</b>	<ul style="list-style-type: none"> <li>• Services northward, identity southward</li> <li>• Increased stability and retention of residents within 5 years</li> <li>• Increased confidence and sense of community</li> <li>• Negative outside perception</li> <li>• Several active community committees</li> <li>• Pa site, redoubt</li> <li>• Connection to river and wetlands</li> </ul>	

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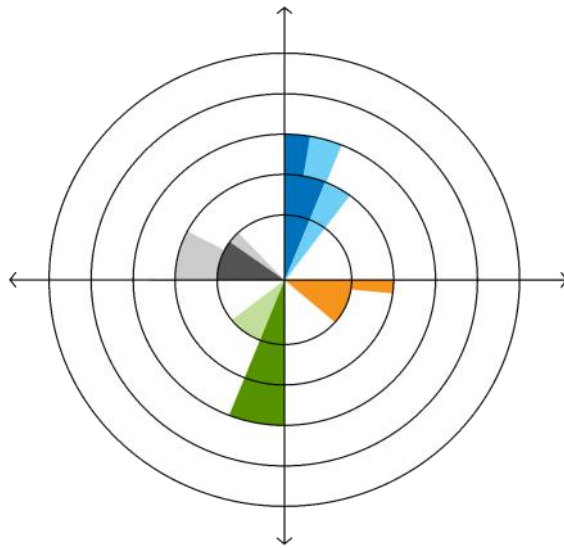
B5 TE KAUWHATA



	Existing	Ready potential
<b>Health and wellbeing</b>	<ul style="list-style-type: none"> <li>• Education: one college, one primary school, and a small school in Rangiriri</li> <li>• Childcare centres</li> <li>• Adequate basic health facilities</li> <li>• No mental health centre</li> <li>• Emergency services: fire, police, St Johns</li> <li>• Several churches</li> <li>• One marae</li> <li>• No serious safety and security issues</li> <li>• Little diversity in housing</li> <li>• Local employment in farming, Spring Hill Prison, Hampton Downs</li> <li>• National level refuse centre near Hampton Downs</li> </ul>	<ul style="list-style-type: none"> <li>• More diverse housing to be constructed in Lakeview development, including retirement village</li> </ul>
<b>Leisure and recreation</b>	<ul style="list-style-type: none"> <li>• Long distance cycling</li> <li>• Hampton Downs racing</li> <li>• Wetlands</li> <li>• Sports facilities at domain - rugby, squash court, and equestrian, pool at college, bowls club</li> <li>• Community facilities: hall, Te Kauwhata House</li> </ul>	<ul style="list-style-type: none"> <li>• Recreational routes and bridle paths to be constructed at Lakeview development</li> </ul>
<b>Accessibility</b>	<ul style="list-style-type: none"> <li>• Location on expressway</li> <li>• Reasonable affordability</li> <li>• Easy to get around entire town and key destinations</li> <li>• Most people have car</li> <li>• People get involved in community</li> <li>• Reasonable quality streetscape in neighbourhoods</li> </ul>	<ul style="list-style-type: none"> <li>• Likely more affordable housing in Lakeside development</li> <li>• Improved bus services to be implemented</li> <li>• Train station for possible future train services</li> </ul>
<b>Sense of community</b>	<ul style="list-style-type: none"> <li>• Strong sense of community</li> <li>• Has its own newspaper</li> <li>• 'Village feel'</li> <li>• Rangiriri:                             <ul style="list-style-type: none"> <li>• Rangiriri paa site at</li> <li>• Te Wheoro's Redoubt</li> <li>• WW1 Memorial Gates</li> </ul> </li> <li>• Awareness of issues with Lake Waikare</li> </ul>	<ul style="list-style-type: none"> <li>• Plans for walkways around wetlands, opportunity for interpretation</li> </ul>

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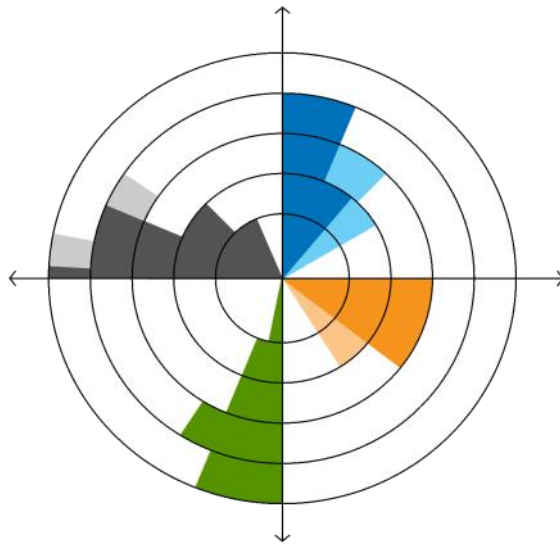
B6 OHINEWAI



	Existing	Ready potential
<b>Health and wellbeing</b>	<ul style="list-style-type: none"> <li>• 1 primary school</li> <li>• No childcare</li> <li>• No health or mental health facilities</li> <li>• No emergency services (currently travel from Huntly with concerns around response times - evaluate against future, faster access to Huntly - is there a management response to improve conditions?)</li> <li>• No justice services - Prison (Dept of Corrections) run courses at the hall often</li> <li>• Church group services held at the hall</li> <li>• Sense of a safe community</li> <li>• Large lots, limited mix of housing</li> <li>• Minimal employment</li> </ul>	<ul style="list-style-type: none"> <li>• Primary school has room to expand onsite</li> </ul>
<b>Leisure and recreation</b>	<ul style="list-style-type: none"> <li>• Tennis courts</li> <li>• Indoor bowls (in hall)</li> <li>• Community hall</li> <li>• Women's Institute</li> <li>• Badminton (in hall)</li> <li>• Tourist campervan club that stay three times per year</li> <li>• Bird Club come once each year</li> <li>• Frequent private hire of the hall (4-5 times per week)</li> <li>• Two lakes, but both are fenced off. Used for duck shooting</li> </ul>	
<b>Accessibility</b>	<ul style="list-style-type: none"> <li>• Great access to the Waikato Expressway</li> <li>• No footpaths around the village</li> <li>• Limited access East/west and over the railway line and SH1</li> <li>• No footpaths around lake or reserve</li> </ul>	
<b>Sense of community</b>	<ul style="list-style-type: none"> <li>• Quite a few long term residents</li> <li>• Aging population</li> <li>• Good sense of belonging</li> <li>• No clear cultural identity</li> <li>• Community locals often clean up rubbish</li> </ul>	<ul style="list-style-type: none"> <li>• Increase of community feel and communication within the community</li> </ul>

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B7 HUNTLY

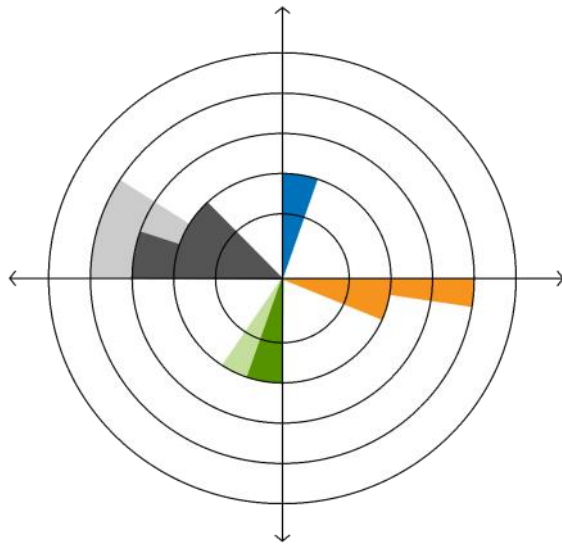


	Existing	Ready potential
<b>Health and wellbeing</b>	<ul style="list-style-type: none"> <li>• One college and several primary schools</li> <li>• Inadequate number of childcare facilities (check up)</li> <li>• Health facilities available (not after hours)</li> <li>• Many mental health services</li> <li>• Friendship House, men's sheds</li> <li>• Needs social audit</li> <li>• Fire, police, and St John's Ambulance services present</li> <li>• Court house, and periodic detention</li> <li>• Several churches</li> <li>• Marae</li> <li>• Lack of police presence</li> <li>• '3/10' real and perceived safety</li> <li>• Petty crime concentrated in the western area</li> <li>• Many state houses of poor quality</li> <li>• Clusters of high value housing in the hills on the eastern side</li> <li>• Employment opportunities in quarries, manufacturing, retail/services, farming</li> <li>• Commute for work (more than TK)</li> </ul>	<ul style="list-style-type: none"> <li>• CCTV cameras to be installed</li> </ul>
<b>Leisure and recreation</b>	<ul style="list-style-type: none"> <li>• Rugby, league, football</li> <li>• Recreation around lake</li> <li>• Small gym</li> <li>• RSA</li> <li>• Men's shed</li> <li>• Conference centre</li> <li>• Memorial Hall (being repaired)</li> <li>• Public open spaces</li> </ul>	<ul style="list-style-type: none"> <li>• Memorial Hall once repairs completed</li> </ul>
<b>Accessibility</b>	<ul style="list-style-type: none"> <li>• River creates division</li> <li>• Lack of private vehicle ownership, no WOF/registration</li> <li>• Many walk</li> <li>• Bridge over rail line often closed, and alternative bridge is unsafe</li> <li>• Steep terrain, and footpaths particularly difficult for elderly</li> <li>• Transport to facilities and services available for particular groups</li> <li>• Social and community initiatives (non-profits) mainly run by same person</li> <li>• High level of social deprivation, many receiving government benefits</li> <li>• House prices are low, but increasing</li> </ul>	
<b>Sense of community</b>	<ul style="list-style-type: none"> <li>• Ethnically diverse community</li> <li>• Negative outside perception</li> <li>• Shift towards staying, hard working</li> <li>• Volunteering</li> <li>• Multi-generational families staying</li> <li>• Waahi Pa, Rakaumangamanga (note environmental understanding and initiatives for the lake/river)</li> <li>• Less ownership</li> <li>• Grassroots music, kappa haka, performing arts, hip hop</li> <li>• Arts scene growing, wearable arts</li> </ul>	

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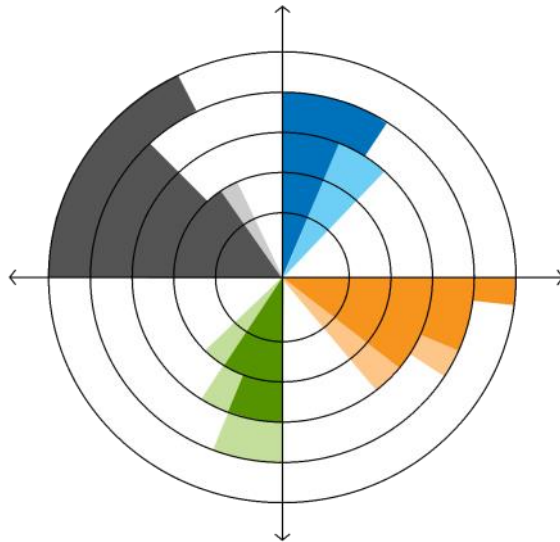
B8 TAUPIRI



	Existing	Ready potential
<b>Health and wellbeing</b>	<ul style="list-style-type: none"> <li>• Education: Primary, no Secondary, daycare, playcentre</li> <li>• No health services</li> <li>• No emergency services</li> <li>• Church (service is in Te Reo so some don't attend)</li> <li>• New subdivision going in, mostly residential, generally older houses, affordable housing available (and price is good)</li> <li>• Employment: Farm source, vet services, hopinstopin, recycled clothing shop, water pump shop, mechanics</li> <li>• Safety and Security is mostly good</li> </ul>	
<b>Leisure and recreation</b>	<ul style="list-style-type: none"> <li>• Bowling club, rugby fields, playground, club tennis, netball courts, skate park</li> <li>• Taupiri Setters Hall and Taupiri Memorial Hall</li> <li>• Taupiri Tavern</li> <li>• Bob Byrne Park, needs second toilet, playground, more planting</li> </ul>	<ul style="list-style-type: none"> <li>• Toilet at Bob Byrne Park</li> </ul>
<b>Accessibility</b>	<ul style="list-style-type: none"> <li>• Connectedness: Buses are fantastic, most patronised regional bus route</li> <li>• Mobility: Footpaths okay, motorway a bit of an issue as it splits the town. There is an underpass.</li> <li>• Opportunity: 6/10</li> <li>• Participation 6/10 - community board is quite active, Taupiri youth group</li> <li>• Affordability: buses are useful but no proper services in the village</li> </ul>	<ul style="list-style-type: none"> <li>• Wattsgrove Bridge to be completed</li> <li>• BP consented (service centre)</li> <li>• Could be improvements in opportunity and participation</li> </ul>
<b>Sense of community</b>	<ul style="list-style-type: none"> <li>• Identity: high</li> <li>• Heritage: Taupiri Maunga, youth group, Marae, many heritage sites, Urupa and walkway</li> <li>• Expression: Opportunity, not often taken up</li> <li>• Environmental: restoration work occurring on Maunga, Waikato River and the red River (Mangaura)</li> <li>• Taupiri Cemetery</li> </ul>	<ul style="list-style-type: none"> <li>• Restoration work on Maunga, Rivers</li> </ul>

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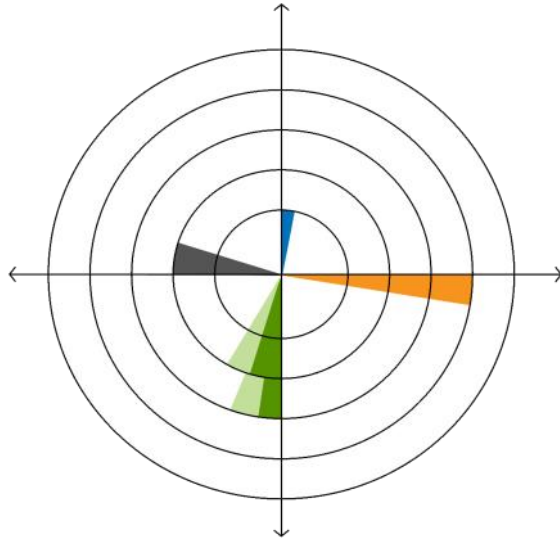
B9 NGARUAWAHIA



	Existing	Ready potential
<b>Health and wellbeing</b>	<ul style="list-style-type: none"> <li>• Education: 4 primary schools (1 Kura), 1 high school, 5 daycare centres (1 in progress), 1 playcentre, 3 Kindies</li> <li>• Health: 1 medical centre, 1 medical clinic, No mental health facilities, Tu Tangata (social workers), 2 pharmacies</li> <li>• Emergency: Fire</li> <li>• Worship - 6 churches</li> <li>• Safety and Security - Internal perception fine, external perception different</li> <li>• Housing: Housing NZ, pensioner flats (WDC), Papakainga at Te Waewae Marae</li> <li>• Employment - WINZ, WDC, AFFCO, Tainui, New World (high employment)</li> </ul>	<ul style="list-style-type: none"> <li>• Emergency</li> <li>• Pending police station</li> <li>• St Johns (building pending?)</li> <li>Safety and Security</li> <li>• Improve external perception</li> </ul>
<b>Leisure and recreation</b>	<ul style="list-style-type: none"> <li>• 1 golf course, 3 rugby club, Waka Ama Sports, Squash Club, Bowling Club, Soccer Club</li> <li>• River Fitness Stations</li> <li>• Te Awa Cycleway</li> <li>• 2 Reserves and Point Reserve with playgrounds</li> <li>• Hakarimata Ranges / Walk</li> <li>• 1 Gym (Te Waewae Marae)</li> <li>• Art Centre Twin Rivers (pending building being built)</li> <li>• Dance groups / martial arts</li> <li>• Halls (includes School Halls)</li> <li>• Kapa Haka / Performing Arts / culture</li> </ul>	
<b>Accessibility</b>	<ul style="list-style-type: none"> <li>• Mobility - not enough footpaths to access Ngaruawahia fully (especially wheelchair and prams)</li> <li>• Connectedness - loud voices in the community are very loud so can cause disconnections. Some annual events are well attended (Koroneihana Regatta)</li> <li>• Affordability - isn't really a barrier in the community. Sports clubs are very supportive with fees, transportation for struggling whanau</li> </ul>	<ul style="list-style-type: none"> <li>• More footpaths</li> </ul>
<b>Sense of community</b>	<ul style="list-style-type: none"> <li>• Identity: Gang presence, Kingitanga, Two rivers meet at the Point Reserve, Great social support within the community e.g. free food pantry</li> <li>• Ownership: Ngaruawahia Community Board - Twin River Arts, Knitting Groups, Wine Group, Walking Group</li> <li>• Cultural: Koroneihana Regatta, Split decision on cultural tourism, display Kingitanga, knowledge history, significant sites, annual events - marae (some people) want to open to tourism others believe it is tapu and too special</li> <li>• History: See above, Tourism group ready, mana whenua want to develop their significant sites</li> <li>• Environmental: 1080 peaceful protesters very active, community very protective</li> </ul>	<ul style="list-style-type: none"> <li>• Improvement relationship between WDC and Board</li> <li>• Cultural tourism</li> </ul>

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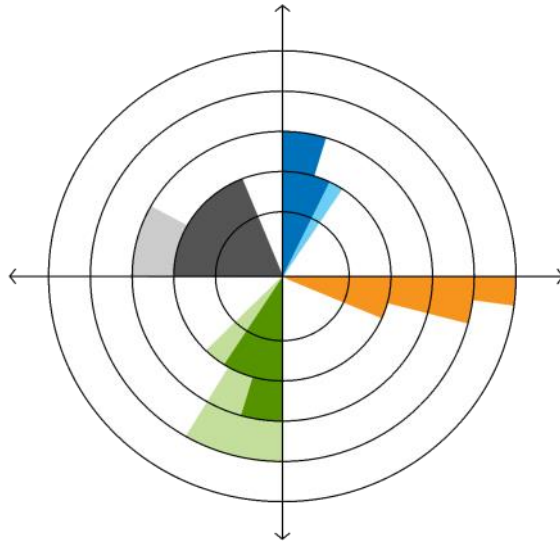
B10 HOROTIU



	Existing	Ready potential
<b>Health and wellbeing</b>	<ul style="list-style-type: none"> <li>• Education: Primary School - out of zone; daycare which is a playcentre</li> <li>• No health services</li> <li>• No emergency services</li> <li>• No church</li> <li>• New areas to be subdivided - older housing</li> <li>• Digger sections out of Horotiu</li> <li>• Close to Northgate for employment and also AFFCO (odour)</li> </ul>	
<b>Leisure and recreation</b>	<ul style="list-style-type: none"> <li>• New Te Awa walkway</li> <li>• Dog park</li> <li>• Splashy arts</li> <li>• School grounds</li> <li>• School hall</li> </ul>	<ul style="list-style-type: none"> <li>• Walking and cycling connections to Te Kowhai and Horsham Downs</li> <li>• Walking and cycling routes along Waikato River</li> </ul>
<b>Accessibility</b>	<ul style="list-style-type: none"> <li>• Footpaths safety to be improved</li> <li>• Not easy for elderly, prams</li> <li>• Intersection a barrier, crossing from to west issues</li> <li>• Public transport option</li> <li>• Te Awa walkway popular</li> </ul>	
<b>Sense of community</b>	<ul style="list-style-type: none"> <li>• Identity - strong school connection, farming community, community connection limited</li> <li>• Heritage buildings</li> <li>• Splashy - Horotiu Hall</li> <li>• Kernot Rd</li> <li>• Maori Gardens</li> <li>• River Corridor</li> </ul>	

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B11 TE KOWHAI

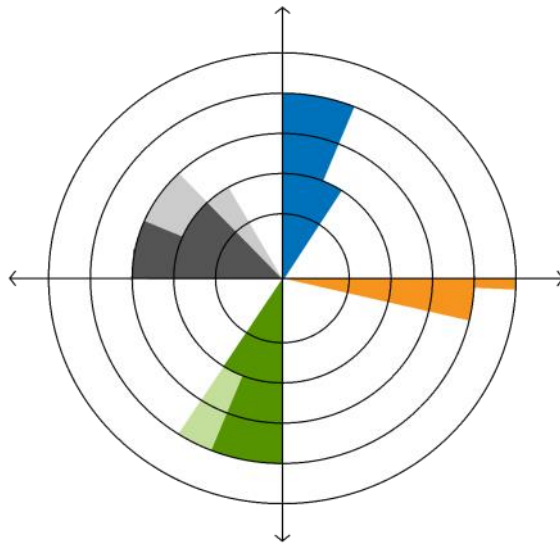


	Existing	Ready potential
<b>Health and wellbeing</b>	<ul style="list-style-type: none"> <li>• Primary school (Year 1-8)</li> <li>• Many services obtained nearby in Ngaruawahia or Hamilton</li> <li>• Day care services available</li> <li>• St Stephen's Anglican Church</li> <li>• Housing - older housing stock in the village, larger country living lots being constructed, Perrin Park retirement housing</li> <li>• Over 600 home businesses based in Te Kowhai</li> </ul>	
<b>Leisure and recreation</b>	<ul style="list-style-type: none"> <li>• Airpark (use locally and wider, has hosted international events)</li> <li>• Regional rugby</li> <li>• Market</li> <li>• New Te Otamanui walkway from village centre to Waipa River</li> <li>• Reserve with playground, skate park, and dog exercise park</li> <li>• School facilities including hard courts, playground and pool</li> <li>• Te Kowhai Hall</li> </ul>	
<b>Accessibility</b>	<ul style="list-style-type: none"> <li>• Footpaths are well connected within Te Kowhai village (but not within and to new subdivisions)</li> <li>• Good vehicle access to nearby settlements</li> <li>• No public transport</li> <li>• School bus available</li> <li>• Air access - airpark</li> <li>• Opportunities for community engagement - active participation</li> <li>• Largely affordable for demographic</li> </ul>	<ul style="list-style-type: none"> <li>• Development of a new inner relief road</li> <li>• Completion of the Te Otamanui Walkway</li> </ul>
<b>Sense of community</b>	<ul style="list-style-type: none"> <li>• Strong community and identity</li> <li>• Long standing families and ties</li> <li>• Recent installation of signage along Te Otamanui walkway describing local history</li> <li>• Community groups active - eg walkway construction and working bees</li> </ul>	

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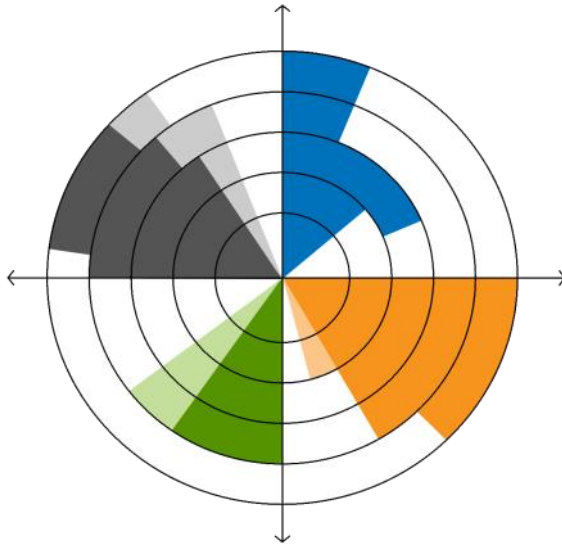
B12 WHATAWHATA



	Existing	Ready potential
<b>Health and wellbeing</b>	<ul style="list-style-type: none"> <li>• Primary school (Year 1-8)</li> <li>• Childcare (also services Raglan through commuter use to/from Hamilton)</li> <li>• Many services accessed nearby in Hamilton</li> <li>• Lack doctor</li> <li>• Church</li> <li>• Housing - older housing stock in the village, new large lot countryside living, two marae</li> <li>• Employment - school, ITM, local shops (cafes, petrol station)</li> </ul>	<ul style="list-style-type: none"> <li>• Plans for new meeting space have traction</li> </ul>
<b>Leisure and recreation</b>	<ul style="list-style-type: none"> <li>• Tennis courts, golf course, rugby club (widely utilised through marae connections)</li> <li>• Various fitness and recreational groups, but lack of recreational facilities makes them hard to run, promote, and find venues</li> <li>• Te Araroa trail runs through Whatawhata on SH23</li> <li>• Dog exercise park</li> <li>• Pick your own berry farm attraction</li> </ul>	<ul style="list-style-type: none"> <li>• More shops and employment uses</li> </ul>
<b>Accessibility</b>	<ul style="list-style-type: none"> <li>• Congestion, severance and safety issues due to the intersection of SH23 and SH39</li> <li>• Public bus service provides connection to several locations</li> <li>• No footpaths or cycle paths connecting outer suburbs</li> <li>• Affordability issues - wide demographic range</li> </ul>	
<b>Sense of community</b>	<ul style="list-style-type: none"> <li>• Strong identity and history</li> <li>• History celebrated inside community, comes from outside through whakapapa</li> <li>• Cultural and economic divide (diverse range)</li> <li>• Two marae: Omaero, and Te Papaorotu</li> </ul>	

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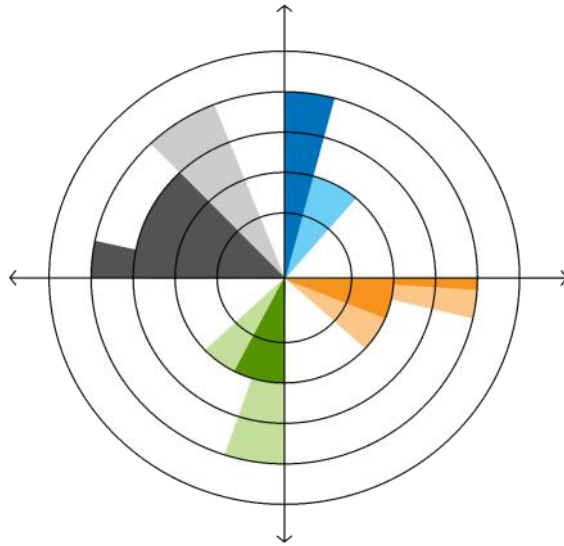
B13 RAGLAN



	Existing	Ready potential
<b>Health and wellbeing</b>	<ul style="list-style-type: none"> <li>• Education - various options covering a wide age and skill level. Early childhood (many available), kura kaupapa, primary, kohanga reo (Kokiri centre - needs support), marae based, adult education, Maori immersion, gardening programme</li> <li>• Daycare (many available)</li> <li>• Plunket</li> <li>• Health and mental health - natural healthcare, retreats (including Bryant home - fragile mums retreat), fitness, West Coast Health, Community House, approximately 6 GPs, practice nurses, rest home with hospital facilities, lacking mental health support - usually sourced outside of Raglan,</li> <li>• Emergency services, safety and security - ambulance (Mon-Fri, not after-hours), coastguard, policing is not every night, and increased over summer, neighbourhood support, community night patrol, Maori wardens (not so visible now), no court. Increased issues with safety over summer, and issues with gangs.</li> <li>• Spiritual - many churches and spaces for a wide range of beliefs, and catering for all ages.</li> <li>• Housing - wide range, but affordability issues increasing with rising land and house prices (particularly for elderly, low decile, young families) Small residential in town, lifestyle properties, papakainga, tiny houses, Stuart St housing for the elderly, holiday homes, Airbnb rentals, empty homes.</li> </ul>	More papakainga housing to be constructed
<b>Leisure and recreation</b>	<ul style="list-style-type: none"> <li>• Passive/active recreation - wide range of sports available, with clubs/teams</li> <li>• Natural environment, reserves, and beach for outdoor recreation</li> <li>• Specialist facilities - Golf course, soccer fields, bmx track and skate park, mountain bike trails, rugby club, tennis courts, bowling club, school facilities, playgrounds</li> <li>• No dedicated multisports facility</li> <li>• Campground</li> <li>• Many galleries, arts trail, Raglan Arts facility and Raglan Arts Council, market, museum</li> <li>• Youth movement</li> <li>• Exercise and craft groups (but no dedicated space)</li> <li>• Raglan Town Hall</li> </ul>	Theatre being built - a clay shed for performing arts
<b>Accessibility</b>	<ul style="list-style-type: none"> <li>• Well connected to Hamilton by road, with public bus services available</li> <li>• Challenges around topography, needs around understanding disability, traffic safety, and improved footpaths and cycling infrastructure</li> <li>• Active and involved community, with community groups such as Raglan Naturally</li> <li>• Events well attended</li> <li>• Affordability - financial issues lead to some community members unable to attend and participate in some activities</li> </ul>	
<b>Sense of community</b>	<ul style="list-style-type: none"> <li>• Strong base for the sense of community, but stronger connections required.</li> <li>• Diverse community</li> <li>• Two active marae. Tangata whenua and heritage of national significance</li> <li>• Strong environmental focus</li> <li>• Challenges - tension with tourism, iwi feeling left out of growing community, isolation of youth and elderly, high percentage of high needs people, poverty, mental health issues (depression, suicide, addiction)</li> </ul>	

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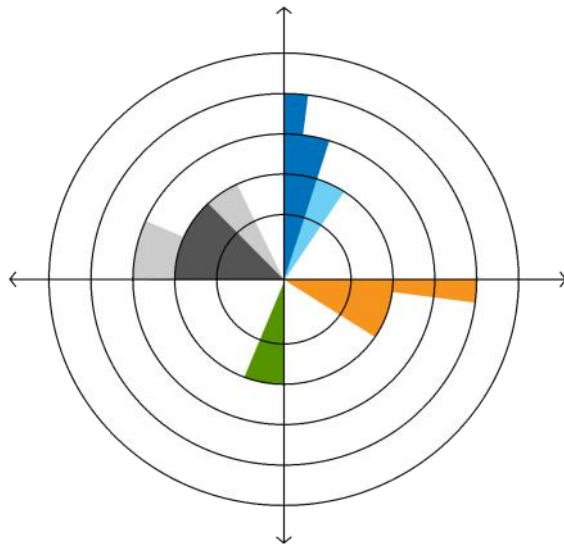
B14 TAMAHERE



	Existing	Ready potential
<b>Health and wellbeing</b>	<ul style="list-style-type: none"> <li>• Education - High decile primary school, Montessori school, several daycare centres</li> <li>• Eventide retirement village (with dementia care)</li> <li>• Home-based employment common, and close proximity to Hamilton for other employment</li> <li>• St Stephens Anglican</li> <li>• Little housing diversity - majority large lot (countryside living). Some 6-bed rental houses</li> </ul>	<ul style="list-style-type: none"> <li>• Fosters Hub under construction - includes several health and wellbeing services</li> <li>• New extension to Eventide retirement village (hospital wing)</li> <li>• Further employment opportunities coming with Fosters Hub and retirement village extension</li> <li>• New Sanderson Retirement Village</li> </ul>
<b>Leisure and recreation</b>	<ul style="list-style-type: none"> <li>• Primary school pool with community access</li> <li>• Lacrosse and junior soccer</li> <li>• Monthly market in the church grounds</li> <li>• Community Hall (half owned by the school, half by WDC)</li> <li>• Some walkways / cycleways (piecemeal)</li> </ul>	<ul style="list-style-type: none"> <li>• Playground and skate park</li> <li>• Further walkways and cycleways planned, including the Te Awa cycleway</li> </ul>
<b>Accessibility</b>	<ul style="list-style-type: none"> <li>• SH1 creates severance through Tamahere</li> <li>• Bus access is limited and not useful for the general public. Vehicles are usually required for transport. School buses are available</li> <li>• Social connection provided through markets, school, hall, and café. Noted school is the greatest opportunity for connection, so it can be difficult for those without children</li> <li>• Residents are generally affluent, with disposable income, so affordability of accessibility is not typically an issue</li> <li>• Residents are considered well educated and engaged</li> </ul>	<ul style="list-style-type: none"> <li>• Planned walkways and cycleways will increase accessibility</li> <li>• East-west link will decrease the impact of the severance created by SH1</li> </ul>
<b>Sense of community</b>	<ul style="list-style-type: none"> <li>• Countryside living environment creates an identity, as people choose to live in Tamahere for this lifestyle</li> <li>• Can be a challenge to meet people other than neighbours - insular, large lot environment</li> <li>• Working professionals</li> <li>• Street party, market</li> <li>• Culture of helping neighbours or when spotting someone who needs assistance</li> <li>• Community groups with high level of engagement and action - Council supported Tamahere Community Committee, and other committees for purposes such as hall, gully</li> <li>• Heritage and cultural recognition - homogenous 'white' community trying to embrace history. Only ward without a marae, although come under Tauwhare Pa (Ngati Hoa). Good relationship with iwi</li> </ul>	<ul style="list-style-type: none"> <li>• Concerned about being engulfed by Hamilton</li> <li>• Gully restoration including Titoki Pa and historical recognition. Make Mahingarangi-Tamahere stories more visible</li> <li>• Construction of the hub will increase the sense of community</li> </ul>

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B15 MATANGI



	Existing	Ready potential
<b>Health and wellbeing</b>	<ul style="list-style-type: none"> <li>• Education - Matangi Primary School, several childcare options</li> <li>• Assisi retirement village</li> <li>• St David's church (active), and a chapel at Assisi</li> <li>• Main employment is sourced from dairy, the factory (has 25 businesses in premises), school, local shops</li> <li>• Diversity in housing - smaller residential lots, larger lifestyle blocks, approximately 1000 farms, papakainga housing</li> </ul>	
<b>Leisure and recreation</b>	<ul style="list-style-type: none"> <li>• Small playground</li> <li>• Rugby club with playground</li> <li>• Primary school has a playground and a pool</li> <li>• Squash club</li> <li>• Bowls</li> <li>• Local hall is open for community activities</li> <li>• Tourist attraction - pick your own berries, icecream</li> </ul>	
<b>Accessibility</b>	<ul style="list-style-type: none"> <li>• Rail line has historical use and doesn't sever town</li> <li>• Footpaths are limited (in town and Matangi Rd only)</li> <li>• Allan Turner walkway connects across gully</li> <li>• Interest and participation in community issues</li> </ul>	<ul style="list-style-type: none"> <li>• Road reserves, especially Matangi Road, allow for new footpaths</li> <li>• Plans for the development of more mixed use and retail areas</li> </ul>
<b>Sense of community</b>	<ul style="list-style-type: none"> <li>• Identity based on factory, history, farming and rural lifestyle</li> <li>• Sense of pride in the settlement and community</li> <li>• Long history with families and land ownership</li> <li>• Factory has famous history with inventions and company origins</li> <li>• Active marae - Tauwhare</li> <li>• Matangi community group</li> <li>• Interested in gully restoration</li> </ul>	

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# HUNTLY LOCAL AREA BLUEPRINT

## WHAT ARE YOUR TOP THREE PRIORITIES?

We came to your town in 2018 to hear what was important to you and what you wanted to see in your community in the future.

We heard lots of great ideas and have listed lots of them below. We would now like to hear what your top three priorities for your town are. These top priorities will then be used by Council when they're making decisions. It's important to note that just because it might be in the Blueprint, it doesn't mean an idea or project will happen straight away, or even at all. If it does happen, the project may not necessarily be Council funded. Instead it might be led and funded by other agencies but just needs Council's support.

It's important that we hear from you, even if we've got it right and you have no other suggestions.

The Waikato District Blueprint will work to achieve the overall vision established by the Council for the district, which is to create Liveable, Thriving and Connected Communities – *He noohanga aahuru, he iwi whai ora, he hapori tuuhono tahi.*

Have your say by visiting [waikatodistrict.govt.nz/blueprints](http://waikatodistrict.govt.nz/blueprints)

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### IDENTITY

- Build a strong identity based on the river corridor, and the unique qualities of the local area.
- For Huntly, consider the lakes, power, mining, bricks, arts, and promote as a strong rugby league centre.



### NATURE

- Prepare a strategy for the clean-up of the lakes and addressing any other environmental issues resulting from mining activity.



### IWI

There are no specific priorities relating to this topic for your town. Refer to Appendix A for ideas from the Huntly Area Workshop.

For district-wide priorities on this theme, visit: [waikatodistrict.govt.nz/blueprints](http://waikatodistrict.govt.nz/blueprints)



### COMMUNITIES

- Prepare a reputational strategy that builds on local pride.
- Promote waka ama on the Waikato River and lakes.



### GROWTH

There are no specific priorities relating to this topic for your town. Refer to Appendix A for ideas from the Huntly Area Workshop.

For district-wide priorities on this theme, visit: [waikatodistrict.govt.nz/blueprints](http://waikatodistrict.govt.nz/blueprints)



## WAIKATO DISTRICT BLUEPRINTS

More information on your Local Area Blueprint plus other towns and areas in the district is available on our website. You can also have your say and view the district-wide Blueprint at [waikatodistrict.govt.nz/blueprints](http://waikatodistrict.govt.nz/blueprints)



# HUNTLY

## LOCAL AREA BLUEPRINT



### ECONOMY

- Promote a Puketirini Employment, Skills and Technology Cluster that builds on existing uses.
- Promote a Puketirini building fabrication construction cluster.
- Develop a youth strategy to tie in with the development of the Puketirini Cluster.
- Support the Huntly Wearable Arts event. Consider increasing its frequency and creating more economic spinoff (e.g. skills development).
- Determine key town centre strategy and management needs.
- Identify if, how much, and where, possible additional employment land for office development is needed beyond the zoning in the Proposed District Plan.
- Identify if, how much, and where, possible additional employment land for retail development is needed beyond the zoning in the Proposed District Plan.



### TRANSPORT

- Support the central interchange off the Waikato Expressway.
- Support the production of a cycle/walking strategy that links the lakes, river and town centre.
- Promote a new pedestrian river bridge.
- Promotion of passenger transport services, including opportunities for commuters.



### INFRASTRUCTURE

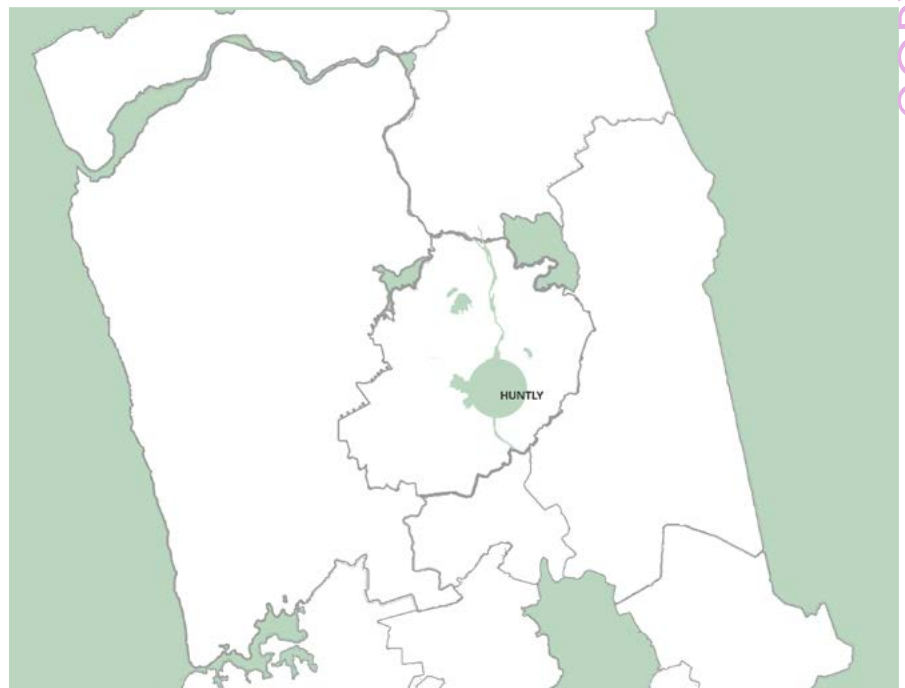
- Resolve waste water and water reticulation issues.



### GOVERNANCE

There are no specific priorities relating to this topic for your town. Refer to Appendix A for ideas from the Huntly Area Workshop.

For district-wide priorities on this theme, visit:  
[waikatodistrict.govt.nz/blueprints](http://waikatodistrict.govt.nz/blueprints)



COPY

## WAIKATO DISTRICT BLUEPRINTS

More information on your Local Area Blueprint plus other towns and areas in the district is available on our website. You can also have your say and view the district-wide Blueprint at [waikatodistrict.govt.nz/blueprints](http://waikatodistrict.govt.nz/blueprints)

**PROPOSED DROP-IN SESSIONS****Pokeno and Mercer**

Pokeno Hall – **Tuesday 12 March**, 5pm-8.30pm

**Meremere, Te Kauwhata, Rangiriri**

TK Rugby Club -**Wednesday 13 March**, 5.30pm-7.30pm

**Tuakau**

Tuakau Library late night – **Thursday 14 March**, 5-8pm

**Ngaruawahia, Horotiu and Taupiri**

Stall at Turangawaewae Regatta **Saturday 16 March**

**Te Kowhai and Whatawhata**

Te Kowhai Hall evening drop-in session - **Tuesday 19 March**, 5.30pm-7.30pm

**Raglan**

Raglan library late night – **Wednesday 20 March**, 5-8pm

**Huntly and Ohinewai**

Huntly library late night - **Thursday 21<sup>st</sup> March**, 5-8pm

**Tamahere and Matangi**

School pick up session – **Tuesday 26th March**, 2pm-6pm

**Ngaruawahia, Horotiu and Taupiri**

Ngaruawahia library late night - **Wednesday 27 March**, 5-8pm

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**Open Meeting**

<b>To</b>	Raglan Community Board
<b>From</b>	Bob MacLeod Chair Raglan Community Board
<b>Date</b>	5 March 2019
<b>Prepared by</b>	Rose Gray Senior Committee Secretary
<b>Chief Executive Approved</b>	Y
<b>Reference #</b>	GOV0507
<b>Report Title</b>	Raglan – Revocation of 1.65km of SH23 to local Road and proposed interim MOU

## **1. EXECUTIVE SUMMARY**

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The attached report was considered at the Infrastructure Committee Meeting held on Tuesday 26 February 2019 and is attached for your information.

## **2. RECOMMENDATION**

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**THAT the report from the Chair Raglan Community Board be received.**

## **3. ATTACHMENTS**

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Copy of Report to Infrastructure Committee Meeting



### Open Meeting

<b>To</b>	Infrastructure Committee
<b>From</b>	Ian Cathcart General Manager Service Delivery
<b>Date</b>	13 February 2019
<b>Prepared by</b>	Gareth Bellamy Road Safety Engineer
<b>Chief Executive Approved</b>	Y
<b>DWS Document Set #</b>	INF2019
<b>Report Title</b>	Raglan- Revocation of 1.65km of SH23 to local Road and proposed interim MOU

## I. EXECUTIVE SUMMARY

Growth in Raglan is encompassing the existing SH23. This growth includes the Lorenzen Bay Structure plan development (Moonlight Bay) that is underway. There are safety issues regarding speed and crash risk, problematic access way provisions and future proofing complexities for the growth of the town. Some of these issues have featured in Customer Service Requests (CSR's) received by Council and recent submissions from residents at the recent Speed Bylaw Hearing.

The Moonlight Bay subdivision (Lorenzen Bay structure plan) resource consent has been received. As part of the structure plan provisions, which includes provision to close the problematic Greenslade Road intersection to SH23 and create a new Tee intersection on SH23 between Greenslade Road and Lorenzen Bay Road, creating two parallel roads SH23 and Lorenzen Bay Road, resulting in an undesirable outcome.

This latter point, was deemed an appropriate outcome during the structure plan process, however the evidential road safety issues and growth, requires a re-consideration of layout and consideration of whether it is appropriate to still have a State Highway dissecting the community.

SH23 is a limited access State Highway and with an exception of approved access ways, a segregation strip will be required along the road frontage to SH23 along proposed developments as standard NZTA practice. This will, in effect land lock any development either side of SH23 and will significantly restrict the community's growth and opportunity.

It is proposed to revoke approximately 1.65km of SH23 to a local road, the justification and benefit of this to Waikato District Council is:

- Relocates the end of the State Highway to a more appropriate location outside the greater township of Raglan – resulting in ring fencing the community and removing a State Highway that dissects the community.

- Provides Council with key decision-making over the future development either side of the proposed revoked section of SH23.
- Provides opportunity for growth and access onto the revoked section on both sides of the road.
- Provides opportunity for Council to control any design outcomes of any intersection forms that would otherwise not be supported as a State Highway, such as a roundabout at Lorenzen Bay Road – creating speed calming and an appropriate entry threshold into the greater township.
- Provides Council with decision-making on the speed environment and road safety that would otherwise not be on New Zealand Transport Agency's (NZTA) priority at this location.
- Removes the need for two parallel roads to be constructed and undesirable Tee intersection onto the revoked section of SH23 as part of the Lorenzen Bay structure plan (Moonlight Bay Subdivision).
- Take advantage of the cost of the works being borne by the Moonlight Bay Subdivision developer.

The benefits for the development (and in part, any future ones to the south) will be:

- Future proof access onto the revoked section of SH23 for commercial zone (subject to district plan requirements). This is also beneficial to WDC as it removes commercial traffic from the internal road to more appropriate main road function (revoked section of SH23).
- Cost savings in constructing a roundabout in place of a large scale Tee intersection requiring significant structures.
- Additional land available to zone as commercial which was used in the original application as road corridor to connect to SH23.

Discussions between Council staff, the developer and NZTA have resulted in an agreement in principle of this proposal.

As the revocation process can take a year or more it is proposed that in the interim a Memorandum of Understanding (MOU) be entered into with NZTA. It is proposed to have the MOU operational 1 July 2019 and revocation/Declaration date June 2020 to coincide with financial year and maintenance contracts.

A variation to the Funding Assistance Rates (FAR) will be required to take into account the revoked length of SH23 that will become a local road.

The following documents are included as appendices to this report:

- Moonlight Bay Subdivision Plans – Consent plans and proposed Option B showing proposed road layout changes supporting revoked section of SH23. Plan showing extent of revocation and proposed speed limit changes.
- State Highway Revocation: Policy and Guidance Document.

## 2. RECOMMENDATION

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**THAT the report of the General Manager Service Delivery be received;**

**AND THAT Council support entering into an Interim Memorandum of Understanding (MOU) 1 July 2019 with New Zealand Transport Agency and subject to the contents of the MOU, progress revocation of SH23 (in part) 1 July 2020.**

## 3. BACKGROUND

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The recent Moonlight Bay subdivision Resource Consent application has provided an opportunity for Council staff to inject proposals to future proof the Raglan Township, to create opportunities and safety improvements and provide Council opportunity to create an entry threshold into the township. Ongoing safety concerns and problematic access way provisions for developments have featured in significant amount of CSR's received by Council.

As part of the structure plan provisions, the Moonlight Bay Resource Consent application includes provision to close the problematic Greenslade Road intersection to SH23 and create a new intersection on SH23 between Greenslade Road and Lorenzen Bay Road, thus creating two parallel roads SH23 and Lorenzen Bay Road within 50m of each other (Refer to plans in appendices).

This latter part, was deemed an appropriate decision during the structure plan process, however the traffic safety issues and growth, require re-consideration of the location of the Moonlight Bay access point.

Furthermore, as standard NZTA practice, a segregation strip will be required along the limited access road frontage to SH23 along the development, thus land locking development either side of SH23 restricting the town's future growth and opportunity.

It is proposed to revoke approximately 1.65km of SH23 to a local road

Both the developer and NZTA are in agreement in principle.

## 4. DISCUSSIONS AND JUSTIFICATION

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Without support from both the developer and NZTA, this proposal would not be possible and Council staff have met with both and presented a scheme plan. The plan showed removal of the proposed Tee intersection to SH23, and the collector road to now adjoin at the existing Lorenzen Bay Road intersection with SH23 in the form of a roundabout (supported by a reduced speed environment). The result of which, removes redundant parallel roads, removes an unnecessary intersection, provides significant cost savings and provides a safer, efficient gateway to the township and provides security over the future growth.

The existing SH23 road corridor widths at the existing Lorenzen Bay intersection do not support a roundabout suitable for a high speed State Highway environment. NZTA have no plans to reduce the speed limit at this location to an urban fringe environment that would support an appropriate urban roundabout form; the design requirements would therefore require a significant scale project out of context with the actual location and community needs.

By taking ownership of this section of SH23, Waikato District Council will be in a position to require lesser design criteria than would otherwise be required as a State Highway, the revoked section of SH23 will be considered for speed limit reduction and resembling an urban fringe road. The ownership will also provide the desired outcomes previously noted and provide significant savings as the works will be undertaken as part of the Moonlight Bay subdivision.

The developer and NZTA have agreed in principle to this concept.

The developer is keen to progress an S127 variation to their resource consent (option B) in August 2019. This Subdivision variation will include the roundabout option and will require a speed environment change. It is Council staff's desire to include this section of revoked SH23 as part of this year's (Year 3) Speed bylaw changes to support the proposed new roundabout.

As the revocation process can take 12 months or more it is proposed that in the interim a Memorandum of Understanding (MOU) be entered into with NZTA.

## 5. CONSIDERATION

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### 5.1 FINANCIAL

There will be no cost to Waikato District Council for the revocation process and the maintenance will continue to be undertaken by the NZTA Network Outcomes Contract (NOC) Contract until agreed date of revocation. A variation to the FAR will be required to include the additional length of road.

Under the NZTA Revocation Policy, "8. *The road will at the time of handover, be fit for purpose in relationship to its transport functions*"

There is one project that NZTA have planned in this section of SH23 that will be completed 2019/2020 revocation and two known assets that the agency will be undertaking condition assessments by a Geotechnical Engineer to ensure assets are fit for purpose.

These are as follows:

#### **Project to be completed 2019/20**

Replacement of Collapsed Culvert - 20m west (towards Raglan) of Greenslade Road at cost to NZTA.

#### **Existing Assets Assessments**

Existing retaining wall - planned remediation as part of the culvert replacement at the above location Geotechnical assessment is to be undertaken by NZTA.

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Existing Rock armouring to known slip site east of Greenslade Road, Geotechnical assessment is to be undertaken by NZTA.

Moonlight Bay Subdivision - It is understood during discussions with the developer that the construction of the roundabout will be undertaken as part of development and it is understood at the time of writing this report, the developer is currently working with Council with regard to development contributions and timings.

## **5.2 LEGAL**

The revocation process is managed by NZTA, including all consultation and costs. The process can take a year or more to formalise. In the interim, an MOU is planned to enable Waikato District Council to influence and take ownership of the following:

- Proposed speed limit changes and safety planning to support urban and urban fringe environment.
- The decision-making over form of the proposed roundabout and other roadside design outcomes.
- Any development/resource consent processes.

While the MOU is operational, NZTA will still be the asset owner and as such involved in all outcomes relating to this section of SH23 until revocation is complete.

Revocation will not take effect until the date specified in a notice published in the gazette; ideally the declaration and revocation should be done together by the Secretary of Transport.

## **5.3 DRAFT MOU CONTENTS AND KEY CONSIDERATIONS TOWARDS REVOCATION**

The MOU will clearly set out all obligations and legal requirements until the revocation process has been completed and include but not limited to:

- Re-affirm the maintenance obligations of the current NOC.
- WDC taking over all planning considerations, speed management obligations.
- Completion of all requirements of NZTA Revocation manual.
- Include fit for purpose asset and condition assessments which will include pavement, drainage and structures.
- All customer service requests relating to day to day maintenance/improvements will continue to be undertaken by the NOC.

## **5.4 STRATEGY, PLANS, POLICY AND PARTNERSHIP ALIGNMENT**

Staff have identified that there is no specific policies, plans or strategies relating to this proposed change to the bylaw.

## **5.5 ASSESSMENT OF SIGNIFICANCE AND ENGAGEMENT POLICY AND OF EXTERNAL STAKEHOLDERS**

This proposal does not trigger Council's Significance and Engagement Policy as changes can be undertaken by Council resolution.

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Highest levels of engagement	Inform	Consult	Involve	Collaborate	Empower
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Tick the appropriate box/boxes and specify what it involves by providing a brief explanation of the tools which will be used to engage (refer to the project engagement plan if applicable).</i>					

State below which external stakeholders have been or will be engaged with:

Planned	In Progress	Complete	
		✓	Internal
			Community Boards/Community Committees
			Waikato-Tainui/Local Iwi Environmental Groups
			Households
			Business
		✓	Other NZTA, Moonlight bay sub-division developer (Lorenzen Bay Structure Plan)

## 6. CONCLUSION

There is considerable opportunity to future proof the development growth and opportunity for the Raglan township by taking ownership of this section of SH23.

There will be no cost to the Waikato District Council and the maintenance and day to day running of this section of SH23 will continue to be undertaken by the NZTA NOC Contract until agreed date of revocation. Following revocation a variation to the FAR will be required to include the additional length of road.

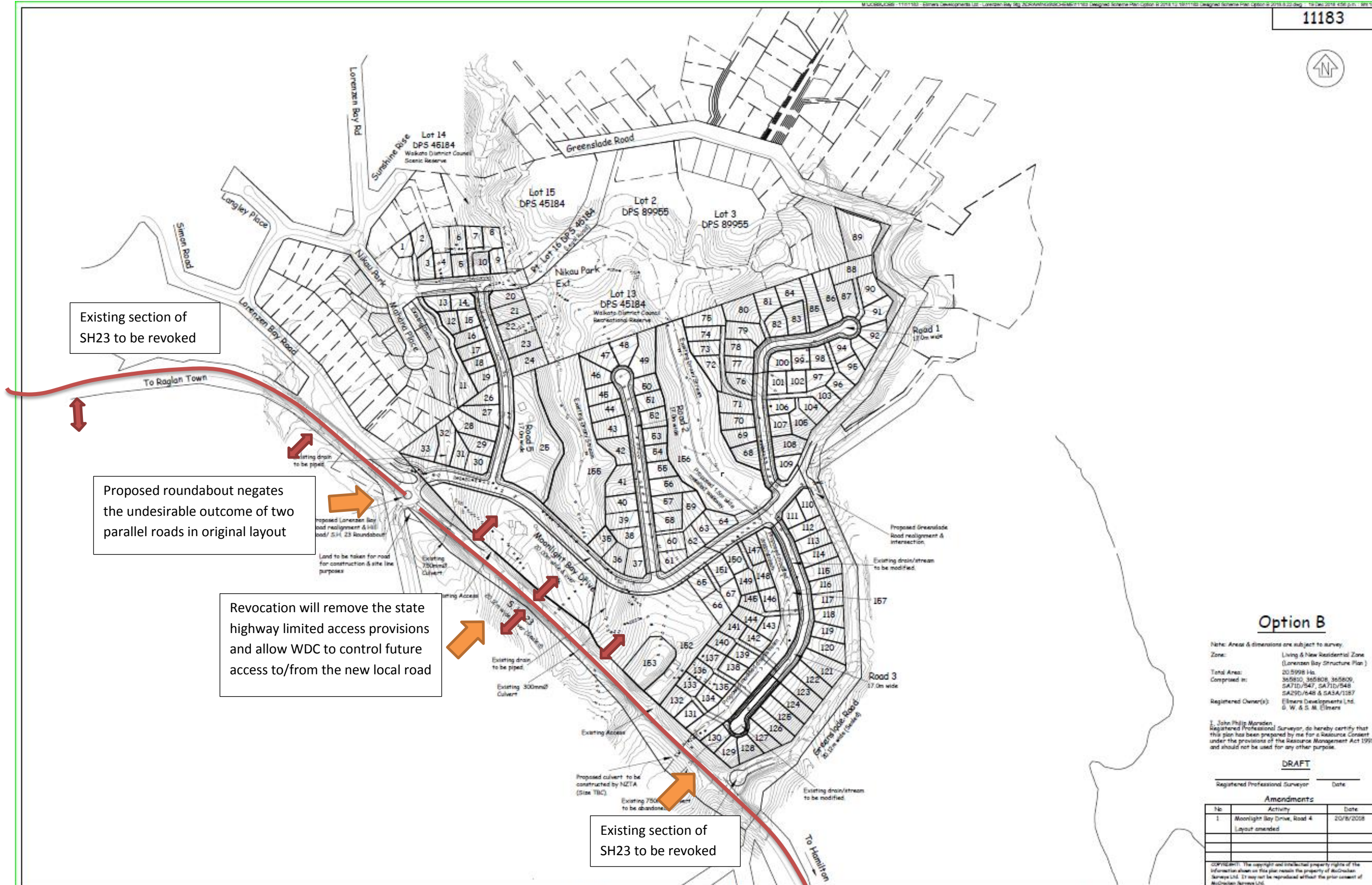
## 7. ATTACHMENTS

Appendix A - Moonlight Bay Sub-Division Plans – Consent plan, proposed Option B showing proposed road layout changes supporting revoked section of SH23, Plan showing extent of revocation and proposed speed limit changes.

Appendix B - State Highway Revocation: Policy and Guidance Document.

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**Option B**

Note: Areas & dimensions are subject to survey.  
 Zone: Living & New Residential Zone (Lorenzen Bay Structure Plan)  
 Total Area: 20 5998 Ha  
 Comprised in: S6580, S6580B, S6580C, S6710/S67, S6710/S68, S6290/S68 & S63A/1087  
 Registered Owner(s): Ellmers Developments Ltd, G. W. & S. M. Ellmers  
 I, John Philip Marsden, Registered Professional Surveyor, do hereby certify that this plan has been prepared by me for a Resource Consent under the provisions of the Resource Management Act 1991 and should not be used for any other purpose.

**DRAFT**

Registered Professional Surveyor \_\_\_\_\_ Date \_\_\_\_\_

Amendments		
No	Activity	Date
1	Moonlight Bay Drive, Road 4 Layout amended	20/8/2018

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**McCRACKENSURVEYS**  
 land & engineering surveyors  
 67 Norton Road  
 P.O. Box 19182, HAMILTON 3244  
 Phone: (07) 848 1093  
 Email: hn@mcCrackensurveys.co.nz

**Proposed Subdivision - Moonlight Bay Development**  
 Lots 57, 81 & 82 DP 391128, Pt. Lot 30 DP 31092, Lots 1 & 2 DPS 90799 & Pt. Lot 40 Deed C38  
 Nikau Park, Greenslade Road & SH 23, Raglan

Prepared for:		Ellmers Developments Ltd.		Sheet:	
Drawn HC		Checked JM		2a	
Traced		Date July 2018		Series of	
		Scale 1:2000 A1		File Ref 11183	
		1:4000 A3			

Proposed Subdivision layout





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Extents of revocation and proposed speed management





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Original layout



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### **Open Meeting**

<b>To</b>	Raglan Community Board
<b>From</b>	Tony Whittaker Chief Operating Officer
<b>Date</b>	28 February 2019
<b>Prepared by</b>	Sharlene Jenkins Executive Assistant
<b>Chief Executive Approved</b>	Y
<b>DWS Document Set #</b>	GOV0507 / 2176222
<b>Report Title</b>	Raglan Works & Issues Report: Status of Items March 2019

### **1. EXECUTIVE SUMMARY**

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To update the Raglan Community Board on issues arising from the previous meeting and works underway in Raglan.

### **2. RECOMMENDATION**

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**THAT the report from the Chief Operating Officer be received.**


### **3. ATTACHMENTS**

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1. Raglan Works & Issues Report: Status of Items March 2019
2. Raglan – Waters Performance Dashboard Report – December 18 – January 2019


## RAGLAN COMMUNITY BOARD WORKS & ISSUES REGISTER – 2019

ISSUE	Area	Action	Comments
4 Wi Neera Street, Raglan Drain	Service Delivery	<p>NOVEMBER 2017: This work is deemed to now have created a dangerous situation for both pedestrians and parked vehicles which are now pushed out into the middle of the road. The police have even commented on the poor outcome. A practical solution is required here that eliminates the public risk and vehicle risk of driving into the drain.</p>	<p>FEBRUARY 2018: Our current view is that we have replaced the existing culverts and maintained the existing storm water channel. We do not currently have funding to undertake a capital upgrade and pipe the full length of this site as other parts of the network require the capital funding in order to reduce severe risks to motorists. There are no-parking lines in place that people are choosing to ignore, we could look to enforce this and erect additional signage.</p> <p>We could look to programme installing a culvert for the full length of the storm water channel in the new financial year.</p> <p>NOVEMBER 2018: A full survey has been undertaken and a design is currently underway and should be ready by the end of the month. There was a delay around finding funding for this project which has since been sourced.</p> <p>DECEMBER 2018: An update will be provided at the meeting.</p> <p>FEBRUARY 2019: Still on track to be completed by mid February.</p> <p>MARCH 2019: Project has commenced and will be completed by 15 March.</p>
Removal of Titoki Trees, Bow Street, Raglan	Community Board	<p>NOVEMBER 2018: Community Board to consider the removal of Titoki trees from Bow Street.</p> <p>Reason for removal (see pics below):</p> <ul style="list-style-type: none"> <li>▪ Lifting of the paved path</li> <li>▪ Exposed roots and lifting of garden beds</li> <li>▪ Rubbing of the trees onto the building / awning</li> </ul> <p>Titoki trees to be replaced with new garden beds and annual plants.</p>	<p>NOVEMBER 2018: Supported provided a comprehensive building plan in place.</p> <p>FEBRUARY 2019: Staff to organise replacement trees in the April / May planting season. Watching Brief.</p>

ISSUE	Area	Action	Comments
Grass Berm Mowing, Cnr James and John Streets, Raglan	Service Delivery	<p>NOVEMBER 2018: Can the triangular area on the corner of James and John Streets be added to the grass berm mowing schedule as the contour is difficult to mow.</p> 	<p>DECEMBER 2018: Staff will mow this berm again for fire risk and so owner can then maintain themselves as per the Grass Verge Policy.</p> <p>FEBRUARY 2019: Grass berm has been mowed. Community Board to schedule a workshop early 2019 to readdress grass verges.</p> <p>MARCH 2019: A Councillor Workshop is tentatively scheduled for 13 March.</p>
Manu Breakwater Mediation	Service Delivery	<p>NOVEMBER 2018: Noted there has been no progress reports since August / September 2017.</p>	<p>DECEMBER 2018: This matter is with Tim Clarke from Collaborative Solutions. There is no update at this stage.</p> <p>FEBRUARY 2019: Mediator has responded following the second workshop. Awaiting stakeholder response. Once received, we will look to further discussions with the Forum members around consenting requirements.</p> <p>We are liaising with eCoast to monitor and store (video) a record of the performance of the breakwater in various tides and wave conditions for future comparison, to assess the performance of any changes to be made. A 3D drone survey of the area is being carried out at extreme low tides to assess volumes for any works to be carried out, as well as to monitor erosion and effects.</p> <p>MARCH 2019: An agreed action plan was confirmed through Mediation. Actions are now progressing. Breakwater wave monitoring has started. Inspection of the breakwaters performance during the King Tide has also been undertaken to assess the degree of overtopping and safety for boat users. The results of this will determine whether a resource consent is required. It has been agreed to revert to the Forum prior to any key remedial works.</p>




ISSUE	Area	Action	Comments																																																																						
Parking in Raglan	Service Delivery / Customer Support	Stewart Street Carparks	<p>DECEMBER 2018: Construction started 20 November with Fulton Hogan under Contract 18/077. Plan for completion (to chip seal level) before the Joyce Petchell Park Carpark Upgrade starts.</p> <table border="1" data-bbox="1384 309 2054 568"> <thead> <tr> <th>Week No</th> <th>1</th> <th>2</th> <th>3</th> <th>4</th> <th>5</th> <th>6</th> </tr> <tr> <th>Week ending</th> <th>18-Nov</th> <th>25-Nov</th> <th>2-Dec</th> <th>9-Dec</th> <th>16-Dec</th> <th>23-Dec</th> </tr> </thead> <tbody> <tr> <td colspan="7"><b>Stewart Street Carpark</b></td> </tr> <tr> <td>Establishment</td> <td>19-Nov</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Earthworks/ Drainage</td> <td>19-Nov</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Concrete Work</td> <td></td> <td>25-Nov</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Pavement</td> <td></td> <td>25-Nov</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Surfacing</td> <td></td> <td></td> <td></td> <td>13-Dec</td> <td></td> <td></td> </tr> <tr> <td>Road Marking</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Traffic Signs &amp; Street Furniture</td> <td></td> <td>29-Nov</td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table> <p style="text-align: center;"><i>Contractors Proposed Programme</i></p> <p>Council were negotiating to build the carparks for the developer at the same time as our adjoining carparks, but the Developer felt they could do theirs at a lower cost so turned down the cost share offer. The developer will have to build their parks themselves when they do their development.</p> <p>FEBRUARY 2019: Construction of the nine carparks in front of No. 8, 10, and 12 Stewart St is nearing completion, have been sealed, and is scheduled to be asphalted and marked along with the Joyce Petchell Park carpark on Tuesday, 29 January.</p> <p>The Fire Station carpark works are complete, however Waikato Regional Council have asked minor changes to the bus stops which will be completed in the coming weeks.</p> <p>MARCH 2019: The Stewart Street, Joyce Petchell Park and Fire Station carpark works have now been completed.</p>	Week No	1	2	3	4	5	6	Week ending	18-Nov	25-Nov	2-Dec	9-Dec	16-Dec	23-Dec	<b>Stewart Street Carpark</b>							Establishment	19-Nov						Earthworks/ Drainage	19-Nov						Concrete Work		25-Nov					Pavement		25-Nov					Surfacing				13-Dec			Road Marking							Traffic Signs & Street Furniture		29-Nov				
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ISSUE	Area	Action	Comments
			 <p data-bbox="1563 719 1877 746"><i>Completed Stewart St Carpark</i></p>
Food Waste	Community Growth	Concern raised at potential \$79.29 targeted rate per household for food waste collection. Request for staff to provide a breakdown of figure.	<p data-bbox="1384 775 2060 959">FEBRUARY 2019: Breakdown provided to the Chair. Xtreme Zero Waste have applied to Te Kopua Camp Ground Committee for funding to continue service for another year. Potential to apply to the Ministry for the Environment for an exemption to pay carbon tax at landfill to reduce cost.</p> <p data-bbox="1384 970 2040 999">MARCH 2019: Governance Board undergoing due diligence.</p>

WORKS	Comments
<p>District Wide Wastewater Pump station AND Rising Main Renewals – 17/101</p>	<p>Contract 17/101 is a measure and value physical works contract to deliver Wastewater Pumpstations and Raglan Rising Main Renewals incorporated into four separable portions covering five Raglan rising main sites and 25 district wide pumpstation sites. Spartan Construction have nearly completed the first rising main renewal at Kopua Holiday Park in Raglan to Marine Parade intersection, completing the works in the Holiday park including an upgraded camper van blackwater dump station.</p> <div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div style="text-align: center;">  <p><i>Valve chamber under construction</i></p> </div> <div style="text-align: center;">  <p><i>Completed camper blackwater dump station</i></p> </div> </div> <p>A second team is moving through the pumpstation upgrade sites district wide and making considerable headway through the schedule of works. Multiple washdown facilities have been installed for pumpstation maintenance purposes along with other significant pumpstation upgrades being accomplished.</p>

WORKS	Comments
18/19 District Wide Water Reticulation Renewals - Contract 18/055	<p>This contract provides the opportunity to undertake the construction of the 2018/19 District Wide Water Reticulation Renewals, which will offer a proactive response to the rapid growth throughout the communities within the Waikato District.</p> <p>The growth of the local communities and supply of these essential amenities is to be achieved by constructing new watermain pipelines in replacement of the existing network which is ageing, undersized and in some cases in poor condition.</p> <p>Construction for the proposed renewals sites is set to start March 2019 and includes:</p> <ul style="list-style-type: none"> <li>▪ Nihinihi Avenue, Raglan</li> <li>▪ Tahuna Avenue, Raglan</li> </ul> <p>Current progress; the contract has been awarded to Allens United Earthworks and Drainage.</p> <p>Due to current commitments upon WDC contract 17/102 Allens United have been approved a delayed start date to align with the completion of the existing contract, with a start date of 04 March.</p>
Raglan Wastewater Treatment Plant ("WWTP") Upgrade	<p>Contract 18/041 for the supply of step screens for Raglan and Te Kauwhata WWTP has been awarded to Sindico. The cost for the step screens supply was \$244,016.15. Installation is estimated to cost \$250,000 and will be completed by 30 June.</p> <p>There will be further works at the Raglan wastewater plant installing tertiary membranes. A contract is being developed for tendering.</p>
Joyce Petchell Park	<p>Construction is almost complete at the Joyce Petchell Park site at the time of writing. The toilet upgrade was complete and opened on 02 November 2018. A drinking fountain and dog bowl has also been installed at the park as part of these works.</p> <div data-bbox="893 724 1675 1350" data-label="Image"> </div> <p style="text-align: center;"><i>New toilet block opened on 02 November</i></p>



WORKS	Comments
	<p>The carpark upgrade awarded to Fulton Hogan, under Contract 18/077 is also complete.</p>  <p><i>Completed carpark and toilet</i></p> <p>Construction of the nine carparks in front of No. 8, 10, and 12 Stewart St is complete and have also been marked. The Fire Station carpark works are complete, however Waikato Regional Council have asked minor changes to the bus stops which will be completed in the coming weeks.</p>

WORKS	Comments
Cliff St Toilets	<p>The old toilet block has been demolished and the new toilet unit has been installed and was opened on 20 December 2018 for the busy Christmas holidays. Marking and signage for a disabled carpark in front of the toilet was requested and has been carried out.</p>  <p><i>New Cliff St toilets opened on 20 December 2018</i></p>
Ngarunui Beach Toilets	<p>The design and planning for the upgrade of the Ngarunui Beach toilets is well underway and a tender for design and build will be publicly advertised soon. Consultation and co-design with the community will continue until the final detailed design is settled on (the tenderers may have “detailed design” recommendations for consideration by the community).</p>
Gilmour Street Urban Upgrade	<p>Initially a Waters project to manage overland flow issues, this project has developed as a result of accelerated deterioration of the pavement following detouring of traffic off Wainui Road for a drainage project.</p> <p>This has resulted in a more holistic approach to the drainage, incorporating the solution into the roading upgrade, to deliver a more holistic and cost effective outcome.</p> <p>The works is expected to involve the stormwater changes this construction season being swales and a short pipe network with treatment devices (probably rain gardens and in manhole filter), then roading upgrade next summer including kerbing, and footpaths on the uphill side.</p> <p>The associated stormwater design has been received and initial designs for both the Urban Upgrade and the stormwater design are provided to the Community Board for broad support and feedback, prior to engagement with affected landowners.</p>

## **FORWARD WORKS PROGRAMME**

For the Community Board's information the forward works programme can be found at:

Programme Delivery Projects

<https://drive.google.com/open?id=1aViSce91lkdhRlvAVKe4NWcuNtcjULpr&usp=sharing>

Roading Projects

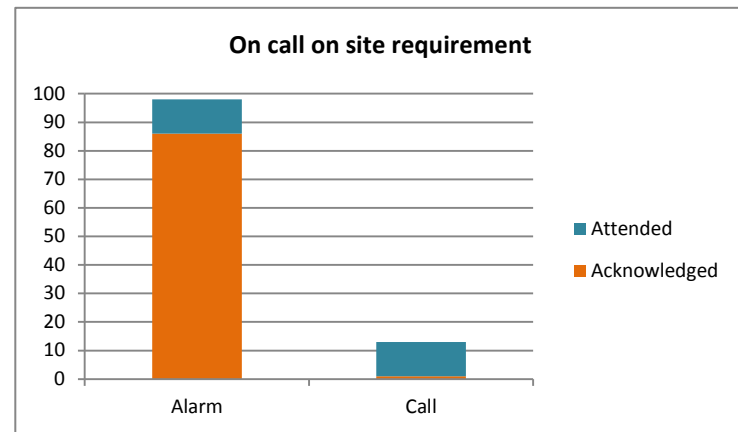
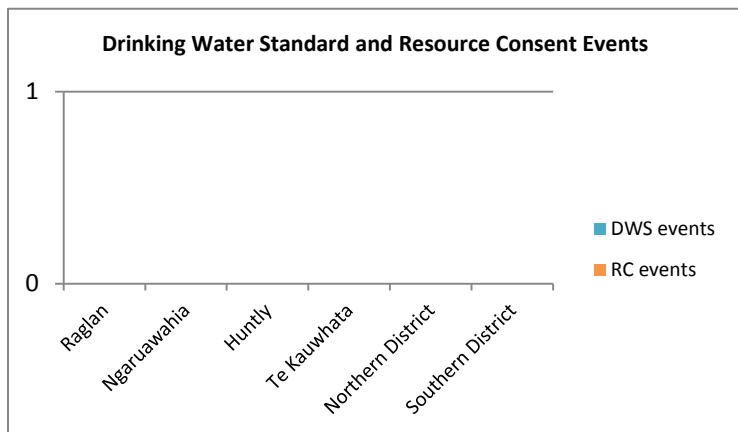
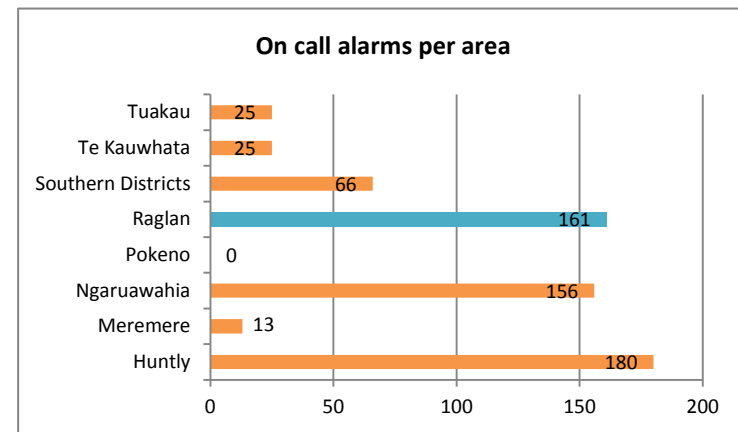
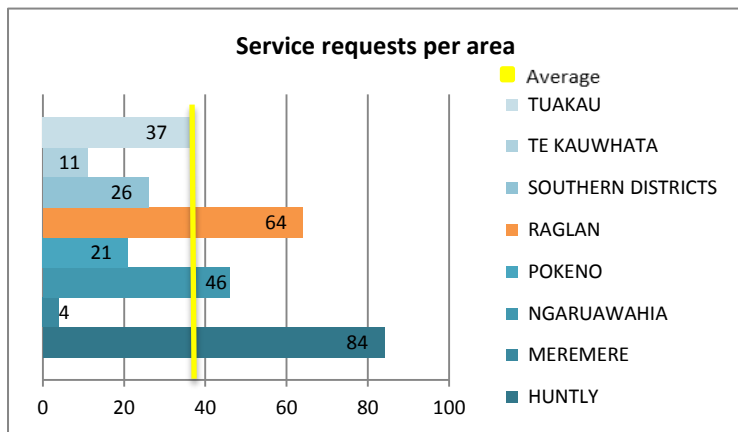
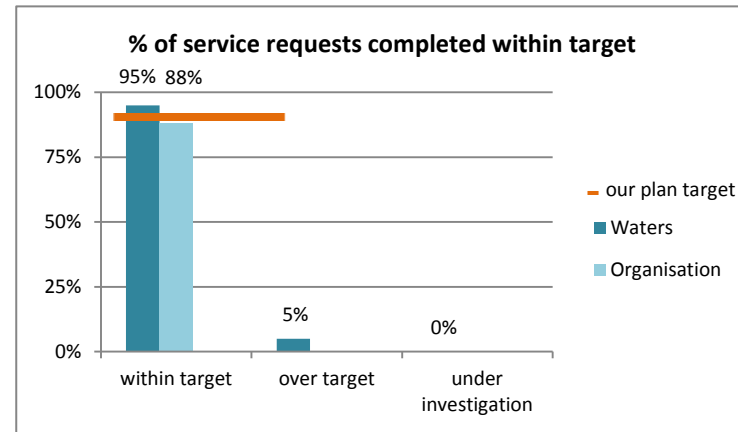
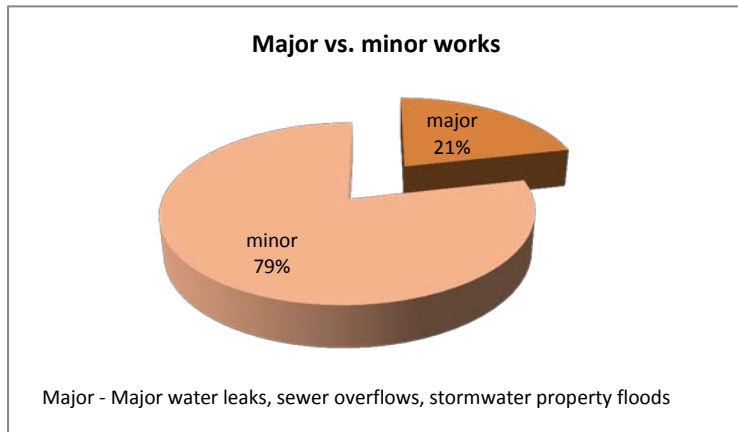
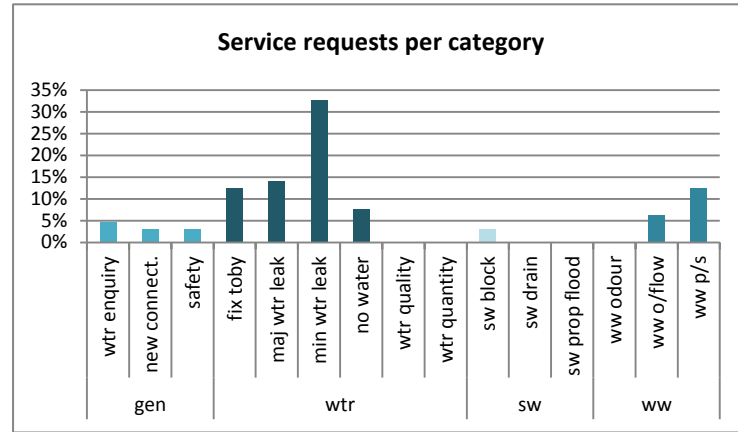
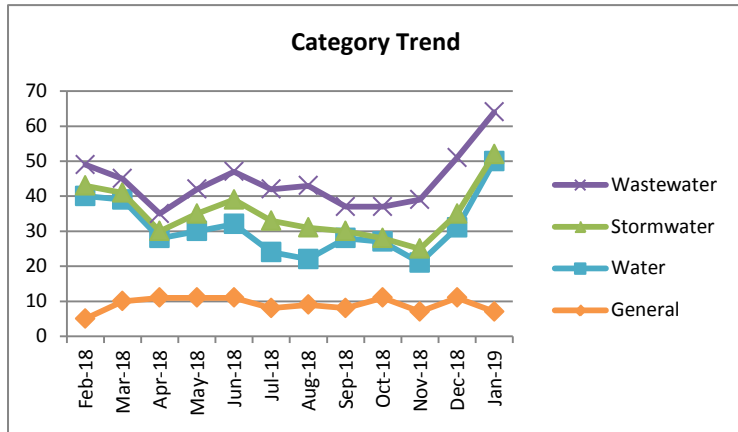
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Please note that the web link is updated as projects progress.

Programme: Waters – Raglan  
Manager: Karl Pavlovich

Date: December 2018 - January 2019  
Version: Final

Service Requests Breakdown



Mandatory Performance Measures – Raglan

Measure	December (16 <sup>th</sup> -)	January		
			Measure	December (16 <sup>th</sup> -)
Water	The number of complaints received by WDC about drinking water clarity, taste, odour, pressure, flow, continuity of supply	< 17 per 1000 connections	1.04 per 1000 connections (19 complaints)	2.75 per 1000 connections (50 complaints)
	Fault Response Times for Urgent call outs	60 minutes median	36 minutes	47 minutes
	Fault Completion Times for Urgent call outs	240 minutes median	120 minutes	114 minutes
	Fault Response Times for Non-Urgent call outs	1 day median	2 days	1 day
Wastewater	Fault Completion Times for Non-Urgent call outs	5 day median	2 days	1 day
	The number of dry weather sewerage overflows from WDC wastewater system	< 5 per 1000 connections	0.09 per 1000 connections (1 complaint)	0.38 per 1000 connections (4 complaints)
	The total number of complaints received by WDC about the waste water system	< 25 per 1000 connections	0.47 per 1000 connections (5 complaints)	1.13 per 1000 connections (12 complaints)
	Fault Response Times for Sewerage Overflows	60 minutes median	40 minutes	132 minutes
Stormwater	Fault Completion Times for Sewerage Overflows	240 minutes median	295 minutes	132 minutes
	The number of flooding events (affecting habitable floors)	<0.3 per 1000 connections	Nil	Nil
	The number of complaints received by WDC about the stormwater system	<4 per 1000 connections	0.16 per 1000 connections (2 complaints)	0.16 per 1000 connections (2 complaints)
	Median Fault Response Times to attend a flooding event	8 hours	Nil	Nil

Number of Service Requests

	Feb-18	Mar-17	Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	YTD
Wtr enquiry	3	7	7	9	10	8	6	5	8	6	8	3	80
New connect.		3	4	2			3	3	2	1	2	2	22
Safety	2			1	1				1		1	2	8
Toby repair	5	3	3	4	4	3	4	5	3	1	3	8	46
Major wtr leak	6	2	3	3	3	3	2	2	5	1	5	9	44
Minor wtr leak	23	22	11	11	10	5	5	11	7	9	10	21	145
No water						1	2	2		1	2	5	13
Wtr quality				1	1					1			3
Wtr quantity	1	2		3	3	4			1	1			15
SW block				3	3	1	3	1		2	3	2	18
SW drain	2	2	1	1	1	2	1	1		1			13
SW property flood	1		1	3	4	6	5			1	1		22
WW odour	2	2	1	1		1			1	1			9
WW overflow	1		1	3	5	2	3	2	4	3	4	4	32
WW p/station	3	1		3	2	3	3	3	6	9	4	8	68

Comments

- Large number of water leaks occurring in Raglan area. This is due to increased demand in the network and hard clay soils compacting and causing damage to pipework.
- Campervan dump site overflow – this isn't a waters asset however Retic responded. The response time was over the 60 minute target however majority of this time was spent trying to locate the camp operator.

DWS Event – compliance measure transgression requiring the Drinking Water Assessor to be notified, transgression is not the same as non-compliant  
RC Event – breach of resource consent condition that requires WRC to be notified, this is not necessarily a measure of overall compliance for the year and excludes WWTP laboratory results outside of consent conditions



### Open Meeting

<b>To</b>	Raglan Community Board
<b>From</b>	Bob MacLeod Chair, Raglan Community Board
<b>Date</b>	4 March 2018
<b>Prepared by</b>	Lynette Wainwright Committee Secretary
<b>Chief Executive Approved</b>	Y
<b>Reference #</b>	GOV0507
<b>Report Title</b>	Chairperson's Report

## 1. EXECUTIVE SUMMARY

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As the year is ripping past me fast, we the board need to reflect on the Mayor's challenge to us all, focus on the big issues, and get things done for our community.

- 1.1 **Onsite Meetings** – Xtreme, strategic direction and communication, activities on the Reserve, Representation Review.
- 1.2 **Informal Meetings**-Raglan radio spot, Lions fundraiser, Raglan Twilight Challenge.
- 1.3 **Council delegated role** – Raglan Holiday Park Board: strategic review & Internal Controls follow-up review, Raglan Coastal Reserves Advisory Committee, apology.
- 1.4 **Council Committee** – attended
- 1.4.1 Infrastructure Committee, Manu Bay, staff working through a proposal for works under maintenance of a consent. Community Projects, Gilmore St Urban Upgrade and the stormwater design will be presented to the meeting. December Name changes recommendations endorsed & recommended to Council for approval. Raglan-Revocation of 1.63Km of SH23 to Local Road and a proposed interim MOU was supported.
- 1.4.2 Strategy & Finance Committee, Approval of the draft Blueprint was adopted, as attached in the agenda, Economic Development- up date, the new Economic and Development Manager will be in attendance, RCB welcome Julie Dolan.
- 1.5 **Community engagement** –Raglan Community Patrol AGM, as Chair and a patrolman.

## 2. RECOMMENDATION

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**THAT the report from the Chairperson Raglan Community Board be received.**

## 3. ATTACHMENTS

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Nil