

Waikato District Council

13 May 2019

Hamilton to Auckland Corridor Plan

Hei Awarua ki te Oranga

- 1. Drivers , objectives and deliverables**
- 2. Partnership:** The proposed ongoing growth management partnership
- 3. Plan:** The summary of shared spatial intent
- 4. Programme:** The proposed draft programme of transformative and enabling initiatives
- 5. Hamilton-Waikato Metropolitan Spatial Plan:** Terms of Reference

Note: The proposed partnership, the summary statement of shared spatial intent; the draft programme of transformative projects and the Hamilton-Waikato Metropolitan Spatial Plan Terms of Reference were presented to the Hamilton to Auckland Corridor Plan Leadership Group on 15 February 2019.



Objectives and principles

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

1. Improving housing affordability and choices
2. Enhancing the quality of the natural and built environments, creating vital communities
3. Improving access to employment, public services and amenities.
4. Creating employment opportunities.

Underpinned by these principles:

- Create a platform for the future that will change lives
- 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.



Why focus on this corridor?

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.

It has significant potential: There is significant further housing and employment growth potential, particularly in the Papakura-Pokeno and Hamilton-Waikato metro areas

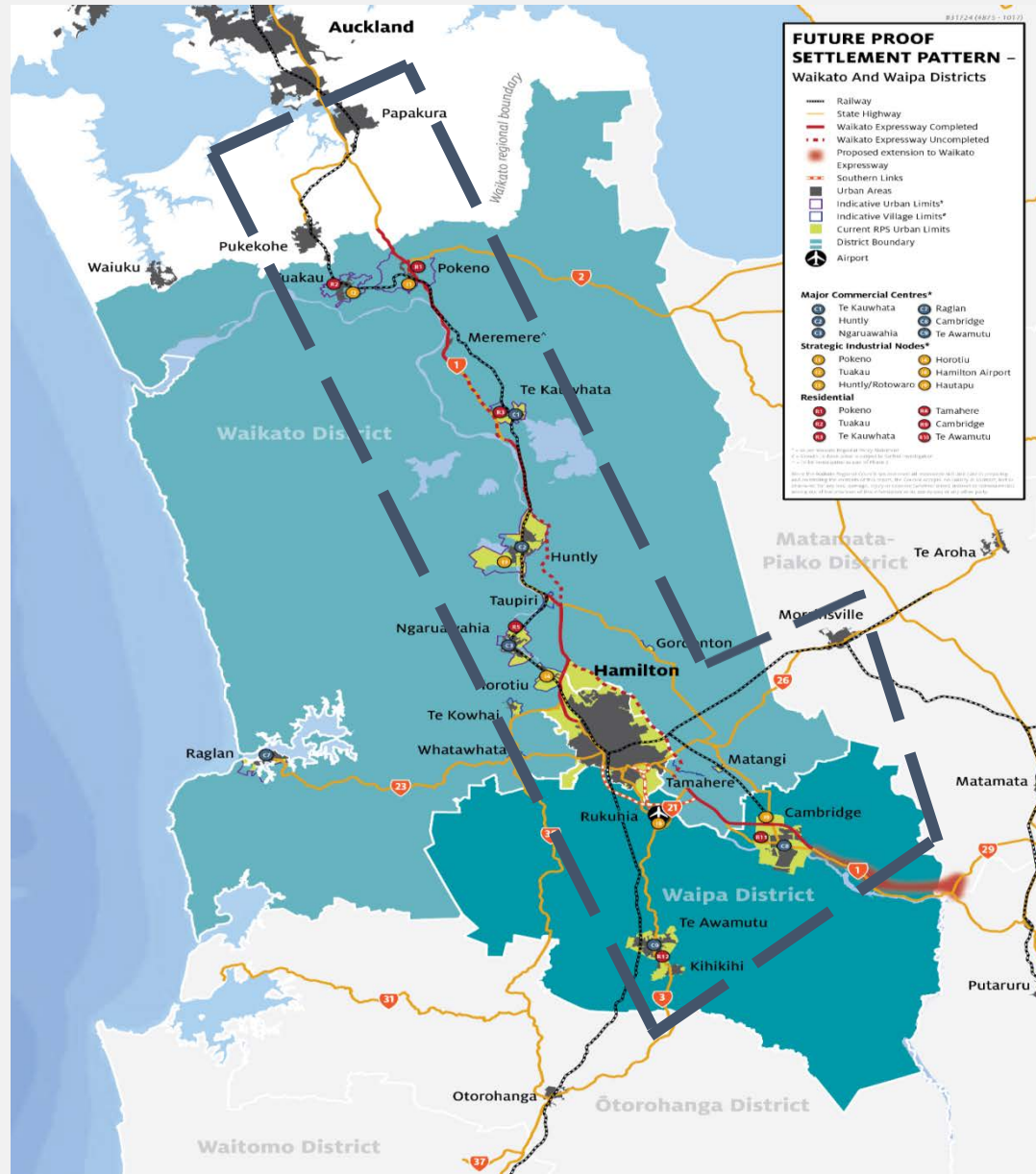
... but also challenges: Existing corridor management issues - such as congestion on the Southern motorway and water discharge quality – are affecting the whole Upper North Island and will limit current and future potential, unless addressed.

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 (by design) cuts across territorial, iwi and government administrative boundaries, providing opportunities to create new shared insights, strategic thinking and frameworks to test current approaches, build new alliances and partnerships.



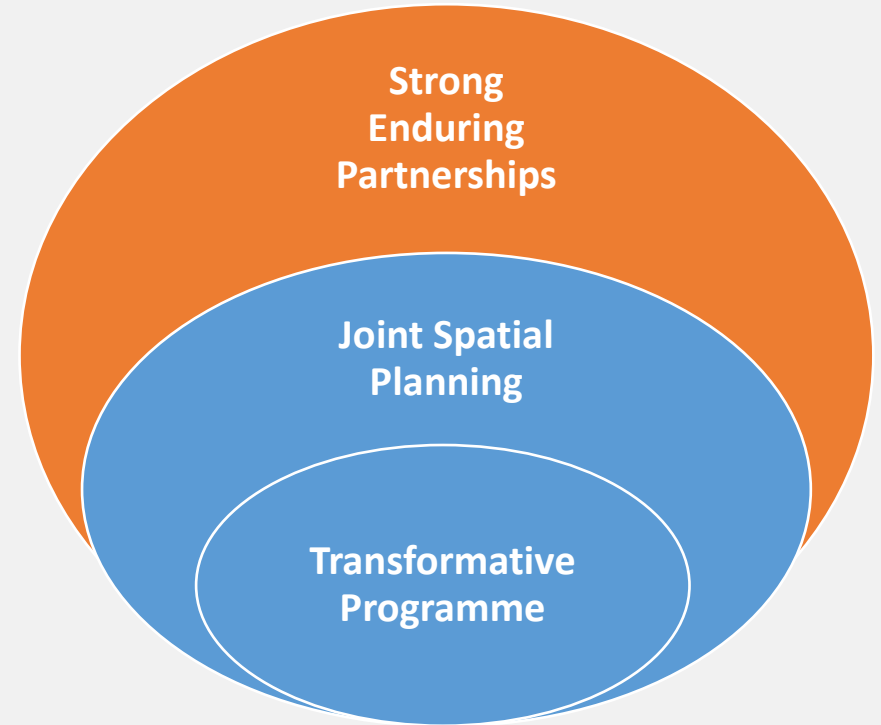
The Corridor





Strategic drivers for the initiative

- Connecting urban growth drivers with **physical environmental constraints and opportunities** which provides a high level overview of key locations for growth
- **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 mass transit/public transport-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.



2. Partnership

The proposed ongoing growth management partnership for *Hei Awarua ki te Oranga*



1. Joint Council-Crown-Iwi partnership approach.
2. At its meeting of 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.
3. 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 and relevant iwi from northern Waikato/southern Auckland as associate members.



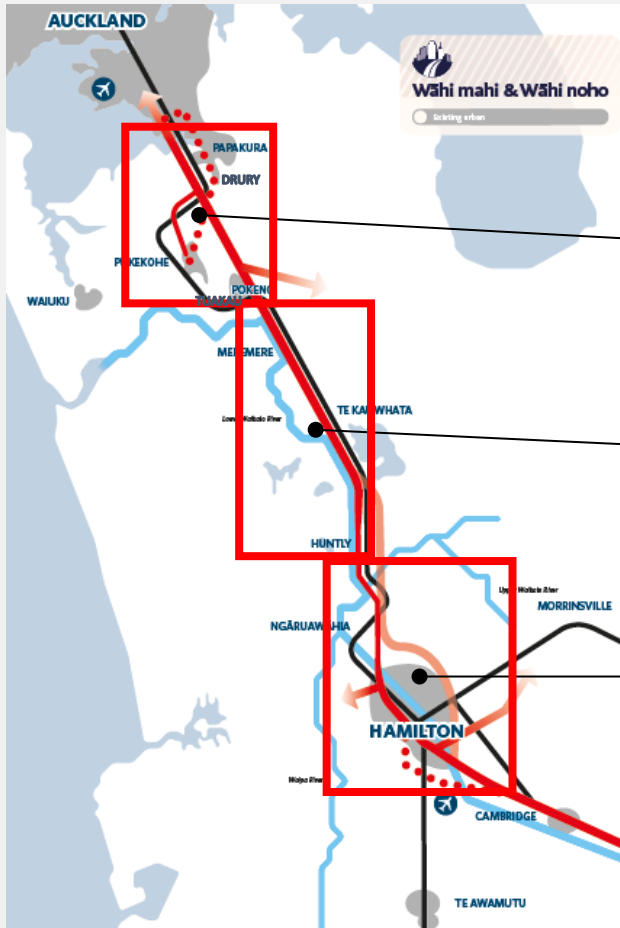
Proposed **next steps**

By July 2019: Once formally established the partnership's governance would, amongst other matters:

- a) Appoint an independent chair
- b) Amend the Future Proof Agreement/Terms of Reference and MoU
- c) Consider and agree the proposed joint work programme and associated resources, including how any shared costs or resource needs will be allocated
- d) Identify and build relationships with strategic stakeholders e.g. land owners, neighbouring councils and key private firms.



The **five areas of focus** for the partnership



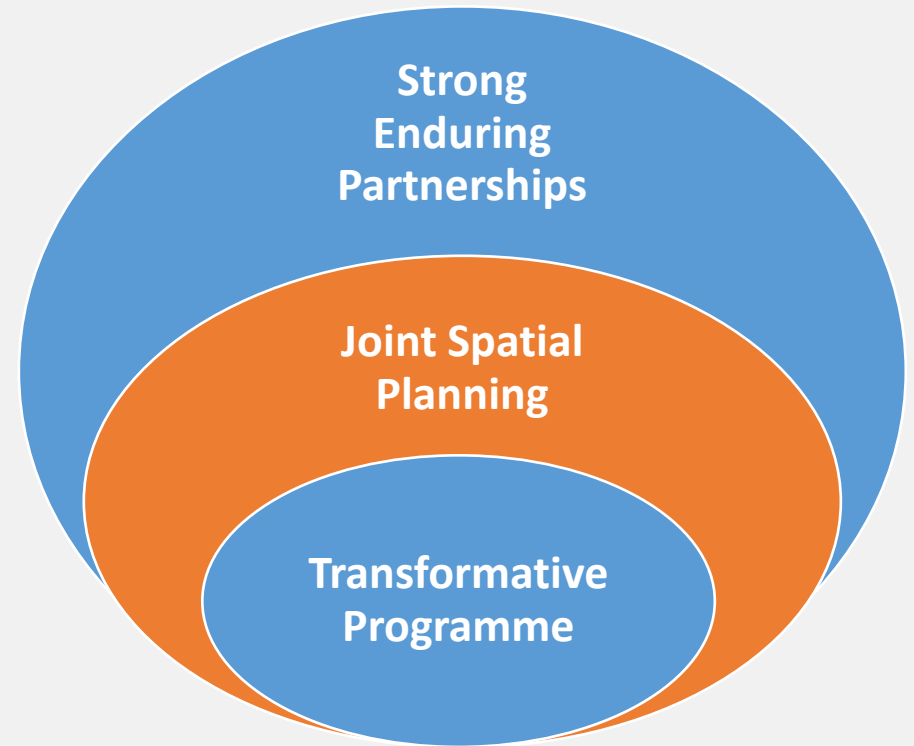
1. STRONGER CORRIDOR CONNECTIONS

2. THE PAPAKURA-POKENO CORRIDOR

3. THE RIVER COMMUNITIES

4. THE HAMILTON-WAIKATO METROPOLITAN AREA

5. NEW TOOLS AND OPTIONS TO UNLOCK FULL POTENTIAL



3. Planning

The shared spatial intent set out in *Hei Awarua ki te Oranga*



A statement of shared spatial intent

Given the 120kms scale, this is not a spatial or land use plan

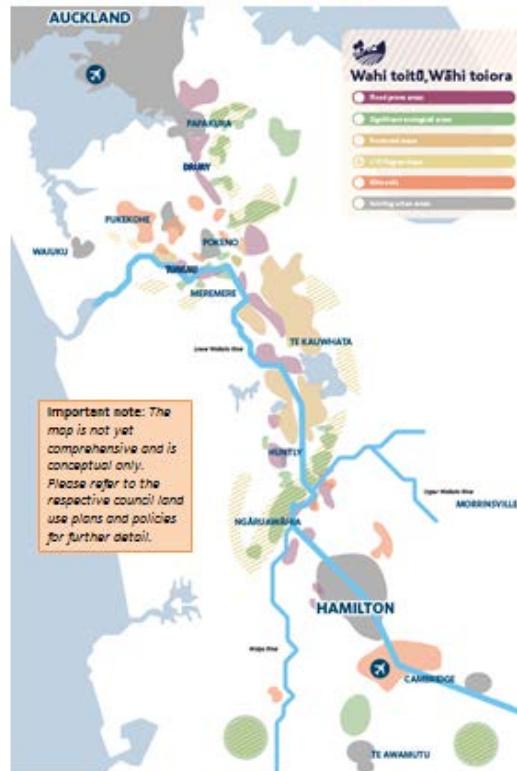
<p>KEY FINDING</p> <p>THE CORRIDOR HAS ENDURING SPATIAL LIMITS TO FURTHER URBAN GROWTH</p>	<p>KEY FINDING</p> <p>THE ROAD NETWORK HAS BECOME THE DOMINANT LAND USE SHAPER - A MORE BALANCED APPROACH IS NEEDED</p>	<p>KEY FINDING</p> <p>THERE IS SIGNIFICANT BUT SPECIFIC DEVELOPMENT POTENTIAL</p>	<p>KEY FINDING</p> <p>ONGOING DEVELOPMENT WILL REQUIRE SIGNIFICANT ENABLING INVESTMENT</p>
<p>SPATIAL INTENT:</p> <p><i>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.</i></p>	<p>SPATIAL INTENT:</p> <p><i>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.</i></p>	<p>SPATIAL INTENT:</p> <p><i>Support and unlock the significant residential and employment development potential in the southern Auckland-northern Waikato and Hamilton-Waikato metropolitan areas, and support revitalisation and targeted growth in the river communities.</i></p>	<p>SPATIAL INTENT:</p> <p><i>Support the realisation of full 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.</i></p>



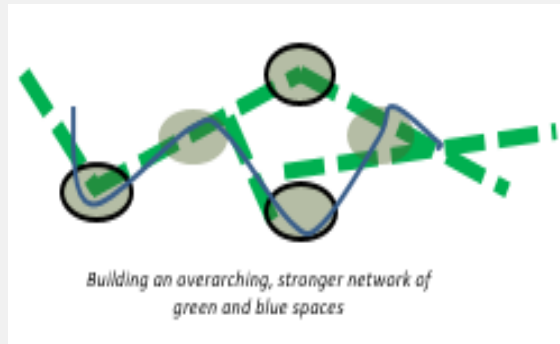
Spatial layers

1. Wāhi toitū and wāhi toiora

Spatial intent: Wāhi toitū and wāhi toiora



Spatial concept



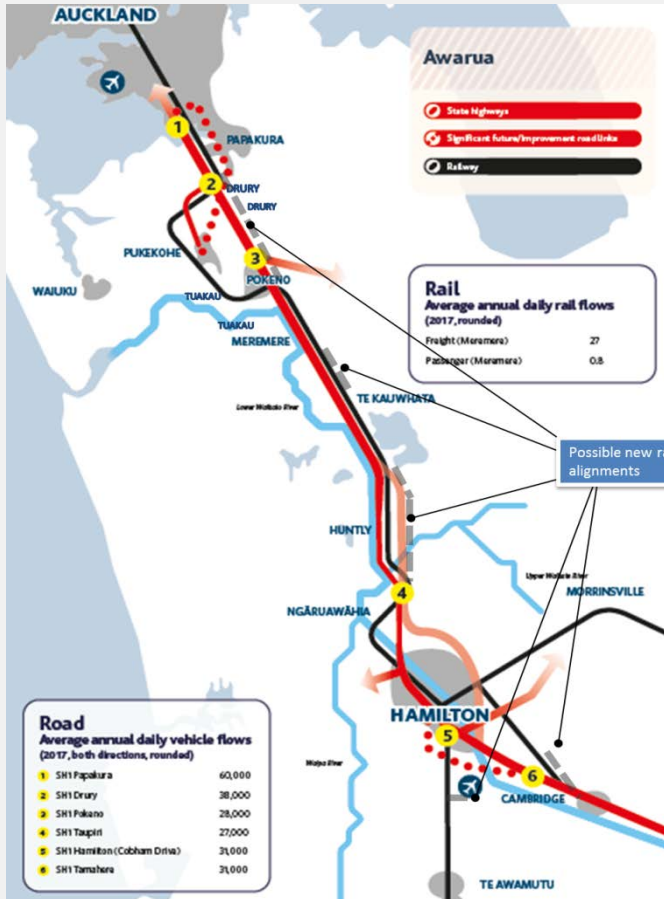
THE MAJOR SPATIAL LIMITS

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

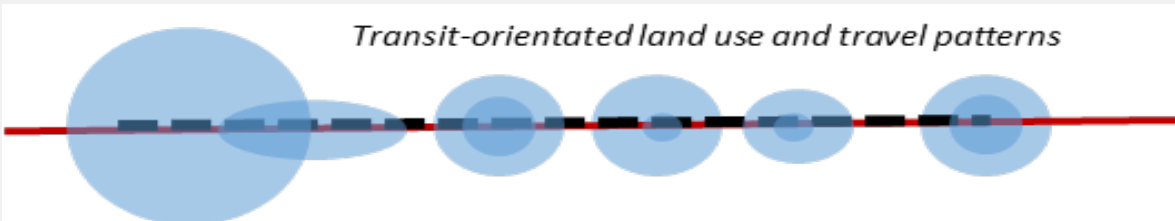
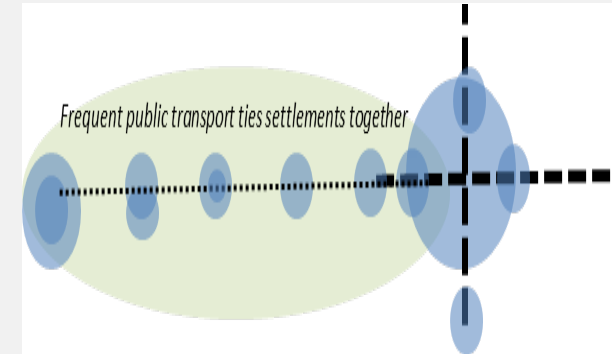
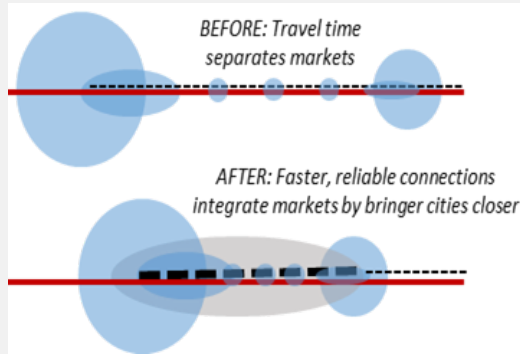
Next steps towards clarifying shared spatial intent:

Designing and developing a cross-regional blue-green open space and recreational network; new national and regional policy

2. Awarua – core transport corridors

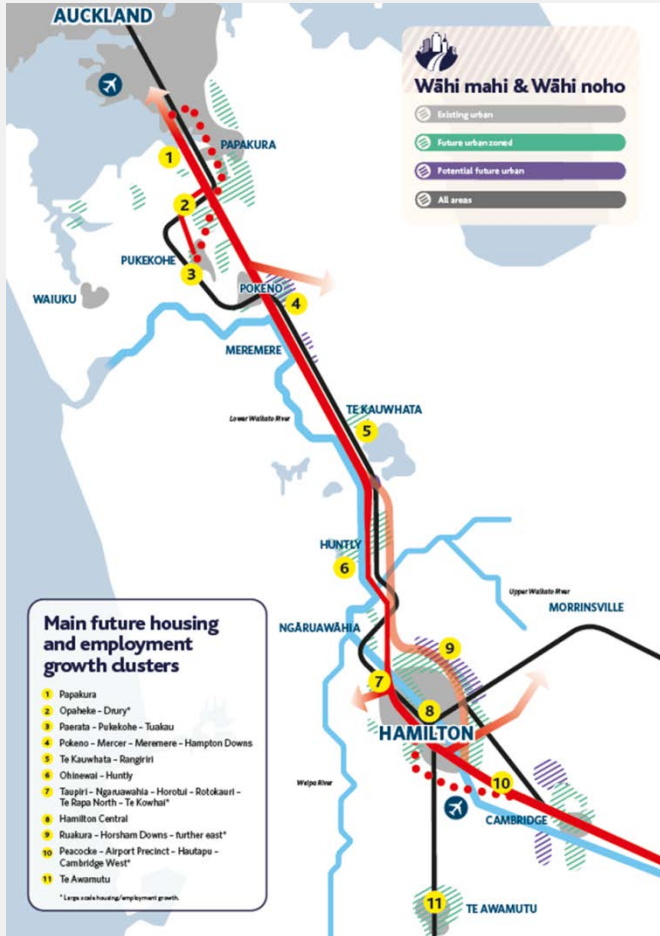


Spatial concepts

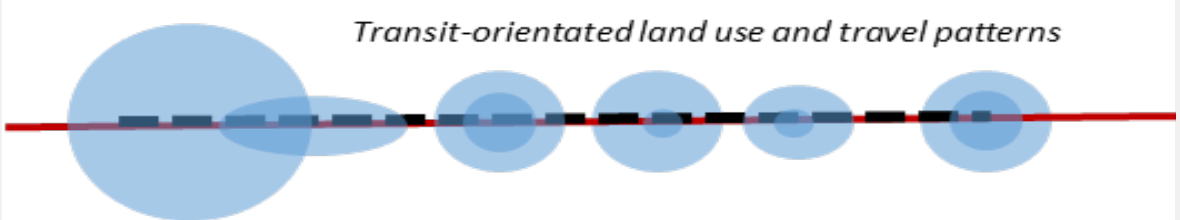


Next steps towards clarifying shared spatial intent: Rapid intercity rail planning; metro mass transit schemes development; public transport connectivity; completing metro road networks

3. Priority development areas



Spatial concept and proposed partnership focus areas

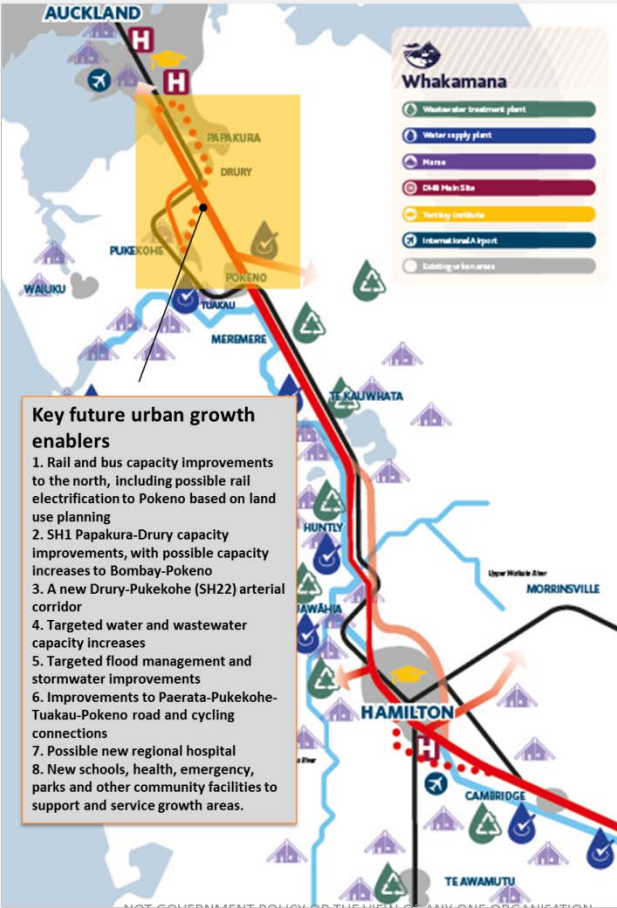


1. **Drury** (also part of proposed Auckland Council-Crown Auckland housing and urban growth programme)
2. **Pokeno ,Tuakau, Mercer area**
3. **Meremere**
4. **Huntly, Ohinewai, Taupiri area**
5. **Ngaruawahia-Horotiu-Rotokauri-Te Rapa North-Te Kowhai growth node**
6. **Hamilton Central growth node**
7. **Ruakura and further east growth node**
8. **Hautapu- Cambridge West-Peacocks- airport precinct growth node**

Immediate next steps towards clarifying shared spatial intent: Hamilton-Waikato metro spatial plan; partnership focus areas e.g. Drury, Pokeno & Tuakau, Huntly

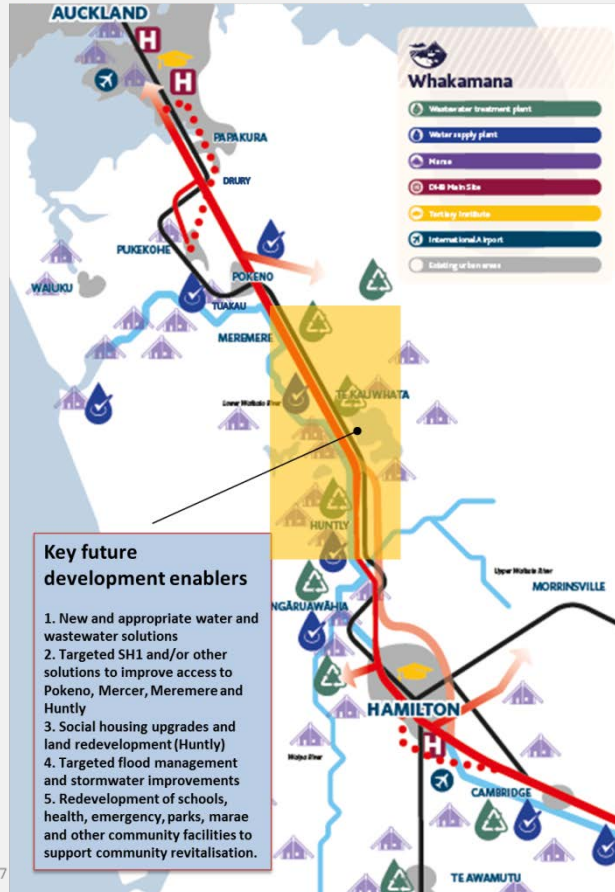
4. Whakamana - enabling investment and initiatives

Spatial Intent: Enabling Infrastructure



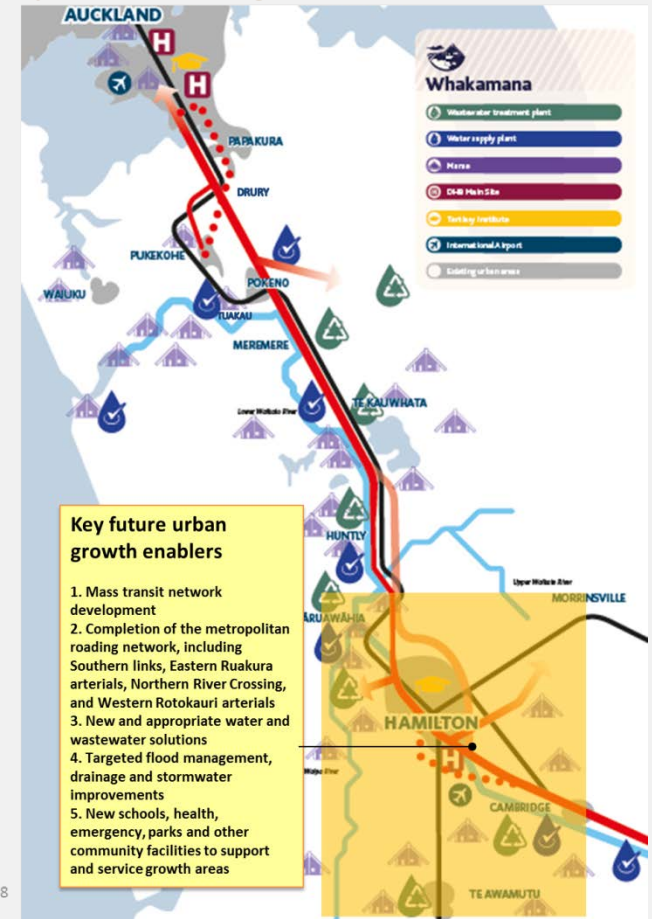
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Spatial Intent: Enabling Infrastructure



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Spatial Intent: Enabling Infrastructure





A proposed programme of **key initiatives**

20 initiatives grouped under 5 focus areas and 4 categories

The draft proposed programme of key initiatives and related enabling initiatives

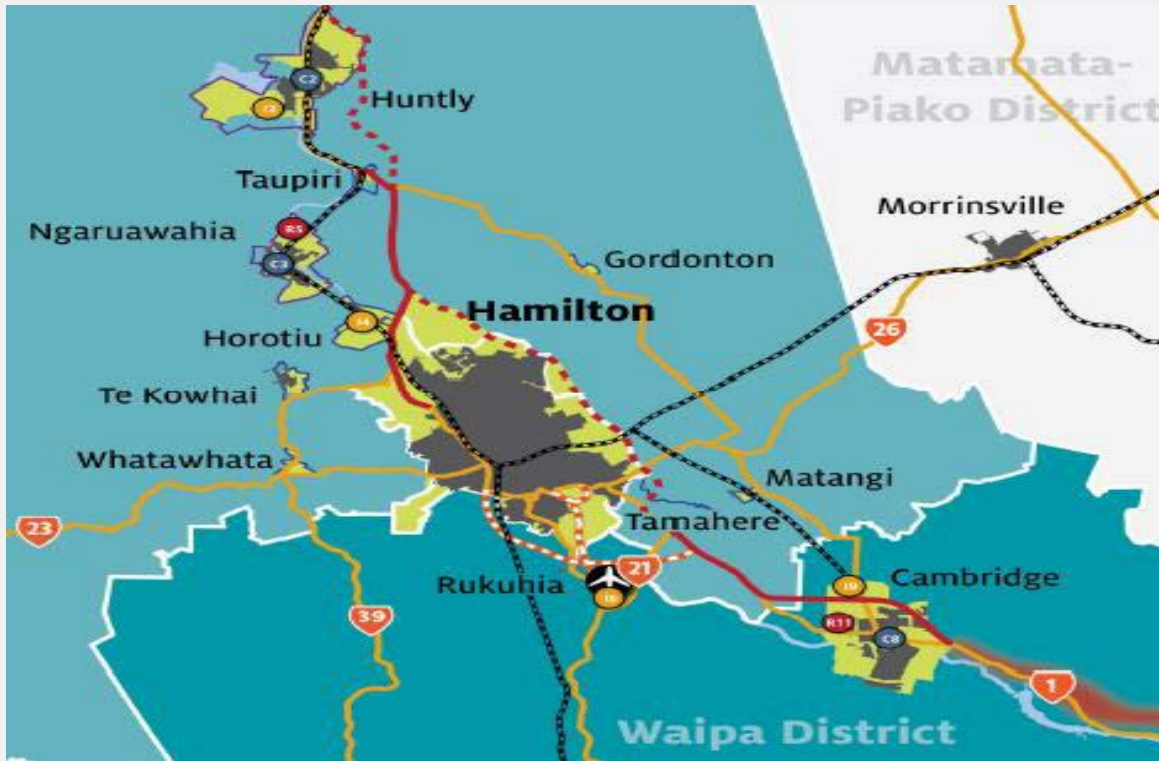
	FOCUS AREA 1: STRONGER CORRIDOR CONNECTIONS	FOCUS AREA 2: PAPAKURA-POKENO	FOCUS AREA 3: RIVER COMMUNITIES	FOCUS AREA 4: HAMILTON- WAIKATO METROPOLITAN AREA	FOCUS AREA FIVE: NEW TOOLS AND OPTIONS
1. NEXT STEPS IN FURTHER ALIGNING SPATIAL INTENT	1. Designing and developing a cross-regional blue-green open 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] .	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 [Enhanced role and focus]	<ul style="list-style-type: none"> • <i>New growth management partnerships</i> • <i>Utilise any new funding and financing tools for developers and councils Increased Crown involvement to support pace and scale</i>

Three type of initiatives

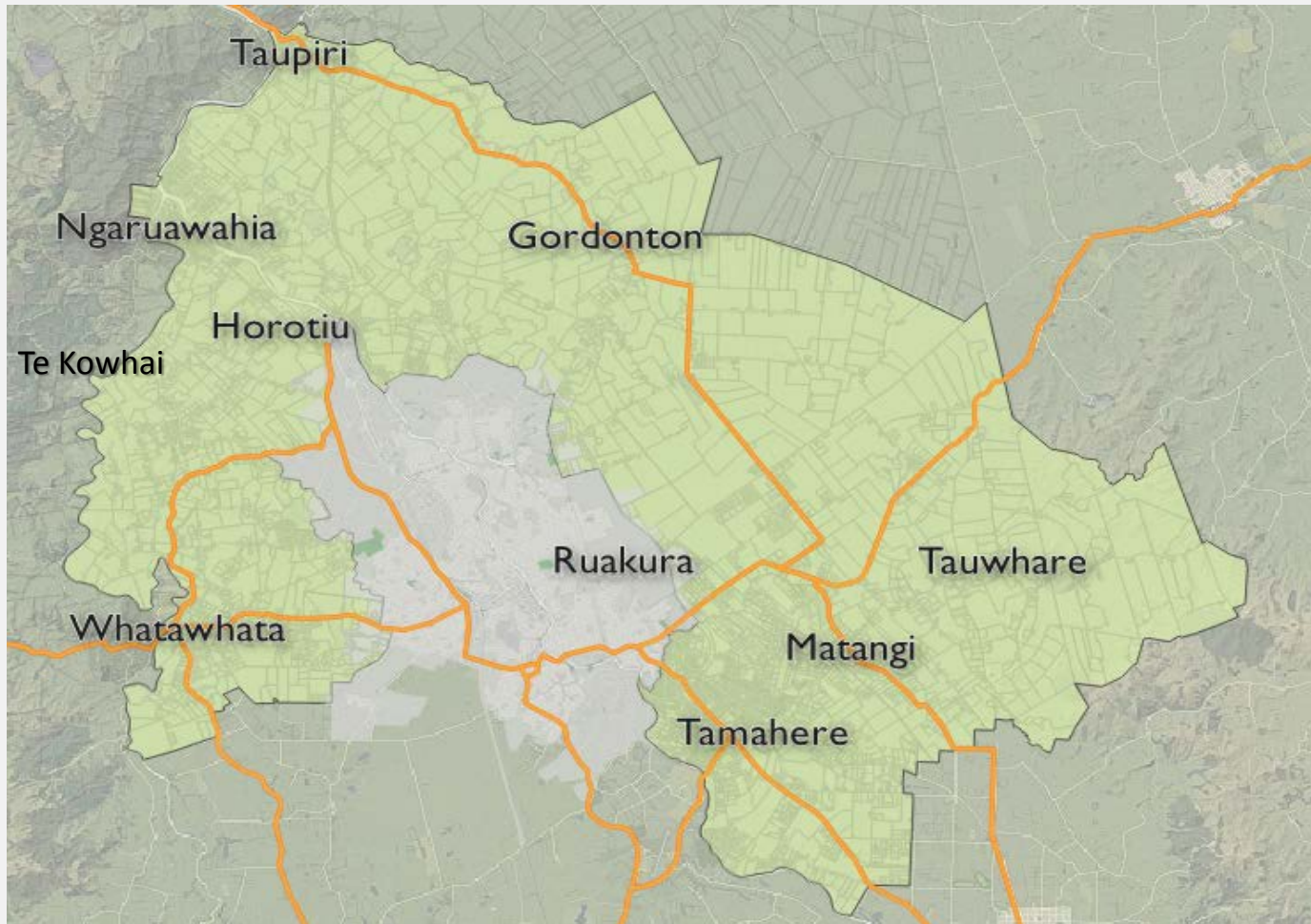
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2. KEY OPPORTUNITIES TO INCREASE PACE AND/OR SCALE		<p>5. Drury Future Urban Area [Ongoing/enhanced focus for Crown]</p> <p>6. Pokeno long term growth scenario [New]</p>	<p>9. Meremere redevelopment [Ongoing/enhanced joint focus]</p> <p>10. Huntly transformation [Ongoing/enhanced joint focus]</p>	<p>14. Ngaruawahia-Horotiu-Rotokauri-Te Rapa North-Te Kowhai growth node</p> <p>15. Hamilton CBD growth node</p> <p>16. Ruakura and further east growth node</p> <p>17. Hautapu, Cambridge West, Peacocke and airport precinct growth node</p> <p>[All redefined and enhanced joint focus]</p>	<ul style="list-style-type: none"> • <i>Development Agency and the Three Waters review.</i> • <i>Using the corridor spatial planning and partnerships to support, unlock and guide planned Crown investment in social housing, health and education facilities.</i>

	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
3. DEVELOPMENT-LEADING INFRASTRUCTURE	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. Extend mass transit (rail and bus) from Papakura to Pukekohe and Pokeno [Programmed/increased scope]	11. Introducing peak and more frequent off peak bus services between towns [Programmed/enhanced role and focus]	18. Introduce a metro mass transit network (possibly including metro rail) that connects all the key growth nodes of the metropolitan area 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"> • <i>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.</i> • <i>Applying new approaches to planning and land use regulation as these become available.</i>
			20. New sub-regional water and wastewater solutions [Started/enhanced joint focus]		

	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
4. KEY ENABLING AND SUPPORTING INITIATIVES	<ul style="list-style-type: none"> • <i>New comprehensive and long term water management solutions for Auckland and the Waikato regions</i> • <i>Rail network capacity improvements to accommodate increased freight and passenger services</i> • <i>New partnerships to facilitate local employment creation</i> 	<ul style="list-style-type: none"> • <i>The new Papakura-Drury-Pukekohe arterial road (Mill Rd-SH22)</i> • <i>A new high frequency bus service from Manukau to Drury and possibly Pokeno</i> • <i>The SH1 Papakura-Drury capacity improvements</i> • <i>Targeted water and wastewater capacity increases and</i> • <i>Targeted flood management and stormwater improvements</i> • <i>Improvements to Paerata-Pukekohe-Tuakau-Pokeno road and cycling connections</i> • <i>New schools, health, emergency, parks and other community facilities</i> 	<ul style="list-style-type: none"> • <i>Targeted SH1 and/or other solutions to improve access to Pokeno, Mercer, Meremere and Huntly</i> • <i>Targeted flood management and stormwater improvements</i> • <i>Redevelopment of schools, health, emergency, parks, marae and other community facilities to support community revitalisation</i> • <i>Comprehensive social housing upgrade and intensification in Huntly west</i> 	<ul style="list-style-type: none"> • <i>Targeted flood management, drainage and stormwater improvements</i> • <i>New schools, health, emergency, parks and other community facilities to support and service growth areas</i> 	<ul style="list-style-type: none"> • <i>New tools to enable ease of water transfer within the corridor to support community growth</i> • <i>Innovative response to flood infrastructure and resilience to support community sustainability.</i>



Hamilton-Waikato Metropolitan Spatial Plan Terms of Reference



NPS-UDC Hamilton Growth Area within Waikato district (note Cambridge and Te Awamutu within Waipa district also included but not shown on this map)

Why a Hamilton-Waikato Metropolitan Spatial Plan?

- The wider Hamilton-Waikato metropolitan area presents one of New Zealand's best growth opportunities
 - strategic location;
 - geographic competitive and comparative advantages (benefits in terms of potential low-risk land supply);
 - institutional enthusiasm and a history of integrated planning (e.g. Waikato Expressway, Future Proof, Rail); and
 - Easy to access key staff with the relevant skill sets.
- Recognised as one of the key focus areas of the Hamilton to Auckland Corridor Plan.
- 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 for the Hamilton-Waikato area.

What is its purpose?

- 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.
- The above will be done as per four strategic components:
 - Identification of critical areas for protection and restoration, and ‘no go’ areas for development;
 - Core transport corridors;
 - Priority development areas, where (if required) new planning, funding and financing tools could be piloted;
 - Required leading and enabling social and network infrastructure requirements.
- Spatial layers.

How will it be developed?

- Council-Crown-Iwi partnership approach of the Corridor Plan. This relates to:
 - Ensuring the future urban form helps deliver on the Government's Urban Growth Agenda and Living Standards Framework
 - the role a Hamilton-Waikato sub-region can play in achieving social, economic, and environmental outcomes for the Upper North Island and New Zealand.
- It will build off existing work:
 - Housing and Business Development Capacity Assessment
 - Future Proof Strategy
 - Council Growth Strategies and Long-term Plans,
 - Regional Policy Statement and other plans e.g. Waikato Plan
 - Passenger Rail
- Will also be developed alongside a Mass Transit Plan and 3 Waters Study for the sub-region.

What is the timing?





Proposed next steps in developing the Corridor Plan programme

Officials continue to refine the draft programme	By June 2019
<p>Key parties to approve terms of reference and start working on the following four immediate and inter-related new key initiatives:</p> <ol style="list-style-type: none"> 1. Hamilton-Waikato metropolitan spatial plan, which is linked to: 2. Design of an green open space and recreational network for the Hamilton-Waikato metropolitan area (as stage 1 of larger project) 3. Hamilton-Waikato metro mass transit plan 4. Sub-regional water and wastewater review (already underway). 	February-June 2019
Progress other initiatives e.g. Pokeno and Huntly joint workshops	March/June 2019
Final agreement to joint key initiatives work programme by the proposed new partnership, subject to further endorsement, consultation and engagement	July 2019
Work with Government to identify and pilot new planning, funding and financing tools linked to the key initiatives; and giving effect to the Urban Growth Agenda	Ongoing



Crown commitment

1. NZTA, MHUD-MBIE, MoT, Treasury and other Crown resources re-allocated for initiative
2. A priority in the spatial planning pillar of the Urban Growth Agenda; regular progress reporting to UGA Ministers – *great interest*
3. Early wins from this initiative include:
 - a. Cabinet endorsement to scope and initiate Rapid Rail business case
 - b. NZTA board endorsement to commence interim rail service
 - c. Reframing of already planned initiatives e.g. mass transit to Pokeno, not just Pukekohe
 - d. Increased Crown agency focus on corridor and enabling infrastructure requirements – *34 Crown entities involved to date, and all will stay involved*
 - e. New joint initiatives e.g. proposed Hamilton-Waikato metro plan; Huntly: Pokeno
4. This commitment will only grow, and Ministers, Mayors, Chairs, CEs and senior officials remain ready to join in new partnerships - even in the interim, whilst we go through due process.
5. Commitment is meant to be enduring – will transcend successive governments