

Agenda for a meeting of the Waikato District Council to be held in the Council Chambers, District Office, 15 Galileo Street, Ngaruawahia on **MONDAY 13 May 2019** commencing at **1.00pm**.

*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**

*Ernst Zollner from MBIE/MHUD will be in attendance to discuss Item 8.6 – Hamilton to Auckland Corridor.*

## **3. DISCLOSURES OF INTEREST**

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GJ Ion  
**CHIEF EXECUTIVE**

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### **Open Meeting**

<b>To</b>	Waikato District Council
<b>From</b>	Gavin Ion Chief Executive
<b>Date</b>	18 April 2019
<b>Prepared by</b>	Wanda Wright Committee Secretary
<b>Chief Executive Approved</b>	Y
<b>Reference #</b>	GOV1301
<b>Report Title</b>	Confirmation of Minutes

### **I. EXECUTIVE SUMMARY**

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To confirm the minutes of a meeting held on Monday 8 April 2019.

### **2. RECOMMENDATION**

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**THAT the minutes of a meeting of Waikato District Council held on Monday 8 April 2019 be confirmed as a true and correct record of that meeting.**

### **3. ATTACHMENTS**

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Council Open Minutes – 8 April 2019

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Minutes of a meeting of the Waikato District Council held in the Council Chambers, District Office, 15 Galileo Street, Ngaruawahia on **MONDAY 8 APRIL 2019** commencing at **1.15 pm.**

**Present:**

His Worship the Mayor, Mr AM Sanson (Chairperson)  
Cr AD Bech  
Cr DW Fulton  
Cr SD Lynch  
Cr RC McGuire  
Cr FM McNally  
Cr BL Main  
Cr EM Patterson  
Cr JD Sedgwick  
Cr NMD Smith  
Cr LR Thomson

**Attending:**

Mr TG Whittaker (Chief Operating Officer)  
Mr R MacCulloch (Acting General Manager Service Delivery)  
Mrs S O’Gorman (General Manager Customer Support)  
Ms L Shirley (Zero Harm Manager)  
Mr N Wells (Strategic Property Manager)  
Ms A Purdy (Asset Manager)  
Ms A Diaz (Finance Manager)  
Mr J Brown (Communications Advisor)  
Mr B Stringer (Democracy Manager)

Ms E O’Dwyer (Waikato Times Reporter)

**APOLOGIES AND LEAVE OF ABSENCE**

**Resolved: (Crs Thomson/Main)**

**THAT an apology be received from Councillors Church, Gibb, and Henderson.**

**CARRIED on the voices**

**WDC1904/01**

**CONFIRMATION OF STATUS OF AGENDA ITEMS**

**Resolved: (Crs Main/McInally)**

**THAT the Agenda for a meeting of the Waikato District Council held on Monday 8 April 2019 be confirmed and all items therein be considered in open meeting with the exception of those items detailed at agenda item 8 which shall be considered with the public excluded;**

**AND THAT the Attachment to Agenda item 5.3.1 [*Receipt of Infrastructure Committee Minutes*] be replaced with the version of the Committee Minutes as tabled at the Meeting in the Supplementary Agenda;**

**AND FURTHER THAT the Council resolves that the following item be added to the agenda as a matter of urgency as advised by the Chairperson:**

- **LGNZ Conference Attendance (Agenda Item 5.6.5),**

**to be considered after Agenda item 5.6.4 [*Memorandum of Understanding – Sunset Beach Surf Lifesaving Charitable Trust*]**

**CARRIED on the voices**

**WDC1904/02**

**DISCLOSURES OF INTEREST**

There were no disclosures of interest.

**CONFIRMATION OF MINUTES**

**Resolved: (Crs Sedgwick/Thomson)**

**THAT the minutes of a meeting of the Waikato District Council held on Monday 11 March 2019 be confirmed as a true and correct record of that meeting.**

**CARRIED on the voices**

**WDC1904/03**

## **COMMITTEE AND DEPARTMENTAL REPORTS**

### **Policy & Regulatory Committee**

Receipt of Policy & Regulatory Committee Minutes  
Agenda Item 5.1.1

**Resolved: (Crs Sedgwick/Main)**

**THAT the minutes of a meeting of the Policy & Regulatory Committee held on Tuesday 19 March 2019 be received.**

**CARRIED on the voices**

**WDCI904/04**

Zero Harm  
Agenda Item 5.1.2

The Zero Harm Manager took the report as read, and highlighted and responded to questions on the following matters:

- Information on flu vaccinations would be rolled out soon.
- The use of 'wellness' instead of 'wellbeing' was explained in relation to the Wellness Strategy and Plan.

**ACTION:** The Zero Harm Manager would share the Wellness Strategy and Plan with Elected Members.

- Staff would be undertaking reviews of other Water Treatment Plants Emergency Response Plans, in addition to the current review underway on the Huntly Water Treatment Plant. A review at the Ngaruawahia plant had been completed.
- People leaders had been actively encouraged to record Safety Engagement Conversations.

The Acting General Manager Service Delivery provided an update on the investigation undertaken in relation to an employee's over-speed events recorded in March.

**Resolved: (Crs McGuire/Sedgwick)**

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

**CARRIED on the voices**

**WDCI904/05**

**Strategy & Finance Committee**

Receipt of Strategy & Finance Committee Minutes

Agenda Item 5.2.1

**Resolved: (Crs Bech/Main)**

**THAT the minutes of a meeting of the Strategy & Finance Committee held on Wednesday 27 March 2019 be received.**

**CARRIED on the voices**

**WDC1904/06**

Proposed Waikato District Plan - Appointment of hearing commissioners with an understanding of tikanga and the perspectives of local iwi/hapuu – S&F1903/05-06

**Resolved: (Crs Bech/Patterson)**

**THAT pursuant to section 34A(1) of the Resource Management Act 1991, Linda Te Aho be appointed to the Hearings Panel pool for the Proposed Waikato District Plan Stages 1 and 2 as lead independent commissioner bringing an understanding of tikanga Maaori and of the perspectives of local iwi and hapuu.**

**CARRIED on the voices**

**WDC1904/07**

**Resolved: (Crs Bech/Patterson)**

**THAT pursuant to section 34A(1) of the Resource Management Act 1991, Weo Maag be appointed to the Hearings Panel pool for the Proposed Waikato District Plan Stages 1 and 2 as a supporting independent commissioner bringing an understanding of tikanga Maaori and of the perspectives of local iwi and hapuu.**

**CARRIED on the voices**

**WDC1904/08**

Cr Sedgwick abstained from voting on the above decisions [*ref WDC1904/07 and WDC 1904/08*].

Consideration of Conservation Fund Applications – S&F1903/07

**Resolved: (Crs Bech/Fulton)**

**THAT the Conservation Fund application of \$9,000.00 from David Johnstone Pukemokemoke Bush Reserve Trust be approved in full.**

**CARRIED on the voices**

**WDC1904/09**

Whatawhata Community Facility Consultation Outcome – S&F1903/08

Each of the following Recommendations to Council were put separately.

**Resolved: (Crs Bech/Smith)**

**THAT the Council provide \$250,000 of seed funding for the project via a deficit reserve, until such time the consultation has concluded and final funding solutions can be confirmed by Council.**

**CARRIED on the voices**

**WDC1904/10**

**Resolved: (Crs Bech/Smith)**

**THAT the Council rescind the resolution passed in 2016 (WDC1612/04/3/2) to declare the proposed hall site as surplus land.**

**CARRIED on the voices**

**WDC1904/11**

**Resolved: (Crs Bech/Smith)**

**THAT the Strategy & Finance Committee will review the funding mechanisms for community facilities for both capital and operational costs to deliver better alignment across all social infrastructure projects in the district.**

**CARRIED on the voices**

**WDC1904/12**

Proposed Target Rate Increase for Matangi Hall – Alteration of Resolution – S&F1903/09)

**Resolved: (Crs Bech/McGuire)**

**THAT the following Council resolution (WDC1903/12) be altered from:**

*THAT Council implement the proposed increase to the annual targeted rate from \$24 to \$30 as at 1 June 2019 to support the ongoing maintenance of the Matangi Hall.*

**to read:**

**THAT Council implement the proposed increase to the annual targeted rate from \$24 to \$30 as at 1 July 2019 to support the ongoing maintenance of the Matangi Hall.**

**CARRIED on the voices**

**WDC1904/13**



**Infrastructure Committee**

Receipt of Infrastructure Committee Minutes  
Agenda Item 5.3.1

**Resolved: (Crs Fulton/Lynch)**

**THAT** the minutes of a meeting of the Infrastructure Committee held on Tuesday 26 March 2019, as tabled at the Council Meeting in the Supplementary Agenda (ref WDC 1904/02), be received.

**CARRIED on the voices**

**WDC1904/14**

**THAT** the following become resolutions of Council:

Request to rename a portion of Kimihia Road affected by the Waikato Expressway Construction – INF1903/04

**Resolved: (Crs Fulton/Lynch)**

**THAT** a portion of Kimihia Road, Huntly (as highlighted yellow on the map attached in the Committee agenda) be renamed Kimihia East Road.

**CARRIED on the voices**

**WDC1904/15**

Proposed Road Names for the B Smythe Subdivision at 600 Onewhero-Tuakau Bridge Road – INF1903/05

**Resolved: (Crs Fulton/Patterson)**

**THAT** the Council approves the following road names for the B Smythe Subdivision at 600 Onewhero-Tuakau Bridge Road:

- Road 1: School House Road, and
- Road 2: Old Sheeppark Lane.

**CARRIED on the voices**

**WDC1904/16**

**Discretionary & Funding Committee**

Receipt of Discretionary & Funding Committee Minutes  
Agenda Item 5.4.1

**Resolved: (Crs Lynch/McGuire)**

**THAT the minutes of a meeting of the Discretionary & Funding Committee held on Monday 11 March 2019 be received.**

**CARRIED on the voices**

**WDC1904/17**

**OTHER COMMITTEES**

Receipt of Creative Communities Scheme Assessment Committee Minutes  
Agenda Item 5.5.1

**Resolved: (Crs McGuire/Bech)**

**THAT the minutes of a meeting of the Creative Communities Scheme Assessment Committee held on Thursday 28 March 2019 be received.**

**CARRIED on the voices**

**WDC1904/18**

Receipt of Waikato Plan Leadership Committee Minutes  
Agenda Item 5.5.2

**Resolved: (His Worship the Mayor/Cr Sedgwick)**

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

**CARRIED on the voices**

**WDC1904/19**

Receipt of Water Governance Board Minutes  
Agenda Item 5.5.3

**Resolved: (His Worship the Mayor/Cr McNally)**

**THAT the minutes of the meeting of the Water Governance Board meeting held on Friday 22 March 2019 be received.**

**CARRIED on the voices**

**WDC1904/20**

Status of Waters Governance Board  
Agenda Item 5.6.1

The Chief Operating Officer provided a summary of the report. He noted that:

- The Council was responsible for establishing the appropriate arrangement for the Waters Governance Board.
- The Board's Terms of Reference, which would include how information is reported to the Council, would be presented to the Council for approval.

**ACTION:** A workshop to be held for Elected Members to review and discuss the draft Terms of Reference for the Waters Governance Board.

His Worship the Mayor confirmed the Chief Executive was the right person to represent the Council on the Board.

**Resolved: (Cr Sedgwick/His Worship the Mayor)**

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

**AND THAT the following Council resolution (WDC1807/22) be altered, in part, from:**

*AND THAT pursuant to Schedule 7, clause 30 of the Local Government Act 2002, the Waters Governance Board be formed as a Committee of Council;*

**to read:**

**AND THAT pursuant to Schedule 7, clause 30 of the Local Government Act 2002, the Waters Governance Board be formed as a subordinate decision-making body.**

**CARRIED on the voices**

**WDC1904/21**

Changes to Waikato Local Authority Shared Services Governance Arrangements  
Agenda Item 5.6.2

The Chief Operating Officer provided a summary of the report.

**Resolved: (Crs McNally/Fulton)**

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

**AND THAT the Council approves:**

**a. the amendment to the constitution of Waikato Local Authority Shared Services Limited ("WLASS") in the manner set out in Appendix I of the staff report; and**

b. that **WLASS** independent Chair be paid a fee for service up to \$45,000 per annum (plus reasonable costs and GST, if any);

**AND FURTHER THAT** the Council notes **WLASS** constitution, as amended, allows the independent Chair to be appointed by unanimous agreement of the **WLASS' Council Representative Directors**;

**AND FURTHER THAT** the Council delegates authority:

a. to **WLASS's Council Representative Directors** to agree a fee for service for **WLASS' independent Chair** up to the amount noted in (b) above; and

b. to the Mayor to sign the attached special and ordinary resolutions (Appendices 1 and 2 of the staff report, respectively) on behalf of the Council to give effect to the above resolutions;

**AND FURTHER THAT** the Council support the appointment of its Chief Executive to the sub-region Council Representative Director role available to be appointed by the Waikato and Waipa District Councils.

**CARRIED on the voices**

**WDCI904/22**

Proposed revocation to certain Reserves Act delegations to territorial authorities - Council's response to Department of Conservations  
Agenda Item 5.6.3

The Strategic Property Manager highlighted that:

- LGNZ would co-ordinate a sector-wide response to the Department of Conservation's proposals.
- The final date for receiving submissions on the proposals was extended to 17 May 2019.

**Resolved: (Crs McInally/Patterson)**

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

**AND THAT** the Council approves the staff's covering letter and response, as attached to this report, to the Department of Conservation's proposed revocation of specified delegations under the Reserves Act 1977.

**CARRIED on the voices**

**WDCI904/23**

Memorandum of Understanding - Sunset Beach Surf Lifesaving Charitable Trust  
Agenda Item 5.6.4

The Asset Manager, supported by the Chief Operating Officer, highlighted, and responded to questions on, the following matters:

- A draft of the Memorandum of Understanding ('MoU') had previously been presented to the Strategy & Finance Committee.
- In the event that the Sunset Beach Surf Lifesaving Charitable Trust winds up, the Council would determine whether Surf Life Saving New Zealand be offered the right to occupy the new building.
- Clause 8.3 in the MoU was intended to balance the expectations of the Trust and the community.

**Resolved: (Crs Sedgwick/Main)**

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

**AND THAT the Council approve the Memorandum of Understanding between Waikato District Council and Sunset Beach Surf Lifesaving Charitable Trust, as attached to the staff report, for the funding, construction and ongoing use of the Port Waikato Community Hub.**

**CARRIED on the voices**

**WDCI904/24**

LGNZ Conference Attendance

(Added Agenda Item 5.6.5 – Supplementary Agenda)

His Worship the Mayor provided an overview of the report.

**Resolved: (Crs Smith/Sedgwick)**

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

**AND THAT the following delegates attend the LGNZ Conference and Excellence Awards in Wellington from 7 July 2019 to 9 July 2019:**

**His Worship the Mayor  
Deputy Mayor  
Councillor Patterson  
Councillor Thomson**

**AND FURTHER THAT His Worship the Mayor is the presiding delegate at the Local Government New Zealand Annual General Meeting on 7 July 2019;**

**AND FURTHER THAT the Deputy Mayor is the alternate delegate at the Local Government New Zealand Annual General Meeting on 7 July 2019;**

**AND FURTHER THAT Council consider if there are any proposed remits for consideration at the Local Government New Zealand Annual General Meeting.**

**CARRIED on the voices**

**WDCI904/25**

**COMMUNITY BOARD MINUTES**

Receipt of Onewhero-Tuakau Community Board Minutes  
Agenda Item 6.1

**Resolved: (Crs Patterson/Main)**

**THAT the minutes of a meeting of the Onewhero-Tuakau Community Board held on Monday 4 March 2019 be received.**

**CARRIED on the voices**

**WDCI904/26**

Receipt of Taupiri Community Board Minutes  
Agenda Item 6.2

**Resolved: (Crs Patterson/McGuire)**

**THAT the minutes of a meeting of the Taupiri Community Board held on Monday 11 March 2019 be received.**

**CARRIED on the voices**

**WDCI904/27**

Receipt of Raglan Community Board Minutes  
Agenda Item 6.3

**Resolved: (Cr Thomson/His Worship the Mayor)**

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

**CARRIED on the voices**

**WDCI904/28**

Receipt of Ngaruawahia Community Board Minutes  
Agenda Item 6.4

**Resolved: (Crs Patterson/Bech)**

**THAT the minutes of a meeting of the Ngaruawahia Community Board held on Tuesday 12 March 2019 be received.**

**CARRIED on the voices**

**WDCI904/29**

Receipt of Huntly Community Board Minutes  
Agenda Item 6.5

**Resolved: (Crs McNally/Lynch)**

**THAT the minutes of a meeting of the Huntly Community Board held on Tuesday 19 March 2019 be received.**

**CARRIED on the voices**

**WDC1904/30**

**COMMUNITY COMMITTEE MINUTES**

Receipt of Te Kauwhata Community Committee Minutes  
Agenda Item 7.1

**Resolved: (Crs Sedgwick/Patterson)**

**THAT the minutes of a meeting of the Te Kauwhata Community Committee held on Wednesday 6 March 2019 be received.**

**CARRIED on the voices**

**WDC1904/31**

Receipt of Tamahere Community Committee Minutes  
Agenda Item 7.3

**Resolved: (Crs Bech/McGuire)**

**THAT the minutes of a meeting of the Tamahere Community Committee held on Monday 4 March 2019 be received.**

**CARRIED on the voices**

**WDC1904/32**

**EXCLUSION OF THE PUBLIC**

Agenda Item 8

**Resolved: (Crs Patterson/Smith)****THAT the report from the Chief Executive be received;****AND THAT the public be excluded from the meeting to enable Council to deliberate and make decisions on the following items of business:****Confirmation of Minutes dated Monday 11 March 2019****Receipt of Minutes:**

- **Strategy & Finance Committee dated - 27 March 2019**
- **Water Governance Board dated - 22 March 2019**

**REPORTS****a. Electrical Energy Supply Contract 2019-22**

**The general subject of the matter to be considered while the public is excluded, the reason, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 are as follows:**

**Reason for passing this resolution to withhold exists under:**      **Ground(s) under section 48(1) for the passing of this resolution is:**

**Section 7(2)(i) – enable the Council to carry on, without prejudice or disadvantage, negotiations**      **Section 48(1)(d)**

**b. Chief Executive's Issues**

**The general subject of the matter to be considered while the public is excluded, the reason, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 are as follows:**

**Reason for passing this resolution to withhold exists under:**      **Ground(s) under section 48(1) for the passing of this resolution is:**

**Sections 7(2)(f),(g),(h),(i),(j)**      **Section 48(1)(a)(d)**

**c. Mayoral Issues**

**The general subject of the matter to be considered while the public is excluded, the reason, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 are as follows:**





### **Open Meeting**

<b>To</b>	Waikato District Council
<b>From</b>	Gavin Ion Chief Executive
<b>Date</b>	29 <sup>th</sup> April 2019
<b>Prepared by</b>	Lynn Shirley Zero Harm Manager
<b>Chief Executive Approved</b>	Y
<b>Reference #</b>	GOV1301
<b>Report Title</b>	Zero Harm Update

## **I. EXECUTIVE SUMMARY**

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The purpose of this report and its attachments is to provide an update on current health and safety performance. Council recognises that compliance is essential but they aspire to achieve best practice in health and safety management, and to create a sustainable zero harm culture, where everyone works safely and goes home safe every day.

Councils' sustainable zero harm culture shall be supported by a health and safety management system of policies, standards and procedures that effectively manage risk and enable best practice by all workers, contractors, volunteers and visitors.

## **2. RECOMMENDATION**

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

## **3. BACKGROUND**

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### **Capable and Believable Leadership (People)**

#### Safety and Wellness Engagement Conversations

The Chief Executive, Executive Leadership Team and People Leaders continue to undertake Safety Engagement Conversations.

A total of 72 Safety Engagement Conversations occurred in April.

#### Health and Wellbeing

The Communications Team is currently finalising the logo for the Wellbeing Collective. Health and wellbeing activities currently underway include;

- Annual influenza (flu) vaccinations (to date approximately 130 workers have received the flu vaccination)

- TrackSuit Inc's Global Sugar Crash Challenge. Council has 23 teams competing in the challenge.

### Safety Leadership for People Leaders

Planning is underway for the delivery of a Safety Leadership Workshop for Service Delivery People Leaders in May. Topics that will be covered in the workshop include;

- Hazard Management and;
- Event Management

## **Disciplined Management Systems**

### Event Management

One Severity 5 work-related Medical Treatment injury occurred in April. A Water Operations Engineer cut their hand on a valve key during water pressure testing. First aid was provided and then the cut was glued by a medical treatment provider. The event is currently being investigated.

Five Severity 6 First Aid injury events were reported in April. An analysis of these first aid injuries showed the following;

- Three of the events involved members of the public at Raglan Kopua Holiday Park. Of these, two were medical events and the third occurred when a young girl staying at the park came off her scooter.

Seven Minor Near Miss (Severity 7) events were also reported in April.

The Zero Harm Dashboard has been generated to illustrate April's safety performance, and is attached for reference.

### Contractor Management

A key focus for the Zero Harm team during April has continued to be the establishment of a H&S Transition plan and Contract Specific H&S Plan in conjunction with Watercare Services Ltd.

### Zero Harm Safety Management System (ZHSMS)

Work has continued on reviewing and revising our existing health and safety management system documentation.

Recently reviewed or newly developed standards include:

- Personal Protective Equipment and Clothing (*still in DRAFT*)
- Hazardous Substances Management
- Early Discomfort and Pain Management
- Post Traumatic Critical Incident Response (*still in DRAFT*)

## Managed Risks

### On Road Driving – Light Vehicles

There were 17 over speed events recorded in April, compared to 24 in March and 37 in February. 2 of the 17 events exceeded 110km per hour and required a formal coaching conversation to be undertaken by the relevant General Manager.

Activity is progressing on implementing the recommendations presented to the Executive Leadership Team (ELT) by the Safety Action Team (SAT) including;

- Creating more visibility of the risks associated with on road driving and the over speed data. A Zero Harm Moment has been developed and circulated to commence this process.
- A meeting was held with Smartrak to investigate what reporting they have that could be used to generate a driver score card.

### Hazardous Substances

The draft Zero Harm Hazardous Substances Management Standard has been completed. Like all of Council's new Zero Harm Standards it defines and details the minimum health and safety requirements for managing this risk.

Following on from the Standard a Critical Risk Bowtie for Hazardous Substances is now being finalised. Once completed, a gap analysis against the Bowtie will be undertaken at all Council facilities where hazardous substances are stored and used.

## 4. DISCUSSION AND ANALYSIS OF OPTIONS

### 4.1 DISCUSSION

This report is to assist Councillors with their due diligence requirements as Officers. The report should start the conversation and provide opportunities for Councillors to raise questions and discuss progress.

### 4.2 OPTIONS

Council could choose to accept the report or not. Council could ask for additional information if needed.

# ZERO HARM MOMENT

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## CRITICAL RISK – ON ROAD DRIVING

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**Background:**  
Of all the tasks we undertake each day, the one with the highest potential to cause death or serious injury is on road driving. There have been 101 road deaths between January 1<sup>st</sup> 2019 and April 1<sup>st</sup> 2019 and our region (the Waikato) has the highest number of road deaths in the country year to date.

In 2017, speed was a factor in 95 fatal crashes, 526 serious injury crashes and 1,362 minor injury crashes according to data published by the NZ Transport Agency. The single biggest road safety issue in New Zealand today is speed and drivers travelling too fast for the conditions.

Many drivers are not aware that they can be travelling at the speed limit and still be driving unsafely. The speed limit is the maximum legal speed that you can travel at on a road in perfect conditions (NZ Transport Agency). The New Zealand Police state that most illegal speed is in the 1-10km/h band above the limit. Speeds in this band are associated with the most crashes.

Here at Council, all our vehicles are fitted with Smartrak GPS monitoring equipment that records when a driver exceeds 104km/h. The Zero Harm Team prepare a report weekly for the Executive Leadership Team (ELT) detailing which vehicles (and which drivers) have recorded speeding. The below graph shows that as an organisation we need to improve our driving behavior in relation to speeding. Over speed events between 105 and 109 km/h are shown in blue and events 110km/h and greater are shown in red. An average of 25 over speed events are recorded each month and there has been no decrease in this trend over the past 24 months. We need to see these reduce.

Month	105-109 km/h	110 km/h and greater	Total
February	10	5	15
March	15	5	20
April	20	5	25
May	15	5	20
June	15	5	20
July	15	5	20
August	25	10	35
September	20	5	25
October	15	5	20
November	15	5	20
December	15	5	20
January	15	5	20

While we are the only ones that can change our own driving behaviours, it is important that we remain vigilant and be aware that others drivers can also make mistakes. We always need to be ready to take evasive action should the need arise.

## 5. CONSIDERATION

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### 5.1 FINANCIAL

There are no direct financial requirements identified in this report.

### 5.2 LEGAL

This report is prepared as part of assisting Council with compliance with the Health & Safety at Work Act 2015 and associated Regulations.

Councillors, as Officers under the Health & Safety at Work Act 2015 are required to undertake due diligence to ensure appropriate health & safety systems are in place and operating.

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

As discussed in Section 3.

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

Highest levels of engagement	Inform	Consult	Involve	Collaborate	Empower
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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
			Households
			Business
	✓		Other Please Specify

Council engages with our Community Boards and Community Committees to ensure they are clear on their obligations. Council also undertakes audits and safety engagement conversations in relation to our contractors.

## 6. CONCLUSION

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This report provides an update on progress with our Zero Harm systems and processes, and monthly health and safety performance.

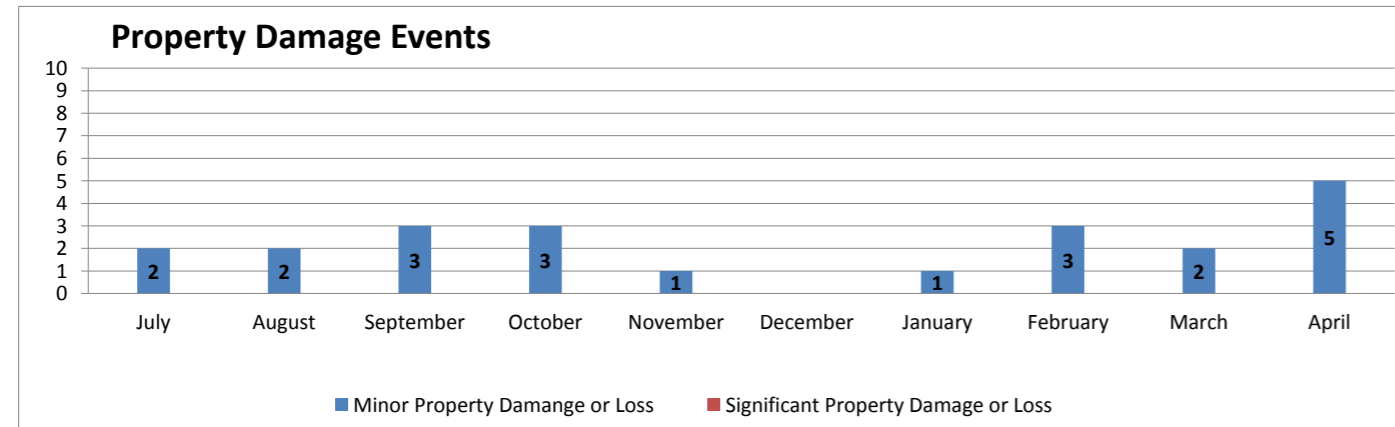
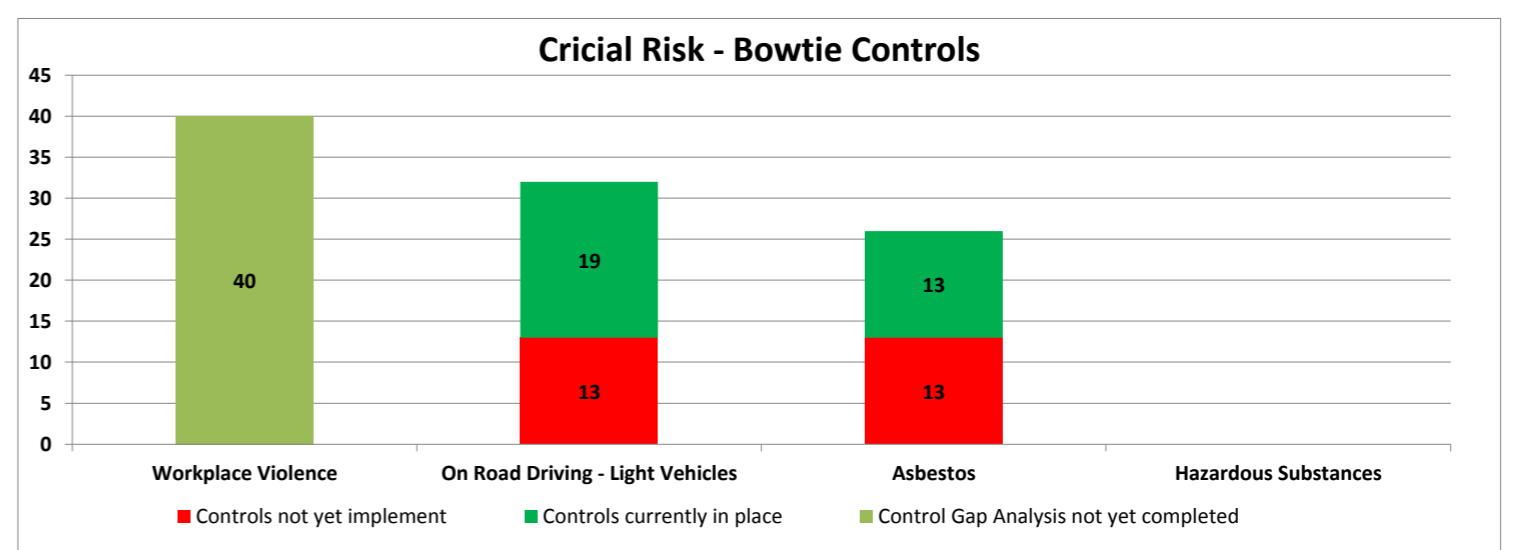
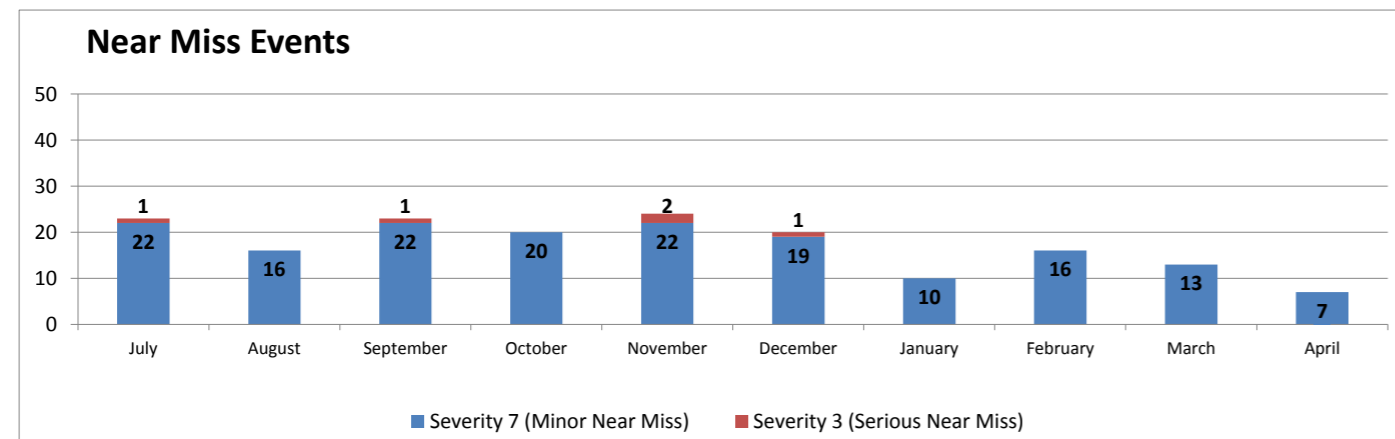
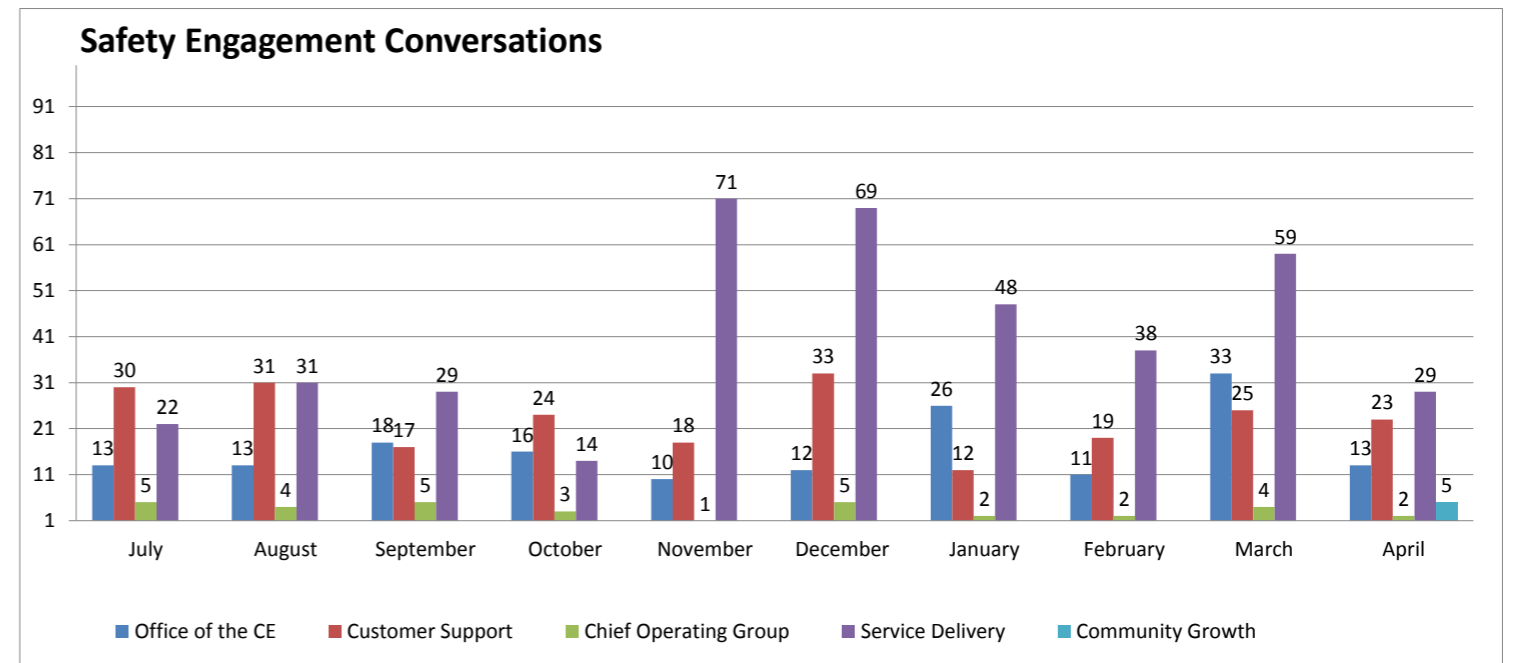
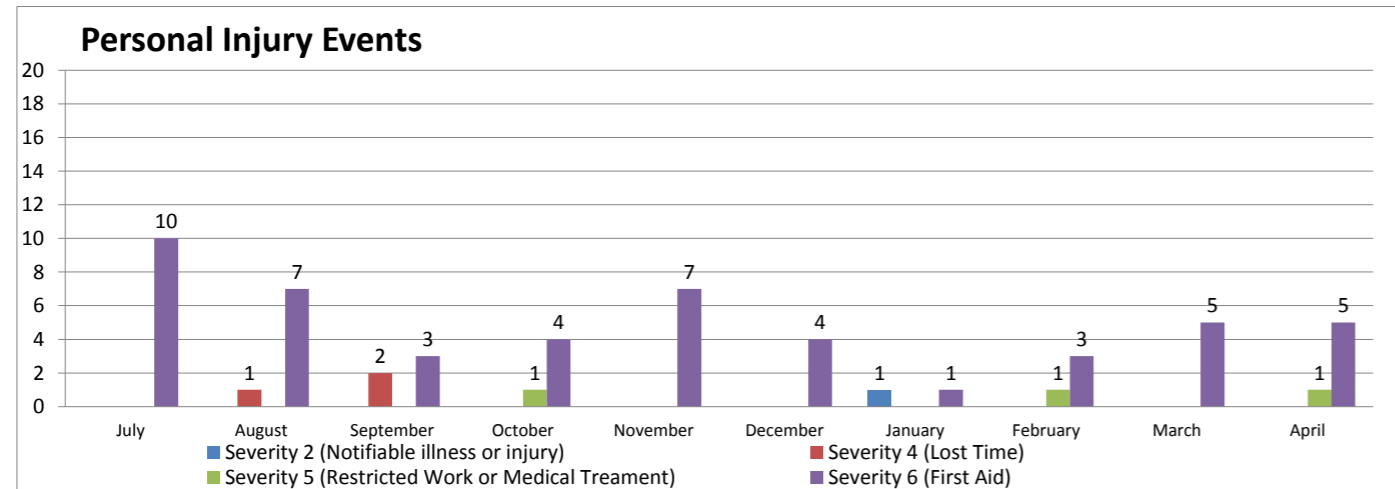
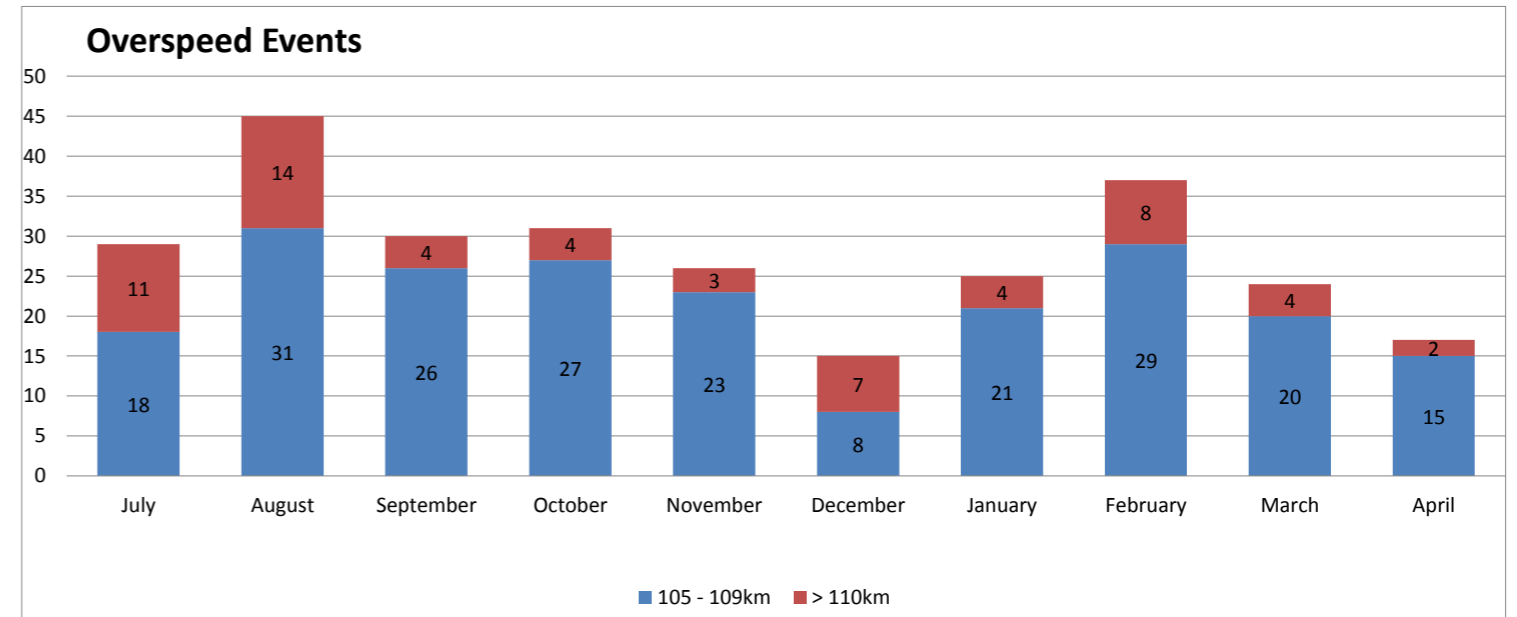
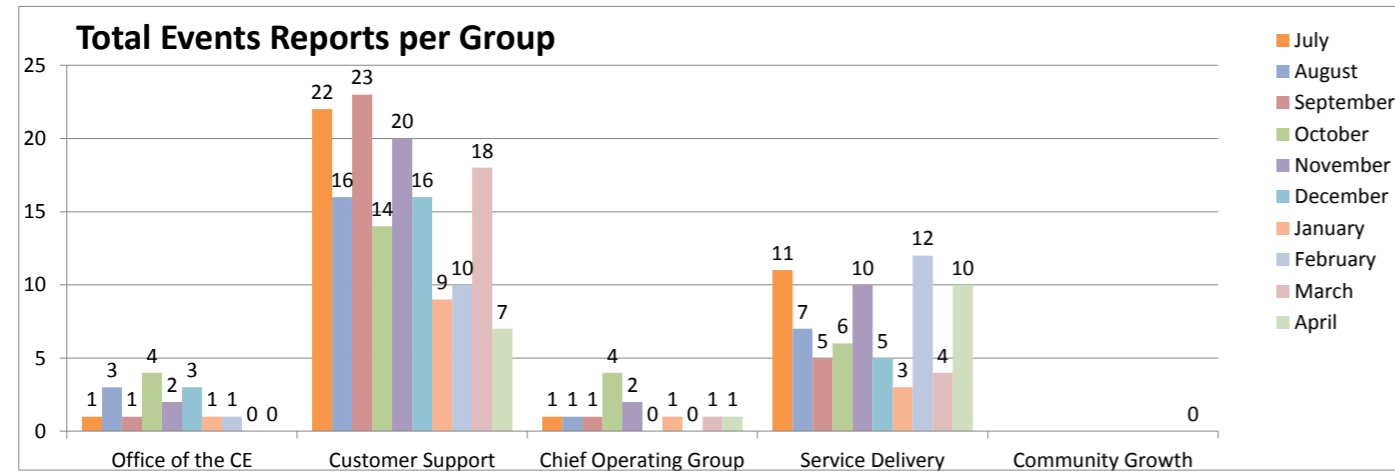
## 7. ATTACHMENTS

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Zero Harm Dashboard April 2019

# Zero Harm Dashboard - April 2019

As at 29/04/2019



“Work safe, home safe”

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**Open Meeting**

<b>To</b>	Waikato District Council
<b>From</b>	Gavin Ion Chief Executive
<b>Date</b>	30 April 2019
<b>Prepared by</b>	Lynette Wainwright Committee Secretary
<b>Chief Executive Approved</b>	Y
<b>Reference #</b>	GOV1318
<b>Report Title</b>	Receipt of Waikato Raupatu River Trust and Waikato District Council Co-Governance Committee

## **1. EXECUTIVE SUMMARY**

---

To receive the minutes of a meeting of the Waikato Raupatu River Trust and Waikato District Council Co-Governance Committee held on Wednesday 17 October 2018.

## **2. RECOMMENDATION**

---

**THAT the minutes of the Waikato Raupatu River Trust and Waikato District Council Co-Governance Committee meeting held on Wednesday 17 October 2018 be received.**

## **3. ATTACHMENTS**

---

WRR Trust WDC Co-Governance Committee Minutes – 17 October 2018



**MINUTES** of a meeting of the Waikato Raupatu River Trust and Waikato District Council Co-Governance Committee held in the Waikato District Council Chambers, 15 Galileo Street, Ngaruawahia on 17 October 2018, commencing at 10 am.

<b>Present</b>	His Worship the Mayor, Mr A M Sanson (Co-Chair) Cr L Thomson Cr J Gibb	Chair of Te Arataura and Trustee Rukumoana Schaaafhausen (Co-Chair) Trustee Patience Te Ao
<b>In attendance</b>	Mr P Nepia Ms M Tukere Mr T Whittaker Mrs Sue O’Gorman Mr J Quinn Mr V Ramduny Ms A McPhee (minutes)	Kaumatua (WRRT) General Manager Oranga (WRLT) Chief Operating Officer (WDC) General Manager (WDC) Communications Manager (WDC) Planning & Strategy Manager (WDC) Executive Assistant (WDC)

Pokaia Nepia opened the hui with a karakia.

#### **APOLOGIES AND LEAVE OF ABSENCE**

**Resolved: Co-Chair Sanson / Co-Chair Schaaafhausen**

**THAT** apologies be received from Trustee Hinerangi Raumati-Tuu’a, Cr. Dynes Fulton, Cr. Jacqui Church, Donna Flavell,

**CARRIED**

#### **CONFIRMATION OF STATUS OF AGENDA ITEMS**

**Resolved: Co-Chair Sanson / Co-Chair Schaaafhausen**

**THAT** the agenda for the meeting of the Waikato Tainui/Waikato District Council Joint Committee for 17 October 2018 be confirmed.

**CARRIED**

#### **DISCLOSURES OF INTEREST**

There were no declarations of interest noted.

#### **CONFIRMATION OF MINUTES**

**Resolved: Co-Chair Sanson / Co-Chair Schaaafhausen**

**THAT** the minutes of a meeting of the Waikato Tainui/Waikato District Council



**Joint Committee held on 18 April 2018 be confirmed as a true and correct record of that meeting.**

**CARRIED**

**MATTERS ARISING FROM THE MINUTES**

There were no matters arising from the minutes.

**REPORTS**

**DRAFT STRATEGIC WORK PROGRAMME**

Leadership teams from both organisations have held joint workshop a draft strategic work programme 2018-2021. The final work programme was requested by the trustees ahead of the next JMA meeting.

Confirmed that elections will not affect the dates in the document. Gavin assured that Council would have work programmes in place to work around the elections and ensure that progress is being achieved.

**Provincial Growth Fund**

There is an opportunity for a joint application for Council and Waikato-Tainui for Meremere for the Waste to Energy plant and also for housing.

**Maori Representation**

Discussed the possibility of appointing a Maori representative to each of the four council committees. Trustees present expressed their support for embedding this arrangement to the JMA.

Cr. Gibb raised that HCC have given representatives full voting and speaking rights. Marae explained Waikato-Tainui's involvement in this process and confirmed that she has access to the legal work carried out and will check this to ensure that this can be done through the JMA and still be legally binding. Cr Gibb requested learnings from the HCC process so that the councillors can be prepare to workshop this matter.

Review periods would be required, perhaps 5-year term or two 5-year terms for appointment of individual.

**Resolved: Cr Gibb / Trustee Te Ao**

**THAT the Joint Committee receive the report; and**

**FURTHER THAT the draft strategic Work Programme 2018-2021 is endorsed by the Joint Committee; and**

**FURTHER THAT a finalised strategic Work Programme (including key dates for progress) is circulated to the trustees by 30 November 2018; and**

**FURTHER THAT the Joint Committee request that management explore the opportunity to enhance the JMA relationship to include representation and the wider**

**strategic focus.**

**CARRIED**

**UPDATE ON LOCAL AREA AND DISTRICT-WIDE BLUEPRINTS PROCESS**

Co-Chair Schaaflhausen, on behalf of Waikato-Tainui, expressed support for the blueprint work that council is undertaking. She also raised the matter of UDA with relation to Central Government.

Vishal confirmed that it has been discussed that that the Waikato District could be a trial for the UDA before being rolled out on a larger scale.

As discussion was held as to how Council and Waikato-Tainui can ensure that they are involved with MBIE from the outset for the UDA.

Vishal advised that the UDA is seen as one of the tools to implement some of the projects in the corridor plan and that government is investigating granting UDA authorities that may override council's authority.

Implications of UDA for the RMA process is still unclear – may mean streamlining the RMA to ensure that development can happen faster. The focus group workshop in November will review this matter further.

Gavin raised the broader conversation around traction with government. It was agreed that it would be timely and send a strong message for council and Waikato-Tainui to meet with the relevant ministers jointly. Council are also seeking traction with a super wastewater plant at Ohinewai, which should be beneficial for all parties, including the tribe, however a funding shortfall requires conversation with ministers.

Agreed by Trustees that there are opportunities with central government for both parties to present unitedly, including if the UDA is used as a funding vehicle.

Mayor Allan commended staff on well-run blueprint meetings.

Cr. Gibb queried the invitation of 32 marae representatives – confirmed that these were the marae within Waikato District boundary. Marae confirmed that Turangawaewae Marae had been invited.

Cr. Gibb raised that there has been comments that youth have not been included in the work being done. Ruku confirmed that W-T would encourage rangatahi to contribute.

Tainui Games could be an opportunity to further engage – Marae to advise as to whether a stand is required.

**Resolved: Trustee Te Ao / Cr Thomson**

**THAT the Joint Committee receive the report.**

**CARRIED**

**UPDATE ON PROPOSED WAIKATO DISTRICT PLAN**

Council acknowledged receipt of submission.

Approximately 1,000 submissions received and stage 2 to be notified around April 2019 next year. One hearing will be held for stage 1 and 2 and this will be in the second half of 2019.

Outcomes from blueprint and corridor work will be taken into account in the District Plan and any amendments will be made via one variation to the plan.

Discussion had regarding Hopuhopu and Waikato-Tainui's aspirations. Co-Chair Schaafhausen confirmed that this work is currently underway via the masterplanning process.

Resolution: Thomson/Patience

**Resolved: Cr Thomson / Trustee Te Ao**

**THAT the Joint Committee receive the report.**

**CARRIED**

**HAMILTON TO AUCKLAND CORRIDOR**

**Resolved: Cr Gibb / Trustee Te Ao**

**THAT the Joint Committee receive the report.**

**CARRIED**

**PROVINCIAL GROWTH FUND**

During a meeting with the PGF representative, council expressed their wish to partner with Waikato-Tainui with regards to Meremere, which was supported.

**Resolved: Cr Gibb / Trustee Te Ao**

**THAT the Joint Committee receive the report.**

**CARRIED**

**IWI AND COMMUNITY PARTNERSHIPS MANAGER UPDATE**

Council has resolved the role and confirmed that this will report directly to the CE.

Role is now currently advertised. Council would appreciate assistance from Waikato-Tainui in recommending the right candidates and ultimately position holder. Donna will be assisting in recruitment process, reflecting the importance for both parties.

**Resolved: Cr Gibb / Trustee Te Ao**

**THAT the Joint Committee receive the report.**

**CARRIED**



### **Open Meeting**

<b>To</b>	Waikato District Council
<b>From</b>	Gavin Ion Chief Executive
<b>Date</b>	26 April 2019
<b>Prepared by</b>	Vishal Ramduny Strategic Projects Manager
<b>Chief Executive Approved</b>	Y
<b>DWS Document Set #</b>	GOV1318 / 2229589
<b>Report Title</b>	Minutes of the Future Proof Implementation Committee meeting held on 25 March 2019

## **I. EXECUTIVE SUMMARY**

---

The purpose of this report is for Council to receive the minutes of the Future Proof Implementation Committee ('FPIC') meeting held on 25 March 2019.

At that meeting FPIC considered how the Future Proof partnership could be structured to give effect to the Hamilton to Auckland Corridor Plan. A report titled 'The Future of Future Proof' was presented by Gavin Ion and Vishal Ramduny. This report formed the basis of the recommendations on this matter considered by FPIC.

FPIC resolved to evolve the current Future Proof arrangements and adapt these to bring in the Hamilton to Auckland Corridor work as a significant workstream of Future Proof.

To support the development and implementation of the Corridor Plan the Future Proof Implementation Committee also resolved to expand the structure and membership of Future Proof to include central government, Auckland Council, the Papakura Local Board, the Franklin Local Board and relevant iwi from northern Waikato/southern Auckland to join the Future Proof partnership as associate members.

FPIC also approved an additional Iwi member for Waikato-Tainui.

The Future Proof Implementation Committee also resolved to retain the Future Proof name but reinforce it with a Maaori name.

The meeting also considered the Future Proof work programme.

## **2. RECOMMENDATION**

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**THAT the report from the Chief Executive, and the Future Proof Implementation Committee Minutes of 25 March 2019, be received.**

## **3. ATTACHMENTS**

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Minutes of the Future Proof Implementation Committee held on 25 March 2019.



Minutes of a meeting of the

## Implementation Committee – OPEN MINUTES

Time and Date: 1.00pm 25 March 2019

Venue: The Link, 6 Te Aroha Street, Hamilton

Members:	Bill Wasley Allan Sanson Dave Macpherson Dynes Fulton Andrew King Kataraina Hodge Rangipipi Bennett Ross I'Anson Jim Mylchreest	Independent Chair, Future Proof Mayor, Waikato District Council / Deputy Chair Councillor, Hamilton City Council Deputy Mayor, Waikato District Council Mayor, Hamilton City Council Tainui Waka Alliance Ngā Karu Atua o te Waka Regional Relationships Director, NZ Transport Agency Mayor, Waipa District Council
In Attendance:	Ken Tremaine Blair Bowcott Vishal Ramduny Gavin Ion David Hall Vaughan Payne Clive Morgan Siggi Henry Aksel Bech Ernst Zollner Manaaki Nepia Tracey May	Implementation Advisor, Future Proof Hamilton City Council Waikato District Council Waikato District Council Waipa District Council Waikato Regional Council Waikato District Council Councillor, Hamilton City Council Councillor, Waikato District Council Ministry of Housing and Urban Development Waikato Tainui Waikato Regional Council
Committee Advisor:	Michelle White	Programme Manager, Future Proof
Apologies:	Bob Simcock Alan Livingston Liz Stolwyk	Councillor, Waikato Regional Council Chairperson, Waikato Regional Council Councillor, Waipa District Council

### 1. Apologies

The apologies were accepted.

**Resolved:** (Mayor Mylchreest/Mayor Sanson)  
That the apologies be received.

### 2. Declarations of Interest

There were no declarations of interest.

### 3. Minutes of the meeting held on 20 February 2019

There were no comments on the previous minutes.

**Resolved:** (Mayor Sanson/Mayor Mylchreest)  
That the minutes be received.

### 4. Future Proof Looking Forward

Gavin Ion and Vishal Ramduny presented the report on Future Proof Looking Forward.

The Future Proof Chief Executives Advisory Group ("CEAG") was previously requested to report back to the Future Proof Implementation Group ("FPIC") on the Future Proof partnership moving forward, including:

- The scope and focus of Future Proof.
- Who should be invited to join the partnership while exercising the current membership arrangements.
- The implications of changing the name 'Future Proof'.
- How the agreed arrangement will operate.
- A process going forward.

The CEAG discussed the above matters thoroughly and reach unanimous recommendations. Ernst Zollner was also engaged in the development of the report and recommendations. It was confirmed, through Ernst, that Auckland Council is supportive of the recommendations.

The FPIC was referred to pages 13 and 15, which shows the expanded scope and structure of Future Proof. The key workstreams include those responding to government initiatives. These acknowledge that the Hamilton to Auckland Corridor Plan is a subset of the wider Future Proof structure. The diagram on page 15 was sourced from the material in Appendix 4.

The CEAG is of a view that a name change is not necessary. The addition of a Maori name was suggested by Hamilton City Council and supported by the CEAG.

There is still an option to consider a separate name/brand for the Hamilton-Waikato Metro Plan.

The new partnership arrangements would operate in the same way as they do now, with structured participation. Hamilton to Auckland Corridor Plan matters would be discussed first.

The finer details of the new partnership are yet to be determined. The aim of today's meeting is for the FPIC to approve the high-level principles. Implementation detail will follow.

We are capitalising on what we have now, plus allowing for the Hamilton to Auckland Corridor Plan to come through.

Ernst commented that he is waiting for a decision from today's meeting, and then a paper (which includes this structure) would go forward to a Cabinet meeting on 10 April 2019.

The following comments were raised:

- Hamilton City Council is supportive in principle of adding Matamata-Piako to the partnership, primarily because of Morrinsville.
- Waikato District Council supports the recommendations.



- Tainui Waka Alliance wanted to ensure that the changes to the partnership are for the benefit of Future Proof and not just being made because of the Corridor Plan - that there is longevity.
- It was highlighted that Future Proof will remain intact going forward. The additional workstream and members are for the Corridor Plan only.
- It was questioned whether or not we are getting ahead of ourselves, considering Government funding is not yet available. Gavin replied that if we don't have a plan in place, then the chances of securing any funding are slim.
- Some saw the Corridor Plan as an ongoing project (not a short-term, one-off).
- The Government sees the benefit in this partnership as a way to move forward.

Waikato-Tainui held a meeting on 21 March 2019 to discuss tāngata whenua representation on Future Proof. The following recommendations were made:

- Establish a standalone seat on the FPIC for Waikato-Tainui.
- Tāmaki maana whenua to have associate membership (a forum currently exists in Auckland).
- Bring in maana whenua for relevant sections of the Hamilton to Auckland Corridor Plan (i.e., Papakura, river communities and possibly the Metro Plan area).

Ngā Karu Atua o te Waka was present at the Waikato-Tainui meeting and supported the outcomes.

The Chair acknowledged the work of the CEAG in preparing this report and recommendations.

**Resolved:** (Mayor Sanson/Mayor Mylchreest)

***That the Future Proof Implementation Committee:***

- 1. Receives this report***
- 2. Agrees to the following recommendations:***
  - a. Evolve the current Future Proof arrangements and adapt these to bring in the Hamilton to Auckland Corridor work as a significant workstream of Future Proof in accordance with the diagram attached to the agenda as Appendix 1.***
  - b. As per the existing recommendation that was put to FPIC at its 5 December and 20 February meetings, invite central government and Auckland Council to join the Future Proof partnership for Hamilton to Auckland Corridor matters.***
  - c. Confirm Matamata-Piako District Council as a Future Proof partner.***
  - d. Request north Waikato/south Auckland iwi, Ngā Karu Atua o te Waka and/or the Future Proof Independent Tāngata Whenua Advisor to work with the Crown on iwi representation proposals in north Waikato/south Auckland.***
  - e. Confirm Waikato-Tainui representation on FPIC.***
  - f. Note the proposed arrangements for Crown and Auckland participation which are still subject to ongoing discussion.***
  - g. Adopt the expanded Future Proof structure as outlined in Appendix 3 of the agenda noting that it may be subject to change as a result of discussions between the parties. Any amendments will be reported back to FPIC for governance adoption.***
  - h. Retain the Future Proof name and brand.***
  - i. Consider a separate name/brand for the specific workstream within Future Proof that deals with government initiatives (including the Hamilton to Auckland Corridor Plan).***

- j. Add a Māori name to the Future Proof title following advice from Waikato-Tainui and NKAOTW.*
- k. Use the existing Agreement/TOR and MOU in the first instance (as an interim step) and update the documents once the nature of central government and Auckland Council representation is clearer.*
- l. Agree to structured participation of meetings, discussions and agendas, whereby Hamilton to Auckland Corridor Plan and Crown matters will be dealt with first, followed by wider Future Proof matters.*
- m. Agree to the proposed process outlined in Section 8 of the agenda.*

## 5. Future Proof Work Programme

Ken Tremaine gave an overview of the report on pages 18-36 of the agenda. Future Proof's core purpose is to respond to government initiatives and changes in legislation, set sub-regional strategy and policy, guide and inform regional and sub-regional strategy and policy, maintain a common evidence base, and engage with tangata whenua.

The delay with the Census data and data credibility was discussed:

- Data credibility is especially important for high growth councils such as the Future Proof councils.
- Hamilton City Council requested that the Ministry of Education and the health sector be involved in the projections work.
- Projections and Census data will be discussed at the next Future Proof Technical Implementation Group meeting on 3 April 2019.
- We need to be more nimble and monitor what is happening more closely.
- From a reality perspective, LTP's are reviewed every three years.
- There are risks around critical infrastructure.

A paper will be reported to the FPIC on how we propose to progress the next series of projections.

Ernst Zollner made a number of points:

- Statistics NZ projections do not have to be used/accepted.
- A scenario-based approach could be used.
- We need to be ready for a number of different futures.
- Projections become less accurate as the time from the base increases, especially post 10 years.

Ken suggested that we take an integrated and banded/scenario approach with robust monitoring. He indicated that the Metro Plan Project Team had discussed and supported this approach.

**Resolved:** (Deputy Mayor Fulton/Councillor Macpherson)

***That the Future Proof Implementation Committee:***

- 1. Receives this report.***
- 2. Endorses and supports the Future Proof work programme for 2019.***
- 3. Endorses the Terms of Reference for the Hamilton-Waikato Metro Spatial Plan attached to the agenda as Appendix 3.***

## 6. Bimonthly Report

Ken gave an overview of the report on pages 37-40 of the agenda.

Hamilton City Council raised an emerging issue around the delay in funding decisions from NZTA. Waikato District Council noted similar issues.

NZTA said that the comments are fair. The government has changed the focus of funding. They are in a unique 'oversubscribed' situation for some activity classes and need to assess where any additional funding could come from.

Waikato District Council noted the consequences of delay - the construction season will be missed, and the work will need to be carried forward to the next season.

**Resolved:** (Mayor Mylchreest/Kataraina Hodge)

***That the Future Proof Implementation Committee:***

- 1. Receives this report.***
- 2. Notes the legislative and policy changes that are currently underway or are emerging.***
- 3. Notes that further submissions on the Proposed Waikato District Plan are likely to be called for in late April and that Future Proof may consider making a further submission, subject to following the agreed sign-off process.***
- 4. Notes that Future Proof will continue to work with the Waikato District Council on its District Plan submission.***
- 5. Notes that the Waikato District Council is currently consulting on its blueprints.***
- 6. Notes the potential of the blueprints to inform related planning processes.***

## **7. Tainui Waka Alliance Appointment**

This report was submitted as a late item and emailed to the FPIC on 21 March 2019.

Kataraina Hodge outlined the report. Tainui Waka Alliance consists of four iwi, including Waikato Tainui, Maniapoto, Hauraki and Raukawa. When Parekawhia McLean was employed by NZTA there was a conflict of interest. Given that the conflict no longer exists, and growth is primarily in the Waikato-Tainui area, Parekawhia has been appointed back to the FPIC.

However, in light of the conversations today regarding the additional Waikato-Tainui seat, this item will be put on hold and reported back at the next meeting.

## **8. General Business**

There were no items of general business.

**The meeting was declared closed at 2.20pm**

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**Open Meeting**

<b>To</b>	Waikato District Council
<b>From</b>	Gavin Ion Chief Executive
<b>Date</b>	26 April 2019
<b>Prepared by</b>	Wanda Wright Committee Secretary
<b>Chief Executive Approved</b>	Y
<b>Reference #</b>	GOV1303
<b>Report Title</b>	Receipt of Minutes – Waters Governance Board

**1. EXECUTIVE SUMMARY**

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To receive the minutes of the Waters Governance Board meeting held on Tuesday 24 April 2019.

**2. RECOMMENDATION**

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**THAT the minutes of the meeting of the Waters Governance Board meeting held on Tuesday 24 April 2019 be received.**

**3. ATTACHMENTS**

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WGB Open Minutes – 24 April 2019

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**MINUTES** of a meeting of the Waters Governance Board Meeting of the Waikato District Council held in Committee Rooms 1 and 2, District Office, 15 Galileo Street, Ngaruawahia on **WEDNESDAY 24 APRIL 2019** commencing at **7.34am**.

**Present:**

Ms R Schaafhausen (Chair)  
Mr D Wright  
Mr G Dibley  
Mr GJ Ion (Chief Executive, Waikato District Council)  
Ms J Colliar (Intern)

**Attending:**

Mr J Quinn (Communications, Marketing & Engagement Manager)  
Mr K Pavlovich (Waters Manager)  
Mrs W Wright (Committee Secretary)

**APOLOGIES AND LEAVE OF ABSENCE**

All members were present.

**CONFIRMATION OF STATUS OF AGENDA ITEMS**

**Resolved: (Mr Ion/Ms Schaafhausen)**

**THAT** the agenda for a meeting of the Waters Governance Board Meeting held on **Wednesday 24 April 2019** be confirmed and all items therein be considered in open meeting with the exception of those items detailed at agenda item 6 which shall be discussed with the public excluded.

**CARRIED on the voices**

**WGBI904/01**

**DISCLOSURES OF INTEREST**

It is noted that Mr Dibley is a Board Member of Water New Zealand.

It is noted that Ms Schaafhausen is the Chair of the Freshwater Iwi Leaders Group.

It is noted that Mr Wright is the Chair of Wellington Water Limited and also a director of Waimea Water Ltd.

## **CONFIRMATION OF MINUTES**

**Resolved: (Mr Wright/Mr Dibley)**

**THAT the minutes of a meeting of the Waters Governance Board Meeting held on Friday 22 March 2019 be confirmed as a true and correct record of that meeting.**

**CARRIED on the voices**

**WGBI904/02**

## **REPORTS**

Delegations

Agenda Item 5.1

The following key points were raised by Mr Ion:

- No major changes were made to the original proposed delegations, only some tweaks suggested by the Council's legal department.
- Clarification was given that the arrangement with Watercare is no longer planned to be any form of franchise. Staff are considering how to describe the final form of the contractual relationship.

The Board members discussed, and agreed amendments to the recommended delegations.

Action: A workplan on how to execute the delegations will be developed and brought back to a subsequent meeting for discussion.

**Resolved: (Mr Wright/Mr Dibley)**

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

**AND THAT the delegations previously approved at the February Board meeting be revoked (WGBI902/09);**

**AND FURTHER THAT the following delegations *as amended* for the Waters Governance Board be recommended to the Council for approval:**

- **To agree the form of the transactional arrangement with Watercare**
- **To negotiate with Watercare and recommend to Council the final contract value for waters management**
- **To conclude the contract (after Council approval of contract value) and terms and conditions with Watercare**
- **Take such actions as are required to make the arrangement with Watercare operational by 1 July 2019, with any residual elements timetabled and noted**
- **To hold Watercare to account for their performance at all levels**

- To monitor and oversee the performance of staff and Watercare in terms of the water activity
- To consider and ensure improvements or innovation are implemented by Watercare or through the Chief Executive as appropriate
- Approve changes to the operation of the contract with Watercare
- Develop strategies to improve contractual performance or to improve business practices.
- Develop an annual works programme (operating and capital) and submit to council for final approval
- To set and ensure Watercare's adherence to health and safety requirements, and wellbeing practices
- To set and maintain standards of ethics and corporate behaviour
- To consider development opportunities for the Waters business
- Define and set levels of service for waters management now and in the future
- Responsibility for the financial performance of the contract and operation
- Develop plans to improve the overall resilience of the waters' networks and allow for growth
- To consider the impact of growth on the Waters' infrastructure
- Implement and monitor the risk management framework for the waters' management and activity
- Approve the annual and half yearly financial statements for the waters' operation and provide any relevant commentary to council
- Annually review the Board composition, structure and succession and make recommendations to council on these matters
- To ensure the waters' business delivered by Watercare provides value for the community in terms of the four wellbeings
- That Kaitiakitanga and environmental outcomes are key decision making considerations for the Board
- To uphold the vision and strategy of the Waikato-Tainui Raupatu Claims (Waikato River) Settlement Act 2010.

**CARRIED on the voices**

**WGBI904/03**

Rate Rebate implications of the Watercare transition

Agenda Item 5.2

The Board discussed the impact of the Watercare arrangement on access for ratepayers to the rates rebate scheme once Council enters the operational phase where the direct relationship is with Watercare.

The Board expressed concern that this entire arrangement needed to protect the interests of vulnerable people.

**Action:** The Communications, Marketing and Engagement Manager would develop a communication plan to the Community regarding Council's strategy around protecting vulnerable people in terms of water rates and charges.

**Resolved: (Ms Schaafhausen/Mr Wright)**

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

**AND THAT the Chief Executive will report back to the Board around strategies to protect vulnerable people in terms of the three waters charging;**

**AND FURTHER THAT the Chief Executive and the Chair will advocate to the Government regarding the ongoing access to the Rate Rebate Scheme.**

**CARRIED on the voices**

**WGBI904/04**

**Branding of the Waters Business**

Agenda Item 5.3

Mr Quinn emphasised the importance of having branding to identify with. The Board agreed with the views expressed in the report.

**Resolved: (Mr Wright/Mr Dibley)**

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

**AND THAT approval is given for the Communications Stream to approve co-branding (WDC primary, WSL secondary) during the transition period (to 1 July 2021);**

**AND FURTHER THAT approval is given for further discussions between WDC and WSL on branding post-transition, with a view to work towards a WSL only branding option for after 1 July 2021 that WSL can use in the Waikato district and potentially elsewhere.**

**CARRIED on the voices**

**WGBI904/05**

**EXCLUSION OF THE PUBLIC**

Agenda Item 6

**Resolved: (Ms Schaafhausen/Mr Ion)**

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

**AND THAT the public be excluded from the meeting during discussion on the**





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**Open Meeting**

<b>To</b>	Waikato District Council
<b>From</b>	Gavin Ion Chief Executive
<b>Date</b>	8 April 2019
<b>Prepared by</b>	Lynette Wainwright Committee Secretary
<b>Chief Executive Approved</b>	Y
<b>Reference #</b>	GOV1301
<b>Report Title</b>	Receipt of Minutes – Onewhero-Tuakau Community Board

**1. EXECUTIVE SUMMARY**

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To receive the minutes of the Onewhero-Tuakau Community Board meeting held on Monday 1 April 2019.

**2. RECOMMENDATION**

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**THAT** the minutes of the meeting of the Onewhero-Tuakau Community Board held on Monday 1 April 2019 be received.

**3. ATTACHMENTS**

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OTCB Minutes – 1 April 2019

Minutes of a meeting of the Onewhero-Tuakau Community Board held in the Port Waikato Community Hall, 3 Oceanview Road, Port Waikato on **MONDAY 1 APRIL 2019** commencing at **7.00pm**.

**Present:**

Mr B Cameron (Chairperson)  
Ms C Conroy [from 7.37pm]  
Mr S Jackson  
Mr V Reeve  
Mrs B Watson

**Attending:**

Mrs S O’Gorman (General Manager Customer Support)  
Mrs L Wainwright (Committee Secretary)

**APOLOGIES AND LEAVE OF ABSENCE**

**Resolved: (Mr Cameron/Mrs Watson)**

**THAT** an apology be received from Cr Church, Cr Main and Mr Petersen;

**AND THAT** an apology for lateness be received from Ms Conroy.

**CARRIED on the voices**

**OTCBI903/01**

**CONFIRMATION OF STATUS OF AGENDA ITEMS**

**Resolved: (Mr Jackson/Mr Reeve)**

**THAT** the agenda for a meeting of the Onewhero-Tuakau Community Board held on Monday 1 April 2019 be confirmed and all items therein be considered in open meeting;

**AND THAT** all reports be received;

**AND FURTHER THAT** the Board resolves that the following item be withdrawn from the agenda:

- Item No. 5.4 – Waikato District Council Executive Update.

**CARRIED on the voices**

**OTCBI903/02**

**DISCLOSURES OF INTEREST**

There were no disclosures of interest.

**CONFIRMATION OF MINUTES**

**Resolved: (Mr Jackson/Mr Reeve)**

**THAT the minutes of a meeting of the Onewhero-Tuakau Community Board held on Monday 4 March 2019 be confirmed as a true and correct record of that meeting.**

**CARRIED on the voices**

**OTCBI903/03**

**REPORTS**

Public Forum  
Agenda Item 5.1

No members of the public presented any items for discussion.

Onewhero-Tuakau Community Board – Projects – Issues – Activities and Actions, April 2019

Agenda Item 5.2

The report was received [*OTCBI904/02 refers*] and discussion was held on the following items:

- Tuakau Main Street Bollards – discussions on the staining of the bollards held with the Tuakau Lions and Rotary Clubs on Thursday 4 April;
- Street lighting in Tuakau – the Board would complete a map showing lights that are not functioning;
- Variation of funds available for the Port Waikato Wharf – the Board queried the current status of available funds;
- Tuakau Bridge – signage was now a priority following the heavy traffic diversion being placed on the Mercer Ferry Road bridge; and
- Tuakau Library Extension – concept plans were prepared and the Board would view these before they are circulated for public consultation.

Ms Conroy entered the meeting at 7.37pm during discussion on the above item.



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**Open Meeting**

<b>To</b>	Waikato District Council
<b>From</b>	Gavin Ion Chief Executive
<b>Date</b>	4 April 2019
<b>Prepared by</b>	Wanda Wright Committee Secretary
<b>Chief Executive Approved</b>	Y
<b>Reference #</b>	GOV1301
<b>Report Title</b>	Receipt of Meremere Community Committee Minutes

**1. EXECUTIVE SUMMARY**

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The minutes for a meeting of the Meremere Community Committee held on Thursday 14 February 2019 are submitted for receipt.

**2. RECOMMENDATION**

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**THAT the minutes of a meeting of the Meremere Community Committee held on Thursday 14 February 2019 be received.**

**3. ATTACHMENTS**

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MMCC Minutes – 14 February 2019

**MINUTES** of a meeting of the Meremere Community Committee held at the Meremere Community Hall, Heather Green Avenue, Meremere on **THURSDAY 14 FEBRUARY 2019** commencing at **7.07pm**.

**Present:**

Mr J Katu (Chairperson)  
Cr J Sedgwick  
Mr B Brown  
Mrs V Milton (Secretary)  
Mr J Harman  
Ms C Heta

**Attending:**

His Worship the Mayor, Mr AM Sanson  
Mrs T Sanson ( Mayoress)  
Mr M Balloch (Building Quality Manager)  
Miss J Heta  
Members of the Public

**APOLOGIES AND LEAVE OF ABSENCE**

**Resolved: (Mr Harman/Cr Sedgwick)**

**THAT** an apology be received from Mr Creed and Mr Ngatai.

**CARRIED**

**MMCCI902/01**

**CONFIRMATION OF STATUS OF AGENDA ITEMS**

**Resolved: (Mr Harman/Cr Sedgwick)**

**THAT** the agenda for a meeting of the Meremere Community Committee held on Thursday 14 February 2019 be confirmed and all items therein be considered in open meeting;

**AND THAT** all reports be received.

**CARRIED**

**MMCCI902/02**

**DISCLOSURES OF INTEREST**

There were no disclosures of interest.

**CONFIRMATION OF MINUTES****Resolved: (Mr Katu/Mrs Milton)****THAT the minutes of a meeting of Meremere Community Committee held on 8 November 2018 be confirmed as a true and correct record of that meeting.****CARRIED on the voices****MMCCI902/03****REPORTS**Meremere Works & Issues Report – 1 February 2019

Agenda Item 5.1

The report was received [MMCCI902/02 refers] and discussion was held.

Councillor's Report

Agenda Item 5.2

Cr Sedgwick gave a verbal report and answered questions of the Committee.

Discretionary Fund Report to 30 January 2019

Agenda Item 5.4

The report was received [MMCCI902/02 refers] and discussion was held.

**Resolved: (Mr Brown/Mr Harman)****THAT a commitment be made of \$400 towards Pat Carr's farewell. This amount should be paid into the Youth Account.****CARRIED****MMCCI902/04**Blueprint Update

Agenda Item 5.4

The report was received [MMCCI902/02 refers] and discussion was held.

Year to Date Service Request Report 31 December 2018

Agenda Item 5.5

The report was received [MMCCI902/02 refers] and discussion was held.





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**Open Meeting**

<b>To</b>	Waikato District Council
<b>From</b>	Gavin Ion Chief Executive
<b>Date</b>	5 April 2019
<b>Prepared by</b>	Wanda Wright Committee Secretary
<b>Chief Executive Approved</b>	Y
<b>Reference #</b>	GOV1301
<b>Report Title</b>	Receipt of Tamahere Community Committee Minutes

**1. EXECUTIVE SUMMARY**

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To receive the minutes of the Tamahere Community Committee meeting held on Monday 1 April 2019.

**2. RECOMMENDATION**

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**THAT the minutes of the meeting of the Tamahere Community Committee held on Monday 1 April 2019 be received.**

**3. ATTACHMENTS**

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TCC Minutes – 1 April 2019



**Minutes of Committee Meeting  
Held 7.30pm on Monday April 1st, 2019  
Tamahere Community Centre**

**Present:**

**TCC:** Leo Koppens, Graham McAdam, Bevan Coley, Connie Short, Alison Ewing, Charles Fletcher, Jane Manson,

**WDC:** Aksel Bech, Jacob Quinn

**Tamahere School:** Ingrid ter Beek

**CityEdge Alliance:** Matt Fairweather

**NZTA:** Bruce Waugh

**Tamahere Mangaone Resoration Trust:** Russell Gibbs

**1. Apologies:** Sue Robertson, James Yearsley, Dallas Fisher, Shelley Howse

**2. Confirmation of Minutes** of Meeting held on March 4<sup>th</sup> 2019

**Moved:** Ro Edge

**Seconded:** Bevan Coley

**All in Favour**

**3. Matters arising:**

- Graham McAdam commends Richard Clark WDC on cricket pitch work.
- Hall defibrillator and other hall issues being followed up by WDC staff.

**4. Correspondence Tabled****IN - EMAIL**

John Brown WDC – SH1 road closure dates

WDC – Hall payment receipt

Cr Bech – Tamahere Park Furniture pricing

John Brown WDC – Birchwood Lane extension construction

Leo Koppens – school trip to Tamahere Reserve cancellation

Megan May WDC – Tamahere Reserve closure

Wanda Wright WDC – March minutes request

Cr Bech – reply to ratepayer re; Birchwood Lane road barrier

Tamahere Mangaone Restoration Trust – Tamahere Reserve concerns

Leo Koppens – Tamahere Reserve special meeting

Cr Bech – Trail dates, cricket, bridge updates

Multiple committee members – responses to Cr Bech update

Charles Fletcher, Ingrid ter Beek, Graham McAdam – responses to Tamahere Reserve special meeting.

Leo Koppens – new road off Annebrook naming

**OUT –EMAIL**

Wanda Wright WDC – minutes to support road naming

**Moved:** Ro Edge

**Seconded:** Bevan Coley

**All in favour**

### **5. Cr Bech Report**

#### **Ultra fast fibre**

1530 of 2690 ( 57%) properties completed. Remainder by July 2019.

#### **Blue print Community Feedback Day**

Good turnout and responses.

#### **Waste Minimalisation**

WDC is working with key local waste producers (Punnet Café, Tamahere Market and 4Square) on initiatives.

Cr Bech to check on whether bins will be installed at the skatepark.

#### **Park Furniture**

Several seats have been funded to date.

CR Bech/Dallas Fisher approaching corporate sponsors, Shelley Howse/Connie Short approaching individual streets. Payment to WDC directly or via Momentum Waikato.

### **6. Service Delivery – Tamahere Community Committee Issues Report - Jacob Quinn**

- **Tamahere Park Management Plan** has been requested from Fosters, WDC to present this at next meeting.
- **Park Seating** – WDC providing feedback on designs
- **Sports Field Issues** – swale to be fixed while fitness trail being constructed, field manholes lowered, cricket pitch design extended 30m, field verti drainage planned for autumn.
- **Hall Issues** – staff following up
- **Project completions** – skatepark April 19, playground June 11. Fitness trail/ piping for water fountains/manhole lowering all yet to start.
- **Narrows boat ramp** - Schicks have completed repairs.
- **Hub Signage plans/restrictions** – Jacob to report in May.
- **Yellow Bristle Grass noted in Tamahere verges.** Major agricultural pest. Jacob to report on management.

### **7. CityEdge Alliance – Matt Fairweather**

- Expressway work is behind schedule.
- Pedestrian access across SH1 – NZTA/City Edge working on this. A timeframe for the bridge to be presented May meeting.
- Traffic to be moved onto the new SH1 outside Bollard and Cherry Lane approximately mid year.

### **8. NZTA – Bruce Waugh**

- New siting of Te Awa cycle/pedestrian bridge over SH26 on the north side of Wiremu Tamihana Drive presented. Geo tech work is underway, concept drawings early June.
- Te Awa projections are for 2500 daily using Tamahere section on weekends.
- TCC concerns with this proposal include, safety issues, visual impact of 6m structure, impact on sports fields by 100m ramp, traffic issues as pathway passes through commercial Hub and playground parking, how it connects with proposed SH1 pedestrian/cycle bridge, connection past the Hub and how it crosses Devine Rd.

- NZTA points to \$6million cost addition for the Church corner option.
- Te Awa project manager to meet with Ro Edge, Cr Bech and Luke McCarthy April 9<sup>th</sup>.

### **Resolution;**

**TCC's preference is for the bridge to be located at the Church corner end of SH21**

**Moved:** Leo Koppens    **Seconded:** Jane Manson    **All in Favour**

## **9. Road Naming**

### **1.Pickering Road Subdivision**

**Resolution; TCC supports the names Fernando and Mangaumapu Roads.**

**Moved:** Leo Koppens    **Seconded:** Ro Edge    **All in Favour**

### **2. Annebrook Road – new side road.**

**Resolution; TCC supports the names;**

- 1. Leo Lane**
- 2. Hillbrook Way**
- 3. Mangaone Lane**
- 4. Stanhope Lane**
- 5. Barugh Lane**
- 6. Souter Lane**

**It does not support Annehill Lane or Annehaven Terrace.**

**Moved:** Ro Edge    **Seconded:** Bevan Coley    **All in Favour**

### **3. New expressway names;**

**EW Link – TCC supports the name Alfred Main Drive.**

**Side Road to the Ngati Hau reserve – to be named by Ngati Hau.**

**Bollard Road to Cherry Lane ( old SH1) becomes Bollard Road**

New subcommittee to work on new road name list – Joy, Jane and Leo.

## **10. Tamahere Reserve**

- Reserve has been closed by WDC to allow for tree removal alongside Tauwhare Road. Jacob to confirm number to be felled.
- WDC reports (2013) provide enough evidence of bat activity to tell them not all of the trees should be removed.
- As trees get older and more unsafe, they will be removed. This incremental approach will be more costly to ratepayers.
- Tamahere Mangaone Restoration Trust would like all trees removed.

**Resolution;** That TCC writes to WDC and requests a long term plan for Tamahere Reserve.

**Moved:** Charles Fletcher    **Seconded:** Bevan Coley    **All in Favour**

## **Other Business**

### **Birchwood Lane Extension**

The footpath is underway. Plans include a 1.2m fence along the gully section as a safety barrier. Felt this is an unnecessary cost and detracts from the native plantings.

Action; TCC to ask WDC to remove this from the plan.

**Hub Bus Routes**

Carparks to be reorientated and garden removed to allow for bus stops. Bus stop signage is in hand.

**9.15 Moved into Committee**

**Moved:** Ro Edge      **Seconded:** Bevan Coley      **All in Favour**

**9.20 Moved out of Committee**

**Moved:** Ro Edge      **Seconded:** Bevan Coley      **All in Favour**

**Walkways Subcommittee Template**

Graham McBride is currently away. Follow up in May.

**Field Drainage and Booking System**

Follow up in May

**Tamahere In Waipa or Waikato?**

Waikato District a huge and diverse area. Are there more synergies with Cambridge?

Consensus now is not the right time as;

1. Work going on in the northern corridor will have a significant impact in terms of transport.
2. Cr Bech plans to stand again but would not take mandate to move towards Waipa.

**Story of Tamahere**

Nothing further

**Rubbish and Damage on Pickering Road**

Noted by Susan McHugh. To be advised to place a request for service with WDC.

**Date of next meeting:** Monday May 6<sup>th</sup> 2019

**Meeting closed** at 9.29pm

**Items for Next Meeting:**

City Edge Alliance/NZTA – SH1 Pedestrian bridge timeframe

Te Awa SH26 bridge – plan update

WDC plan for Tamahere Reserve

Tamahere Park management plan

Hall Issues – Ro/Ingrid meeting

Field Drainage/Hall Booking/Bristle Grass/Hub signage – Jacob

Walkways Template

Story of Tamahere

Skatepark rubbish bins

### **Open Meeting**

<b>To</b>	Council
<b>From</b>	Gavin Ion Chief Executive
<b>Date</b>	29 April 2019
<b>Prepared by</b>	Sandra Kelly District Plan Administrator
<b>Chief Executive Approved</b>	Y
<b>Reference #</b>	2232192
<b>Report Title</b>	Delegations Register Update

## **I. EXECUTIVE SUMMARY**

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The Council delegates responsibility to Committees, Community Boards and Officers to assist in the effective and efficient implementation of its functions, duties and powers. There are three types of delegations: Statutory, Discretionary Statutory and Operational. Operational delegations are made to staff by the Chief Executive to facilitate and enable the efficient and effective operation of the organisation. Examples include acting on matters relating to various legislation and acts.

With the inception of Gearing for Growth and Greatness a new organisation structure was implemented. The Delegations Register has been updated to reflect the new structure and other operational changes.

## **2. RECOMMENDATION**

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

**AND THAT the updated Delegations Register is approved.**

## **3. BACKGROUND**

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The Council's power, functions and duties are all prescribed either expressly or implied by various Acts and Regulations, with the most significant being the Local Government Act 2002. Collectively, this legislation sets the framework within which the Council and its staff must operate.

The Council delegates responsibilities to Committees, Community Boards and Officers to assist in the effective and efficient implementation of its functions, duties and powers. There are three types of delegations:

**1 Statutory** – These delegations relate to the positions held by officers where the powers, duties and functions of those positions are specifically referenced in legislation. Examples of this include the Chief Executive Officer, Animal Control Officer and Enforcement Officer.

**2 Discretionary Statutory** – These delegations relate to the functions, duties and powers of the Council that may be lawfully delegated, and the Council chooses to do so. Examples include delegating to a Committee the authority to hear and consider submissions, or the authority granted to Community Boards to disburse community grants.

**3 Operational** – These delegations are generally made to staff by the Chief Executive to facilitate the efficient and effective operation of the organisation. Examples include the authority to purchase goods and services within certain fields as part of approved budgets, and the authority to recruit staff.

The Local Government Act 2002 (Clause 32 of Schedule 7) permits an officer to sub-delegate to any other officer of the Council one or more of his or her powers under the Local Government Act except the power to delegate any power where either the statute prohibits delegation or the Council prohibits delegation. The Council and the Chief Executive have, through the provisions of this Register, delegated the appropriate powers, functions and duties (being discretionary statutory and/or operational delegations) to the most appropriate competent level of decision-making. This approach is consistent with the provisions of the Local Government Act 2002.

Where the Chief Executive or any other officer receives a discretionary statutory delegation from the Council, that officer may not sub-delegate that power, duty or function unless specifically authorised to do so by the Council.

Where any operational delegation has been authorised by the Chief Executive, the officer holding that delegation may not sub-delegate that authority to any other staff member unless authorised by the Chief Executive to do so.

## **4. DISCUSSION AND ANALYSIS OF OPTIONS**

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### **4.1 DISCUSSION**

Challenges regarding the growth in our district have stretched staffs resources and have highlighted the gaps in our team. The new structure was approved and is now in place and the Delegations Register has been updated to reflect this and other operational changes.

It is proposed that a wider review of the Delegations Register will be undertaken before the local authority elections in October 2019.

## **5. CONSIDERATION**

---

### **5.1 FINANCIAL**

No financial considerations were required whilst updating the register.



## 5.2 LEGAL

The Delegations Register needs to reflect the current organisational structure to remain legally valid and effective.

The proposed changes to the Register are compliant with the Local Government Act 2002 (as noted above).

## 5.3 STRATEGY, PLANS, POLICY AND PARTNERSHIP ALIGNMENT

N/A

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

The decision required in this report is of low significance under the Council's Significance and Engagement Policy.

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 (provide evidence / description of engagement and response)
			Households
			Business
			Other Please Specify

## 6. CONCLUSION

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The Delegations Register has been updated to reflect the new structure of the organisation.

## 7. ATTACHMENTS

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Appendix I - Delegations Register (*to be circulated under separate cover*)

### **Open Meeting**

<b>To</b>	Waikato District Council
<b>From</b>	Roger MacCulloch Acting General Manager Service Delivery
<b>Date</b>	2 May 2019
<b>Prepared by</b>	Jackie Bishop Contracts and Partnering Manager
<b>Chief Executive Approved</b>	Y
<b>Reference #</b>	CCL2019
<b>Report Title</b>	Hamilton Car Club Rally – Ruapuke Road, Raglan

## **I. EXECUTIVE SUMMARY**

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An application has been received from the Hamilton Car Club to hold a rally event (Tarmac Hill Climb) on Ruapuke Road, Raglan on Sunday 26 May 2019. The event requires closure of the length of Ruapuke Road between Te Mata Road and Waimaunga Road from 9.00am to 5.00pm; and a detour for residents and others around the closure.

The club has held this event annually for approximately 10 years. The event occurs on sealed roads in the Raglan area.

The application was only received on 14 March 2019 which is not within the 90 day period required by Council for such events under the Motor Sports Event Policy and processes. However, Council staff have worked with the club to ensure compliance and satisfaction with all public notification; and Traffic Management Plan (TMP) requirements.

Public notification has included public notices in the Raglan Chronicle and WDC website; and via Facebook, with limited response, and no substantive negativity. The club has also complied with requirements to seek consent from all affected landowners and undertaken letterbox drops in the surrounding area. A further letterbox drop will be undertaken in mid-May and signs erected locally in the week ahead of the event.

Only one objection has been received, from a Mr Phil Swann, a local resident. This is attached for reference. Mr Swann's email reflects a general objection to the holding of such events in the District, lack of benefit to ratepayers who are also inconvenienced by the event; and potential impact for waterways and livestock.

Whilst acknowledging Mr Swann's concerns, the event is in accordance with the WDC Policy for Motor Sport Events; and the club has provided a robust TMP and good community engagement ahead of the event; as well as including mechanisms for affected resident movement in and out of the closure as needed by arrangement and in the event of emergency. Council staff recommend the event be allowed to proceed notwithstanding the objection raised.

In the normal course, these applications and objections are initially notified to the Infrastructure Committee of Council. However, in the absence of a meeting of that Committee in April, and the timing of the event (one day after the May Infrastructure Committee meeting), this recommendation is being put to full Council for endorsement.

Council staff have initiated an internal review of the WDC policy and processes for motor sport events to take account of a number of emerging issues and to ensure the policy remains appropriate. This includes in respect of general non-compliance by clubs with the 90 day notice period; need for greater clarity around WDC expectations and requirements for these events; public notification and engagement with affected residents; and adequacy of application fees and bonding requirements. This review is expected to result in recommendations to amend the policy which will be put to Council for endorsement in due course.

## 2. RECOMMENDATION

---

**THAT the report from the Acting General Manager Service Delivery be received;**

**AND THAT the Council resolves that the Hamilton Car Club (Tarmac Hill Climb) rally on Sunday 26 May 2019 proceed.**

## 3. CONSIDERATION

---

### 3.1 FINANCIAL

Nil.

### 3.2 LEGAL

Nil

### 3.3 STRATEGY, PLANS, POLICY AND PARTNERSHIP ALIGNMENT

The event complies with the Road Closure for Motor Sports Events Policy.

### 3.4 ASSESSMENT OF SIGNIFICANCE AND ENGAGEMENT POLICY AND OF EXTERNAL STAKEHOLDERS

Highest levels of engagement	Inform	Consult	Involve	Collaborate	Empower
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
This matter is not considered to be significant in terms of Council's significance policy.					

Planned	In Progress	Complete	
		Yes	Internal
	Yes		Community Boards/Community Committees
No			Waikato-Tainui/Local iwi
	Yes (affected)		Households
No			Business
No			Other

Public notification of the event has occurred via newspaper, website and social media. The car club has also sought consent from residents affected by the closure; has undertaken a letter box drop of the surrounding area and will do a further letterbox drop prior to the event. Only one objection has been received, from Mr Phil Swan, a local resident.

#### **4. CONCLUSION**

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Acknowledging the objection from Mr Swann, staff consider the event has provided a robust TMP and good community engagement ahead of the event; and it is recommended the event be allowed to proceed.

#### **5. ATTACHMENTS**

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- Objection from Mr Phil Swan

## Objection from Mr Phil Swann

To Whom it May Concern,

I object to the proposed road closure on the 26th May for the Hamilton Car Club for the following reasons:

1. Does this event add any value to Ratepayers in this community?....NO!
2. Are there alternate roads The Hamilton Car Club could use?....YES!
3. Every year WDC closes roads in this district for The NZ/World Rally- 2 days, Raglan Karioi Classic- 1 day. Is it fair to continue to have road closures which affect the Ratepayers in this district?.....NO!
4. Ruapuke Rd is the main road for locals and tourists. Closing this road means everyone who drives out here has to detour alternate roads adding time to their drive, the alternate roads are poorly maintained dirt roads. Is it fair to ask people to add extra time to get to their destination. Just so Hamilton Car club can have some fun.....NO!
5. Pollution. Race gas, rubber from slick tyres, noise. Farmers are encouraged to fence off streams to prevent pollution. This road has many streams on route fuel, rubber from slick could enter these waterways. Most race cars have no muffler systems the noise could spook livestock causing stress to these animals.
6. The Ruapuke community owes Hamilton Car Club nothing, why aren't these race cars using Hampton Downs or roading in the Hamilton District?

Is it fair to disrupt this community for a day just so a car club from Hamilton can have some fun at our expense? Please WDC think about this community and say NO find an alternate road in your own District for your fun.

Regards  
Phil Swann

### **Open Meeting**

<b>To</b>	Waikato District Council
<b>From</b>	Gavin Ion Chief Executive
<b>Date</b>	24 April 2019
<b>Chief Executive Approved</b>	Y
<b>Reference/Doc Set #</b>	GOV1318 / 2229019
<b>Report Title</b>	Role and Delegations to Waters Governance Board

## **I. EXECUTIVE SUMMARY**

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The Waters Governance Board (“the Board”) have been working to determine its role in relation to governance over Waters management. To give effect to this role, the Board requires a set of delegations.

At the April meeting of the Waters Governance Board, a set of delegations were agreed to recommend to Council. The delegations are based around the principles of empowerment and independence.

## **2. RECOMMENDATION**

---

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

**AND THAT** the role of the Board is as follows:

- 1) Provide governance and oversight of the development and implementation of the Council contract with Watercare; and
- 2) Ensuring the activity goals are clearly established, and strategies are in place for achieving them; and
- 3) Establishing policies for strengthening the performance of the water activity including ensuring management and the contractor are proactively seeking to build the business through innovation, initiative, technology, new products and the development of its business capital; and
- 4) Monitoring the performance of management through the Chief Executive; and
- 5) Ensuring high standards of health & safety are maintained by management and the contractor and undertaking appropriate due diligence; and
- 6) Deciding on whatever steps are necessary to protect the Council’s financial position and the ability to meet its debts and other obligations when they fall due, and ensuring that such steps are taken; and
- 7) Ensuring the water activity’s financial statements are true and fair and otherwise conform with law; and

- 8) Ensuring the water activity adheres to high standards of ethics and corporate behaviour; and
- 9) Ensuring the water activity has appropriate risk management/regulatory compliance policies in place; and
- 10) Looking to improve environmental outcomes from this activity; and
- 11) To consider kaitiakitanga as part of decision making; and
- 12) Monitor and ensure Watercare are meeting their obligations; and
- 13) Report to Council twice yearly on progress with Waters' Management; and
- 14) Provide innovation and ideas that could improve one or more of the four wellbeings; and
- 15) Hold Watercare to account over the delivery of the operational and capital programmes; and
- 16) Work with Council to agree the overall funding requirements of the business; and
- 17) Any other matters considered relevant by the Board or referred to the Board by Council.

**AND FURTHER THAT** the following delegations for the Waters Governance Board be approved:

- 1) To agree the form of the transactional arrangement with Watercare; and
- 2) To negotiate with Watercare and recommend to Council the final contract value for waters management; and
- 3) To conclude the contract (after Council approval of contract value) and terms and conditions with Watercare; and
- 4) Take such actions as are required to make the arrangement with Watercare operational by 1 July 2019, with any residual elements timetabled and noted; and
- 5) To hold Watercare to account for their performance at all levels; and
- 6) To monitor and oversee the performance of staff and Watercare in terms of the water activity; and
- 7) To consider and ensure improvements or innovation are implemented by Watercare or through the Chief Executive as appropriate; and
- 8) Approve changes to the operation of the contract with Watercare; and
- 9) Develop strategies to improve contractual performance or to improve business practices; and
- 10) Develop an annual works programme (operating and capital) and submit to council for final approval; and
- 11) To set and ensure Watercare's adherence to health and safety requirements, and wellbeing practices; and
- 12) To set and maintain standards of ethics and corporate behaviour; and
- 13) To consider development opportunities for the Waters' business; and
- 14) Define and set levels of service for Waters' management now and in the future; and
- 15) Responsibility for the financial performance of the contract and operation; and
- 16) Develop plans to improve the overall resilience of the Waters' networks and allow for growth; and
- 17) To consider the impact of growth on the Waters' infrastructure; and

- 18) Implement and monitor the risk management framework for the waters' management and activity; and
- 19) Approve the annual and half yearly financial statements for the Waters' operation and provide any relevant commentary to council; and
- 20) Annually review the Board composition, structure and succession and make recommendations to council on these matters; and
- 21) To ensure the Waters' business delivered by Watercare provides value for the community in terms of the four wellbeings; and
- 22) That Kaitiakitanga and environmental outcomes are key decision making considerations for the Board; and
- 23) To uphold the vision and strategy of the Waikato-Tainui Raupatu Claims (Waikato River) Settlement Act 2010.

### **3. BACKGROUND**

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The Waters Governance Board will oversee the transition from Council operating its water activity to the overall operation being run by Watercare on behalf of Council. Asset ownership will remain with Council. This means the Board will have tangible functions and responsibilities to ensure a smooth transition and then to oversee the operation and governance of the contract.

To operate in the way intended by Council, the Waters Governance Board needs to be empowered through delegations that enable independence and progress to be made in terms of the Watercare contract. We are seeking the approval of the Council to adopt the role and delegations for the Board.

### **4. DISCUSSION AND ANALYSIS OF OPTIONS**

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#### **4.1 DISCUSSION**

For the Waters Governance Board to operate we need clarity around the role of the Board and the delegations it needs to put this role into place.

It is suggested that the role of the Board is as follows:

- Provide governance and oversight of the development and implementation of the Council contract with Watercare
- Ensuring the activity goals are clearly established, and strategies are in place for achieving them
- Establishing policies for strengthening the performance of the water activity including ensuring management and the contractor are proactively seeking to build the business through innovation, initiative, technology, new products and the development of its business capital
- Monitoring the performance of management through the Chief Executive
- Ensuring high standards of health & safety are maintained by management and the contractor and undertaking appropriate due diligence
- Deciding on whatever steps are necessary to protect the Council's financial position and the ability to meet its debts and other obligations when they fall due, and ensuring that such steps are taken



- Ensuring the water activity's financial statements are true and fair and otherwise conform with law
- Ensuring the water activity adheres to high standards of ethics and corporate behaviour
- Ensuring the water activity has appropriate risk management/regulatory compliance policies in place
- Looking to improve environmental outcomes from this activity
- To consider kaitiakitanga as part of decision making
- Monitor and ensure Watercare are meeting their obligations
- Report to Council twice yearly on progress with Waters' Management
- Provide innovation and ideas that could improve profitability, service levels or environmental outcomes
- Hold Watercare to account over the delivery of the operational and capital programmes
- Work with Council to agree the overall funding requirements of the business
- Any other matters considered relevant by the Board or referred to the Board by Council.

This role has been established based on the Council direction (empowerment, independence, contract negotiation) and discussion with the Board.

To put this role into place, the Board requires clear delegations about what it is empowered to do.

The Board has considered this matter and is recommending the following delegations to Council:

- To agree the form of the transactional arrangement with Watercare
- To negotiate with Watercare and recommend to Council the final contract value for waters management
- To conclude the contract (after Council approval of contract value) and terms and conditions with Watercare
- Take such actions as are required to make the arrangement with Watercare operational by 1 July 2019, with any residual elements timetabled and noted
- To hold Watercare to account for their performance at all levels
- To monitor and oversee the performance of staff and Watercare in terms of the water activity
- To consider and ensure improvements or innovation are implemented by Watercare or through the Chief Executive as appropriate
- Approve changes to the operation of the contract with Watercare
- Develop strategies to improve contractual performance or to improve business practices
- Develop an annual works programme (operating and capital) and submit to council for final approval
- To set and ensure Watercare's adherence to health and safety requirements, and wellbeing practices
- To set and maintain standards of ethics and corporate behaviour
- To consider development opportunities for the Waters' business
- Define and set levels of service for Waters' management now and in the future
- Responsibility for the financial performance of the contract and operation

- Develop plans to improve the overall resilience of the Waters' networks and allow for growth
- To consider the impact of growth on the Waters' infrastructure
- Implement and monitor the risk management framework for the waters' management and activity
- Approve the annual and half yearly financial statements for the Waters' operation and provide any relevant commentary to council
- Annually review the Board composition, structure and succession and make recommendations to council on these matters
- To ensure the Waters' business delivered by Watercare provides value for the community in terms of the four wellbeings
- That Kaitiakitanga and environmental outcomes are key decision making considerations for the Board
- To uphold the vision and strategy of the Waikato-Tainui Raupatu Claims (Waikato River) Settlement Act 2010.

## 4.2 OPTION

The Council will need to consider the role of the Board and this list of delegations and decide whether to accept, amend, defer or delete elements of them.

## 5. CONSIDERATION

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### 5.1 FINANCIAL

Budgets will need to be drafted and agreed with council in light of the ability to raise the necessary funds through rates.

It is expected that following Council approval of the contract value, the Board will manage any changes to the contract.

### 5.2 LEGAL

Schedule 7 clause 32 (1) of the Local Government Act 2002 specifies that Council may delegate any of its responsibilities, duties or powers except:

#### **32 Delegations**

- (1) *Unless expressly provided otherwise in this Act, or in any other Act, for the purposes of efficiency and effectiveness in the conduct of a local authority's business, a local authority may delegate to a committee or other subordinate decision-making body, community board, or member or officer of the local authority any of its responsibilities, duties, or powers except—*
- (a) *the power to make a rate; or*
  - (b) *the power to make a bylaw; or*
  - (c) *the power to borrow money, or purchase or dispose of assets, other than in accordance with the long-term plan; or*
  - (d) *the power to adopt a long-term plan, annual plan, or annual report; or*
  - (e) *the power to appoint a chief executive; or*
  - (f) *the power to adopt policies required to be adopted and consulted on under this Act in association with the long-term plan or developed for the purpose of the local governance statement; or*

- (g) [Repealed]  
 (h) the power to adopt a remuneration and employment policy.

The overall value of the Watercare contract will trigger the requirement for Council to approve the financial commitment. This is a significant transaction in terms of Council's Significance & Engagement Policy. For this reason, Council consulted with the public through the LTP process about the proposed arrangement with Watercare.

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

Council has met its obligations to consult through the LTP process in relation to the waters Governance Board and the proposed arrangement with Watercare.

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

(Ascertain if the Significance & Engagement Policy is triggered or not and specify the level/s of engagement that will be required as per the table below (refer to the Policy for more detail and an explanation of each level of engagement) :

Highest levels of engagement	Inform	Consult	Involve	Collaborate	Empower
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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>	The scale of this change and the nature of the assets involved have made this a significant transaction which has been consulted on in the 2018-28 LTP.				

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
			Households
			Business
		✓	Waters Governance Board

This report seeks approval from the Council to empower the Board to take ownership and accountability for the water activity.

## 6. CONCLUSION

The Council is being asked to consider how the Board can deliver the identified roles and responsibilities through effective delegations. The discussion will help to determine the opportunity for independence and value to be added by the Board.

**7. ATTACHMENTS**

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Nil.

### Open Meeting

<b>To</b>	Council
<b>From</b>	Gavin Ion Chief Executive
<b>Date</b>	1 May 2019
<b>Prepared by</b>	Brendan Stringer Democracy Manager
<b>Chief Executive Approved</b>	Y
<b>Reference #</b>	GOV1301
<b>Report Title</b>	LGNZ Remits – LGNZ Annual General Meeting 2019

## I. EXECUTIVE SUMMARY

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The purpose of the report is to ascertain whether the Council supports the following remits proposed by other councils:

- Thames Coromandel District Council – Freedom Camping (Amendment to Camping ground regulations).
- Whakatane District Council – Road Safety.

The background and detail of the proposed remits are set out, respectively, in Appendices 1 and 2 of this report.

If supported by at least one Zone or Sector group meeting, or from five councils **no later than 5pm, Monday 13 May 2019**, the proposed remits will be submitted to LGNZ’s remit screening committee. The screening committee will review and assess proposed remits against the criteria set out in the [LGNZ Remit Policy](#).

Remits that meet the Policy’s criteria will be circulated to LGNZ member councils, and then presented at the LGNZ Annual General Meeting on 7 July 2019. If supported by the majority of member councils present, remits will be actioned by LGNZ. Mayor Allan will be the Council’s presiding delegate at the AGM.

## 2. RECOMMENDATION

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

**AND THAT** the Council supports the following remits for the purpose of their presentation at the LGNZ Annual General Meeting:

- i. **Remit from Thames Coromandel District Council – Amendment to the definition of “remote camp site” (as detailed in Appendix 1 of the staff report); and**

- ii. **Remit from Whakatane District Council – Road Safety (as detailed in Appendix 2 of the staff report).**

**AND FURTHER THAT the Council notes Mayor Allan, as presiding delegate, will vote on these remits on behalf of the Council at the LGNZ Annual General Meeting.**

### **3. BACKGROUND**

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A remit is a request for action regarding a matter of a major policy nature. Councils submitting remits to LGNZ must provide background on the issue and why it is relevant to local government broadly and clearly state the action they propose LGNZ takes. Remits must have the formal support from at least one Zone or Sector group meeting, or five councils, prior to their submission to LGNZ.

The following proposed remits have been circulated to councils to gauge support:

- Thames Coromandel District Council – Freedom Camping (Amendment to Camping ground regulations), as detailed in Appendix 1.
- Whakatane District Council – Road Safety, as detailed in Appendix 2.

Both of the proposed remits have been circulated, separately, to Elected Members for their consideration prior to this meeting.

### **4. DISCUSSION AND ANALYSIS OF OPTIONS**

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#### **4.1 DISCUSSION**

##### **Freedom Camping (Amendment to Camping ground regulations) – Thames Coromandel District Council Remit**

That LGNZ request the Government to amend the Camping - Ground Regulations to allow councils to approve remote camp facilities on private property, subject to any such conditions as deemed required by a council, including the condition that any approved campground is x distance away from an existing campground, unless the existing campground operator agrees to waive this condition in writing.

##### **Road Safety – Whakatane District Council Remit**

- I. That LGNZ acknowledges that the New Zealand Transport Agency's (NZTA's), Code of Practice for Temporary Traffic Management (CoPTTM) is a comprehensive and robust document, and that NZTA ensures the CoPTTM system is regularly reviewed, refined and updated. However, in light of the recent road worker fatalities LGNZ requests NZTA, in partnership with Road Controlling Authorities (RCAs):
  - a. Review afresh its Code of Practice for Temporary Traffic Management (CoPTTM) to satisfy themselves that the document provides sufficient guidelines and procedures to ensure approaching traffic are given every possible opportunity to

- become aware of the worksite ahead and to respond appropriately and in a timely manner.
- b. Review its CoPTTM Training System to ensure:
    - i. Trainers are sufficiently qualified and adequately covering the training syllabus.
    - ii. Site Traffic Management Supervisors (STMS's) and Traffic Controllers (TC's) are only certified when they can demonstrate competence in the application of CoPTTM.
    - iii. A robust refresher programme is in place to ensure those in charge of Traffic Management on worksites remain current in the required competencies.
  - c. Review its Site Auditing requirements to ensure the traffic management at worksites is independently audited at a sufficient frequency to ensure compliance, and that a significantly robust system is put in place to enable enforcement of compliance.
2. That LGNZ takes steps to remind its members of their duties with respect to their role as Road Controlling Authorities including:
- a. Appointing and sufficiently training and resourcing a Traffic Management Co-ordinator to ensure their obligations under the Health and Safety Work Act 2015, with respect to traffic management, are being met.
  - b. Adequately resourcing and undertaking audits of road work sites to ensure compliance with CoPTTM.

## **4.2 OPTIONS**

The Council can decide either to support or decline to support the proposed remits. The Council's decision(s) will then be sent to the councils sponsoring the respective remits.

## **5. CONSIDERATION**

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### **5.1 FINANCIAL**

There are no financial considerations associated with the process of supporting remits, proposed by other member councils, for LGNZ's consideration.

### **5.2 LEGAL**

It is for a council sponsoring a remit to comply with LGNZ's Remits Policy.

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

Staff have considered the Council's Significance & Engagement Policy and consider the matters in this report have a low level of significance.

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>	The councils sponsoring the respective proposed remits will be informed of the Council's decision.				

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

Planned	In Progress	Complete	
	<input checked="" type="checkbox"/>		Internal
			Community Boards/Community Committees
			Waikato-Tainui/Local iwi (provide evidence / description of engagement and response)
			Households
			Business
<input checked="" type="checkbox"/>			Other (Sponsoring Councils)

## 6. CONCLUSION

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Thames Coromandel District Council and Whakatane District Council have requested Waikato District Council's support for their respective proposed remits for the LGNZ AGM, to be held on 7 July 2019.

## 7. ATTACHMENTS

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Appendix 1 - Remit from Thames Coromandel District Council – Amendment to the definition of “remote camp site”.

Appendix 2 - Remit from Whakatane District Council – Road Safety.



## Annual General Meeting 2019

### Remit application

<b>Council Proposing Remit:</b>	Thames Coromandel District Council
<b>Contact Name:</b>	Mayor Sandra Goudie
<b>Phone:</b>	0274312442
<b>Email:</b>	<a href="mailto:Sandra.goudie@tcdc.govt.nz">Sandra.goudie@tcdc.govt.nz</a>
<b>Fax:</b>	
<b>Remit passed by:</b> (Zone/Sector meeting and/or list five councils as per policy)	
<b>Remit:</b>	That LGNZ request the Government to amend the Camping - Ground Regulations to allow councils to approve remote camp facilities on private property, subject to any such conditions as deemed required by a council, including the condition that any approved campground is x distance away from an existing campground, unless the existing campground operator agrees to waive this condition in writing.

### Background information and research:

#### Nature of the issue

Currently the 'remote camp site' definition means a camping ground – 'in a national park, State Forest, State Forest park or public reserve or on Crown Land.' As the provision is only for public land there is no opportunity to provide such an experience on private property.

#### Background

Ratepayers, through their council, are having to provide areas for camping for increasing numbers of what are being called "Freedom Campers", with associated increasing costs to ratepayers and community both in regard to environmental and financial considerations.

Unfortunately for councils there is nothing for free, and to provide any public facilities there is a range of costs to provide and maintain the facilities including power, water, waste collection, maintenance, cleaning, and compliance monitoring and enforcement etc. Those costs are increasing.

Enforcement for compliance is increasingly problematic and costly and in addition social media is sending the wrong messages for our communities who must contend with freedom campers in their area. The result is that prime beach front sites are being degraded through overuse, and abuse of sites available.

While reserve areas can be either managed or leased for a remote camp facility, councils are constrained by the lack of public land where a remote site can be established, particularly in more remote locations. Remote camps have far fewer regulatory requirements than usual campgrounds.

**Relationship to LGNZ work programme**

There is work underway in regard to Freedom Camping in NZ which is looking at a range of issues in relation to Freedom Camping.

The Responsible Camping Working Group comprises central and local government representatives, as well as other interested parties, and is currently looking at a number of matters, including the Camping Ground Regulations. A review of the Regulations was one of the recommendations of the Working Group and work is underway specifically on this.

**Relevant legislation, policy or practice**

The remit seeks an amendment of the Camping - Ground Regulations to broaden the definition of remote camp site to allow councils to authorise remote camp sites on private land, taking into account distance from existing campground facilities. A new definition would enable sites to be established where, for a modest fee, an operator would be able to provide basic facilities and recover some of the cost of provision and maintenance.

In addition the 2016 annual general meeting agreed to ask the Government to:

Change to s14(3) of the Camping Ground Regulations 1985 (made under s120B of the Health Act 1956) to allow broader exemptions to the need for provision of camping facilities for those that wish to freedom camp in all areas and not just at "remote" camps;

This is yet to be actioned but is being considered by the joint officials body.



26 April 2019

To my fellow Mayors and Councils

**REQUEST FOR SUPPORT OF AN LGNZ REMIT RELATED TO ROAD SAFETY**

I am writing to you to request your support for a remit that I wish to put forward to the LGNZ Annual General Meeting in July 2019 related to road safety. A copy of the draft remit and background information is attached to this letter. I would appreciate your support for this remit before Friday 10 May 2019 in order to submit this to LGNZ.

After the recent tragic events in my district, where three road workers were killed, I believe we have to ask ourselves are we doing all that we can to ensure those working on our roads are safe from harm. As Mayor I have raised at recent Regional Transport Committee meeting my concern about the level of public discontent with traffic management on road work sites by contractors, and, in my view, evidence that a high proportion of motorists tend to ignore temporary speed sign restrictions. I believe this has come about particularly on unattended sites, where traffic management speeds don't seem appropriate or are left in place too long.

Our roading team at Whakatāne District Council have already been working proactively with NZTA and local contractors to review traffic management requirements. However I believe a national response is appropriate and would indicate the support of local government as a whole for this work. The remit that I intend, with your support, to propose is attached.

Broadly this would:

- Support NZTA's initiative to review CoPTTM in light of the recent fatalities
- Encourage NZTA to work closely with RCA's to ensure the CoPTTM review also covers local road Temporary Traffic Management
- Strongly encourage RCA's to work with NZTA, perhaps through the RCA Forum, on a review of local road Temporary Traffic Management
- Strongly encourage RCA's to adopt with urgency, any local road CoPTTM improvements that arise from the review.

I ask your Council to consider this information, and to confirm your support for the attached Remit by reply to me before Friday 10 May 2019.

Yours sincerely

Tony

**MAYOR  
WHAKATĀNE DISTRICT**

This Remit is in two parts;

1. That LGNZ acknowledges that the New Zealand Transport Agency's (NZTA's), Code of Practice for Temporary Traffic Management (CoPTTM) is a comprehensive and robust document, and that NZTA ensures the CoPTTM system is regularly reviewed, refined and updated. However, in light of the recent road worker fatalities LGNZ requests NZTA, in partnership with Road Controlling Authorities (RCAs);
  - a. Review afresh its Code of Practice for Temporary Traffic Management (CoPTTM) to satisfy themselves that;
    - i. The document provides sufficient guidelines and procedures to ensure approaching traffic are given every possible opportunity to become aware of the worksite ahead and to respond appropriately and in a timely manner
  - b. Review its CoPTTM Training System to ensure;
    - i. Trainers are sufficiently qualified and adequately covering the training syllabus
    - ii. Site Traffic Management Supervisors (STMS's) and Traffic Controllers (TC's) are only certified when they can demonstrate competence in the application of CoPTTM.
    - iii. A robust refresher programme is in place to ensure those in charge of Traffic Management on worksites remain current in the required competencies.
  - c. Review its Site Auditing requirements to ensure the traffic management at worksites is independently audited at a sufficient frequency to ensure compliance, and that a significantly robust system is put in place to enable enforcement of compliance.
2. That LGNZ takes steps to remind its members of their duties with respect to their role as Road Controlling Authorities including;
  - a. Appointing and sufficiently training and resourcing a Traffic Management Co-ordinator to ensure their obligations under the Health and Safety Work Act 2015, with respect to traffic management, are being met.
  - b. Adequately resourcing and undertaking audits of road work sites to ensure compliance with CoPTTM.

## Background Information and Research

### 1. Nature of the Issue

Four road workers have been killed on New Zealand roads this calendar year, and we need to ask ourselves, are we doing all that we can to ensure those working on our roads are safe from harm.

There is an increasing level of public discontent with the level of discipline around traffic management being maintained on roadwork sites by contractors, particularly on unattended sites, where all too often the temporary traffic management on site does not seem appropriate, or to adequately inform motorists of the need for the restrictions, or is left in place for too long.

### 2. Background to it being Raised

Frameworks for the safe management of roadworks have been in place for over 2 decades now, and during this time they have evolved and improved to keep up with the changing risks in the workplace environment.

The current framework is the New Zealand Transport Agency's Code of Practice for Temporary Traffic Management, 4<sup>th</sup> edition 2018 (CoPTTM).

This is a comprehensive document that applies a risk based approach to temporary traffic management, based on a road's classification and intensity of use, and the nature of works required to be undertaken on the road.

It is closely aligned to the Health and Safety at Work Act 2015, recognising the statutory duty of all those involved with activities on or adjacent to the road, to systematically identify any hazards, and if a hazard is identified, to take all reasonably practical steps to ensure no person is harmed.

It includes steps to eliminate risks to health and safety and if it is not reasonably practicable, to minimise risks to health and safety by implementing risk control measures in accordance with Health and Safety at Work (General risk and Workplace Management) Regulations 2015.

CoPTTM also includes a risk matrix to help determine what is the appropriate temporary speed limit, that should be applied to a worksite, whether attended or unattended.

It further contains procedures for undertaking safety audits and reviews of worksites, including the ability to close down worksites that are identified as unsafe following an audit.

There are no financial penalties for non-compliance, although there are a range of other penalties that can be imposed, including the issue of a notice of non-conformance to individuals or companies, and a '3 strikes' system whereby the issue of three non-conformances within a 12 month period results in sanctions being imposed. These can include:

- removal of any prequalification status,
- reduction of quality scores assigned in tender evaluations,
- forwarding of non-conformance to the appropriate Standards organisation which may affect the company's ISO9000 registration,
- denial of access to the road network for a period of time,
- requirement for the company to have someone else provide their TTM
- staff retraining for CoPTTM warrants.

In principle there would seem to be sufficient processes in place to ensure that traffic management on road worksites was appropriate and adequately provided for the safety of workers on site, the general public, and passing traffic.

However, this year has seen four road workers killed whilst working on our roads.

There is also a growing level of discontent from motorists regarding the appropriateness of signs that are left out on unattended sites.

Often these signs are perceived to be (any combination of) unnecessary, poorly located, incorrectly advising the condition of the road ahead, having an inappropriate speed limit, or being left out to long

### **3. Issues Relationship, if any, to the current Local Government New Zealand Business Plan and its objectives;**

Local Government New Zealand has five policies in place to help achieve their sector vision: *Local democracy powering community and national success.*

Policy Priority 1 is Infrastructure, which focuses on water, transport and built infrastructure. The Transport statement states that a national policy framework is needed to achieve five outcomes. One outcome is 'a safe system, increasingly free of death and serious injury'.

This remit is aligned to this priority outcome as it is focused on reducing safety risks, death and serious injury in locations where road works are being undertaken.

### **4. Level of work, if any, already undertaken on the issue by the proposer, and outcomes to date**



The Whakatāne District Council has been working proactively with NZTA and its local contractors to review its own traffic management requirements, the level of compliance with those requirements, and the adequacy of its auditing processes and frequencies.

There has been positive engagement with NZTA and the local contracting sector on this matter.

The process has identified improvements that could be effected by both the Council and its contractors. A plan is being developed to socialise the outcomes with NZTA and other RCA's, and this REMIT forms part of that plan.

The New Zealand Transport Agency is also responding to the recent deaths by initiating immediate temporary changes to pertinent traffic management plans, and considering permanent changes through its standard CoPTTM review process.

There is currently no national initiative to require local government RCA's to review their practices in response to these deaths.

**5. Resolution, outcome and comments of any zone or sector meetings which have discussed the issue;**

This remit has not been presented to zone or sector meetings at this stage.

**6. Suggested actions that could be taken by Local Government New Zealand should the Remit be adopted.**

- Support NZTA's initiative to review CoPTTM in light of the recent fatalities
- Encourage NZTA to work closely with RCA's to ensure the CoPTTM review also covers local road Temporary Traffic Management
- Strongly encourage RCA's to work with NZTA, perhaps through the RCA Forum, on a review of local road Temporary Traffic Management
- Strongly encourage RCA's to adopt with urgency, any local road CoPTTM improvements that arise from the review.

### **Open Meeting**

<b>To</b>	Waikato District Council
<b>From</b>	Gavin Ion Chief Executive
<b>Date</b>	7 May 2019
<b>Prepared by</b>	Vishal Ramduny Strategic Projects Manager
<b>Chief Executive Approved</b>	Y
<b>Reference #</b>	GOV1301/ 2236679
<b>Report Title</b>	Proposed changes to the SKYCITY Hamilton Casino's Licence

## **I. REPORT**

---

Hamilton City Council (HCC) has recently resolved to engage a Queen's Counsel to present evidence in opposition to the application to introduce 60 gaming machines in exchange for 3 blackjack tables at SKYCITY Casino Hamilton.

HCC has written to Waikato District Council (WDC) asking if WDC would contribute to HCC's legal fees to oppose SKYCITY Casino Hamilton's application.

HCC's letter states that the legal fees for this matter have been set at \$150,000 and that HCC would fund half the cost.

This matter was discussed at the WDC Councillor workshop on 7 May 2019 at which there was consensus that, due to the adverse social impacts that additional gaming machines would cause to WDC's communities, our Council should support this initiative for the benefit of the greater Waikato community. At the workshop, it was recommended that WDC make a submission as well as contribute \$10,000 towards HCC's legal fees.

## **2. RECOMMENDATION**

---

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

**AND THAT Council approves the submission opposing additional gaming machines being deployed at SKYCITY Casino Hamilton;**

**AND FURTHER THAT Council approves making a \$10,000 contribution to Hamilton City Council to help with legal costs to engage a Queen's Counsel to present evidence in opposition to the application to introduce 60 gaming machines.**



**AND FURTHER THAT** the \$10,000 contribution from Council be funded from the **General Accounting Reserve Fund**.

### **3. ATTACHMENTS**

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Waikato District Council Submission to the Gambling Commission

**Appendix I**

Date: 7 May 2019

The Gambling Commission  
PO Box 137295  
Parnell  
Auckland, 1052

info@gamblingcom.govt.nz

Dear Sir/Madam,

**RE: APPLICATION BY SKYCITY HAMILTON CASINO TO AMEND LICENCE CONDITIONS**

The Waikato District Council (WDC) hereby makes a submission on SKYCITY Casino Management Limited and SKYCITY Hamilton Limited (hereafter referred to as “SKYCITY Casino Hamilton”) on its application to amend its licence conditions.

WDC is strongly opposed to SKYCITY Casino Hamilton amending its licence conditions to acquire 60 additional gaming machines irrespective of its substitution of three existing blackjack tables.

WDC’s submission is supportive of the one made by Hamilton City Council (HCC) which is also in opposition to SKYCITY Casino Hamilton deploying the additional machines.

WDC also supports HCC’s submission based on the following:

- HCC has a position on gambling to reduce gaming machines in the community progressively overtime via its ‘sinking lid’ policy. The SKYCITY Casino Hamilton’s proposal contradicts this position.
- Although the proposal will significantly increase revenue, SKYCITY Casino Hamilton is only required to provide 1.5% of this for distribution to community causes under the Gambling Act 2003 (the Act).
- The application outlines no evidence of how the community will significantly benefit from this proposal. There is also no evidence that SKYCITY Casino Hamilton has consulted with the community or with casino patrons to ascertain what support there is for the proposed increase in gaming machines.

WDC notes that Section 140 of the Act empowers the Commission to notify anyone it considers as affected but that the Commission has restricted submissions from affected parties to only being: the Department of Internal Affairs; the Ministry of Health; Problem Gambling; the Salvation Army and Hamilton City Council. WDC, with many of its communities located in close proximity to Hamilton, should also have been identified as an affected party (hence this submission).

Yours faithfully

---

**MAYOR**

<b>To</b>	Waikato District Council
<b>From</b>	Clive Morgan General Manager Community Growth
<b>Date</b>	23 April 2019
<b>Prepared by</b>	Vishal Ramduny Strategic Projects Manager Waikato District Council
<b>Chief Executive Approved</b>	Y
<b>DWS Document Set #</b>	GOV1301 / 2230003
<b>Report Title</b>	Hamilton to Auckland Corridor Plan

## I. EXECUTIVE SUMMARY

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The purpose of this report is to seek Council's endorsement of the Hamilton to Auckland Corridor Plan draft *Shared Statement of Spatial Intent* document and the 20 key initiatives which will give effect to the Plan.

The Hamilton to Auckland Corridor Plan *Shared Statement of Spatial Intent* has been developed through a partnership between central government, local government and Iwi. The *Shared Statement of Spatial Intent* recognises the importance of the Hamilton-Waikato metropolitan area and its links to the Auckland metropolitan area and identifies a series of initiatives which will give effect to the Corridor Plan.

The Corridor Plan Leadership Group (whose membership includes Minister Phil Twyford, and the Mayors, Chairpersons and Chief Executives of the relevant organisations and iwi authorities within the Corridor) has endorsed the *Shared Statement of Spatial Intent* and the draft Terms of Reference for the Hamilton-Waikato Metropolitan Spatial Plan at its meeting held on 15 February 2019.

In order to deliver the Hamilton to Auckland Corridor work programme, it was proposed that the existing Future Proof partnership be expanded to include the Government/Crown, Auckland Council and relevant Iwi with an interest in the Corridor. Consequently, the Future Proof Implementation Committee (at its meeting on 25 March 2019) has resolved to expand the membership of Future Proof to enable a particular focus on the Corridor.

## 2. RECOMMENDATION

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

**AND THAT** Council endorses the **Hamilton to Auckland Corridor Plan's** draft *Shared Statement of Spatial Intent*;

**AND FURTHER THAT** Council endorses the **20** key initiatives which will give effect to the **Corridor Plan**.

**AND FURTHER THAT** Council approves the **Terms of Reference** for the **Hamilton-Waikato Metropolitan Spatial Plan**.

**AND FURTHER THAT** Council approves evolving the current **Future Proof** arrangements to bring in the **Hamilton to Auckland Corridor** work as a significant workstream of **Future Proof**.

**AND FURTHER THAT** Council endorses expanding the structure and membership of **Future Proof** to include **Central Government, Auckland Council, the Papakura Local Board, the Franklin Local Board** and relevant iwi from northern **Waikato/southern Auckland** to join the **Future Proof** partnership as associate members.

**AND FURTHER THAT** Council notes that the **Future Proof Implementation Committee** has approved an additional iwi seat for **Waikato-Tainui**.

**AND THAT** Council notes that the **Future Proof Agreement/Terms of Reference** and **Memorandum of Understanding** will be updated once central government and **Auckland Council** representation is clearer.

## 3. BACKGROUND

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The **Hamilton to Auckland Corridor Plan** is a joint crown, local government and iwi partnership giving effect to the spatial planning pillar of the Government's **Urban Growth Agenda (UGA)**. The spatial planning focus of the **UGA** aims to establish more effective growth management systems for targeted geographic areas (of which the **Hamilton to Auckland Corridor** is one) through:

- **Strong and enduring partnerships**  
New growth management partnerships that work to align spatial planning and enabling project programming and delivery of major initiatives to successfully support growth at the required pace and scale.
- **Priority initiatives/projects**  
Shared priority initiatives that use strong and enduring partnerships to realise transformational opportunities - in line with joint spatial planning.
- **Joint spatial planning**  
Joint central-local government and iwi spatial planning for communities that facilitate the market to deliver on desired outcomes through more competitive land markets.

### 3.1. Why a focus on the Hamilton to Auckland Corridor?

**It's significant:** In terms of size, volume and value, this is New Zealand's most significant transport corridor.

**It's unique:** The river has an enduring presence that should be protected. The location of many communities between Papakura, Cambridge and Te Awamutu along parallel 'trunk' road and rail networks is unique in a New Zealand and Australian context.

**It's dynamic:** The corridor connects two of New Zealand's largest and fastest growing urban centres through an areas of high natural and cultural importance and value. In one low-growth scenario the population living along the corridor will increase by at least 100,000 over the next 25 years, whereas in a high-growth scenario this doubles to more than 200,000.

**It has significant potential:** The corridor provides one of the best opportunities nationally to contribute to housing affordability through competitive supply of development capacity.

**It has the right leadership culture:** Councils and mana whenua along the corridor have a history of being willing to collaborate on land use and infrastructure planning.

**It cuts across territorial, iwi and government administrative boundaries:** The Corridor provides an opportunity to create new shared insights, strategic thinking and frameworks to test current approaches and prioritisation - and to build new alliances and partnerships.

The Corridor Plan is an important piece of work to plan for growth over the long term. The Plan aims to better support growth and increase connectivity within the Hamilton to Auckland corridor while improving housing affordability and choices, and improving access to employment, services and amenities. The Plan builds on the thinking and planning of the Future Proof Growth Management Partnership, Hamilton Urban Growth Strategy, Auckland Development Strategy, Government Urban Growth Agenda and other Crown-local authority partnerships and programmes.

Hamilton to Auckland Corridor Plan is also a key deliverable of the Ministry of Housing and Urban Development (MHUD Statement of Strategic Intentions 2019-23).

### 3.2. Project Objectives, Principles and Strategic Drivers

To better support growth and increase connectivity in a way that realises its social, economic, cultural and environmental potential by:

- Improving housing affordability and choices;
- Enhancing the quality of the natural and built environments, creating vital communities;
- Improving access to employment, public services and amenities; and

- Creating employment opportunities.

The above are underpinned by the following principles:

- Create a platform for the future that will change lives.
- Ensure efficient use of existing infrastructure and future infrastructure funding, design and delivery.
- Protect high quality soils for growing food.
- Contribute to the restoration and protection of the Waikato and Waipā Rivers and indigenous biodiversity within the corridor.
- Anticipate the transition to a low-carbon future, build climate resilience, and avoid increasing the impacts and residual risks of natural hazards.

### **Strategic drivers:**

The Hamilton to Auckland Corridor strategic drivers include the following:

- Growth management that is more agile and responsive to demand, yet clear and firm in its long term intentions e.g. to protect key corridors, public open spaces and sensitive locations;
- More transit-orientated and connected land use and travel patterns;
- More innovative, responsive and timely provision of infrastructure that helps direct growth, optimises the use of land and matches capacity to future demand;
- Increased pace and scale in the realisation of transformational opportunities through the application of innovative new tools, thinking and approaches; and
- Connecting urban growth drivers with physical environmental constraints and opportunities which provide a high level overview of key locations for growth.

## **4. UPDATE**

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### **4.1. Draft Shared Statement of Spatial Intent**

A final draft Statement of Spatial Intent (see Appendix 5) has been developed which contains:

- Shared objectives;
- Sets out key opportunities, challenges and constraints and solutions; and
- Maps and supporting statements that sets out the preferred spatial approach.

The document outlines the 100+ year shared spatial intent for future urban growth and development along the corridor from Papakura to Cambridge/Te Awamutu, and a draft programme of possible 20 key transformative projects.

The document divides the Corridor into a number of layers:

- Places with enduring presence and places to grow only with great care;
- Key corridors;
- Places to work and live; and
- Enablers.

The document outlines a five-part housing and urban growth programme:

- **One: Stronger Corridor Connections** – Direct and (re)shape future urban growth along the corridor through significantly strengthened green open space and mass transit networks.
- **Two: The Papakura-Pokeno Corridor** – Support and unlocking significant residential and employment development.
- **Three: The River Communities** – Supporting community and iwi-led revitalisation and targeted growth
- **Four: The Hamilton-Waikato Metropolitan Area** – Support and unlock the residential and employment development potential and iwi aspirations for this fast-developing metro area.
- **Five: New tools and options to unlock the full potential** – application of new planning, funding and financing tools.

To deliver on this programme, a series of 20 key initiatives have been developed, one of which is the development of a joint Council-Crown-Iwi Hamilton-Waikato Metropolitan Spatial Plan that will set out the desired urban form and development priorities for the wider metro area (the Terms of Reference for the Hamilton-Waikato Metropolitan Spatial Plan is contained in Appendix 4). The development of the Metropolitan Spatial Plan is being conducted as part of the following phases:



**Further detail on the shared spatial intent will emerge through the development of the Hamilton-Waikato Metropolitan Spatial Plan (which includes a mass transit plan) as well as some of the other initiatives currently underway such as:**

- Pokeno High Growth Scenario Spatial Plan and
- Huntly Spatial Plan focussed on revitalisation

Central government's aspiration is for the proposed Hamilton-Waikato Metropolitan Spatial Plan initiative to be followed by a similar joint Crown-Council-Iwi spatial planning exercise for the southern Auckland-northern Waikato area.

New initiatives that would influence spatial development patterns over time have also been identified, and include:

- A proposed new fast and frequent intercity rail service between the Hamilton and key locations in Auckland, in stages – starting with an initial service between Frankton and Papakura (in part linked to metro plan above).
- A possible new metropolitan rail network that connects the all key growth nodes in the Hamilton-Waikato metropolitan area (linked to metropolitan spatial plan).
- Extension of the metropolitan rail service from Papakura to Pukekohe through an electrified track in the first instance and then onwards to Pokeno.
- Introducing peak and more frequent off peak bus services between the river community towns.
- Completion of the Hamilton-Waikato metropolitan roading network (linked to metropolitan spatial plan).
- New sub-regional water and wastewater solutions in the Waikato (Waikato district, Waipa district and Hamilton).

The above initiatives are included in the proposed programme, as set out in the next section.

## 4.2. Programme Focus Areas

### The five areas of focus for the partnership programme

	FOCUS AREA 1: STRONGER CORRIDOR CONNECTIONS	FOCUS AREA 2: PAPAKURA-POKENO	FOCUS AREA 3: RIVER COMMUNITIES	FOCUS AREA 4: HAMILTON-WAIKATO METROPOLITAN AREA	FOCUS AREA FIVE: NEW TOOLS AND OPTIONS
<b>NEXT STEPS IN FURTHER ALIGNING SPATIAL INTENT</b>	1. Designing and developing a cross-regional blue-green open space and recreational network [New] 2. Piloting a new collective biodiversity off-setting tool [New]	4. Completion of respective Council structure or blueprint plans for Opaheke-Drury, Paerata-Pukekohe, Tuakau and Pokeno [Ongoing]. <i>The Government's aspiration is for this to be followed by a joint crown-iwi-council spatial plan for the wider area.</i>	8. Alignment of agencies around the Waikato District Council Blueprint project [Ongoing/enhanced joint focus]	12. Joint Council-Crown-Iwi spatial plan for the metropolitan area [New] 13. Metropolitan Mass Transit Plan [Started/Enhanced role and focus]	<ul style="list-style-type: none"> <li>• New growth management partnerships</li> <li>• Utilise any new funding and financing tools for developers and councils Increased Crown involvement to support pace and scale</li> </ul>
<b>KEY OPPORTUNITIES TO INCREASE PACE AND/OR SCALE</b>		5. Drury Future Urban Area [Ongoing/enhanced focus for Crown] 6. Pokeno long term growth scenario [New]	9. Meremere redevelopment [Ongoing/enhanced joint focus] 10. Huntly transformation [Ongoing/enhanced joint focus]	14. Ngaruawahia- Horotiu-Rotokauri-Te Rapa North-Te Kowhai growth node 15. Hamilton CBD growth node 16. Ruakura and further east growth node 17. Hautapu, Cambridge West, Peacocke and airport precinct growth node [All redefined and enhanced joint focus]	<ul style="list-style-type: none"> <li>• Development Agency and the Three Waters review.</li> <li>• Using the corridor spatial planning and partnerships to support, unlock and guide planned Crown investment in social housing, health and education facilities.</li> </ul>



	FOCUS AREA 1: STRONGER CORRIDOR CONNECTIONS	FOCUS AREA 2: PAPAKURA-POKENO	FOCUS AREA 3: RIVER COMMUNITIES	FOCUS AREA 4: HAMILTON-WAIKATO METROPOLITAN AREA	FOCUS AREA FIVE: NEW TOOLS AND OPTIONS
<b>DEVELOPMENT-LEADING INFRASTRUCTURE</b>	3. A new fast and frequent intercity rail service between Hamilton CBD and key locations in Auckland, in stages – starting with an initial service between Frankton and Papakura in 2020 [New]	7. Extension of the metro rail service from Papakura to Pukekohe and possibly Pokeno [Programmed/increased scope]	11. Introducing peak and more frequent off peak bus services between towns [Programmed/enhanced role and focus]	18. A new metro rail network that connects the all key growth nodes [New] 19. Completion of the metropolitan roading network, including Southern links, Eastern Ruakura arterials, Northern River Crossing, and Western Rotokauri arterials [Programmed/enhanced focus]	<ul style="list-style-type: none"> <li>Linking the corridor planning and partnership to the plans and initiatives of Te Waka and ATEED and exploring opportunities for attracting investment from the Provincial Growth Fund.</li> <li>Applying new approaches to planning and land use regulation as these become available.</li> <li>New tools to enable ease of water transfer within the corridor to support community growth</li> <li>Innovative response to flood infrastructure and resilience to support community sustainability.</li> </ul>
<b>KEY ENABLING AND SUPPORTING INITIATIVES</b>	<ul style="list-style-type: none"> <li>New comprehensive and long term water management solutions for Auckland and the Waikato regions</li> <li>Rail network capacity improvements to accommodate increased freight and passenger services</li> <li>New partnerships to facilitate local employment creation</li> </ul>	<ul style="list-style-type: none"> <li>The new Papakura-Drury-Pukekohe arterial road (Mill Rd-SH22)</li> <li>A new high frequency bus service from Manukau to Drury and possibly Pokeno</li> <li>The SH1 Papakura-Drury capacity improvements</li> <li>Targeted water and wastewater capacity increases and</li> <li>Targeted flood management and stormwater improvements</li> <li>Improvements to Paerata-Pukekohe-Tuakau-Pokeno road and cycling connections</li> <li>New schools, health, emergency, parks and other community facilities</li> </ul>	<ul style="list-style-type: none"> <li>Targeted SH1 solutions to improve access to Pokeno, Mercer, Meremere and Huntly</li> <li>Targeted flood management and stormwater improvements</li> <li>Redevelopment of schools, health, emergency, parks, marae and other community facilities to support community revitalisation</li> <li>Comprehensive social housing upgrade and intensification in Huntly west</li> </ul>	<ul style="list-style-type: none"> <li>Targeted flood management, drainage and stormwater improvements</li> <li>New schools, health, emergency, parks and other community facilities to support and service growth areas</li> </ul>	

#### 4.2.1. Status and immediate next milestones for each initiative

Proposed Key Initiatives	Start and end dates (if known)	Scope and Project Plan Agreed
1. Designing and developing a cross-regional blue-green open space and recreational network.	Stage I as part of Hamilton-Waikato metro plan: February-August 2018.	UNDERWAY: WRC has developed first draft.
2. Piloting a new collective biodiversity off-setting tool.	Stage I as part of Hamilton-Waikato metro plan: February-August 2018.	No progress yet.
3. A rapid intercity rail service between Hamilton CBD and key locations in Auckland, in stages – starting with an initial interim rail service to start between Frankton and Papakura in 2020.	Indicative Business Case for rapid rail: March-December 2019 Interim service to start 2020.	UNDERWAY: Project outline discussed with key stakeholders; now with Minister for comment. Working group is being established.
4. Completion of respective Council structure or blueprint plans for Opaheke-Drury, Paerata-Pukekohe, Tuakau and Pokeno.	H2A partners provided feedback on WDC's Local Area Blueprints. Completion of Council structure plans 2018-2019	Notification of Auckland Council structure plans; Completion of Waikato District Council Blueprints
5. Drury Future Urban Area (part of a proposed Crown-Auckland Council joint housing and urban work programme).	2017-	Underway - Joint work streams being scoped.
6. Pokeno high growth scenario spatial plan.	March-July 2019	Yes and underway - First workshop completed with follow up workshops in May 2019.
7. Extend mass transit (rail and bus) from Papakura to Pukekohe and Pokeno.	TBC	ATAP and RLTP amendments required to include the Waikato district.
8. Alignment of agencies around the Waikato District Council	H2A partners feedback submitted on the blueprints on	TBC

Blueprint project.	8/04/19.	
9. Meremere redevelopment.	In progress.	PGF feasibility study funding application.
10. Spatial plan for Huntly.	In progress.	Underway: Joint agency workshop in May 2019.
11. Introducing peak and more frequent off peak bus services between towns.	2019-20 for first services, TBC for peak and increased off peak services	Introduction of first services; business case development.
12. Joint Council-Crown-Iwi spatial plan for the Hamilton-Waikato metropolitan area.	February-August 2019	Yes.
13. Metropolitan Mass Transit Plan.	Ongoing with specific milestones ahead for each	Underway.
14. The Ngaruawahia- Horotiu-Rotokauri-Te Rapa North-Te Kowhai growth node	Part of Hamilton-Waikato metro plan development then subject to specific priority development area planning.	Metropolitan Spatial Plan Terms of Reference.
15. Hamilton CBD growth node		
16. Ruakura and further east growth node.		
17. The Hautapu, Cambridge West, Peacocke and airport precinct growth node		
18. A new metro mass transit (possible including metro rail) network that connects the all key growth nodes	TBC following completion of metro spatial plan and linked mass transit plan	Mass Transit Plan development
19. Completion of the Hamilton-Waikato metropolitan roading network	Ongoing project planning and funding applications	Yes.
20. New sub-regional water and wastewater solutions	Ongoing project planning and funding applications	Yes for stage I.

Looking across the UGA spatial planning programme, we continue to align the work around three core issues:

- Use of (or reliance on) population and employment projections vs. use of scenarios, and revision to National Policy Statement on Urban Development Capacity;
- Comprehensive land use planning vs. strategic spatial planning (under the UGA);
- 100 vs. 30 years timeframes.

We also need to keep a watching brief and inform other work streams, such as:

- Future Proof Three Waters Study;
- UGA Funding & Financing Tools;
- UGA urban planning focus, the NPS on Urban Development and the proposed NPS on Versatile and High Class Soils; and
- Establishment of the Housing & Urban Development Authority (HUDA) and its implication for the Corridor.

#### 4.3. Growth Management Partnership / Programme Governance Structure

On 25 March 2019 the Future Proof Implementation Committee resolved to evolve the current Future Proof arrangements and adapt these to bring in the Hamilton to Auckland Corridor work as a significant workstream of Future Proof in accordance with the diagram attached as Appendix 2.

To support the development and implementation of the Corridor Plan the Future Proof Implementation Committee also resolved to expand the structure and membership of Future Proof to include Central Government, Auckland Council, the Papakura Local Board, the Franklin Local Board and relevant iwi from northern Waikato/southern Auckland to join the Future Proof partnership as associate members.

With regards to iwi representation on the expanded Future Proof structure the Future Proof Implementation Committee has requested north Waikato/south Auckland iwi, Ngā Karu Atua o te Waka (NKAOTW) and/or the Future Proof Independent Tāngata Whenua Advisor to work with the Crown on iwi representation proposals in north Waikato/south Auckland.

The Future Proof Implementation Committee has also approved an additional iwi member for Waikato-Tainui.

The expanded Future Proof Structure is shown in Appendix 3 (note: this may be subject to change due to the discussions with the Crown and Auckland Council as well as the discussions underway regarding iwi representation).

The Future Proof Implementation Committee also resolved to retain the Future Proof name but reinforce it with a Māori name to be determined by Waikato-Tainui and NKAOTW.

#### 4.4. Early 'wins' from Crown commitment

- Cabinet endorsement to scope and initiate a Hamilton to Auckland rapid rail business case.
- NZTA board endorsement to commence interim (start-up) rail service.
- Reframing of already planned initiatives e.g. mass transit to Pokeno, not just Pukekohe.
- Increased Crown agency focus on corridor and enabling infrastructure requirements – 34 Crown entities involved to date, and all will stay involved.
- New joint initiatives e.g. proposed Hamilton-Waikato metropolitan plan; Huntly, Pokeno
- It is expected that this commitment will only grow, and Ministers, Chief Executives and senior officials remain ready to join in new partnerships - even in the interim, whilst we go through due process.

## 5. CONSIDERATION

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### 5.1 FINANCIAL

The development of the Hamilton to Auckland Corridor Plan and its associated projects are being done through staff time. So far the only funding commitment

made by Central Government has been for the start-up passenger rail service between Hamilton to Auckland (Central Government will fund \$68.4 of the \$78.2 million) and a \$300 000 commitment to develop a business case for a rapid rail service between the two cities.

The expanded Future Proof partnership will be considering financial contributions from the relevant government departments for supporting the development of the Plan when the new Future Proof Implementation Committee structure is formalised later this year. Central government has not yet given any indication that it would directly fund some of the other projects.

No Council funding commitment has been made as yet specifically for the Hamilton to Auckland Corridor Plan (this excludes a \$50,000 contribution from Council for for a Sub-Regional Waters Study and \$240,000 for the development of the Huntly rail station).

**5.2 STRATEGY, PLANS, POLICY AND PARTNERSHIP ALIGNMENT**

Council has been actively involved in the development of the Hamilton to Auckland Corridor Plan at both a governance and staff level. The Corridor Plan is an important piece of work to plan for growth over the long term. It aims to better support growth and increase connectivity within the Hamilton to Auckland corridor while improving housing affordability and choices, improving access to employment, services and amenities, and creating new employment opportunities.

The Plan builds on the thinking and planning being undertaken by Future Proof, Waikato District Blueprints and District Plan Review, Hamilton Urban Growth Strategy, Auckland Development Strategy, Government Urban Growth Agenda and other Crown-local authority partnerships and programmes.

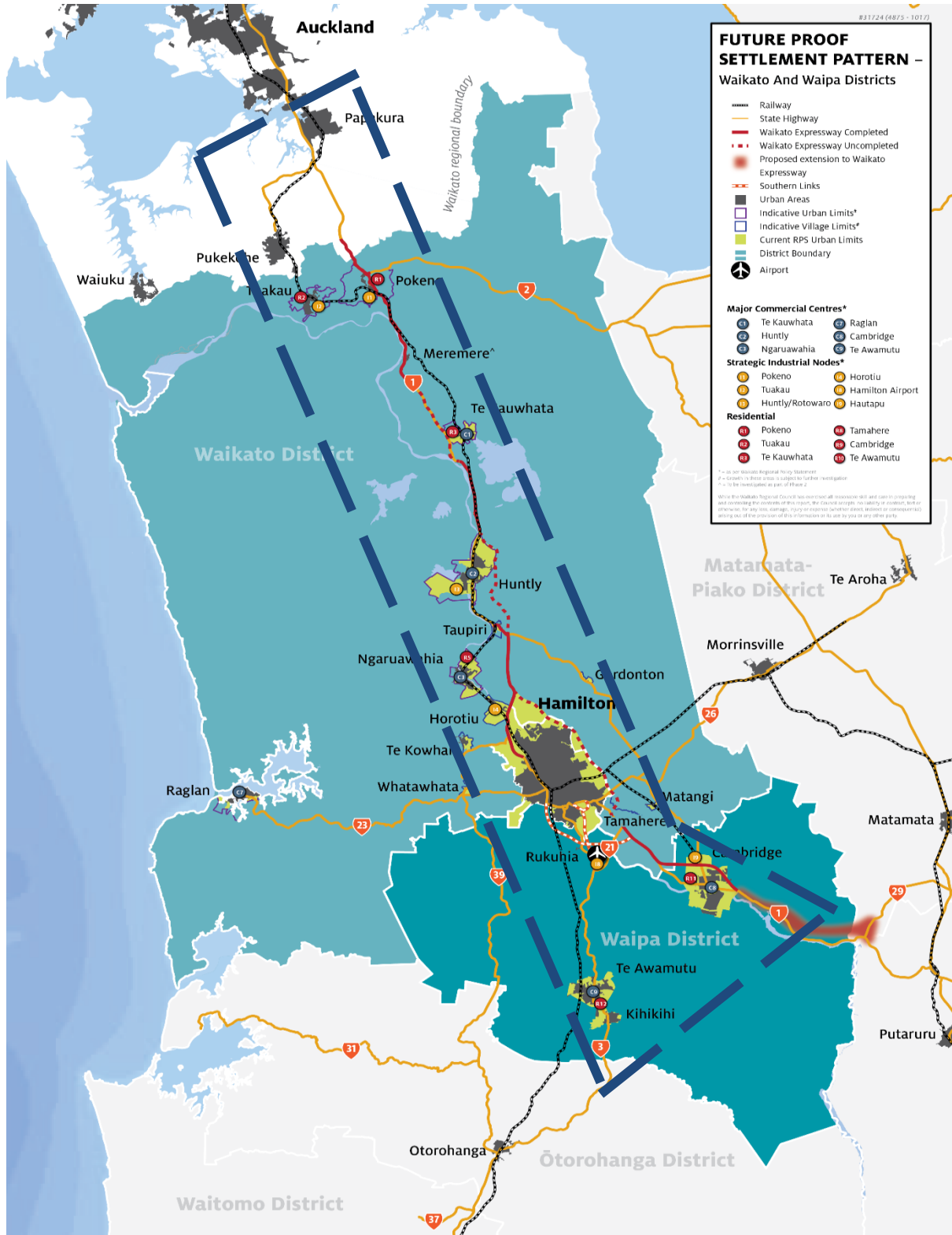
**5.3 ASSESSMENT OF SIGNIFICANCE AND ENGAGEMENT POLICY AND OF EXTERNAL STAKEHOLDERS**

Highest levels of engagement	Inform	Consult	Involve	Collaborate	Empower
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Extensive Council involvement has occurred through delegated elected representatives on the Hamilton to Auckland Corridor Plan Leadership Group as well as through Council workshops over the past year. Iwi is a key partner in the development of the Plan. Given the high level spatial aspect of this planning work this level of engagement is appropriate.					

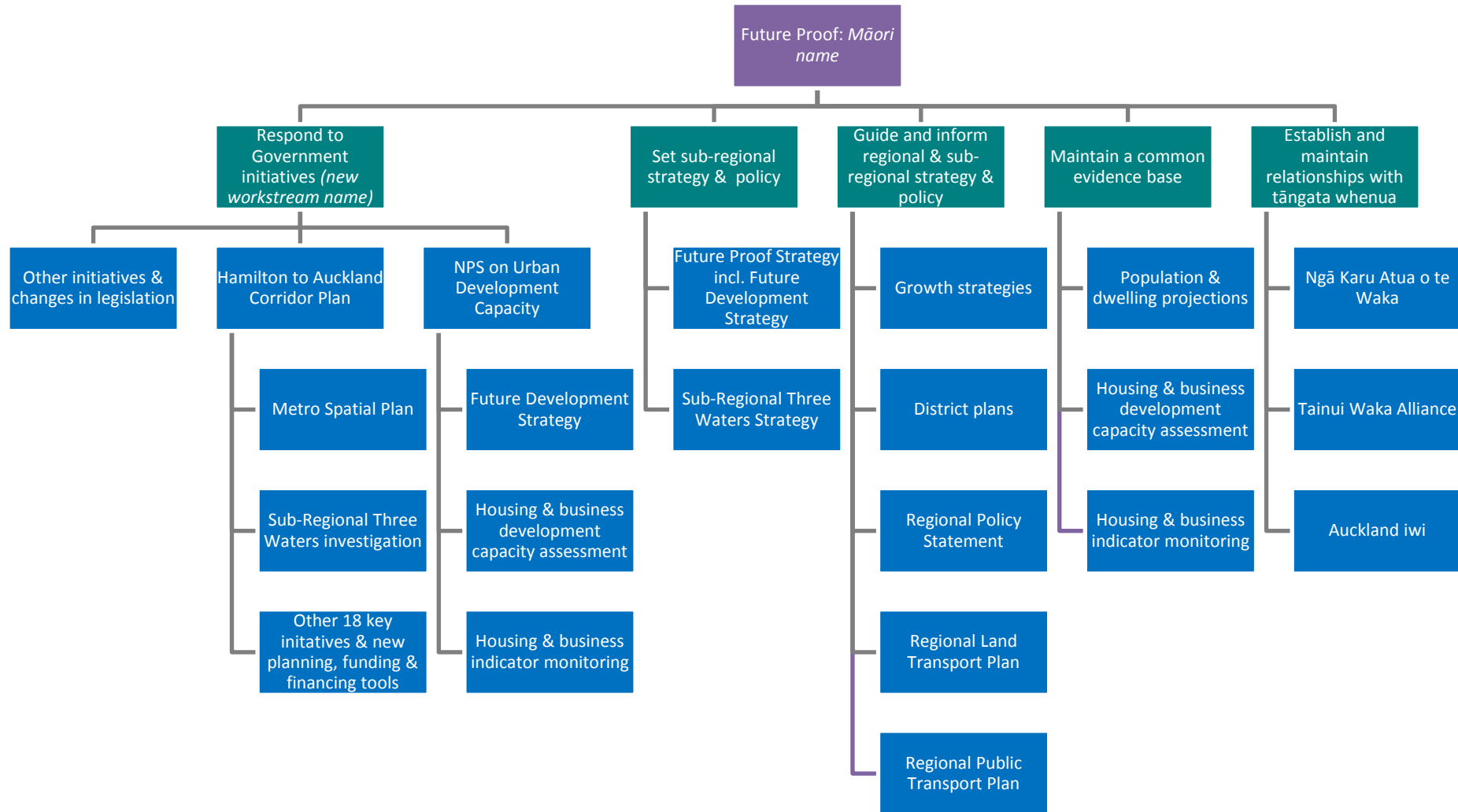
**6. ATTACHMENTS**

- 5.1. Appendix 1 - Map of Hamilton to Auckland Corridor within the wider Future Proof area
- 5.2. Appendix 2 - Future Proof's Focus Moving Forward
- 5.3. Appendix 3 - Expanded Future Proof Structure
- 5.4. Appendix 4 – Draft Terms of Reference for Hamilton-Waikato Metropolitan Spatial Plan
- 5.5. Appendix 5 – Draft Shared Statement of Shared Spatial Inte

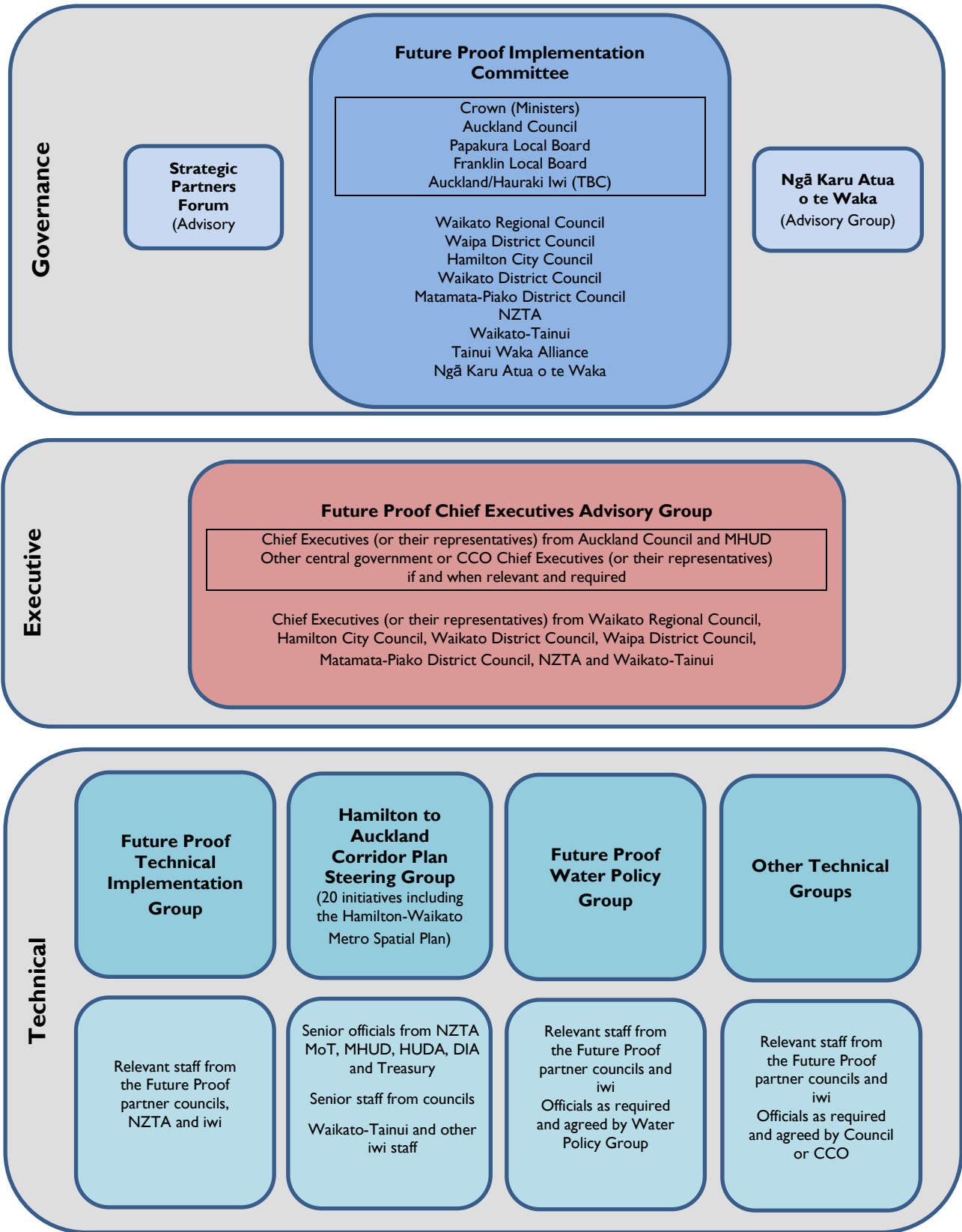
**APPENDIX I: MAP OF THE HAMILTON TO AUCKLAND CORRIDOR WITHIN THE WIDER FUTURE PROOF AREA**



**APPENDIX 2: FUTURE PROOF'S FOCUS MOVING FORWARD**



**APPENDIX 3: EXPANDED FUTURE PROOF STRUCTURE**



# Hamilton-Waikato Metro Spatial Plan

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**Terms of Reference - DRAFT**

Version 1.6



# 1 Document Control

## 1.1 Version Control

Version	Author	Description of Change	Date
1.0	Hannah Windle (HCC)	Initial Document	21/01/2019
1.1	Hannah Windle (HCC)	Amendments as per feedback from Steering Group	30/01/2019
1.2	Hannah Windle (HCC)	Amendments as per feedback from Steering Group	4/02/2019
1.3	Hannah Windle (HCC)	Further amendments from wider key stakeholders	7/02/2019
1.4	Ernst Zollner (MHUD)	Minor amendments to Sections 5 and 7	11/02/2019
1.5	Blair Bowcott (HCC)	Further amendments from Future Proof CEAG feedback to Sections 2, 3, 7 and 9	12/02/2019
1.6	Michelle White (FP)	Removed reference to 'repurposed' Future Proof partnership and replaced this with 'expanded'	11/03/2019

## 1.2 Process

Date	Action
15/02/2019	TOR to H2A Governance Group
20/02/2019	TOR to Future Proof Implementation Committee
Post 20/02/2019	Feedback from Hamilton to Auckland Corridor Plan Governance Group and Future Proof Implementation Committee incorporated into TOR

This document needs to be read in conjunction with the (yet to be developed):

- Detailed programme plan and individual project plans for each tranche of the project
- Terms of reference documents for each of the governance groups
- Project communications plan

## 2 Parties

The parties to the Hamilton-Waikato Spatial Plan are:

- **Central Government**
- **Local Government**
  - Hamilton City Council
  - Waikato District Council
  - Waipa District Council
  - Waikato Regional Council
  - Matamata Piako District Council<sup>1</sup>
- **Tangata and Mana Whenua with an interest in the Metro Area**
  - Waikato Tainui
  - Raukawa
  - Maniapoto
  - Nga Karu Atua o te Waka
- **The expanded Future Proof partnership<sup>2</sup>**

## 3 Purpose

This document describes the terms of reference for developing a joint Council-Crown-lwi spatial plan (the Metro Plan) for the Hamilton-Waikato metro area, one of the Key Initiatives of the Hamilton to Auckland Corridor, and agrees its governance arrangements.

It sets out the mutual intentions and understanding of the parties in relation to preparing a Metro Plan.

## 4 Objectives

The overall objective of the Metro Plan is to support and deliver on the growth management objectives of the overarching Hamilton to Auckland Corridor Plan:

Aspect	Growth management objectives
<p><b>Wāhi toitū, wāhi toiora</b>  <i>Places with enduring presence</i>  <i>Places to grow only with great care</i></p>	<p>To manage growth in a manner that...</p> <ul style="list-style-type: none"> <li>• protects and enhances the quality of the natural environments,</li> <li>• anticipates the transition to a low-carbon future and builds climate resilience, and</li> <li>• avoids increasing the impacts and residual risks of natural hazards.</li> </ul>

<sup>1</sup> Matamata Piako District Council will be engaged primarily in relation to the Morrinsville area of their district and this will be either as a partner or key stakeholder of the expanded Future Proof partnership.

<sup>2</sup> The Future Proof partnership is subject to a separate process that will require decisions on a number of aspects related to the Hamilton to Auckland Partnership model.

<b>Awarua</b> <i>Key corridors</i>	To strengthen connections that... <ul style="list-style-type: none"> <li>• shape and guide future urban growth towards a sustainable, resilient and affordable settlement patterns, and</li> <li>• improve access to housing, employment, public services and amenities through, along and within the corridor.</li> </ul>
<b>Wāhi mahi, wāhi noho</b> <i>Places to work and live</i>	To grow urban settlements and places that: <ul style="list-style-type: none"> <li>• make efficient use of existing infrastructure and resources, <ul style="list-style-type: none"> <li>• are transit-oriented and connected</li> <li>• provide affordable housing choices that respond to demand, including quality intensification, and</li> <li>• provide high quality live-work-play settlements.</li> </ul> </li> </ul>
<b>Whakamana</b> <i>Enablers</i>	To support and underpin urban growth through investments and initiatives that are: <ul style="list-style-type: none"> <li>• responsive and timely, so that growth and development does not result in a reduction of services, and</li> <li>• delivered at the required pace and scale to fully realise development opportunities.</li> </ul>

## 5 Context

The Hamilton to Auckland Corridor Plan is anchored at each end by urban areas that are expected to grow significantly: the southern Auckland-northern Waikato area, and the southern Waikato-Hamilton-northern Waipa area. The southern area has the potential to grow into an emerging metro area that sits across local government boundaries.

The wider Metro area presents one of New Zealand's best growth opportunities. It has geographic benefits in terms of potential low-risk land supply, its economy is close to Auckland and Tauranga, there is significant institutional enthusiasm and a history of planning in an integrated way (e.g. Waikato Expressway, Future Proof), and it is easy to engage key staff with the relevant skill sets.

There is therefore national interest in how such a wider Hamilton-Waikato area grows as a metro-scale city, in addition to local interests. This relates to:

- ensuring the future urban form helps deliver on the Government's Urban Growth Agenda and Living Standards Framework
- the role a metro Hamilton can play in achieving social, economic, and environmental outcomes for the Upper North Island and New Zealand more generally, and
- that it is New Zealand's best growth opportunity.

As a starting point, the *Hamilton-Waikato Metro Area* is considered to be the area defined as Greater Hamilton by the National Policy Statement on Urban Development Capacity, covering the areas between Taupiri in the north, Te Kowhai and Whatawhata in the west, Gordonton and Morrinsville in the East, and Cambridge and Te Awamutu in the south (the boundaries of this area differ depending on which lens it is viewed through e.g. labour markets, travel data, etc and will emerge and be refined as the project progresses).

The current system of planning for growth and investment in the Hamilton-Waikato Metro Area is not optimised with multiple parties that plan and invest for growth. Consequently, there is an opportunity to agree a long term strategic direction for the Hamilton Waikato Metro Area that accounts for the range of issues relevant to managing growth and investment, while also integrating across broad objectives to maximise the benefits of anticipated population and economic growth for the Hamilton area.

A Council-Crown-Iwi Metro Spatial Plan presents a unique opportunity for alignment and to create a mechanism for engaging with and giving greater certainty to investors (both public and private) about the likely shape of future development for the Hamilton-Waikato Metro Area and agree the type, scale, timing or location of investment decisions. A spatial plan of this type will provide a high level, forward looking metro scale direction to other planning and investment initiatives and better co-ordinate activities that are critical for delivering an agreed strategic direction.

The Hamilton to Auckland Corridor Plan has identified a number of opportunities for the Metro Plan to explore, and these are summarised as Appendix 1.

The Minister of Local Government has also noted in the 'Local governance for community wellbeing' paper to Cabinet (November 2018) support for the Government's Urban Growth Agenda and specifically a new joint spatial planning approach in Hamilton.

## 6 Principles

Underlying the project are a set of fundamental principles which outline how the Partners will work together. The application of these principles is key to successfully developing and implementing the Metro Plan.

The parties:

- agree to joint governance and a shared commitment to developing a single Metro Spatial Plan for the wider Hamilton-Waikato area
- agree to participate in the project in good faith, recognising that the development of the Metro Plan is dependent on effective collaboration and enduring partnerships
- recognise that there are legitimate national interests in how the Hamilton-Waikato Metro area develops and grows, and that this is reflected the partnership
- acknowledge the political sensitivities and diversity of views that may emerge throughout the project and commit to working towards mutually acceptable outcomes
- commit to identifying and agreeing on the long-term best outcomes for the Metro area, regardless of administration arrangements
- recognise that parties have statutory responsibilities and that this project will not replace decision making responsibilities
- commit to advocating for the Metro Plan within their respective organisations
- agree to integrate the findings of the Plan into their organisation's planning processes and documents
- commit to an evidence-based approach to determining the preferred long-term future of the Metro area
- take a four well-beings approach to planning for the Hamilton-Waikato Metro Area
- recognise that Waikato Tainui has aspirations for its people and land that will be recognised during the development of the Metro Plan

- ensure that tāngata whenua and mana whenua are part of Metro Spatial Plan process and its implementation

## 7 Project Scope

The long-term future form of the wider Hamilton-Waikato metro area will be determined through a joint planning and integrated growth management exercise.

It will build off existing work such as the Housing and Business Development Capacity Assessment, Council Growth Strategies and Long-term Plans, the Future Proof Strategy, Regional Policy Statement and other plans e.g. Waikato Plan, and will be developed alongside the Mass Transit Plan and 3 Waters Study.

The purpose of the Metro Plan is to determine a shared 100 Year vision and spatial framework for the emerging Hamilton-Waikato area, with a 30-year plan for priority development areas and enabling investment, regardless of administrative boundaries with these four concise and strategic components:

1. Identification of critical areas for protection and restoration, and 'no go' areas for development
2. Core transport corridors
3. Priority development areas, where (if required) new planning, funding and financing tools could be piloted
4. Required leading and enabling social and network infrastructure

requirements. Through these components the Metro Plan will:

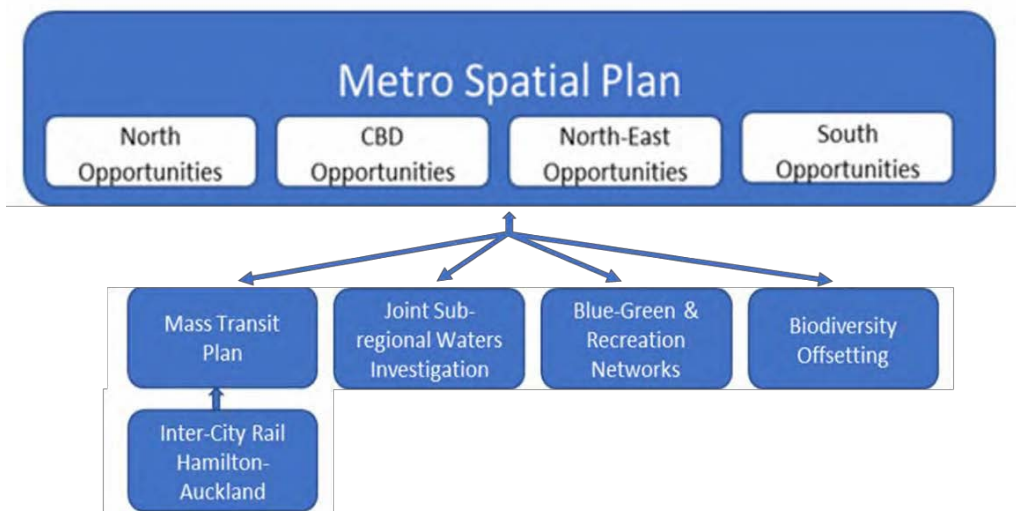
- Ensure that employment is considered alongside residential development, and the connection to mass transit routes and hubs
- Provide certainty, and become a key tool by which investment decisions are made across the metro area
- Inform future detailed planning and investment documents including but not limited to the Urban Development Authority, Waikato Regional Policy Statement, District Plans, Structure Plans, the Waikato Regional Land Transport Plan, Waikato Regional Public Transport Plan, Asset Management Plans, Long-term Plans, other Central Government investment plans, Iwi plans and strategies
- Support the achievement of iwi aspirations for the metro area
- Ensure the 4 Well Beings and the outcomes they promote (environmental, social, cultural and economic) are considered in a spatial context for the metro area
- Contain detailed implementation and funding arrangements including the exploration of options for statutory implementation.

It will be developed in layers, as per the spatial framework outlined in the Hamilton to Auckland Corridor Plan (H2A) document and detailed below:

<b>Spatial layer</b>
<b>1. The long term spatial 'frame' (100 year+)</b>
<b>Layer 1: Wāhi toitū</b> The places with enduring presence that should be protected from development in perpetuity e.g. rivers, places of significance to mana whenua, conservation estate, parks, other open spaces
<b>Layer 2: Wāhi toiora</b> The places where change or development should only occur with greatest care e.g. places subject to floods and hazards
<b>Layer 3: Awarua</b> The key movement corridors that bind places together i.e. railways, BRT, motorways and arterials
<b>2. The priority development areas (30 year)</b>
<b>Layer 4: Wāhi mahi and wāhi takaro</b> The places where we work and transact and play (and often live too)
<b>Layer 5: Wāhi noho</b> The places where we live (and often work too)
<b>3. The required growth-leading and enabling investment and actions (30 year)</b>
<b>Layer 6: Whakamana</b> The elements that enable and support development e.g. schools, health facilities, social housing, marae, potable water, wastewater

The Metro Plan and spatial layers will be delivered through a number of separate project workstreams, each with its own project manager who will be supported by a technical project team:

#### Relationship of Metro Plan Workstreams:



These components may be developed in stages reflecting priority needs and the findings of a GAP analysis, noting that some workstreams will provide consequential information that will inform other projects.

Detailed staging and timing of outputs will be confirmed through the development of a project plan.

## 8 Timeframes

- Project Governance and delivery team to be established – February 2019
- Project brief / parameters confirmed – Feb/March 2019
- Gap analysis, compilation of evidence base – April 2019
- Plan drafting with partners – June 2019
- Staged output – July/August 2019
- Consultation and engagement – Nov 2019
- Plan adopted by all partners – Early 2020
- Delivery and implementation - 2020 onwards.

## 9 Interdependencies & Relationships

- The Metro Plan will form the framework for an update to existing Council growth strategies
- It will be informed by existing planning documents and processes, including but not limited to Council plans and strategies, Tainui plans and strategies, and Central Government documents
- It will inform more detailed Master Planning/Structure Planning especially from an infrastructure investment needs perspective, of future growth areas
- It will inform future changes to the relevant District Plans, Future Proof Strategy<sup>3</sup>, the Waikato Regional Policy Statement and Regional Plans
- It will inform, and be informed by, future Central Government infrastructure/network planning
- The role and relationship of the 2018 Future Development Strategy required by the National Policy Statement on Urban Development Capacity will be considered as part of the development of the Metro Plan
- It will inform the completion of, and subsequent versions of, the Hamilton to Auckland shared statement of spatial intent for the Corridor
- It will enable the Government's Urban Growth Agenda, including the proposed urban development agency model, to be tested prior to legislation or tools being finalised, and also enable the piloting of new planning funding and financing tools
- It will provide material for input into all other council and central government planning documents
- It will be informed by the strategic direction and priorities of the Government Policy Statement on Land Transport, and enable delivery of the integrated urban transport and land use outcomes sought by the Government
- It will be informed by the Vision and Strategy for Waikato River, and the Waikato and Waipa River Restoration Strategy

## 10 Governance

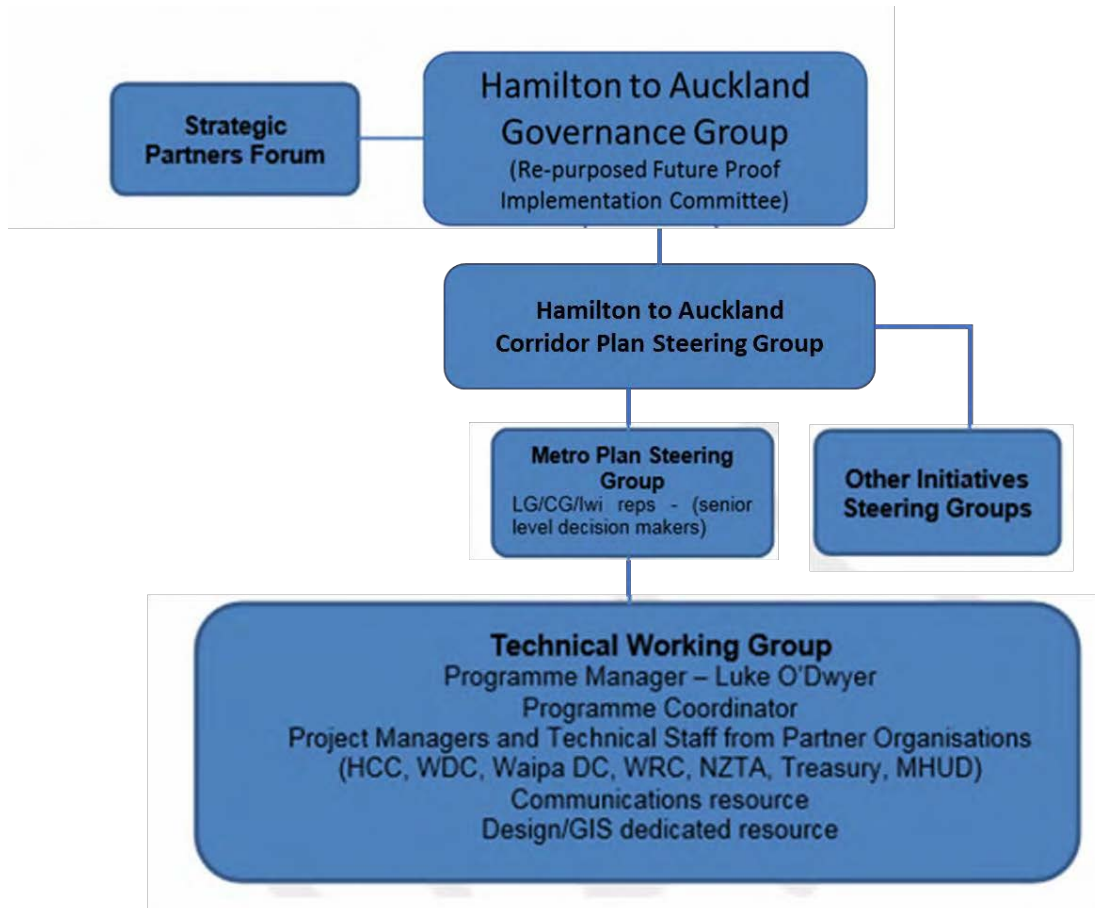
The parties agree to use the following governance and technical structure:

- The expanded Future Proof Implementation Committee (FPIC)<sup>3</sup> as the governance group with overall responsibility for the Metro Spatial Plan – the expanded FPIC will have political

<sup>3</sup> The repurposing of Future Proof is subject to a separate process that will require decisions on a number of aspects related to the Hamilton to Auckland Partnership model.

representation from partner agencies including central government, councils and tāngata whenua

- A Metro Plan Project Governance Sponsor – TBD
- A Metro Plan Steering Group consisting of senior level officials from partner agencies – this group will have responsibility for overseeing the Metro Spatial Plan
- A resourced and mandated Programme Management Office which will deliver the Metro Plan, consisting of a Programme Manager and coordinator, dedicated communications and design/GIS resources, and individual project managers for each of the separate workstreams supported by a technical project team.
- A Strategic Partners Forum which is comprised of a number of key stakeholders will be used to test ideas and contribute to draft versions of the Metro Spatial Plan



Note: this structure is evolving from existing growth partnership models and will be in a transitional space between now 1 July 2019.

## 11 Communications & Engagement

The project will engage with external stakeholders, including manu whenua, business and community groups, in a targeted manner to receive feedback as appropriate throughout the development of the Metro Plan.

A detailed Communications and Engagement Plan will need to be developed to ensure that all communications are coordinated across Corridor Plan initiatives.



There will be a need for public consultation on the Metro Plan (and/or its elements) at a level that reflects its mandate.

## 12 Budget and Resourcing

NOTE: Resourcing is still being finalised as discussions continue between central government and the Future Proof partners. A preliminary assessment indicates that the project will have access to sufficient staffing and funding resources to complete the task, including potential funding from the current Future Proof budget. A notable exception is the circa \$1million required for the three waters analysis which is needed to determine the level of infrastructure investment necessary to support the delivery of a future land use pattern in a timely and efficient manner.

## 13 Terms of Reference Review

Once the final Hamilton to Auckland Partnership Structure has been agreed, there may be recommended changes to these terms of reference.

**APPENDIX 5 – SHARED STATEMENT OF SPATIAL INTENT**

**(ATTACHED)**

# Hei Awarua ki te Oranga

Corridor for Wellbeing

NOT GOVERNMENT  
POLICY OR THE VIEW  
OF ANY ONE  
ORGANISATION

21 February 2019

## A summary of shared spatial intent for the Hamilton- Auckland [H2A] Corridor

Encompassing the  
settlements along the  
transport corridor between  
Cambridge-Te Awamutu  
and Papakura



*This summary statement reflects the work undertaken by a joint officials group between July and December 2018. This group was drawn from local and central government agencies with an interest in the corridor. It does not represent the views of all officials who assisted in various stages with the project, nor the agencies which they represented.*

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## Summary

### CRITICAL AREAS TO PROTECT

#### KEY FINDING

**THE CORRIDOR HAS ENDURING SPATIAL LIMITS TO FURTHER URBAN GROWTH**

#### THE MAJOR SPATIAL LIMITS

- Flood prone areas
- Significant ecological sites
- Protected areas (including sites of significance to mana whenua)
- Steep slopes, land subsidence
- Highly productive prime soils

#### SHARED SPATIAL INTENT

Protect **wāhi toitū** (places with enduring presence) from development in perpetuity, and only allow development on **wāhi toiora** (places sensitive to development) with greatest care.

#### NEW INITIATIVES

- Designing and developing a cross-regional blue-green open space and recreational network
- Piloting a new collective biodiversity off-setting tool

### TRANSPORT CORRIDORS

#### KEY FINDING

**THE ROAD NETWORK HAS BECOME THE DOMINANT LAND USE SHAPER - A MORE BALANCED APPROACH IS NEEDED**

#### THE CORE NETWORKS

- Southern Motorway-Waikato Expressway
- North Island Main Trunk Line and East Coast Main Trunk Line

#### SHARED SPATIAL INTENT

Use mass transit **awarua** (corridors) to shape and guide future urban growth towards more sustainable, resilient and affordable settlement patterns, supported by well-connected arterial road and active mode networks

#### NEW OR ONGOING INITIATIVES

- Rapid intercity rail, in stages - starting with an interim service
- Extending Auckland metro services to Pukekohe and Pokeno
- A new Hamilton-Waikato mass transit network, possibly including metro rail
- Public transport that connects all settlements along the corridor
- Completing the respective metro arterial roading networks

## PRIORITY DEVELOPMENT AREAS

### KEY FINDING

**THERE IS SIGNIFICANT BUT SPECIFIC DEVELOPMENT POTENTIAL**

### URBAN GROWTH CLUSTERS

Papakura (longer term), Ōpaheke-Drury, Paerata-Pukekohe-Tuakau, Pokeno-Mercer-Meremere-Hampton Downs, Te Kauwhata-Rangiriri, Ohinewai-Huntly, Hamilton–Waikato metro area: Northern, Eastern and Southern growth nodes, Hamilton Central, Cambridge and Te Awamutu

### SHARED SPATIAL INTENT

*Support and unlock the significant residential and employment development potential in the southern Auckland-northern Waikato and Hamilton-Waikato metropolitan areas, and support community and mana whenua-led revitalisation and targeted growth in the river communities that connect them.*

### PARTNERSHIP FOCUS AREAS

- Drury (also part of Council-Crown Auckland development programme)
- Pokeno
- Meremere
- Huntly
- Ngaruawahia- Horotiu-Rotokauri-Te Rapa North-Te Kowhai growth node
- Hamilton Central growth node
- Ruakura and further east growth node
- Hautapu- Cambridge West-Peacocke-airport precinct growth node

## ENABLING INFRASTRUCTURE

### KEY FINDING

**ONGOING DEVELOPMENT WILL REQUIRE SIGNIFICANT INVESTMENT**

### THE MAJOR ENABLERS

- Rail, motorway, arterial, active mode and public transport network and services improvements
- Three waters improvements
- Employment creation initiatives
- Social, housing and utility infrastructure and services improvements

### SHARED SPATIAL INTENT

*Support the realisation of full development potential of priority development areas through utilising new and existing housing, social and network infrastructure planning, funding and financing tools and options for local authorities, iwi, central government, developers and land owners.*

### NEW TRANSFORMATIVE TOOLS

- New growth management partnerships
- New funding and financing tools
- Increased Crown involvement to support pace and scale e.g. KiwiBuild, HUDA
- Using Crown investment in social housing, health and education facilities to shape and guide urban development
- Attracting investment from new sources e.g. Provincial Growth Fund
- Potential new approaches to planning and three waters

## Background: The Brief

In June 2018 a group of Ministers, Mayors and Chairs requested joint officials to undertake an enquiry into the Hamilton-Auckland corridor, and to report back by December 2018 with:

1. A summary of 100+ year shared spatial intent for future urban growth and development along this cross-boundary transport corridor, and
2. A draft programme of possible key transformative projects.

The purpose of the project is to develop an integrated spatial plan and establish an ongoing growth management partnership for the transport corridor which:

1. Accelerates identified transformational opportunities
2. Outlines key housing, employment, social, environmental and network infrastructure priorities for the corridor over the next 30 years to successfully accommodate growth and also address levels of service, remedial or renewal needs
3. Identifies planning, development, infrastructure, mitigation and restoration works required, and funding and legislative projects partners may take in the short term for implementation of a long term vision.

This spatial planning exercise is a key pillar of the government's *Urban Growth Agenda* (UGA) to improve housing affordability, underpinned by affordable urban land. This will be supported by wider objectives to:

- improve choices for the location and type of housing
- improve access to employment, education and services
- assist emission reductions and build climate resilience, and
- enable quality built environments, while avoiding unnecessary urban sprawl.

The UGA's long-term strategy is to provide competitively-priced supply of land and development capacity. This is by providing planning, funding and financing tools for infrastructure investors and developers, and replacing prescriptive regulations with improved management of social costs and improved transport pricing. This Hamilton to Auckland spatial planning is required to support the wider objectives when development is more market-led and uncertain.



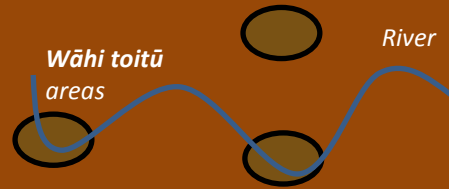
## Background: The growth management objectives applied to this document of shared spatial intent

Aspect	Growth management objectives
<p><b>Wāhi toitū, wāhi toiora</b> Places with enduring presence Places to grow only with great care</p>	<p>To manage growth in a manner that...</p> <ul style="list-style-type: none"> <li>• protects and enhances the quality of the natural environments and cultural heritage,</li> <li>• anticipates the transition to a low-carbon future and builds climate resilience, and</li> <li>• avoids increasing the impacts and residual risks of natural hazards.</li> </ul>
<p><b>Awarua</b> Key corridors</p>	<p>To strengthen corridor connections that...</p> <ul style="list-style-type: none"> <li>• shape and guide future urban growth towards sustainable, resilient and affordable settlement patterns, and</li> <li>• improve access to housing, employment, public services and amenities through, along and within the corridor.</li> </ul>
<p><b>Wāhi mahi, wāhi noho</b> Places to work and live</p>	<p>To grow urban settlements and places that:</p> <ul style="list-style-type: none"> <li>• make efficient use of existing infrastructure and resources,</li> <li>• are transit-oriented and connected</li> <li>• provide affordable housing choices that respond to demand, including quality intensification, and</li> <li>• provide high quality live-work-play settlements.</li> </ul>
<p><b>Whakamana</b> Enablers</p>	<p>To support and underpin urban growth through investments and initiatives that are:</p> <ul style="list-style-type: none"> <li>• responsive and timely, so that growth and development does not result in a reduction of services, and</li> <li>• delivered at the required pace and scale to fully realise development opportunities.</li> </ul>

# Background: The spatial planning framework applied to this document of shared spatial intent

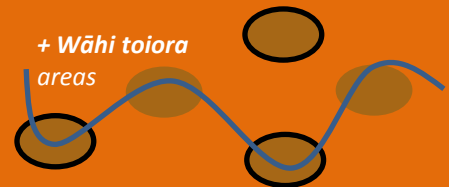
## Layer 1: Wāhi toitū

The places with enduring presence that should be protected from development in perpetuity e.g. rivers, places of significance to mana whenua, conservation estate



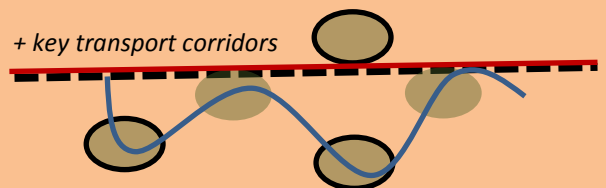
## Layer 2: Wāhi toiora

The places where change or development should only occur with greatest care e.g. places subject to floods and hazards



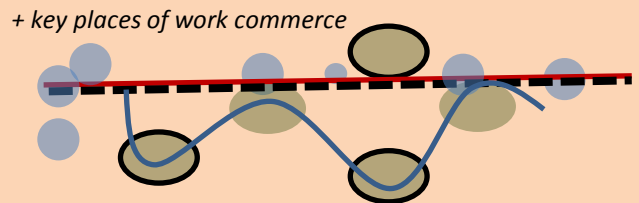
## Layer 3: Awarua

The movement corridors that bind places together e.g. railways and motorways



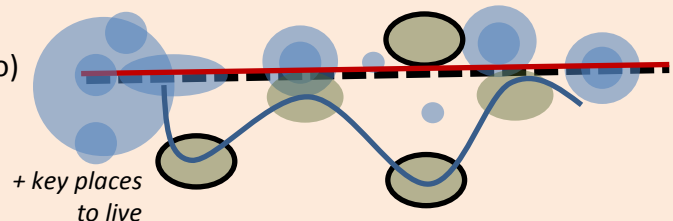
## Layer 4: Wāhi mahi

The places where we work and transact (and often live too)



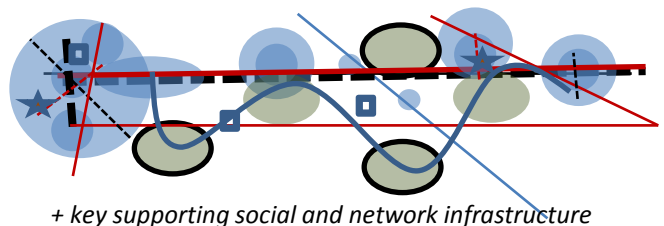
## Layer 5: Wāhi noho.

The places where we live (and often work too)



## Layer 6: Whakamana

The elements that enable and support development e.g. schools, health facilities, social housing, marae, potable water, wastewater...



## OPENING STATEMENT

# THIS IS A NATIONALLY SIGNIFICANT CORRIDOR TO PROTECT AND GROW

The corridor is a very special collection of green spaces, towns, marae and settlements that are connected by New Zealand-Aotearoa's most significant river and the parallel inter-city road and rail connections; no other corridor contains such a valuable flow of water, people and goods.

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**It's significant and unique:** In terms of size, volume and value, this is New Zealand's most significant water, road and rail corridor.

**It's dynamic:** The corridor connects two of New Zealand's largest and fastest growing urban areas along a corridor with high natural and cultural importance and value. In one low-growth scenario the population living along the corridor may increase by 100-130,000 over the next 25 years, whereas in a high-growth scenario the increase doubles to more than 250,000.

**It has significant potential:** There is significant housing and employment growth potential in the Drury-Paerata-Pukekohe-Tuakau-Pokeno cluster in the north, and in the greater Hamilton area that stretches from Ngaruawahia in the north to Cambridge, Te Awamutu and Hamilton airport in the south.

**... but also challenges:** Existing corridor management issues - such as congestion on the Southern motorway and water discharge quality - have wide-reaching impacts across the Upper North Island and limit current and future potential unless addressed.

**It has the right leadership culture:** Councils and mana whenua along the corridor have a history of being willing to collaborate on land use and infrastructure planning.

**It cuts across territorial, iwi and government administrative boundaries,** providing an opportunity to create new shared insights, strategic thinking and frameworks to test current approaches build new alliances and partnerships.

**SPATIAL LAYER:  
CRITICAL AREAS TO  
PROTECT**

**THE CORRIDOR  
HAS SOME  
ENDURING  
SPATIAL LIMITS  
TO URBAN  
GROWTH**

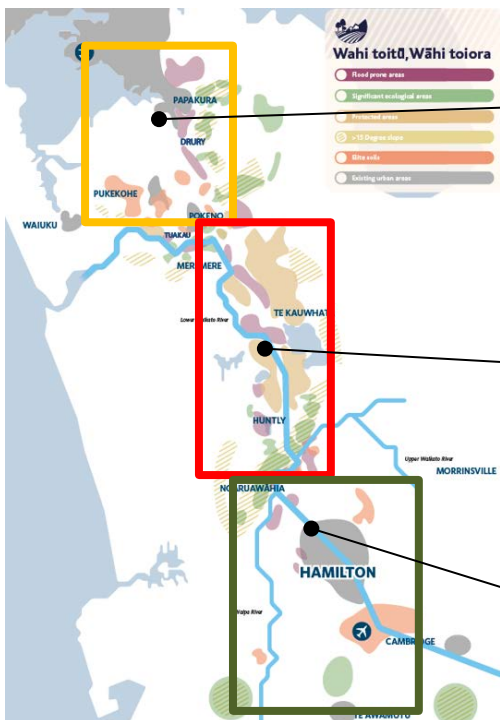
116

A shared objective for the corridor is to manage growth in a manner that protects and enhances the quality of the natural environments.

From a spatial perspective, **wāhi toitū** are the places with enduring presence that should be protected from development in perpetuity e.g. rivers, places of significance to mana whenua and the conservation estate.

**Wāhi toiora** are places where change or development should only occur with greatest care e.g. places subject to floods and hazards.

The implications of the need to protect and nurture these places is that the central ‘river communities’ section of the corridor has more limited urban growth potential than the northern and southern ends.

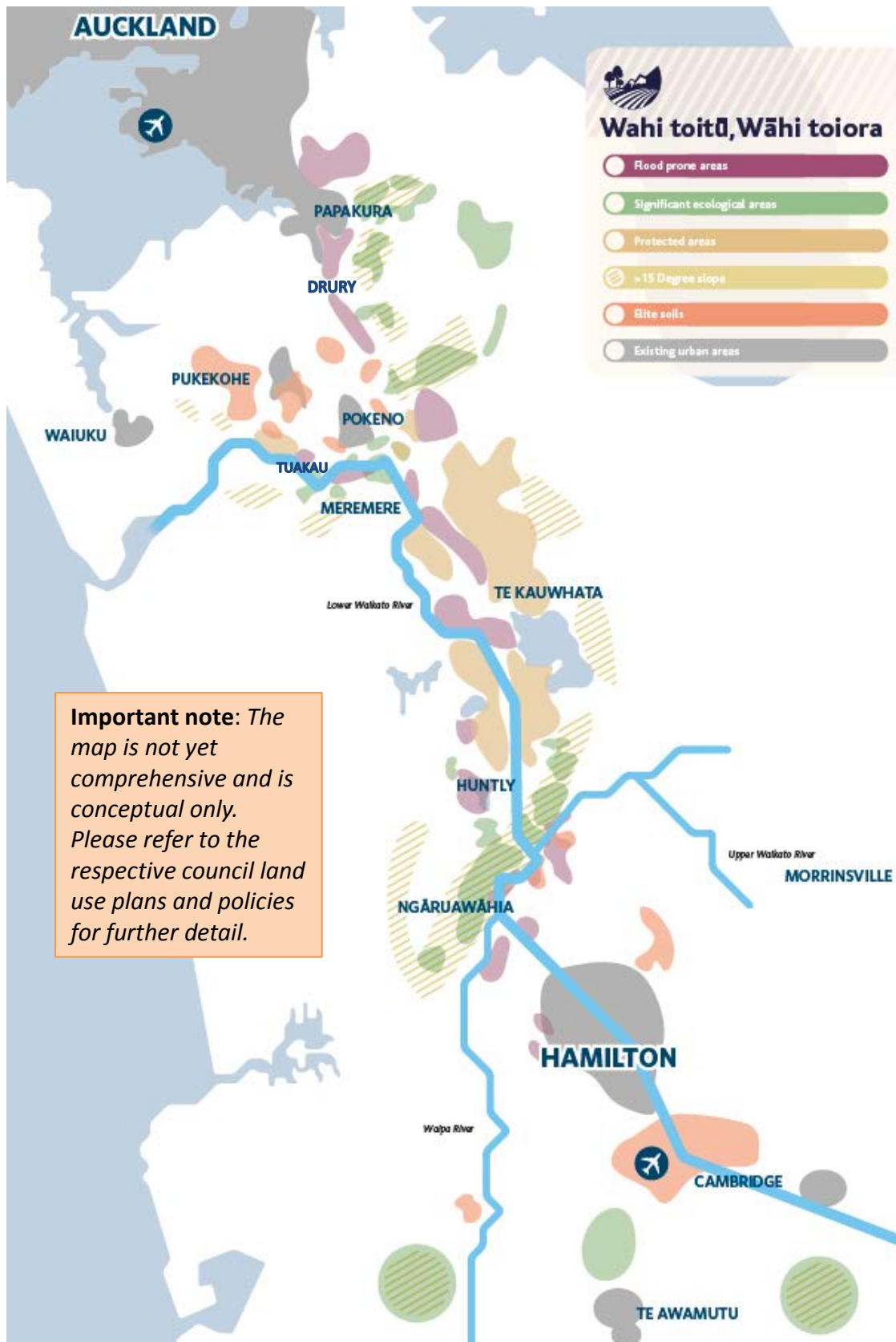


**PAPAKURA-POKENO:** Outstanding natural features and landscapes, sensitive marine environments, flood prone areas, protected areas and highly productive soils are some of the enduring environmental constraints that determine suitable areas for quality future growth.

**RIVER COMMUNITIES:** Overlapping constraints result in limited general potential for further urban development, however there are available opportunities (and strong social and economic imperatives) for targeted development in or around existing towns or some specific sites.

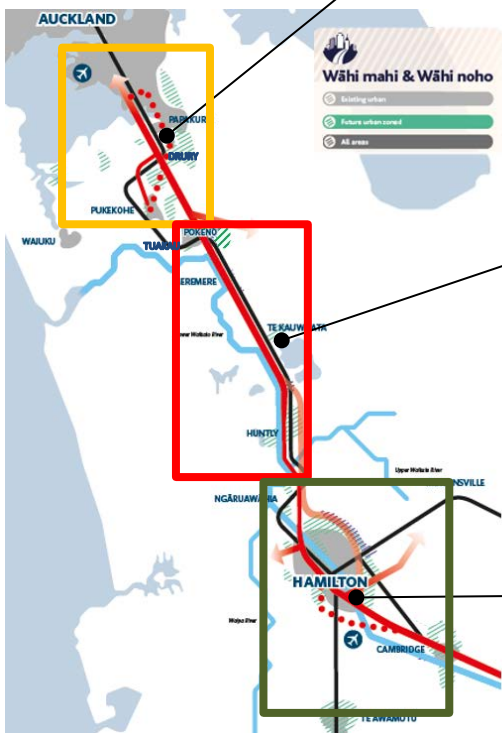
**HAMILTON-WAIKATO METRO AREA:** There are fewer absolute limits on urban growth, but as in rest of corridor most development would require specific environmental and hazard mitigation.

# Spatial intent: Wāhi toitū and wāhi toiora



## SPATIAL INTENT : TRANSPORT CORRIDORS

# THE ROAD NETWORK HAS BECOME THE DOMINANT INFLUENCE ON LAND USE PATTERNS



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There is a lack of transport choice within the corridor. Significant investment in additional roading capacity in the Southern Motorway-Waikato Expressway has brought short term benefits such as temporarily faster travel times. However, in the absence of mass transit along the corridor (or even basic public transport, in sections) this will further shift travel and land use patterns towards road-based travel options – unless there is a bold (re)introduction of public transport.

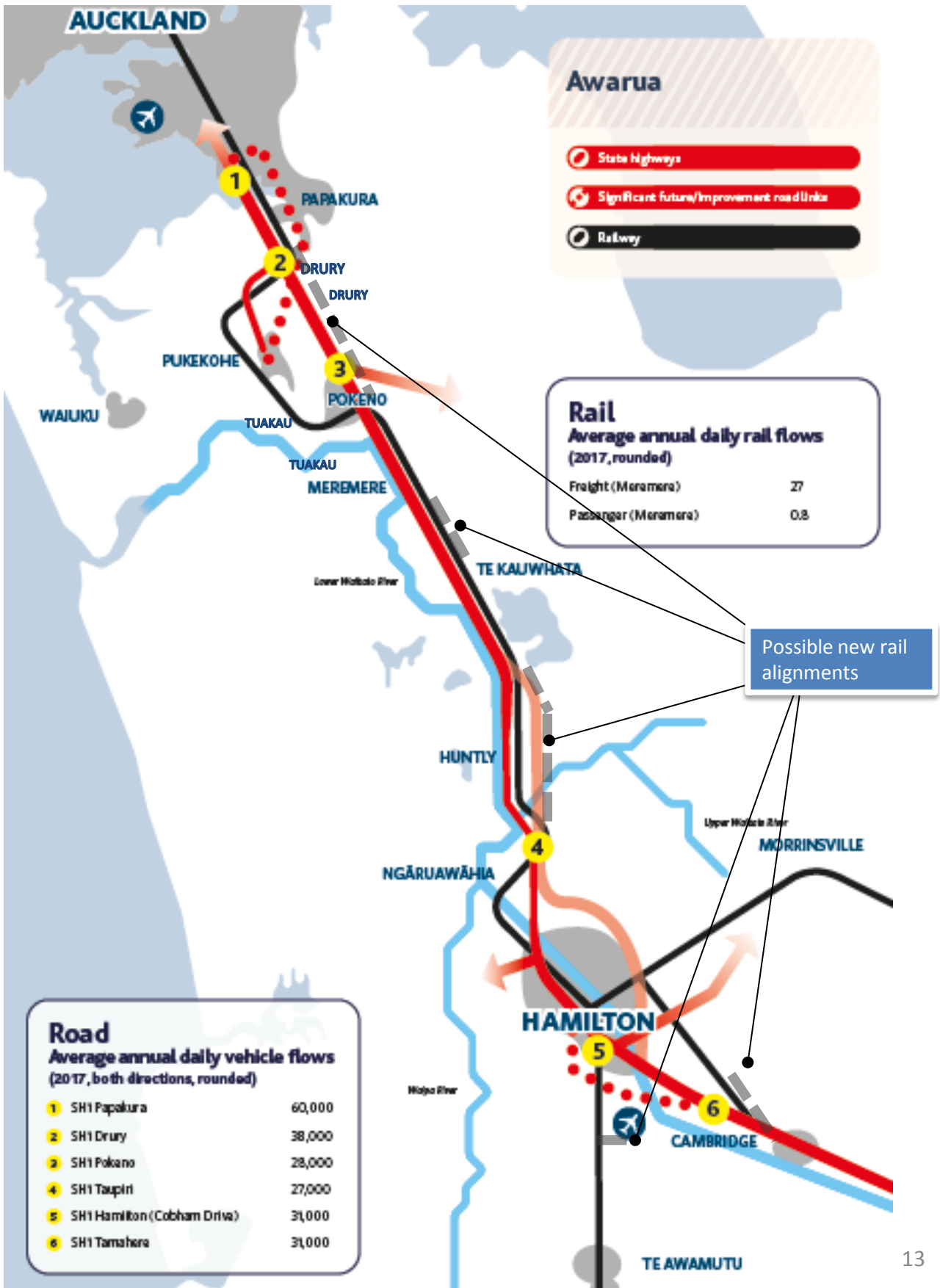
**PAPAKURA-POKENO:** The Southern Motorway (4-5 lanes from Papakura to Pokeno), the Main Trunk Line (double tracked), SH22 Drury-Pukekohe and Great South Road are the key transport corridors. All these experience capacity issues at peak and will require investment (e.g. Drury interchange) as highlighted in the Auckland Transport Alignment Project. High frequency rail services currently stop at Papakura with plans to extend rail electrification to Pukekohe in the next few years. Considerable work is being undertaken to develop transport networks in line with growth in this area.

**RIVER COMMUNITIES:** When completed the 4-lane Waikato Expressway will extend from Pokeno to Cambridge, offering a high level of service to all settlements along the way. River communities are heavily reliant on the expressway (and private mobility) for most travel as there is very limited public transport between Pokeno-Huntly, and no cycling tracks. The Main Trunk Line is mainly double-track apart from short sections around Meremere and Taupiri.

**HAMILTON-WAIKATO METRO AREA:** The area has extensive roading and cycling networks, and an extensive regional and urban public transport network that however has a low mode share. The Main Trunk and Eastern Trunk Lines cross each other in central Hamilton and service key inland freight hubs. Hamilton airport is just to the south.



# Spatial Intent: Awarua/Transport Corridors

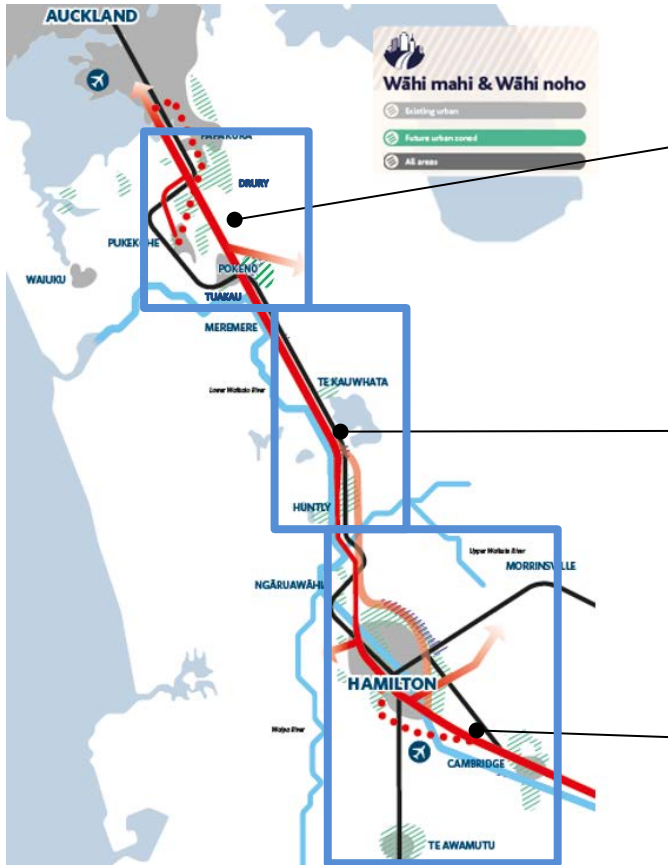
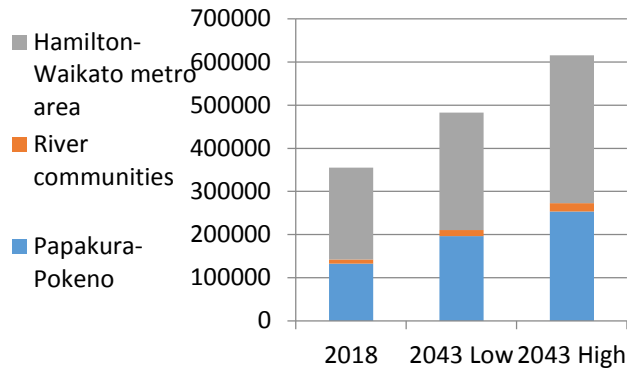


**SPATIAL INTENT:  
PRIORITY DEVELOPMENT  
AREAS**

**THE CORRIDOR HAS  
SIGNIFICANT BUT  
SPECIFIC  
DEVELOPMENT  
POTENTIAL**

Within the frame presented by **wāhi toitū and wāhi toiora** – and underpinned by the significant transport networks – the corridor could accommodate significant housing and employment growth (in the short, medium and long term) at its northern and southern ends.

**Population growth scenarios (2018-54)  
(Statistics NZ)**



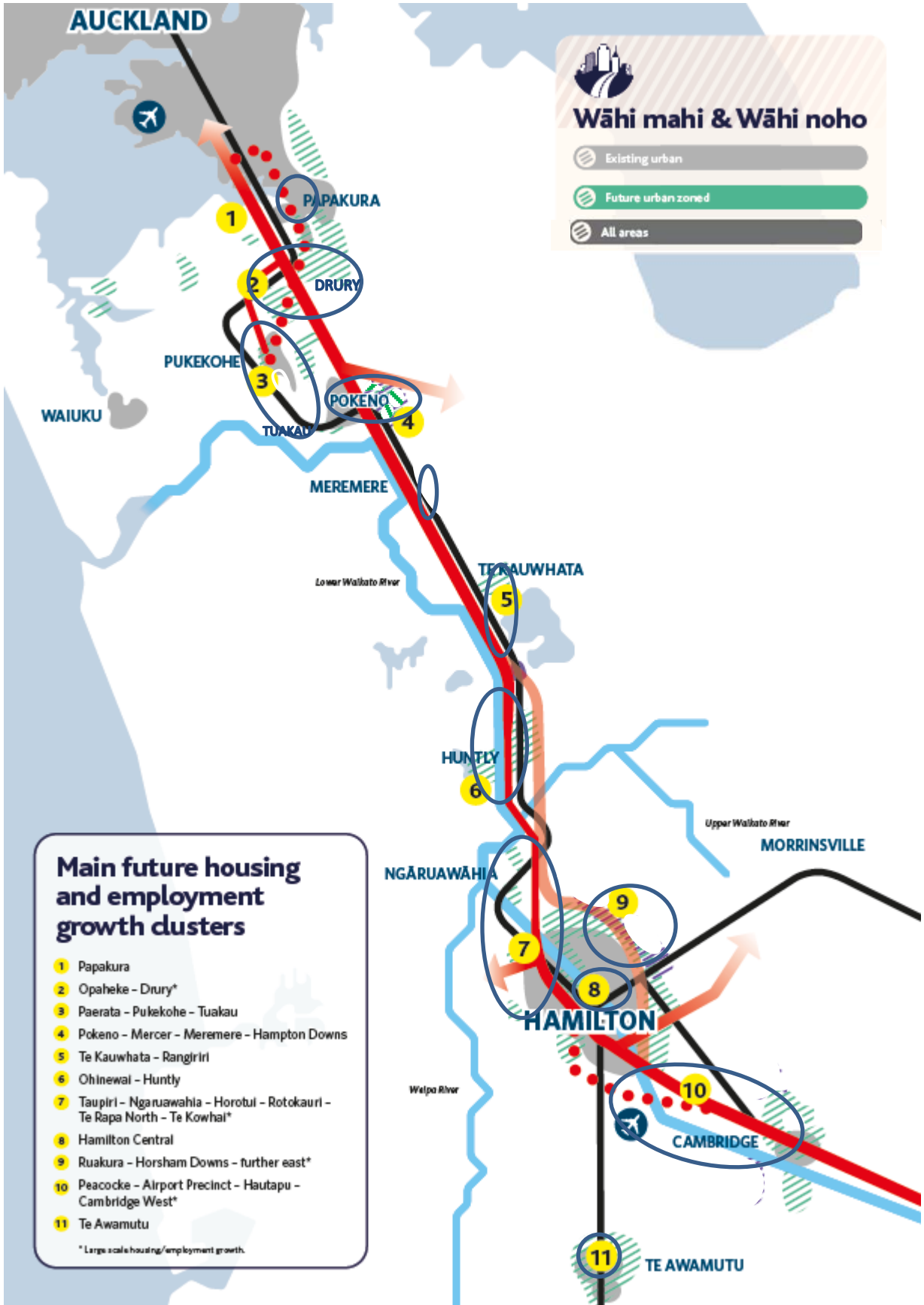
**PAPAKURA-POKENO:** This string of well-defined, rail-linked settlements has land zoned for future urban development around all existing settlements.

**RIVER COMMUNITIES:** This string of settlements has more limited population growth potential due to enduring natural constraints; however, all have potential and imperatives for revitalisation and more limited targeted development.

**HAMILTON-WAIKATO METRO AREA:** This emerging metropolitan area (which spans across three territorial authorities) has significant employment and population growth potential both in its core and periphery.



# Spatial Intent: Priority development areas



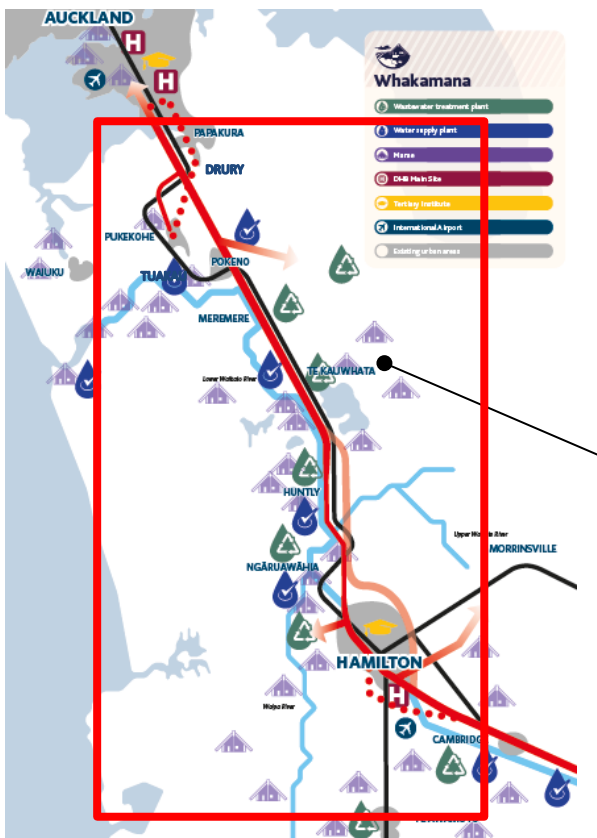
## SPATIAL INTENT: ENABLING INFRASTRUCTURE

# ONGOING DEVELOPMENT IN EACH SECTION OF THE CORRIDOR WILL REQUIRE SIGNIFICANT INVESTMENT

The full realisation of development potential will require **whakamana** or enabling investments in social and network infrastructure and services.

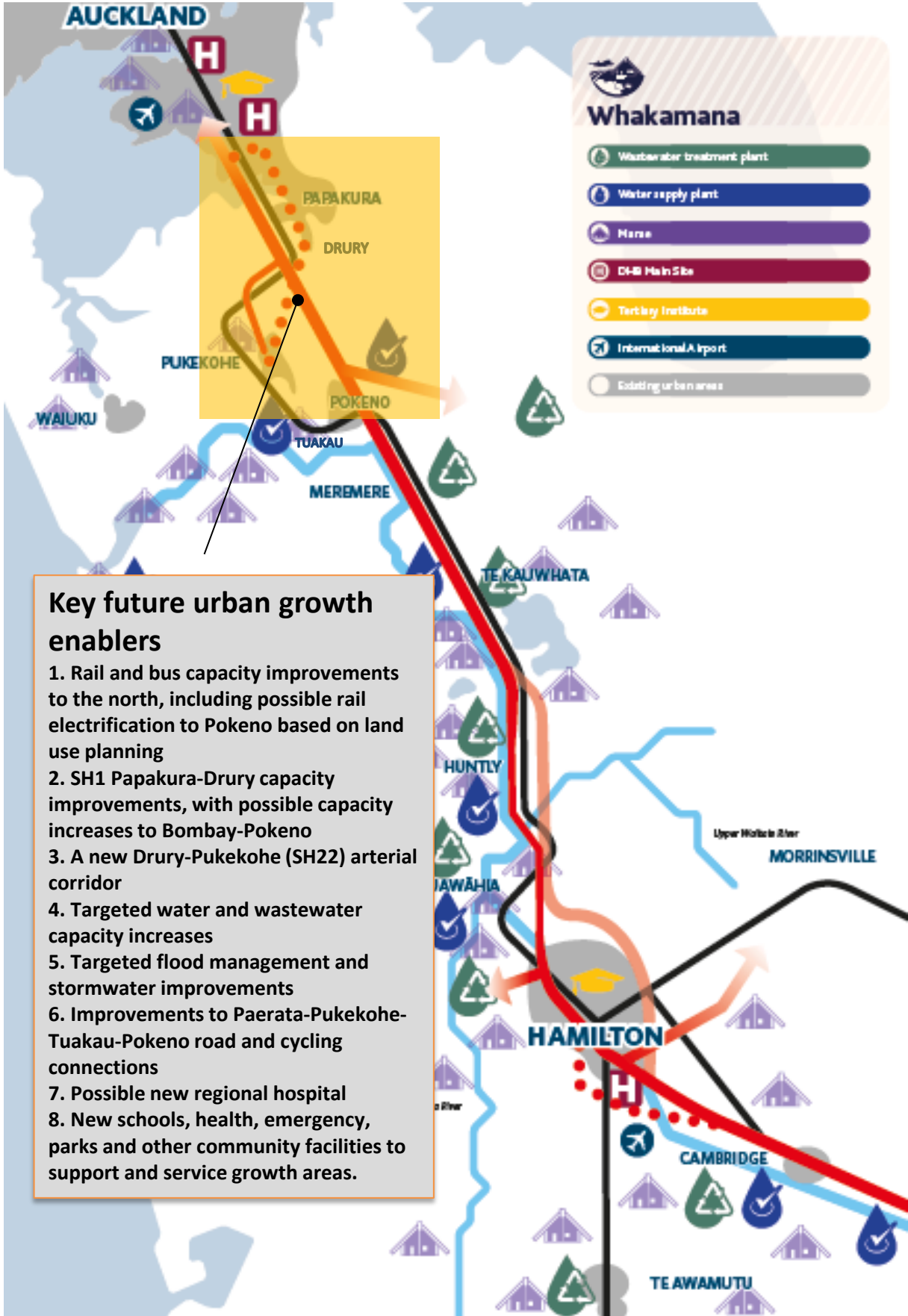
Water, wastewater, flood, drainage and a range of new regional, metro and intercity public transport service improvements will be key.

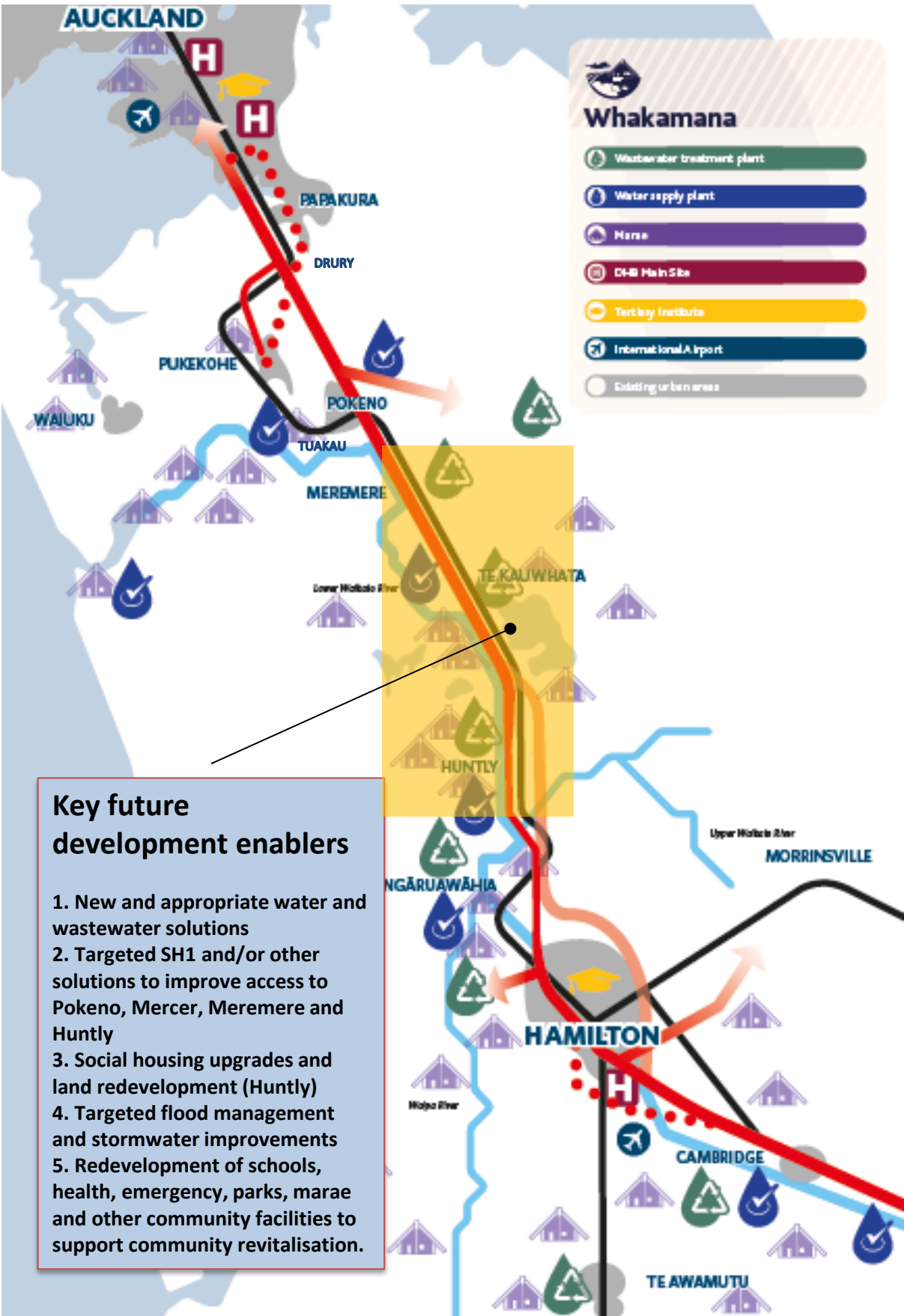
Some enablers would be spatially transformative and market-leading, whereas others are required to support new development as, where and when it occurs.

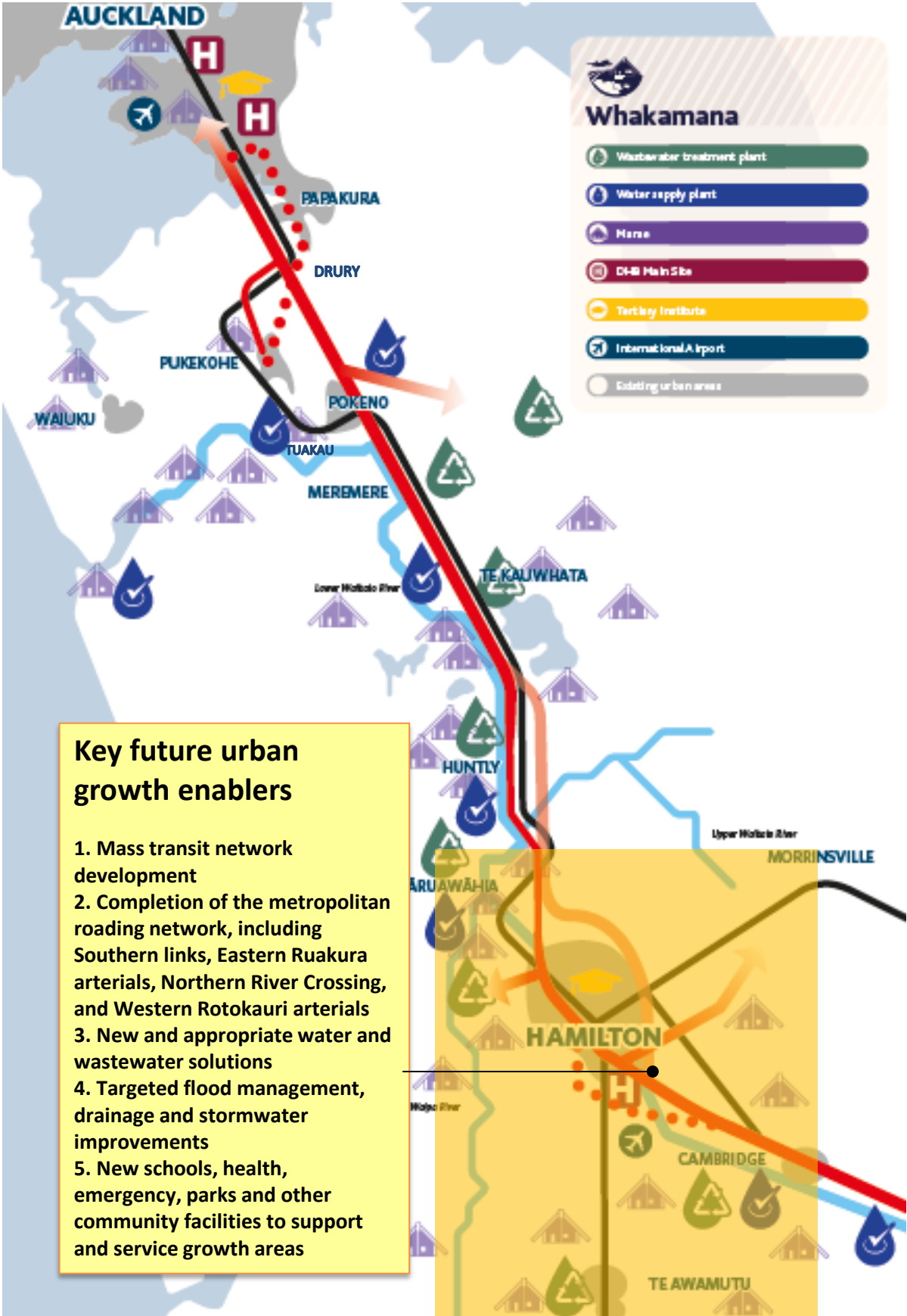


## CORRIDOR-WIDE KEY FUTURE GROWTH ENABLERS

1. New comprehensive and long term water management solutions for Auckland and the Waikato regions – including new allocation tools, efficiency gains and additional treatment capacity
2. Selective rail network capacity improvements to accommodate increased freight and passenger services in specific Auckland, Meremere, Huntly and Hamilton locations
3. New partnerships to facilitate the urgent need for local employment creation in southern Auckland, within the River Communities and selected Hamilton-Waikato sites to balance commuter flows and make the most of the corridor's potential.



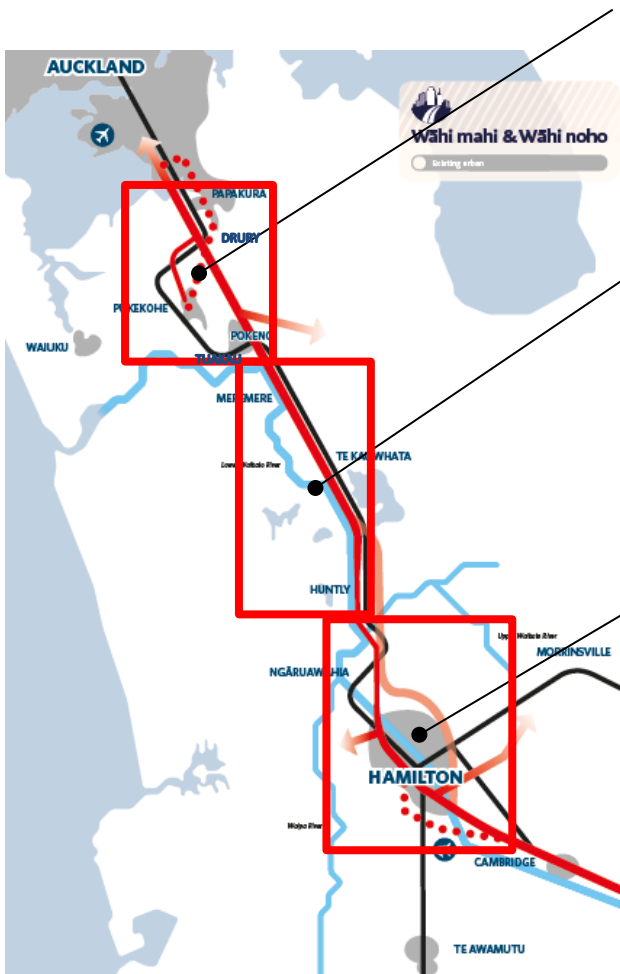






## GOING FORWARD

# THE FIVE-PART HOUSING & URBAN GROWTH PROGRAMME



### ONE: STRONGER CORRIDOR CONNECTIONS

*Direct and (re)shape future urban growth along the corridor through significantly strengthened green open space and mass transit networks.*

### TWO: THE PĀPAKURA-POKENO CORRIDOR

*Supporting and unlocking, where appropriate, the significant residential and employment development potential and iwi aspirations for this string of well-defined, rail-linked settlements through integrated growth management, funding and financing and key transformational projects.*

### THREE: THE RIVER COMMUNITIES

*Supporting community and iwi-led revitalisation and targeted growth that will realise the full value of the natural, transport, marae and recreational networks that braid the area together as an asset for its people and many others who can visit and travel through.*

### FOUR: THE HAMILTON-WAIKATO METROPOLITAN AREA<sup>1</sup>

*Supporting and unlocking the residential and employment development potential and iwi aspirations for this fast-developing metropolitan area through joint planning, integrated growth management and key transformational projects.*

### FIVE: NEW TOOLS AND OPTIONS TO UNLOCK THE FULL POTENTIAL

*Supporting the realisation of full development potential in the identified 10 growth clusters through the application of new planning, funding and financing tools and options for local authorities, iwi, central government, developers and land owners.*

## FOCUS AREA ONE: STRONGER CORRIDOR CONNECTIONS

Direct and (re)shape future urban growth along the corridor through significantly strengthened green open space and mass transit networks.

### KEY INITIATIVES

#### A CROSS-REGIONAL GREEN OPEN SPACE NETWORK

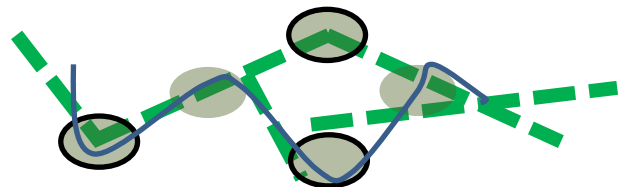
Develop and implement a blue-green open space and recreational networks programme for the corridor that has restorative, protective, cultural and recreational aims. This would include new cycling and bridle trails along the river, possibly connecting Auckland and Hamilton.

#### PILOTING A NEW COLLECTIVE BIODIVERSITY OFF-SETTING TOOL

Develop and pilot collective biodiversity off-setting as a new growth management concept that aims to achieve higher environmental outcomes if mitigation measures are concentrated in agreed areas.



#### Spatial planning concept



*Building an overarching, stronger network of green and blue spaces*

## KEY INITIATIVES

### RAPID INTERCITY RAIL

Introduce fast rail services between Auckland and Hamilton to integrate and strengthen the respective labour, housing and business markets of south Auckland and the Hamilton-Waikato metro area.

### EXTENDING AUCKLAND'S METRO SERVICES SOUTH

Extend mass transit (rail and bus) from Papakura to Pukekohe and Pokeno to fundamentally 'switch' urban development along the corridor towards mass transit.

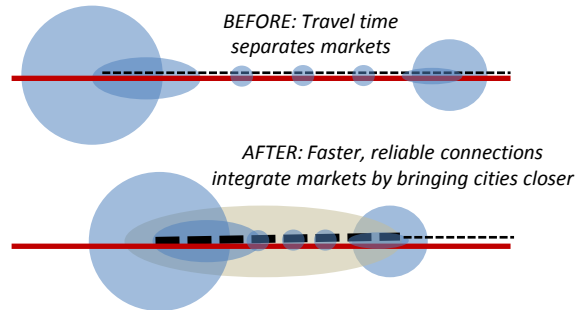
### A NEW HAMILTON METRO RAIL SERVICE

Introduce a metro mass transit network (possibly including metro rail) that connects all the key growth nodes of the metropolitan area.

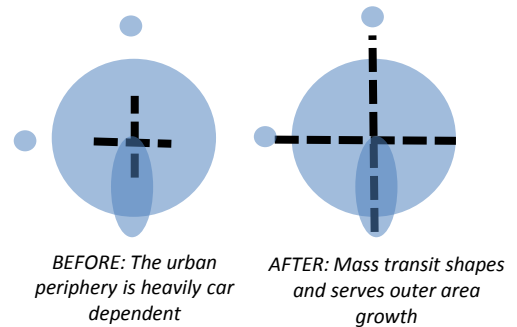
### PUBLIC TRANSPORT FOR AND TO ALL TOWNS

Support inter-regional public transport to connect all towns from Hamilton to Papakura, capitalising on future enhancements to the rail network.

#### Spatial planning concept



#### Spatial planning concept





**A possible integrated bus-rail transport solution**

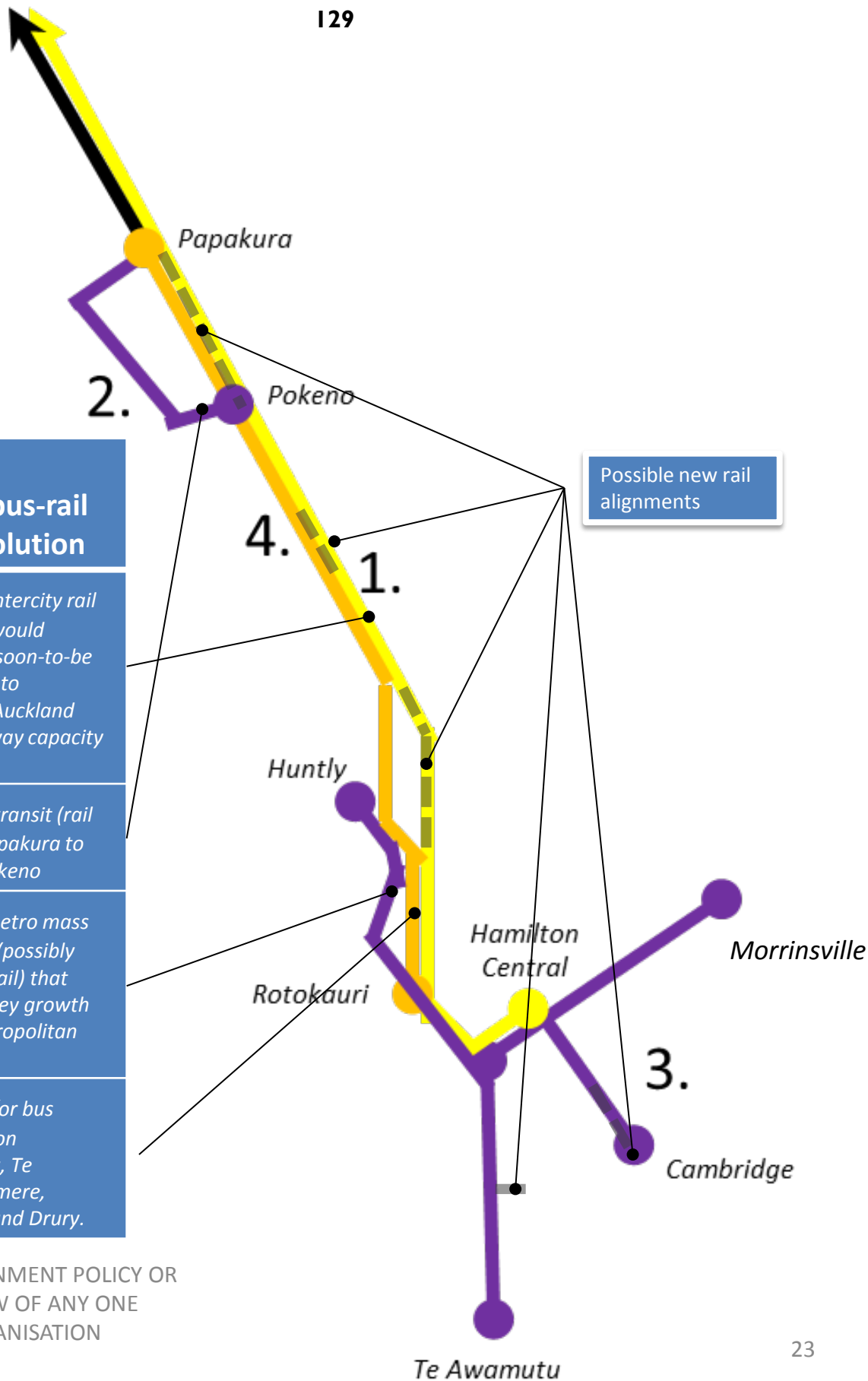
**1.** A new rapid intercity rail connection that would complement the soon-to-be completed Waikato Expressway and Auckland Southern Motorway capacity increases.

**2.** Extend mass transit (rail and bus) from Papakura to Pukekohe and Pokeno

**3.** Introduce a metro mass transit network (possibly including metro rail) that connects all the key growth nodes of the metropolitan area

**4.** New rail and/or bus services connection Rotokauri, Huntly, Te Kauwhata, Meremere, Mercer, Pokeno and Drury.

Possible new rail alignments



NOT GOVERNMENT POLICY OR THE VIEW OF ANY ONE ORGANISATION

## FOCUS AREA TWO: PAPAURA-POKENO

Supporting and unlocking, where appropriate, the significant residential and employment development potential and iwi aspirations for this string of well-defined, rail-linked settlements through continued integrated growth management, funding and financing and key transformational projects.

### KEY INITIATIVES TO FURTHER ALIGN SPATIAL INTENT

Complete the Ōpaheke-Drury and Pukekohe-Paerata structure plans which guide the development of the southern Auckland growth areas.

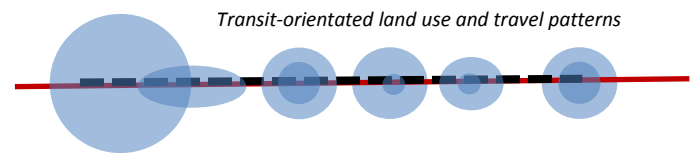
*The Government's aspiration is for this to be followed for a joint Councils-Crown-Iwi spatial plan for the southern Auckland-northern Waikato sub-region.*

### KEY INITIATIVES TO INCREASE PACE AND SCALE

**Drury:** Support the development of this significant and strategic growth node through new partnerships and applying new tools. Possible site for major regional facilities and centres.

**Pokeno:** Maximise and support the long-term growth potential of this strategically located settlement towards a more connected and transit-orientated form.

### Spatial planning concept



### DEVELOPMENT-LEADING KEY INITIATIVE

Extend **mass transit** (rail and bus) from Papakura to Pukekohe and Pokeno.

### OTHER KEY ENABLERS

New Drury-Pukekohe (SH22) arterial road corridor

High frequency bus corridor from Manukau to Drury integrated with rail capacity improvements

SH1 Papakura-Drury capacity improvements, with possible capacity increases to Bombay-Pokeno

Targeted water and wastewater capacity increases

Targeted flood management and stormwater improvements

Improvements to Paerata-Pukekohe-Tuakau-Pokeno road and cycling connections

New schools, health, emergency, parks and other community facilities to support and service growth areas.

## FOCUS AREA THREE: RIVER COMMUNITIES

Supporting community and iwi-led revitalisation and targeted growth that will realise the full value of the natural, transport, marae and recreational networks that braid the area together as an asset for its people and many others who can visit and travel through.

### KEY INITIATIVE TO FURTHER ALIGN SPATIAL INTENT

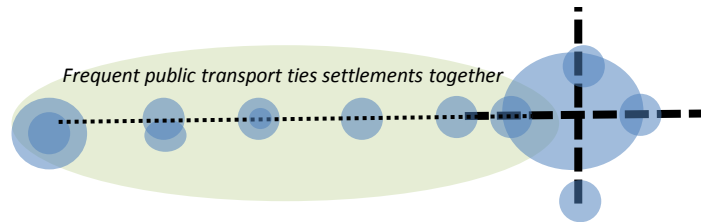
Alignment of key agencies around the Waikato District Council Blueprints for each town and development of joint initiatives.

### KEY INITIATIVES TO INCREASE PACE AND SCALE

**Meremere:** Partner with Waikato-Tainui around appropriate redevelopment opportunities for land either side of the expressway to generate local employment, services and create wider attractions and amenities.

**Huntly:** Support the revitalisation of the town through a comprehensive social housing upgrade and a possible employment, skills and technology cluster in the north and south.

### Spatial planning concept



### DEVELOPMENT-LEADING KEY INITIATIVE

Introduce peak and more frequent off peak bus services between towns

New and appropriate water and wastewater solutions

### OTHER KEY ENABLERS

Targeted SH1 and/or other transport solutions to improve access to Pokeno, Mercer, Meremere and Huntly

Targeted flood management and stormwater improvements

Redevelopment of schools, health, emergency, parks, social housing, marae and other community facilities to support community revitalisation.

## FOCUS AREA FOUR: HAMILTON-WAIKATO METRO AREA

Supporting and unlocking the residential and employment development potential and iwi aspirations of this fast-developing metropolitan area through joint planning, integrated growth management and key transformational projects.

### KEY INITIATIVES TO FURTHER ALIGN SPATIAL INTENT

Develop a joint Council-Crown-Iwi spatial plan for the metropolitan area that sets out the desired urban form and development priorities.

The spatial plan will draw on a new Mass Transit Plan and the outcomes of the joint water study for the metropolitan area.

### KEY INITIATIVES TO INCREASE PACE AND SCALE

**Northern growth node:** Focussed around proposed Rotokauri station/hub, and includes future urban areas in Ngaruawahia, Horotiu, Rotokauri, Te Rapa North and Te Kowhai

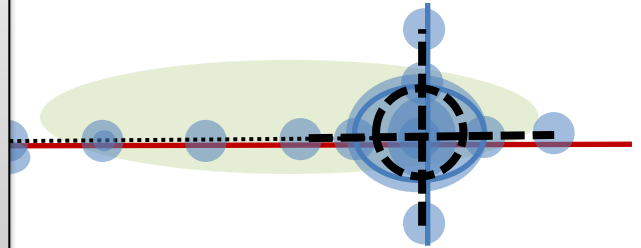
**Central:** Focussed on more people living in the CBD, an economically productive commercial core and making the CBD a vibrant destination.

**East growth node:** Focussed on the large employment and residential opportunity at Ruakura and possibly areas to the east of the Hamilton bypass

**South:** The significant collection of future growth areas in Hautapu-Cambridge, Te Awamutu, Peacocke and airport precinct.

### Spatial planning concept

*Transit-orientated land use and travel patterns*



### DEVELOPMENT-LEADING KEY INITIATIVE

Introduce a metro mass transit network (possibly including metro rail) that connects all the key growth nodes of the metropolitan area

Completion of the metropolitan roading network, including Southern links, Eastern Ruakura arterials, Northern River Crossing, and Western Rotokauri arterials

New and appropriate water and wastewater solutions

### OTHER KEY ENABLERS

Targeted flood management, drainage and stormwater improvements

New schools, health, emergency, parks and other community facilities to support and service growth areas.

## **FOCUS AREA FIVE: NEW TOOLS AND OPTIONS TO UNLOCK THE FULL POTENTIAL**

Supporting the realisation of full development potential in the identified growth clusters through the application of new planning, funding and financing tools and options for local authorities, iwi, central government, developers and land owners.

### **ENABLERS THAT WILL MAKE A BIG DIFFERENCE**

- New growth management partnerships that strengthen collective ability to deliver successful growth management.
- Utilise any new funding and financing tools for developers and councils through the Urban Growth Agenda.
- Increased Crown involvement to support pace and scale, including KiwiBuild, Housing and Urban Development Agency and the Three Waters review.
- Using the corridor spatial planning and partnerships to support, unlock and guide planned Crown investment in social housing, health and education facilities.
- Linking the corridor planning and partnership to the plans and initiatives of Te Waka and ATEED and exploring opportunities for attracting investment from the Provincial Growth Fund.
- Applying new approaches to planning and land use regulation as these become available from the Urban Growth Agenda.
- New tools to enable ease of water transfer within the corridor to support community growth.
- Innovative response to flood infrastructure and resilience to support community sustainability.

## APPENDIX: PROPOSED WORK PROGRAMME

PROPOSED WORK PROGRAMME	Possible scale of cost	Possible timing of start & completion		
		Year 1-3	Year 3-10	Year 10+
<b>FOCUS AREA ONE: STRONGER CORRIDOR CONNECTIONS</b>				
Investigate the implementation of a blue-green open space and recreational networks programme for the corridor. This would include new cycling and bridle trails along the river, possibly connecting Auckland and Hamilton.	\$\$\$			
Develop and pilot collective biodiversity off-setting as a new growth management concept that aims to achieve higher environmental outcomes if mitigation measures are concentrated in agreed areas.	\$			
Investigate the introduction of a fast rail services between Auckland and Hamilton, in stages. Add tracks and improved alignment to achieve higher speeds. Electrify whole corridor; add tracks and new alignment .	\$\$\$\$			

**FOCUS AREA TWO: PAPAURA-POKENO CORRIDOR**

<p>Complete the structure plans and consider overarching and cross boundary issues such as transport planning, protection of highly productive soils and provision of bulk network and social infrastructure between southern Auckland and northern Waikato in a more integrated manner.</p>				
<p>Drury: Support the development of this significant and strategic growth node through new partnerships and applying new tools. Possible site for major regional facilities and centres.</p>				
<p>Pokeno: Maximise and support the long-term growth potential of this strategically located settlement towards a more connected and transit-orientated form.</p>				
<p>Investigate the extension of mass transit (rail and bus) from Papakura to Pukekohe and Pokeno to fundamentally 'switch' urban development along the corridor towards mass transit.</p>	<p>\$\$\$</p>			

PROPOSED WORK PROGRAMME	Possible scale of cost			
		Year 1-3	Year 3-10	Year 10+
<b>FOCUS AREA THREE: RIVER COMMUNITIES</b>				
Appropriately incorporate key initiatives identified through the Waikato District Council Blueprint project into the corridor planning over time.				
Meremere: Partner with Waikato-Tainui around appropriate redevelopment opportunities for land either side of the expressway to generate local employment, services and create wider attractions and amenities.				
Huntly: Support the revitalisation of the town through a comprehensive social housing upgrade and a possible employment, skills and technology cluster in the north and south.	\$\$			
Investigate the introduction of regular bus services that connect all towns between Hamilton and Papakura, with high-quality interchanges and metro and intercity service integration	\$\$			
URGENT: New and appropriate water and wastewater solutions for Te Kauwhata, Huntly and smaller settlements	\$\$			



## FOCUS AREA FOUR: HAMILTON-WAIKATO METRO AREA

Develop a joint Council-Crown-lwi spatial plan for the metropolitan area that sets out the desired form and development priorities. The spatial plan will draw on a new Mass Transit Plan for the metropolitan area and the outcomes of the joint waters study for the metropolitan area.				
Introduce a metro rail network (as part of a larger Mass Transit Plan) that connects the all the key growth nodes of the metropolitan area	\$\$\$			
Northern growth node: Focused around proposed Rotokauri station/hub, and includes future urban areas in Ngaruawahia, Horotiu, Rotokauri, Te Rapa North and Te Kowhai				
Central: Support the revitalisation and intensification of Hamilton CBD, including possible new station				
North-East node: Focused on the large employment and residential opportunity at Ruakura and possibly areas to the east of the Hamilton bypass				
South: The significant collection of future growth areas in Hautapu-Cambridge, Te Awamutu, Peacocke and airport precinct				
Completion of the metropolitan roading network, including Southern links, Eastern Ruakura arterials, Northern River Crossing, and Western Rotokauri arterials	\$\$\$			
New and appropriate water and wastewater solutions	\$\$\$			
Targeted flood management, drainage and stormwater improvements	\$\$			

PROPOSED WORK PROGRAMME	Possible scale of cost			
		Year 1-3	Year 3-10	Year 10+
<b>FOCUS AREA FIVE: NEW TOOLS AND OPTIONS TO UNLOCK THE FULL POTENTIAL</b>				
New growth management partnerships that strengthen collective ability to deliver successful growth management.				
Utilise any new funding and financing tools for developers and councils through the Urban Growth Agenda.				
Increased Crown involvement to support pace and scale, including KiwiBuild, Housing and Urban Development Agency and the Three Waters review.				

## APPENDIX: POSSIBLE STAGING OF KEY TRANSPORT INITIATIVES

CONCEPT	Stage 1: A possible shorter term (years 1-3) package	Stage 2: A possible medium term package (years 4-10)	Stage 3: A possible longer term (year 10+) package
<b>Intercity rail services</b>	Introduce non-stop diesel rail service (Frankton) to Papakura via Rotokauri and Huntly with a level of service that matches customer needs and expectations	Add tracks and improved alignment (where needed) to achieve higher speeds. Extend service to new Hamilton CBD station and a stop closer to Britomart	Electrify whole corridor; add tracks and new alignment (where need) to achieve higher speeds
<b>Metro services</b>	AUCKLAND: Extend current Papakura-Pukekohe diesel shuttle service to Tuakau and Pokeno (would need 2 new stations and related tracks etc.)	Electrify Papakura to Pukekohe <u>and</u> Tuakau and Pokeno, if at all possible – and then run EMU rail service all the way to Pokeno	Electrify to Pukekohe Pokeno, if not done in medium term
	HAMILTON: Introduce a new diesel metro rail service from Huntly-Ngaruawahia-Rotokauri-Frankton-Hamilton CBD-Ruakura-Cambridge as part of a larger mass transit network. Would require new stations, related tracks, signals and possible route protection to the airport etc.		Extend rail to Hamilton airport and electrify the new metro network
<b>Regional/rural services</b>	Introduce peak and more frequent off peak bus services between Huntly, Te Kauwhata, Meremere, Mercer and Pokeno	Upgrade all bus stations and service frequency, and possible extend bus services north from Pokeno to new Drury station (bus runs along SH1)	Add bus lanes on SH1 Pokeno-Drury <u>and/or</u> Replace bus service with all-stop rail service on new electrified track

### Open Meeting

<b>To</b>	Waikato District Council
<b>From</b>	Gavin Ion Chief Executive
<b>Date</b>	6 May 2019
<b>Prepared by</b>	Brendan Stringer Democracy Manager
<b>Chief Executive Approved</b>	Y
<b>Reference</b>	GOV1301
<b>Report Title</b>	Exclusion of the Public

## I. EXECUTIVE SUMMARY

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To exclude the public from the whole or part of the proceedings of the meeting to enable Council to deliberate and make decisions in private on public excluded items.

## 2. RECOMMENDATION

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**THAT** the report of the Chief Executive be received;

**AND THAT** the public be excluded from the meeting to enable Council to deliberate and make decisions on the following items of business:

**Confirmation of Council Minutes dated 8 April 2019**

**Receipt of Minutes:**

- **Water Governance Board Meeting – 24 April 2019**

### REPORTS

#### a. Chief Executive's Issues

*The general subject of the matter to be considered while the public is excluded, the reason, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 are as follows:*

**Reason for passing this resolution to withhold exists under:**      **Ground(s) under section 48(1) for the passing of this resolution is:**

**Sections 7(2)(f),(g),(h),(i),(j)**

**Section 48(1)(a)(d)**

**b. Mayoral Issues**

*The general subject of the matter to be considered while the public is excluded, the reason, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 are as follows:*

**Reason for passing this resolution to withhold exists under:**      **Ground(s) under section 48(1) for the passing of this resolution is:**

**Sections 7(2)(f),(g),(h),(i),(j)**

**Section 48(1)(a)(d)**

**3. ATTACHMENTS**

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Nil