

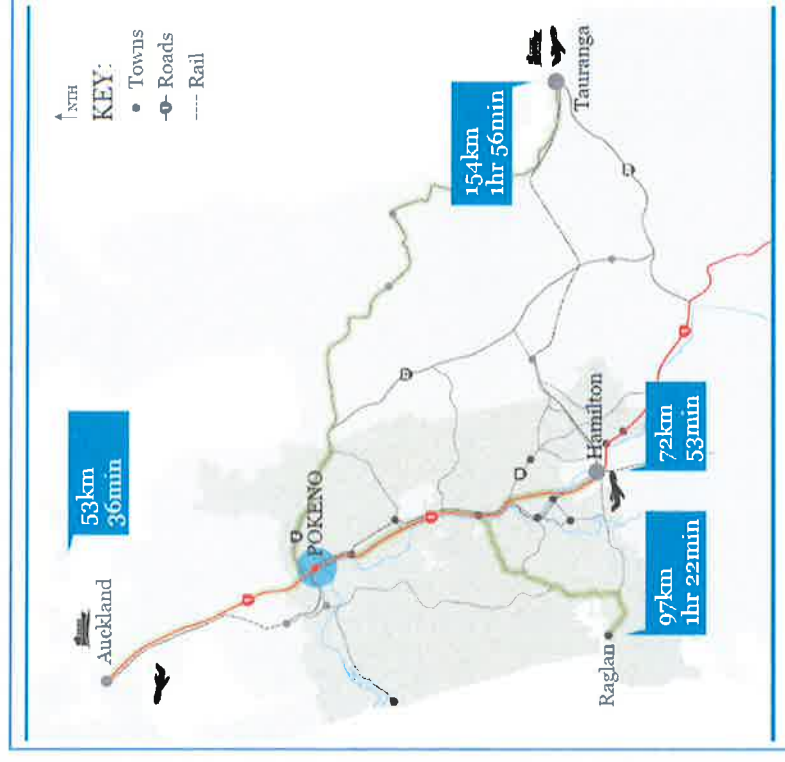
Pokeno what if

Draft thoughts on a 'high growth scenario' spatial plan and growth strategy

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For the purpose of a workshop discussion on 20 June 2019 only: Not the view of the Government, Waikato District or Waikato Regional Councils or any specific official



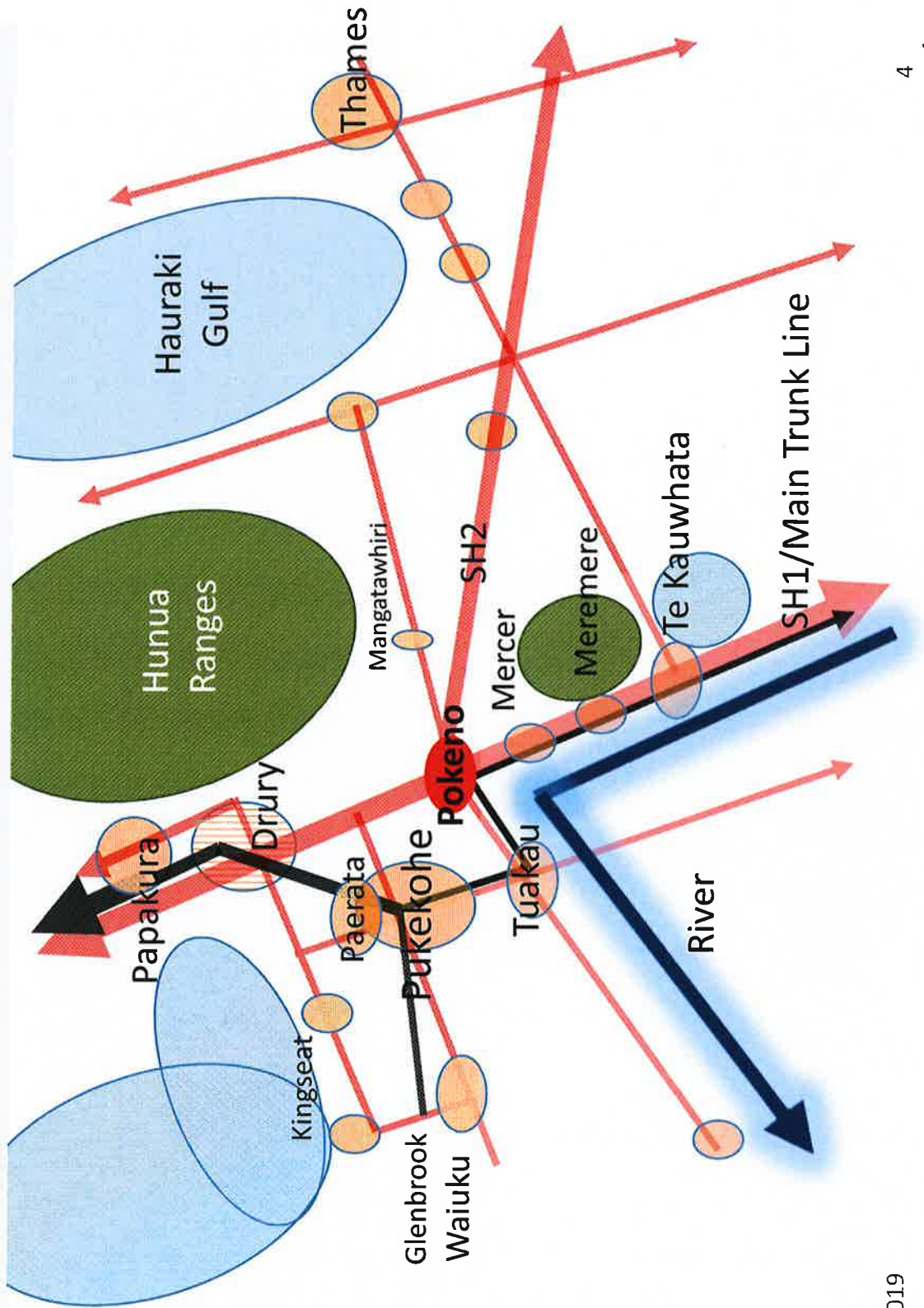
1. Introduction

- This **Hamilton-Auckland Corridor** spatial planning and growth strategy initiative responds to the unique opportunity and pressures arising from the town's strategic location and accessibility, and the resultant high degree of ongoing market interest to grow the town.
- The purpose of this initiative is not to discuss and agree whether **Pokeno should or will** grow, or by how much; that is for the market, investors and land use policy makers to determine over time.
- Instead we want to broadly agree the spatial qualities and structure of a larger town **ahead of the possible ongoing market interest and transport-related drivers** - so that we don't keep on being on the collective 'back foot' in terms of successfully managing growth in and around this town.

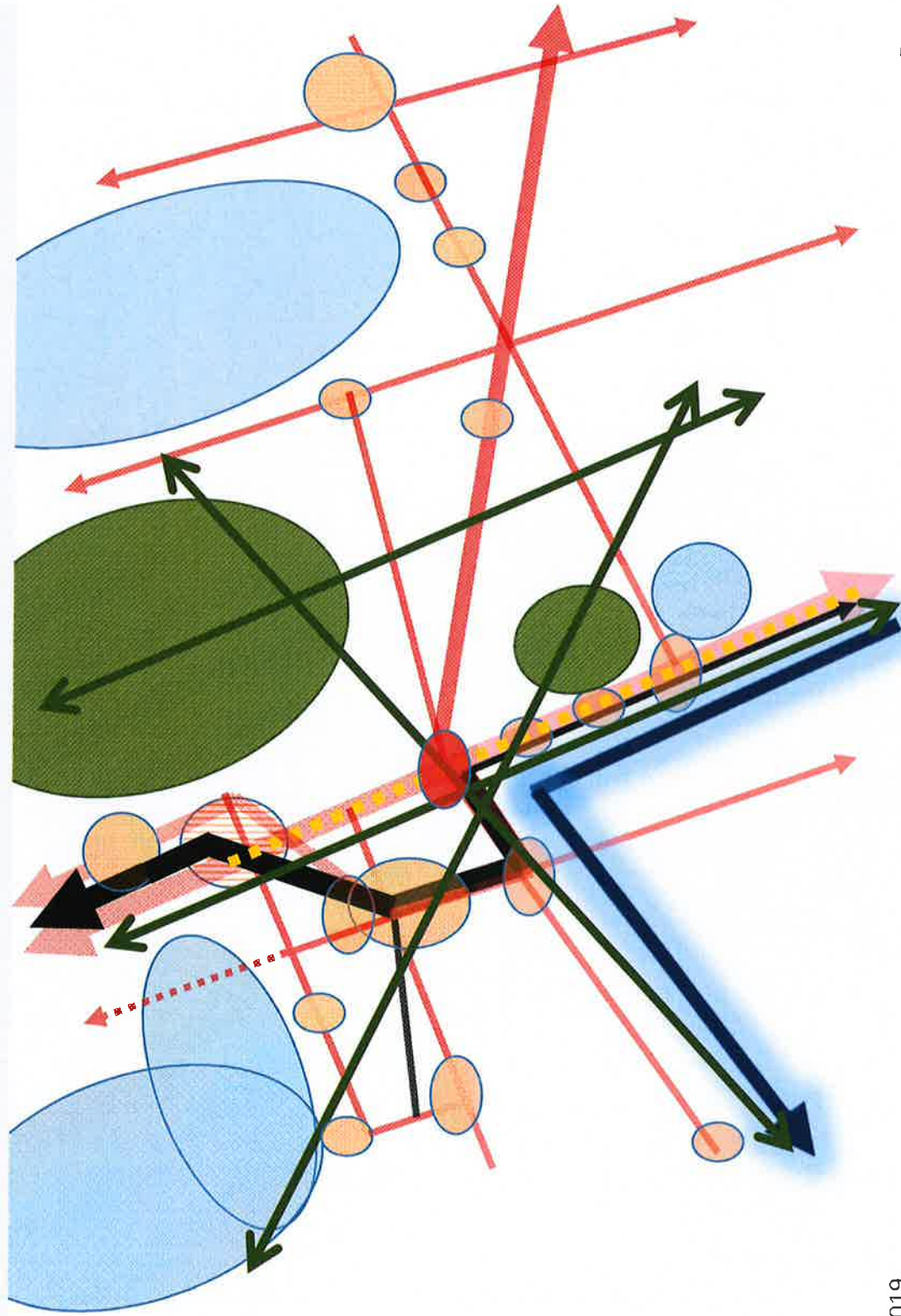
2. Context

- **Pokeno is where** three large regions meet and overlap: Auckland, Waikato and Hauraki-Bay of Plenty
- **Pokeno is also where** river, roads and rail meet:
 1. Waikato River, NZ's largest
 2. SH1/Waikato Expressway/SH1, NZ's most significant inter-city road link
 3. SH2, one of NZ's busiest inter-regional routes
 4. And the busiest section of the Main Trunk Rail Line.
- Pokeno is furthermore part of a tight network of towns from (Papakura to Te Kauwhata and Waiuku) that are highly linked socially, culturally, economically and environmentally; together they present a substantial, non-contiguous urban area.
- Pokeno is therefore in a very strategic location, and we could reasonably expect there will be ongoing interest in locating businesses and houses here i.e. a high growth scenario is not unrealistic.

A tight network of corridors and towns



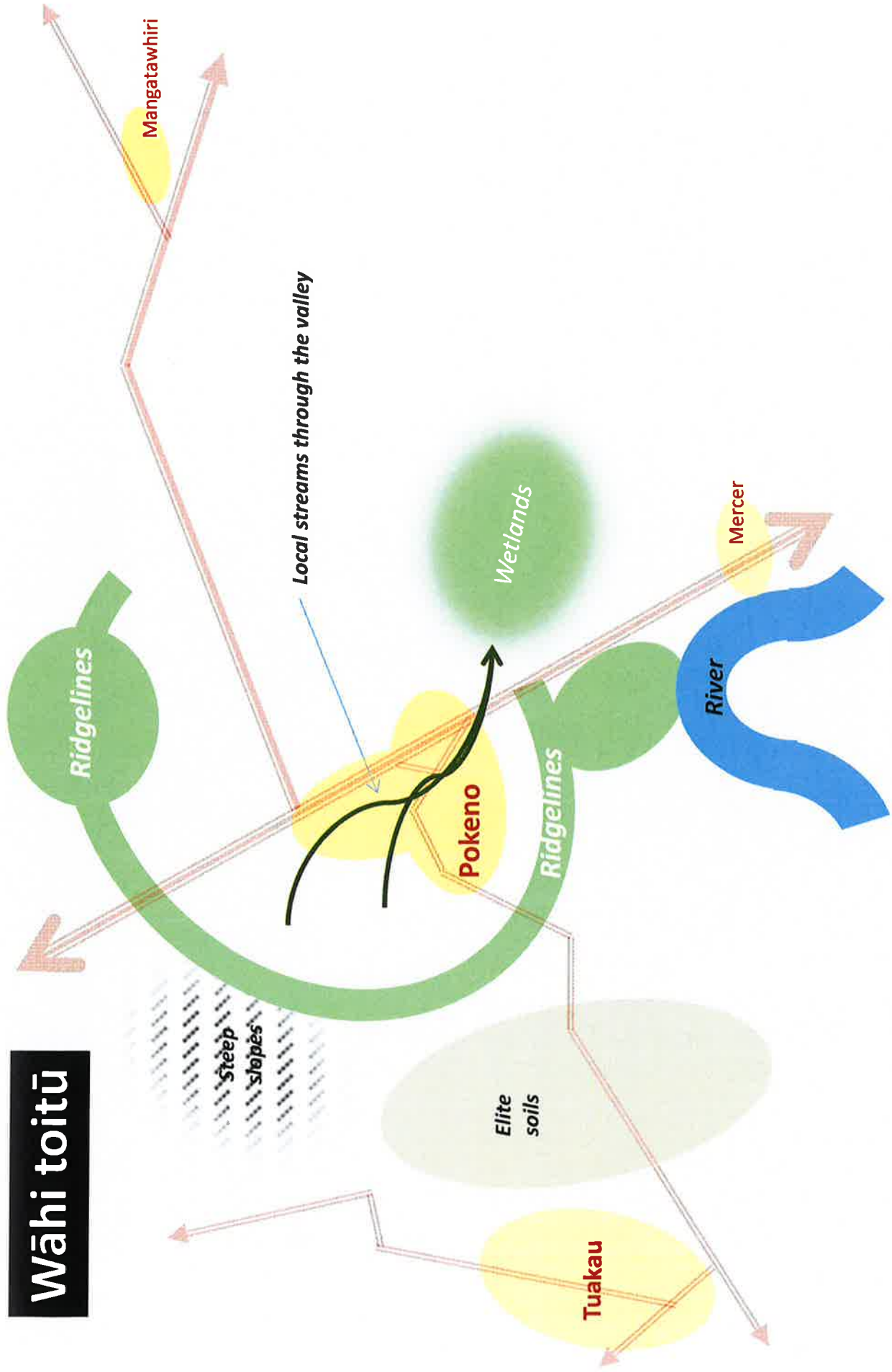
FUTURE: An even tighter network of corridors and towns



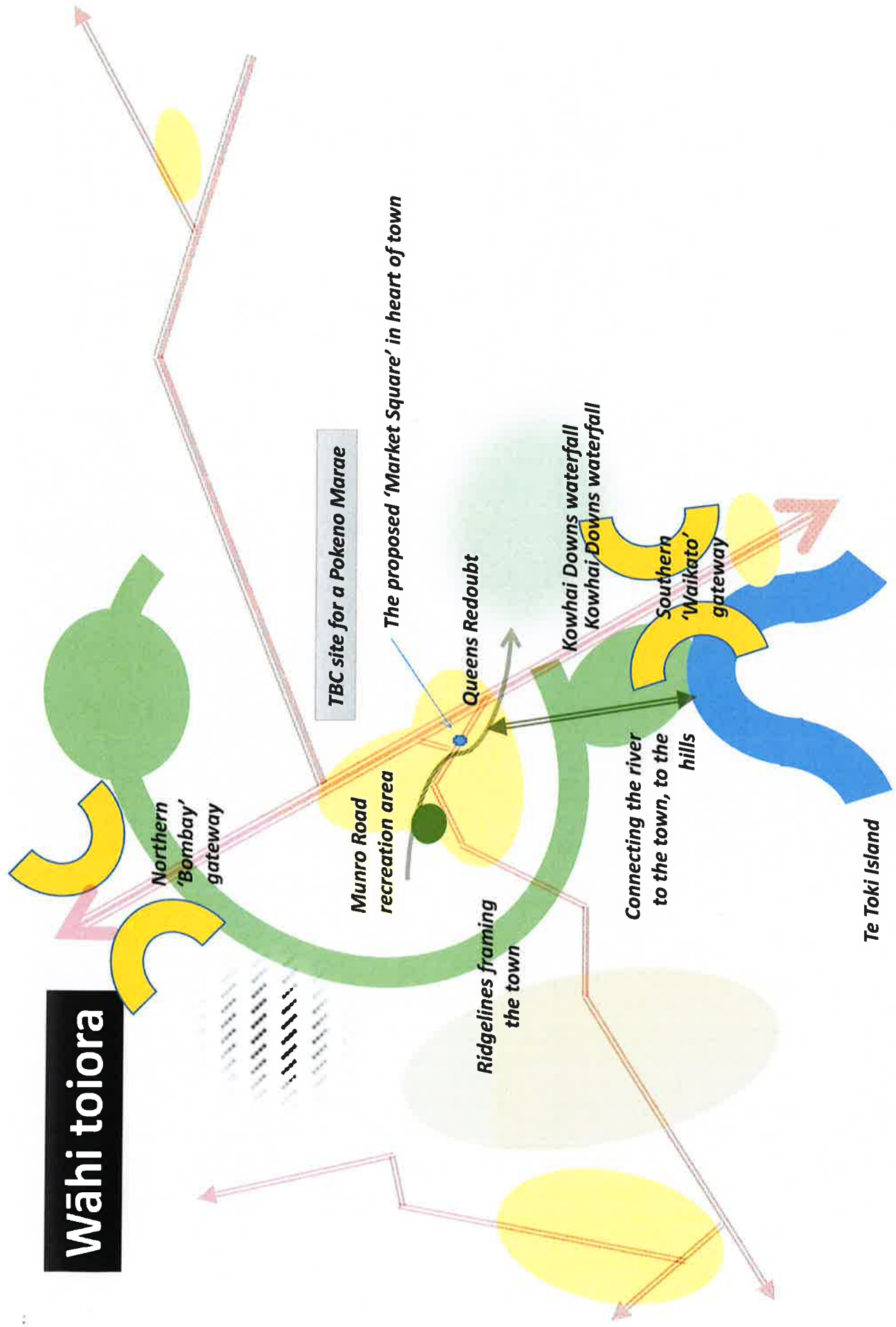
3. (Outline) Long term spatial plan

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

Wāhi toitū



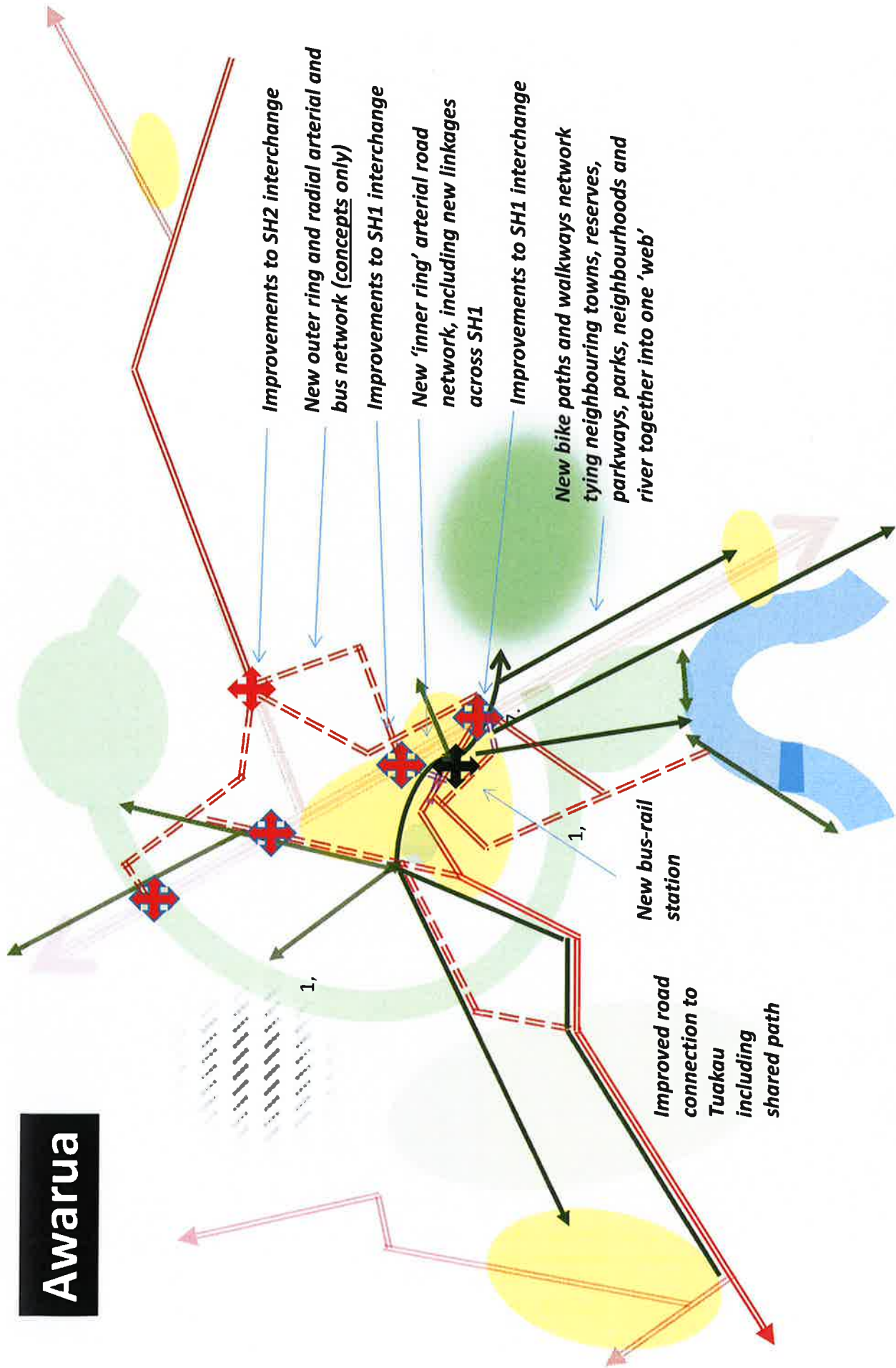
Wāhi toiora



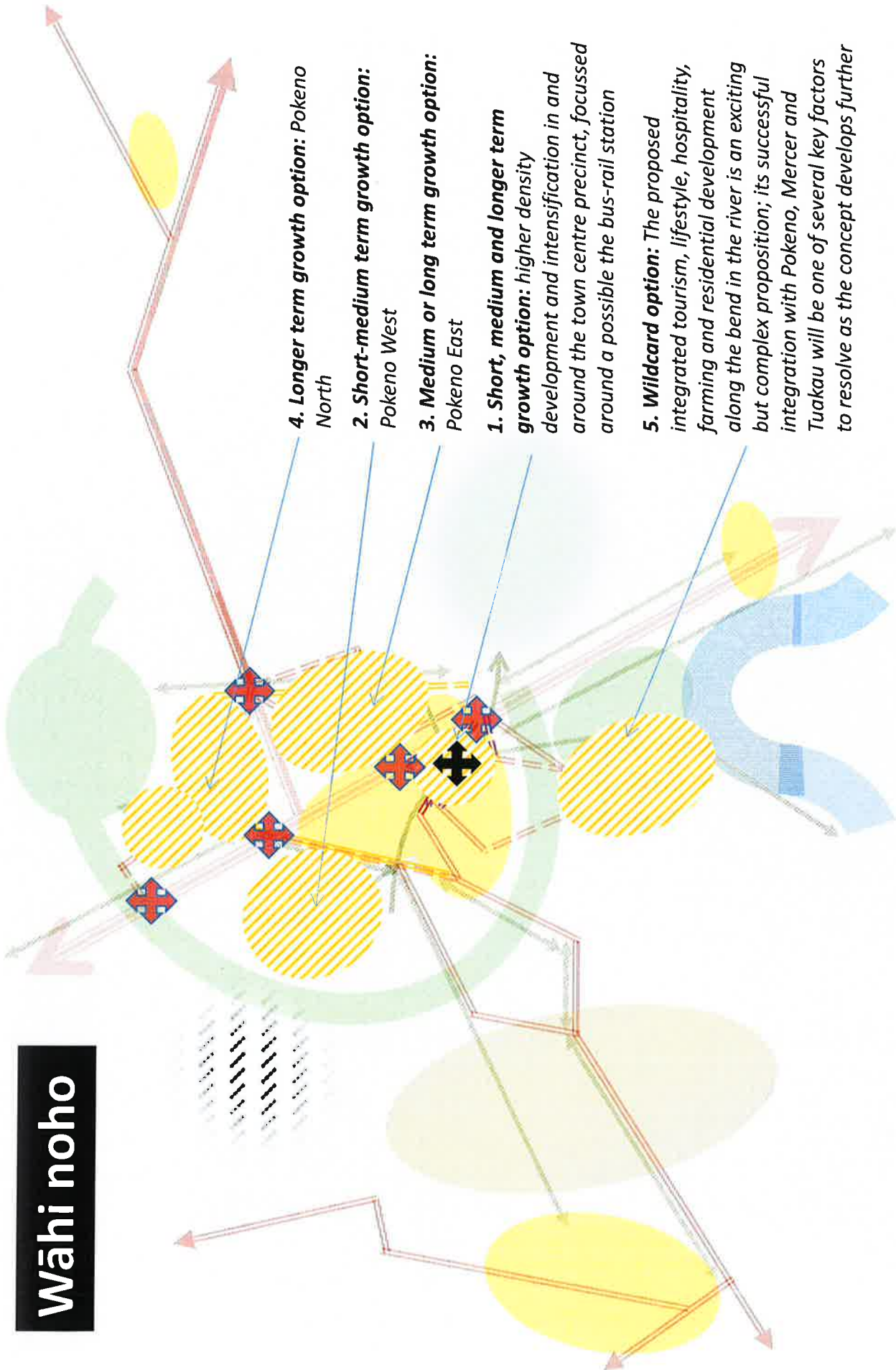
TBC site for a Pokeno Marae

The proposed 'Market Square' in heart of town

Awarua

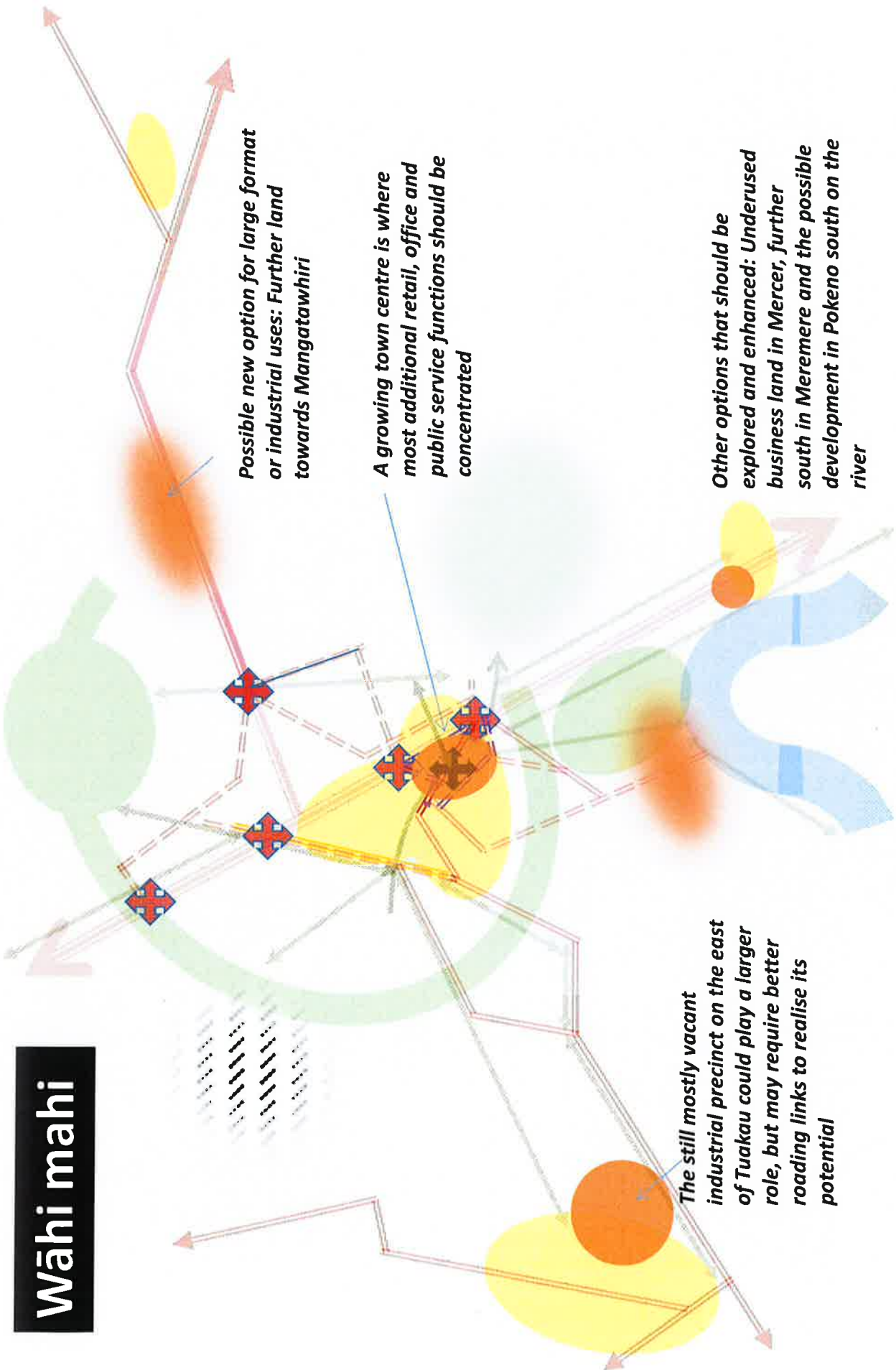


Wāhi noho

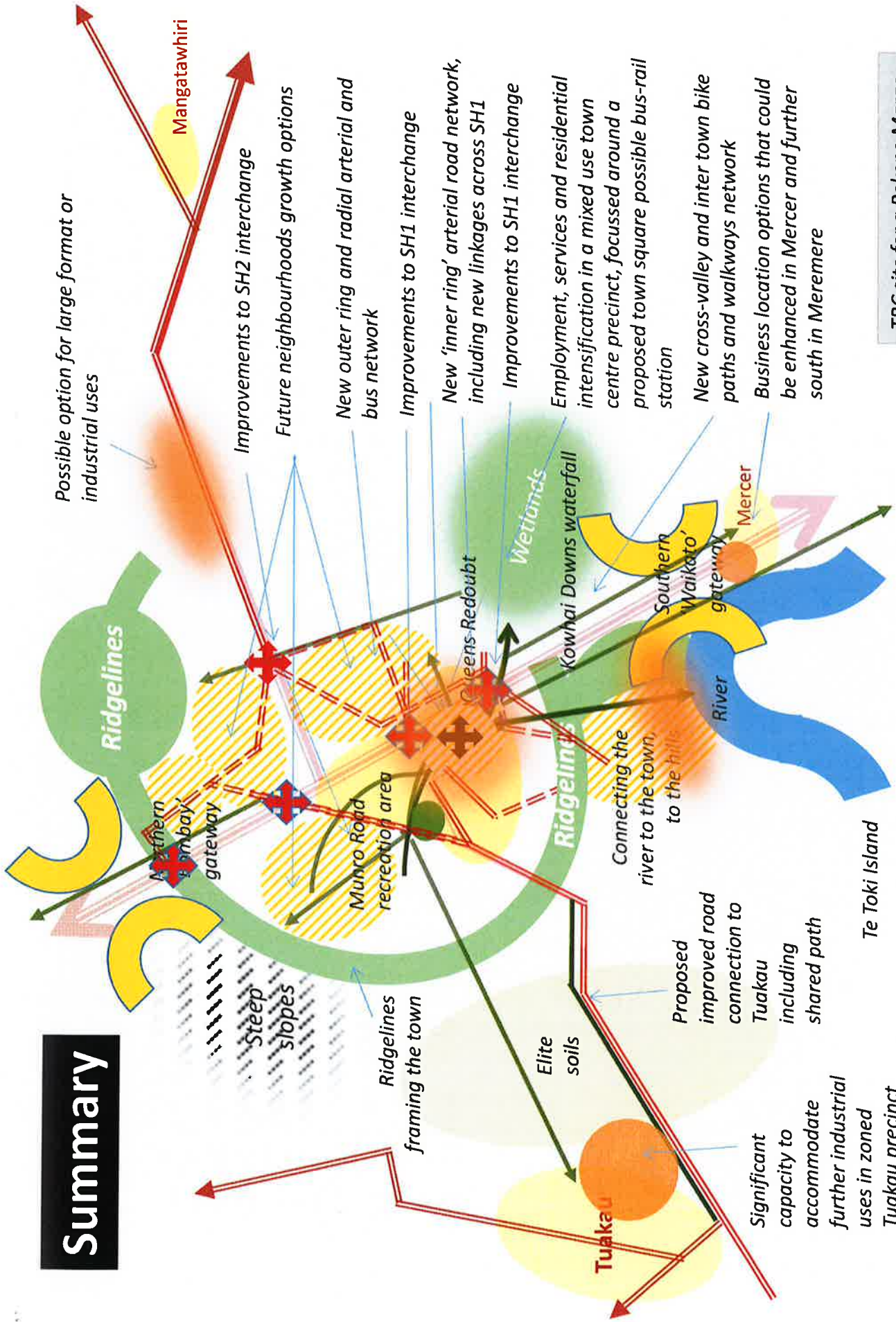


- 4. **Longer term growth option: Pokeno North**
- 2. **Short-medium term growth option: Pokeno West**
- 3. **Medium or long term growth option: Pokeno East**
- 1. **Short, medium and longer term growth option: higher density development and intensification in and around the town centre precinct, focussed around a possible the bus-rail station**
- 5. **Wildcard option: The proposed integrated tourism, lifestyle, hospitality, farming and residential development along the bend in the river is an exciting but complex proposition; its successful integration with Pokeno, Mercer and Tuakau will be one of several key factors to resolve as the concept develops further**

Wāhi mahi

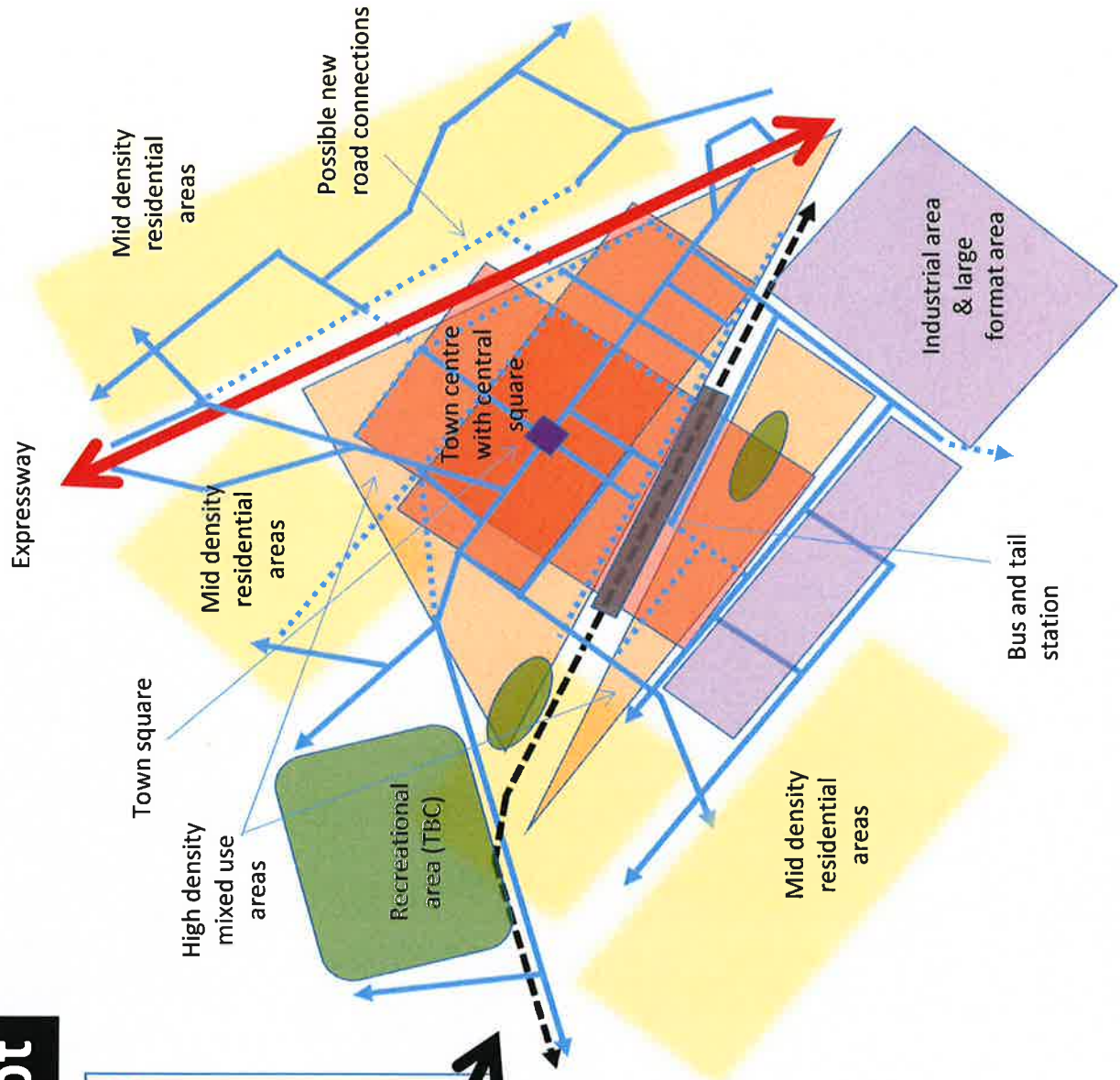
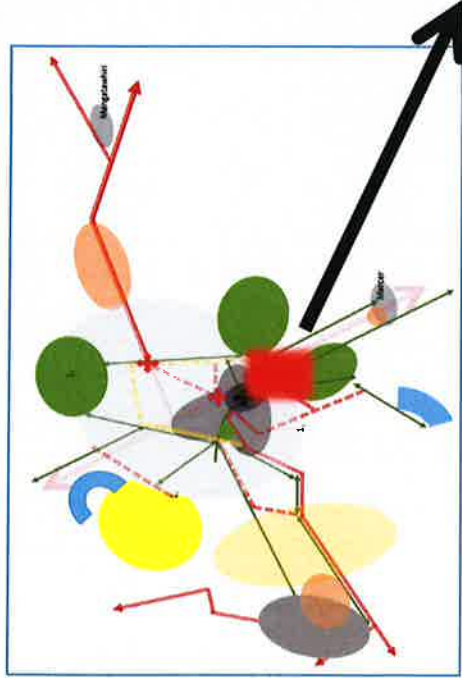


Summary



TBC site for a Pokeno Marae

Town centre concept



4. (Outline) Growth strategy

4.1 Shared strategic intent (5 key proposals)

1. Successfully accommodate future growth within the framework of a long term spatial structure plan that realises spatial planning objectives (refer 3 above)
2. Specifically, re-orientate the town's growth model fundamentally towards mass-transit orientated development (in line with rest of H2A corridor) to achieve significant mode shift towards public transport and active modes as well as the introduction of greater housing choices
3. Significantly increase employment in both the town and the surrounding networks of towns, to both increase well-being and to reduce the need to travel to distant jobs
4. Improve access to services and amenities to adequately service the local population, within the town or the surrounding network of towns, to both increase well-being and to reduce the need to travel for basic needs and regular activities
5. Ensure that new developments meet their marginal costs i.e. avoid the ratepayer or others subsidising new peripheral developments – this includes costs such as SH underpasses

4.2 Growth management principle

Additional dwellings = long term spatial plan + increased public transport + local employment + meeting full marginal costs of required supporting infrastructure

Which could mean...

- There should be no significant further residential growth in Pokeno until the...
 1. Development and adoption of a long term spatial structure plan
 2. Staged introduction of commuter rail and/or rapid bus services
 3. Creation of further employment opportunities in the local area
 4. Improved access to retail, business, recreation and community services.
- As a priority, any subsequent growth should be concentrated in and around the town centre (the 800m station catchment) to support the business case for commuter rail and/or rapid bus services, and the make the most of existing and planned investment in social and network infrastructure and retail services.
- Development option such as Pokeno East (east of SH1), Pokeno North (north of SH1 and SH2) and Pokeno South (at the river) will have to fund the cost of the required local roading, SH underpass/overpass/interchanges, active mode and related other network infrastructure - *this may result in one or more of these being deemed to be non-feasible development options in the medium or even long term.*

4.3 A possible critical growth path (Example only)

Critical path for 'unlock' initiatives...	... associated status of primary residential growth options				
	1. Town centre	2. Pokeno West	3. Pokeno East	4. Pokeno North	5. Pokeno South
1. Development and adoption of a long term spatial structure plan	-	-	-	-	-
2. Staged introduction of commuter rail and/or rapid bus services	Progress as priority	-	-	-	Potentially significant but highly complex option that requires a tailored critical paths assessment
3. Delivery of supporting network and social infrastructure (specific to each growth option)		Progress if feasible	-	-	
4. <u>Ongoing</u> creation of further employment opportunities in the local area			Progress if feasible	-	
5. <u>Ongoing</u> improved access to retail, recreation, business and community services				Progress if feasible	