

WAIKATO BLUEPRINT

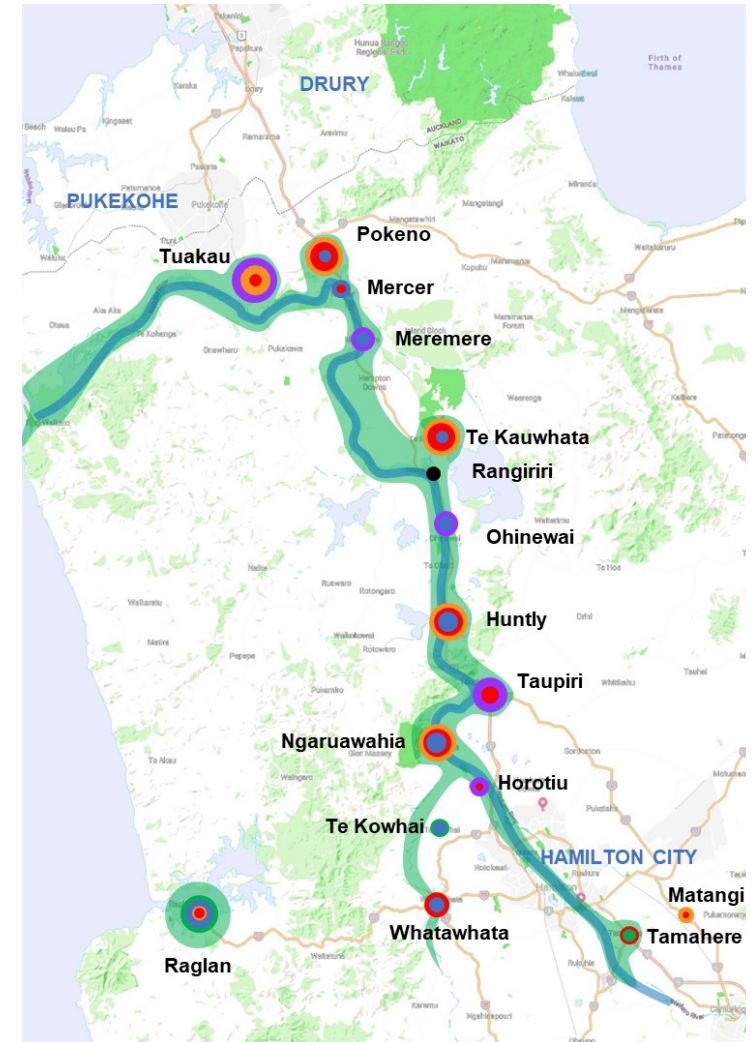
DISTRICT AND LOCAL AREA BLUEPRINTS

WAIKATO DISTRICT COUNCIL

2023

BY:
URBANISMPPLUS LTD

WITH EMPLOYMENT EXPERT INPUT BY:
PROSPEROUS PLACES



WAIKATO BLUEPRINT

DISTRICT AND LOCAL AREA BLUEPRINTS

FOR WAIKATO DISTRICT COUNCIL

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This report is a summary of the outcomes of a series of focus group meetings, consultation sessions, and workshops. Much of the analysis, including diagrams and maps, has been produced in a workshop context and are indicative only. The main aim of this analysis is to provide background to the proposals. The projects and initiatives within this report should also be considered provisional only. It is acknowledged that population statistics are from 2016 and may be outdated.

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EXECUTIVE SUMMARY

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

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

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

District Blueprint 2019 Vision

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

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

District Blueprint 2019 themes

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

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

corridor identity and strengthen Raglan's local character.

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

Local Area Blueprints 2019

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

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

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

community and employment needs.

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

Port Waikato and Gordonton Local Area Blueprint 2022

The Port Waikato and Gordonton Local Area Blueprints are an addition to the Waikato District Blueprint completed in 2019, which has been endorsed by the Council and is being implemented.

Port Waikato and Gordonton Local Area Blueprint process

In 2021 the Council identified the need to expand the Blueprint by adding two more Local Area Blueprints, one for Port Waikato and one for Gordonton. The process to develop the Local Area Blueprints has consisted of the following stages:

- Input gathering in December 2021 - May 2022
- Prioritisation in May 2022 - June 2022
- Decision making and documentation in July 2022 - August 2022.

Port Waikato and Gordonton Local Area Blueprint outcomes

The vision and key initiatives for each of these local areas are outlined below. Initiatives marked as 'Continuation initiatives' are those that are already planned or currently being undertaken and funded, and are identified by the community as strategically important.

Port Waikato

A place with a rich history and natural beauty where the community is provided for and visitors are welcomed

Continuation initiatives for Port Waikato:

- Continue the erosion / resilience planning project, including regular clean-ups of debris,

and provide ongoing clarity on what is being done.

- Continue the planned construction and / or upgrades of playgrounds at Cobourne Reserve, Maraetai Bay, and Cordyline Road / Phillips Reserve.
- Continue to maintain the entry road into Port Waikato in light of erosion and subsidence.
- Continue the public toilet upgrade and relocation at Sunset Beach.

Top initiatives for Port Waikato:

- Undertake a public realm upgrade at the wharf area to make a gateway statement and address the lack of gathering space.
- Erect signage to mark and explain the history and cultural significance of areas and features to mana whenua.
- Improve road safety in response to speeding and antisocial behaviour on roads, the beach, and in the dunes.
- Improve stormwater management and especially address drainage issues along Maunsell and Centreway Roads.

Gordonton

A compact satellite village with its own unique identity where a close-knit community welcomes visitors

Continuation initiatives for Gordonton:

- Continue to redevelop Hukanui Park with a playground, seating and possible other recreation facilities, while ensuring the history of the heritage buildings in and around the park is celebrated, as well as iwi cultural aspects, considering local reserve status, infrastructure

limitations, and Building Code requirements.

- Continue with plans to improve the amenity of Gordonton Road as part of the revocation, including:
 - Lower speed limit, possibly extending from the Peach Road intersection to Hukanui Marae.
 - Improved visibility for traffic exiting Woodlands Road.
 - More and safer crossings and connections for pedestrians and cyclists.
 - Possibly a shared path from the Piako Road intersection to Hukanui Marae.
 - Improved safety conditions at the island at the north-western village entrance.
 - Visual quality improvements.
 - Beautification of both entrances to the village and improve welcoming signage.
- Continue with the upgrade of College Drive with footpaths and lighting, and provide a timeframe for these works.

Top initiatives for Gordonton:

- Facilitate the re-establishment of the markets, including the facilitation of organisational arrangements and the provision of infrastructure to accommodate traffic and parking.
- Identify if, how much, and where, possible additional residential and commercial land beyond the existing zoning could be located and what this means for infrastructure and the role and design of Gordonton Road.

SECTION 1 - INTRODUCTION

1.1 PROJECT BACKGROUND

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

Waikato District Context

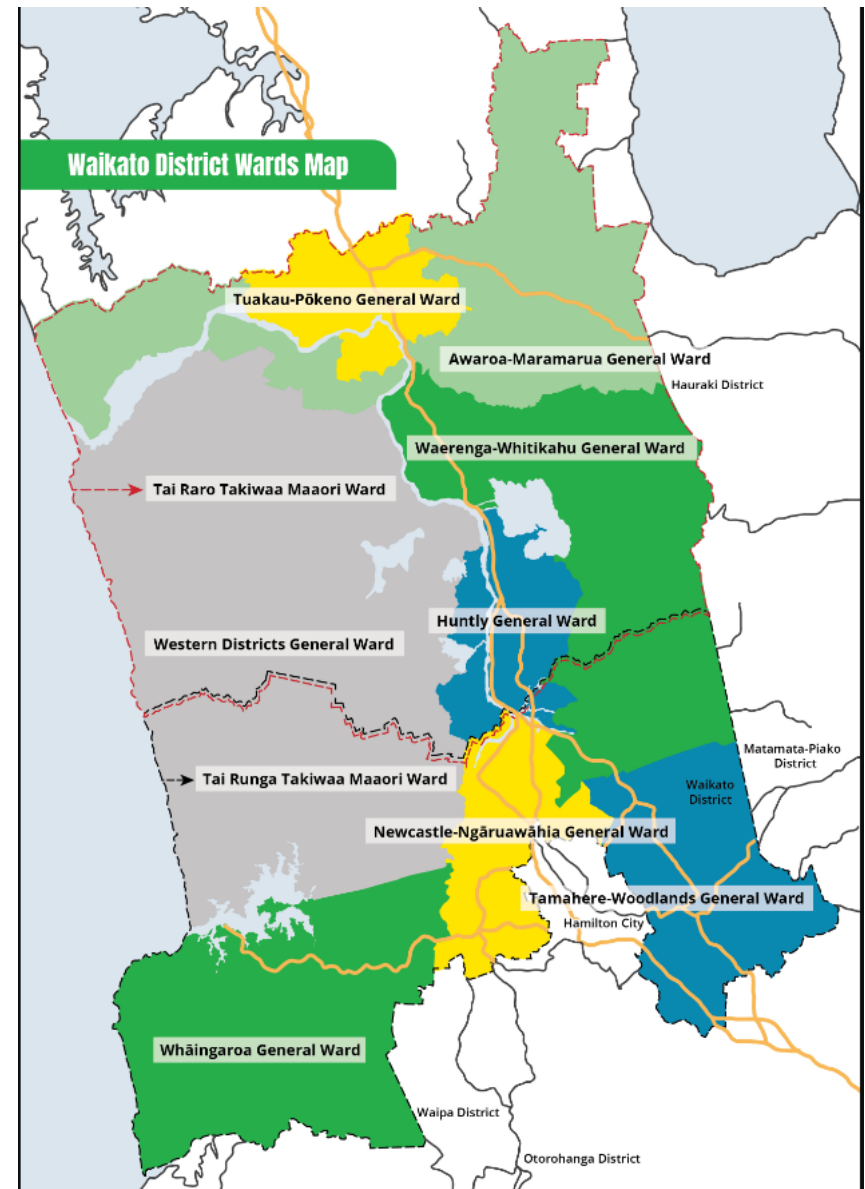
The Waikato District is made up of mainly small settlements surrounded by rural land which is used for a variety of productive and conservation purposes. The wider district has been divided into 10 wards for local governance purposes, refer to **Figure 1-1**.

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

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

1.2 PROJECT PURPOSE

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



RIGHT FIG. 1-1: Waikato District

1.3 PROJECT OUTPUTS: DISTRICT BLUEPRINT

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

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

In addition, the Blueprint aims to provide:

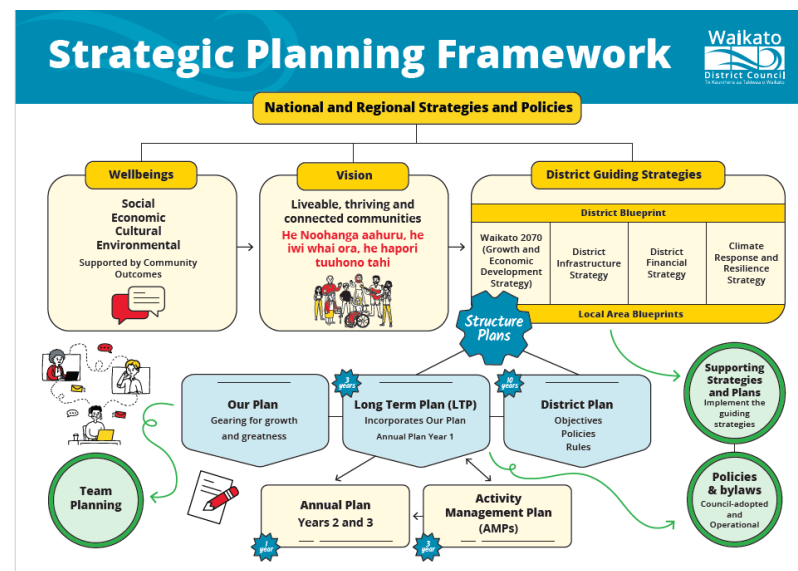
- Clarity: of direction and certainty for the Council, the community, and the private sector.
- Integration: of different disciplines (e.g. transport, environmental, community services, urban design, etc.) to achieve enhanced gains.
- Alignment: between policy and planning directions, and infrastructure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

1.4 STATUS OF THE BLUEPRINT

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

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

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



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

Councillor commitment

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

Commitment to ongoing community engagement and input

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

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

SECTION 2 - PROJECT PROCESS

2.1 WAIKATO BLUEPRINT 2019 WORKSHOPS

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

Local area workshops

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

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

The schedule for the LAB workshops was as follows:

- **Tuakau:** 15 August 2018 at Tuakau Town Hall, with approximately 40 attendees.

- **Pokeno and Mercer:** 9 August 2018 at Pokeno Town Hall, with approximately 45 attendees.
- **Meremere:** 8 August 2018 at Meremere Community Centre, with approximately 15 attendees.
- **Te Kauwhata and Rangiriri:** 6 August 2018 at Te Kauwhata Rugby Football Club, with approximately 60 attendees.
- **Ohinewai:** 24 October 2018 at Ohinewai Hall, with approximately 26 attendees.
- **Huntly:** 7 August 2018 at Huntly Civic Centre, with approximately 50 attendees.
- **Taupiri, Ngaruawahia, and Horotiu:** 11 October 2018 at Ngaruawahia War Memorial Hall, with approximately 40 attendees.
- **Te Kowhai and Whatawhata:** 10 October 2018 at Te Kowhai Hall, with approximately 26 attendees.
- **Raglan:** 9 October 2018 at Raglan Town Hall, with approximately 66 attendees.
- **Tamahere and Matangi:** 8 October 2018 at Tamahere Model Country School, with approximately 25 attendees representing Tamahere, Matangi, and Newstead.

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

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

Following each public workshop, Council staff and the consultant team reviewed the public workshop outcomes and undertook a design exercise, including highlighting areas of commonality and contradiction, and determining possible initiatives.



This work also included analysis of technical constraints and opportunities, and an evaluation of local social wellbeing (summarised in **Appendix B**), which served as a starting point for gaining a better collective understanding of local strengths and weaknesses, opportunities and constraints. The proposed initiatives for each of the LABs are documented in **Section 4** of this report.

District-wide workshop

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

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

Parts of the workshop were attended by the following stakeholders:

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

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

2.2 CONSULTATION FEEDBACK

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

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

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

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

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

2.3 POSSIBLE NEXT STEP: STRATEGIC PLANNING FOR CENTRES

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

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

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

2.4 PORT WAIKATO & GORDONTON LOCAL AREA BLUEPRINTS 2022

The process to develop the Port Waikato & Gordonton Local Area Blueprints took place between December 2021 and August 2022 and consisted of the following stages:

- Input gathering.
- Prioritisation.
- Decision making and documentation.

Input Gathering

This stage consisted of the steps described below.

Public consultation questionnaires

The initial public consultation process took place via online and hard-copy questionnaires made available in the period December 2021 to February 2022. In-person sessions were not held due to Covid-19 restrictions.

Through these questionnaires the Port Waikato and Gordonton communities were invited to indicate the issues that needed addressing and the opportunities to be pursued in the Blueprint process.

Site visits

The WDC project team and consultants visited Port Waikato and Gordonton in February 2022 to investigate place-based issues identified through initial public consultation.

Technical workshops

Technical workshops were held in March 2022. A wide variety of WDC staff representing all relevant technical disciplines met with the consultant team to discuss and clarify the findings from the previous information gathering stages and provide further input on issues to be addressed and ideas to be pursued.

Public consultation sessions

Two public consultation sessions were held in May 2022. On 3 May approximately 50 members of the Port Waikato community and on 5 May approximately 35 members of the Gordonton community attended public workshops, held locally.

During working sessions in groups as well as plenary presentations and discussions the following questions were addressed and tasks carried out:

- **List challenges:** What is holding back your town? How can this be fixed?
- **List opportunities:** What are the biggest opportunities? How can these be realised?
- **Map related initiatives:** considering uses, open spaces, the environment, all modes of traffic, cultural ideas, events, management, and other.

Prioritisation

This stage consisted of the steps described below.

Technical workshops

Following the stage of input gathering, all ideas and suggestions were consolidated and categorised by the consultant team. The WDC and consultant team then met again in May 2022 for technical workshops. During these sessions all ideas were verified, discussed and prioritised. In this process all suggested initiatives were checked for their ability to positively transform the local area as well as their deliverability. Those initiatives that scored high on both criteria, or that were considered as catalysts or necessary actions to build on, were given a higher priority.

Steering Group discussions

In June 2022 the proposed initiatives and priorities were discussed with the Blueprint Steering Group. Adjustments were made in response to feedback.

Public drop-in sessions

Public drop-in sessions took place on 20 June 2022



in Gordonton and on 21 June 2022 in Port Waikato. Members of the public were invited to indicate their preferred priorities for the initiatives identified.

After this, and based on community feedback received, the project team finalised the draft LABs for Port Waikato and Gordonton.

Decision making and documentation

This stage consisted of the steps described below.

Councillor workshop

The draft LABs were presented to the full Council during a workshop on 18 July 2022. A discussion was held and adjustments agreed.

Documentation

After adjustments, the outcomes of the project were documented and this report produced.

2.5 2023 REVIEW

In 2023, a survey was made available to Local Community Boards/Committees and others to inform Waikato District Council which of the Local Area Blueprint initiatives should be considered in Council's 2024-2034 Long Term Plan, which should not be considered in the Long Term Plan, any amendments required, and suggested additional initiatives or commentary. The feedback received was assessed by Waikato District Council staff and appropriate amendments were approved by Council's Sustainability and Wellbeing Committee. The revised initiatives are now contained in the tables in these Local Area Blueprints.

Tamahere Local Area Blueprint

The Tamahere Community Committee responded to the survey released in 2023 with a in-depth and independent review of their Local Area Blueprint. This resulted in Tamahere Community Committee developing their own additional Local Area Blueprint initiatives. Council considered and adopted the Local Area Blueprint initiatives as an addendum. Waikato District Council staff and Urbanismplus were not involved in the development of the additional Local Area Blueprint initiatives developed by the Tamahere Community Committee.

Tauwhare Local Area Blueprint

Prior to the 2023 review, the Tauwhare community did not have a Local Area Blueprint. Regardless of not having an existing Local Area Blueprint, the Tauwhare Community Committee submitted an independent table of Local Area Blueprint initiatives. The Tauwhare Community Committee noted that they brainstormed and prioritised issues for including in their Local Area Blueprint in February 2023. A community consultation meeting with the wider community was held in May 2023. Council considered and adopted the Local Area Blueprint initiatives developed solely by the Tauwhare Community Committee. Waikato District Council staff and Urbanismplus were not involved in the development of the Tauwhare Local Area Blueprint.



ABOVE FIG. 1-1: The Community Hub at Sunset Beach where the Port Waikato public sessions were held.



ABOVE FIG. 1-2: The Gordonton Hall where the Gordonton public sessions were held.

SECTION 3 - DISTRICT-WIDE BLUEPRINT

The Vision

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

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

The Opportunity

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

Binding together’ the towns and villages

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

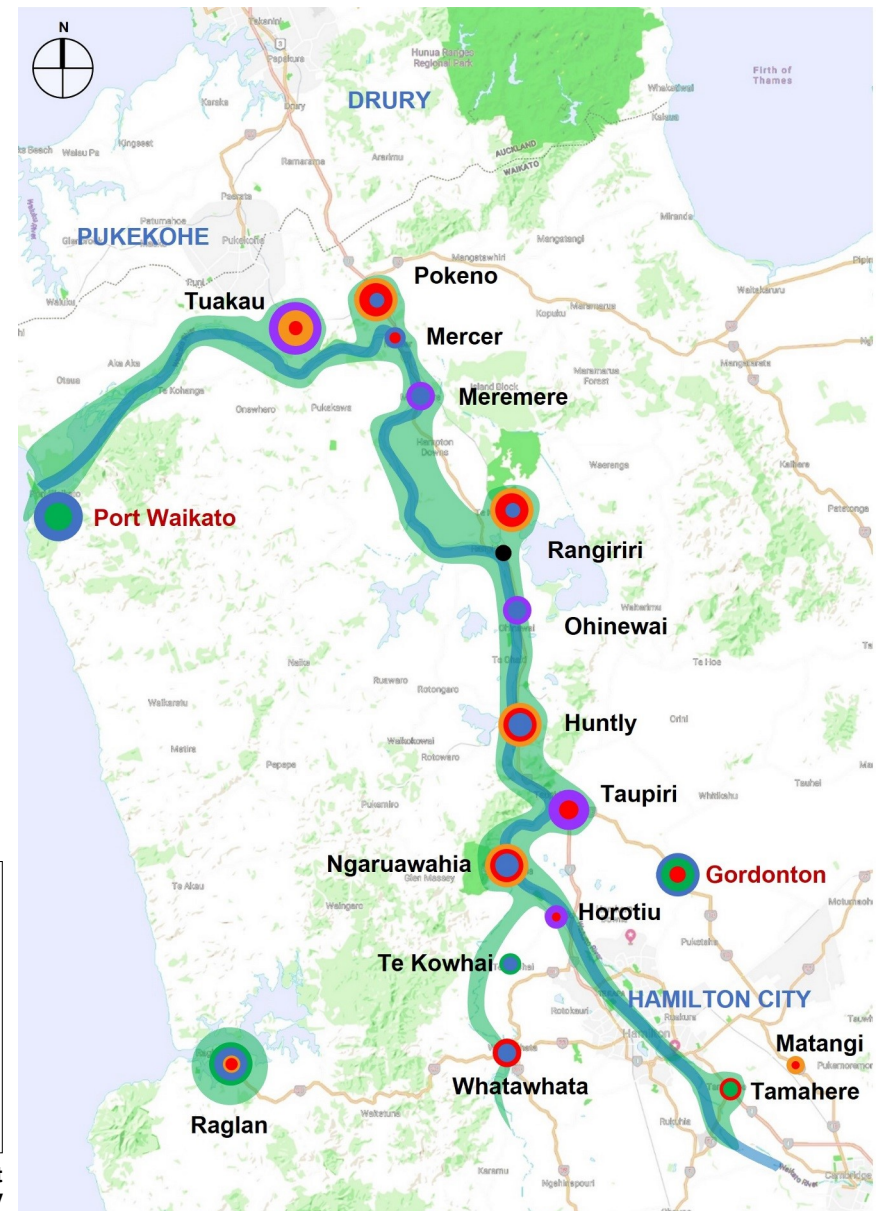
The response to each community

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

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



RIGHT FIG. 3-1: Waikato Blueprint opportunity



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

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

Blueprint Themes

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

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

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

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

Port Waikato & Gordonton

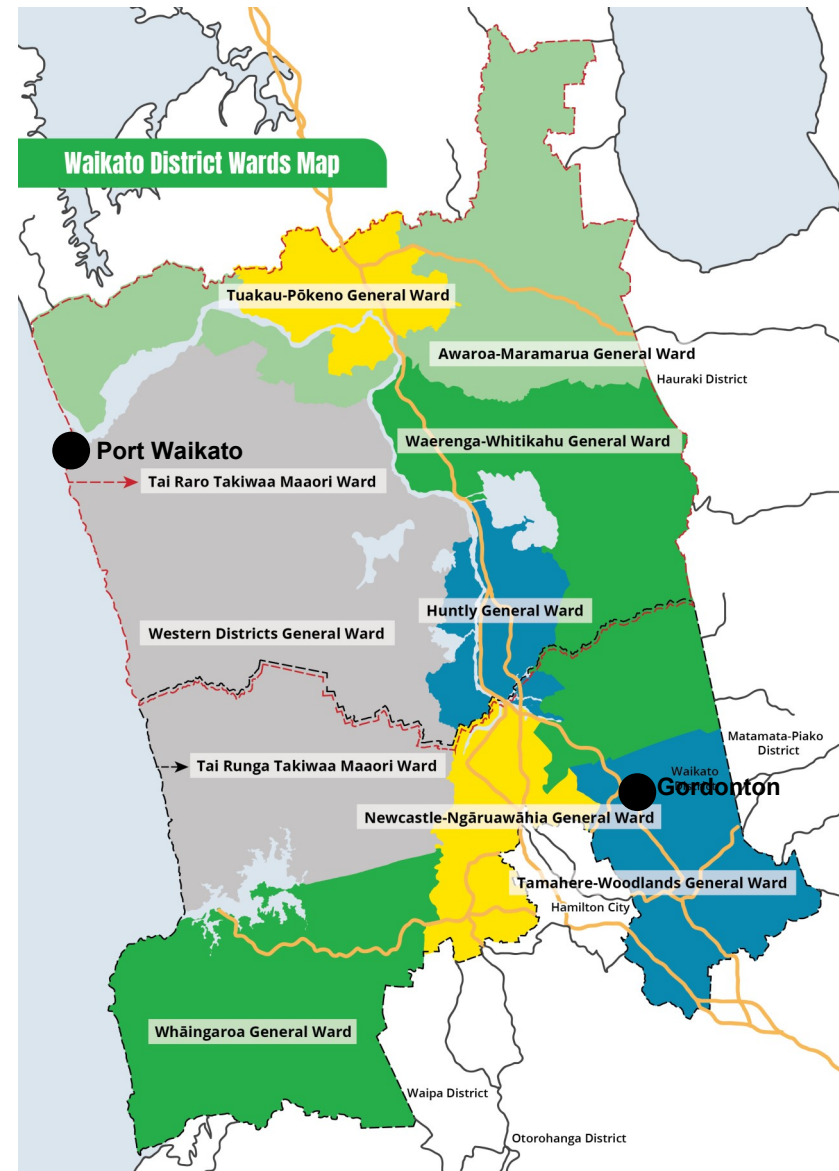
As explained, the Port Waikato and Gordonton LABs form part of the wider Waikato District Blueprint. This section provides a summary of the District-wide and other Local Area Blueprints, developed in 2018/2019.

District Context

Port Waikato and Gordonton are both located in the Waikato District, refer to Figure 3-1. The district is made up of mainly small settlements surrounded by rural land which is used for a variety of productive and conservation purposes. The wider district has been divided into ten wards for local governance purposes.

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

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



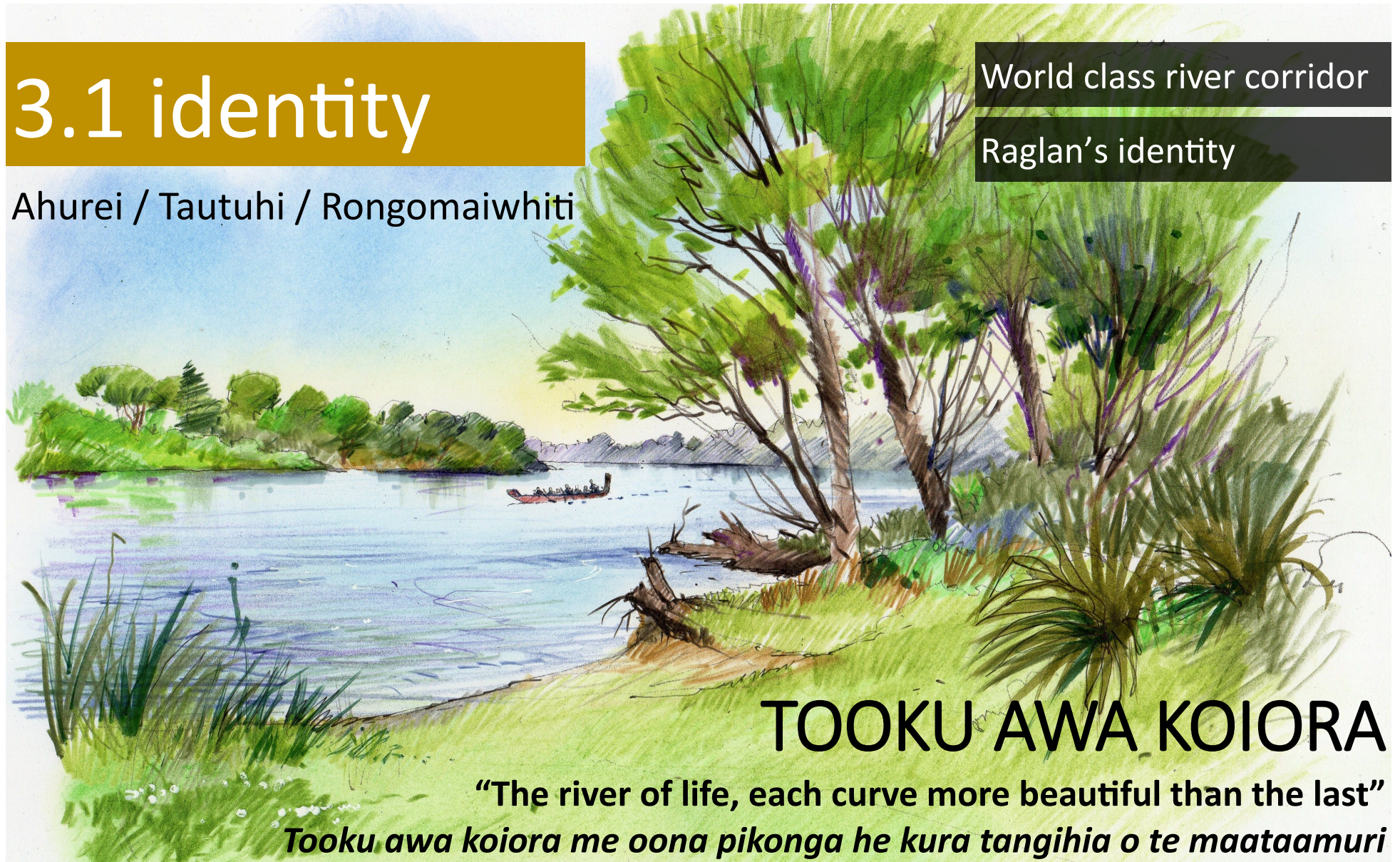
RIGHT FIG. 3-1: Port Waikato and Gordonton in the context of the Waikato District

3.1 identity

World class river corridor

Raglan's identity

Ahurei / Tautuhi / Rongomaiwhiti



TOOKU AWA KOIORA

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

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

3.1 IDENTITY

The aim under this theme is to:

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

The following aspects are covered under this theme:

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

Waikato River corridor

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

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

Iwi significance of the river corridor

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

- Waka journeys.
- Controlled visits to cultural sites.
- Culturally appropriate learning experiences.



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

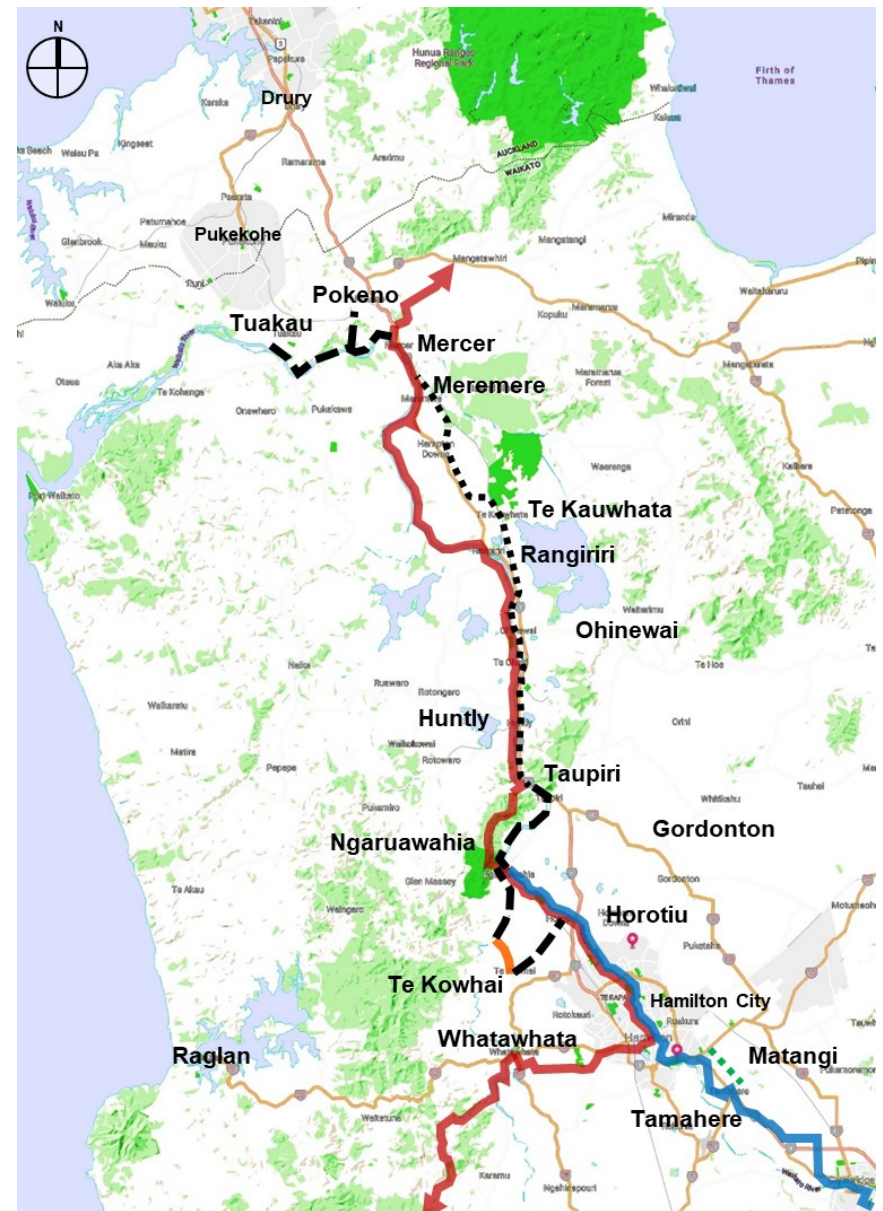
- Way-finding and iconic sculptures with cultural themes.
- Basic weaving (as a way to teach maths, physics and environmental science).
- Environmental appreciation (translating into environmental management, restoration and recovery, park rangers, interpretation guides training and job opportunities).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

Walking and cycling trails and routes along the rivers

The significance of the river corridor for the district could be strengthened through a network of attractive walking and cycling trails and routes along the Waikato River (up to Port Waikato) and the Waipa River.

Opportunities in the context of existing routes are shown on **Figure 3-3**.

Refer to Section 3.7 Transport for specific actions proposed.



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

Local identity of the 'River Towns'

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

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

Tuakau

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

Pokeno

- Dairy and ice cream
- Markets
- Bacon

Mercer

- Tourism
- Wine and cheese
- Skydiving

Meremere

- Motorsport
- Whangamarino wetlands
- Former power station

Te Kauwhata and Rangiriri

- Viticulture
- Whangamarino wetlands
- Rangiriri Paa

Ohinewai

- Ferry landing

Huntly (Raahui Pookeka)

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

Taupiri

- Taupiri Maunga
- Flaxmill

Ngaruawahia (Ngaaruawaahia)

- Te Kiingitanga
- Confluence of the Waipa and Waikato Rivers
- Hakarimata Ranges
- Te Mana o Te Rangi reserve
- Puke-i-Aahua Paa/Reserve
- Tuurangawaewae Paa

Horotiu

- Maaori gardens
- Business park

Te Kowhai

- Airpark
- Kowhai trees

Whatawhata

- Peach trees
- Service centre for rural periphery
- Local Marae Omaero and Te Papa O Rotu
- Local paa sites

Tamahere

- Gully network
- Wiremu Tamihana
- Markets

Matangi

- Matangi Factory

Raglan (Whaingaroa)

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

The following ideas are only starting points for consideration:

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



Proposed initiatives under this theme

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

Proposed initiatives under this theme

Theme	No.	Action	Considerations	Priority
	DW1.3	Promote cultural tourism in the river corridor.	<p>This would need to be championed by Waikato-Tainui and may include:</p> <ul style="list-style-type: none"> • Waka journeys. • Controlled visits to cultural sites. • Culturally appropriate learning experiences. • Way-finding and icon sculptures – on cultural themes. • Basic weaving (as a way to teach Maths, Physics and Environmental Science). • Environmental appreciation (translating into environmental management, restoration and recovery, park ranging and interpretation guides training and job opportunities). 	Very high

3.2 nature

Taiao

Biodiversity

Solid waste

Low impact storm water

Rural drainage

3.2 NATURE

The aim under this theme is to:

Protect and support enhancement of the natural environment with revegetated biodiversity links and clean waterways.

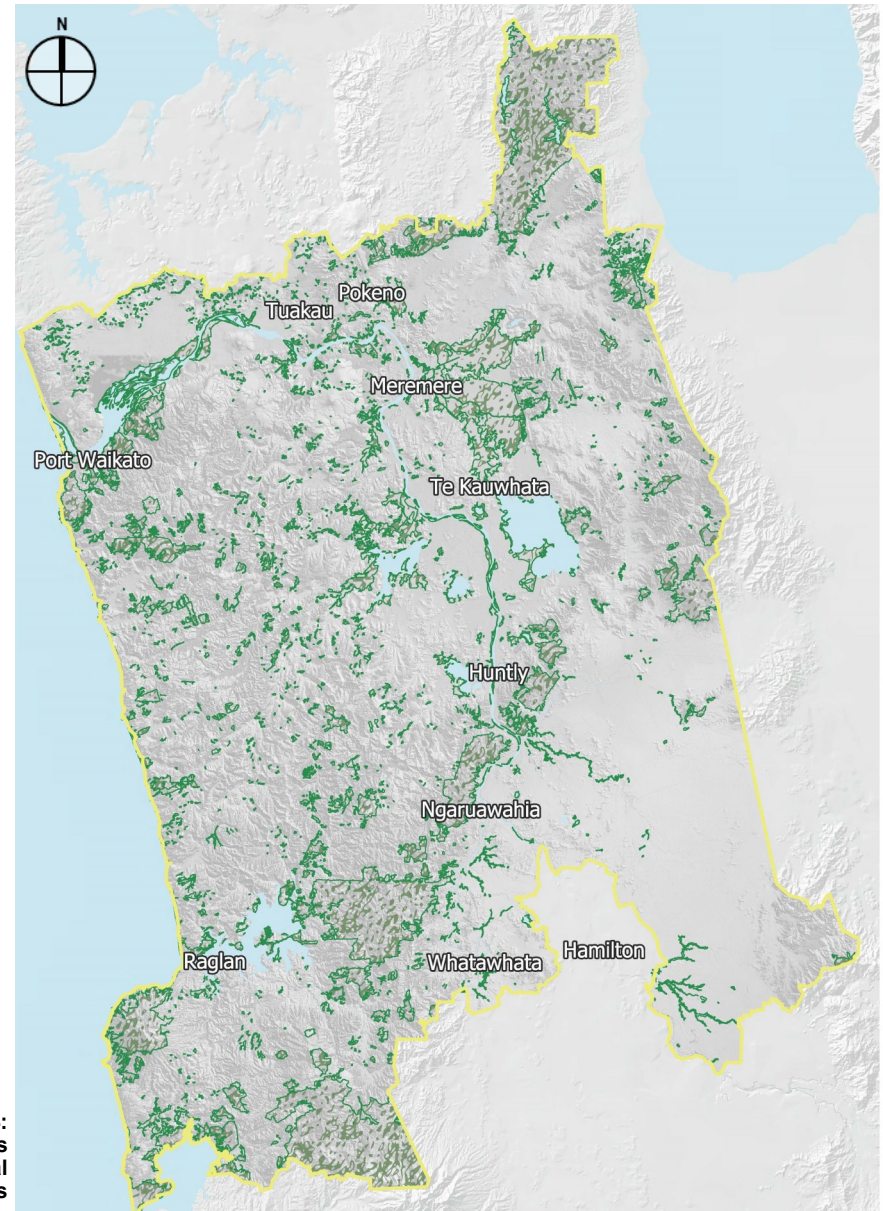
The following aspects are covered under this theme:

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

Biodiversity

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

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



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

Solid waste

The following actions related to solid waste are proposed:

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

Low impact storm water

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

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

Rural drainage

The following actions related to rural drainage are proposed:

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

Proposed initiatives under this theme

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

3.3 iwi

Iwi



The Joint Management Agreements

Building relationships with hapuu

Building awareness of Council processes

Increasing the use of Te Reo

Acknowledging iwi beyond Waikato District

Resourcing staff positions adequately

would be able to talk to a document with authority if it were to be tabled at an iwi hui. Furthermore, create a process through which the same people can be dealt with regularly and brought into the process early. This would give the Council the assurance that they are speaking with the right people.

- Reimburse each representative for their knowledge and time.
- Consider bringing back He Paanui (or something similar). Discuss with iwi the issues that might be important to them that they want to be kept up to date with; Council can also feedback into this.
- Give support or recognition to the plans of manawhenua, for example, if they have management plans.
- Consider setting up a reference group made up of manawhenua and marae representatives.
- Build Iwi / hapuu te aranga principles into WDC projects, designs, and consultation processes.

Increasing the use of Te Reo

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

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

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

New staff positions

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

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

Proposed initiatives under this theme

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

3.4 communities

Haapori

District-wide community needs

Council communications

Facilitating local communication

Supporting local events



3.4 COMMUNITIES

The aim under this theme is to:

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

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

The following aspects are covered under this theme:

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

District-wide needs

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

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

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

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

Council website and social media

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

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

Local communications

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

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

Local community events

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

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

Proposed initiatives under this theme

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

Proposed initiatives under this theme

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

3.5 growth

Tupuranga

Growth strategy

Affordable housing

Design guidance



3.5 GROWTH

The aim under this theme is to:

Direct cohesive growth outcomes which support all community needs.

The following aspects are covered under this theme:

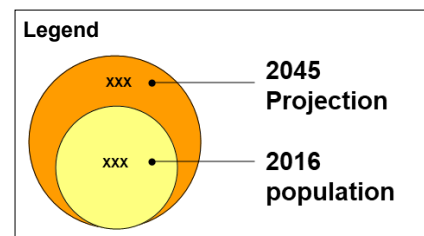
- District Growth Strategy;
- Housing and property affordability; and
- Design guidance.

District Growth Strategy

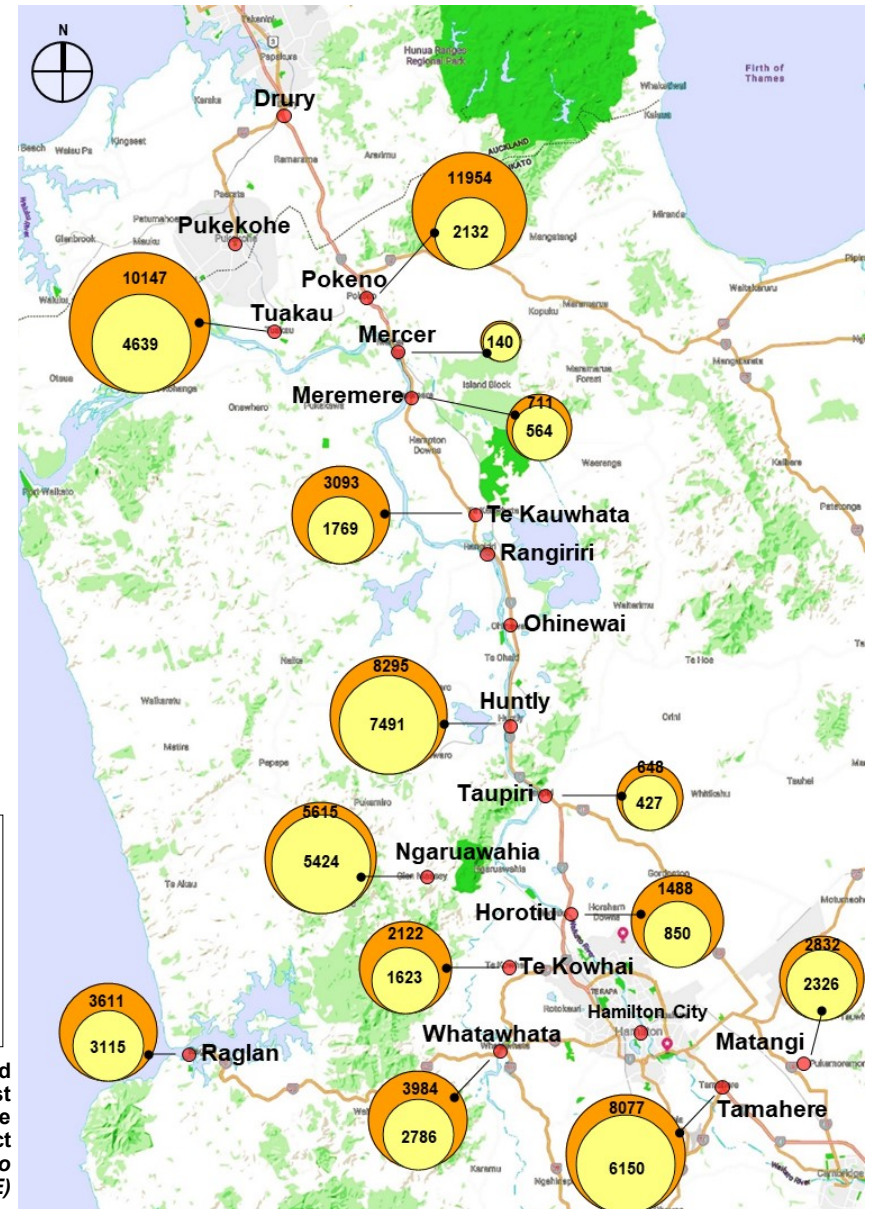
The 2016 population as well as the projected 2045 population for each of the major Blueprint settlements is depicted in **Figure 3-6**. These are based on Census Area Units, and not necessarily aligned with each settlement.

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

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



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



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

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

Housing and other property affordability

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

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

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

Design guidance

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

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

Proposed initiatives under this theme

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

3.6 economy

Oohanga



Existing situation

Office, retail, and industrial

Retaining existing wealth

Creating new wealth

Capturing wealth from elsewhere

3.6 ECONOMY

The aim under this theme is to:

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

The following aspects are covered under this theme:

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

Analysis

The growth of jobs in the Waikato District has been relatively slow¹:

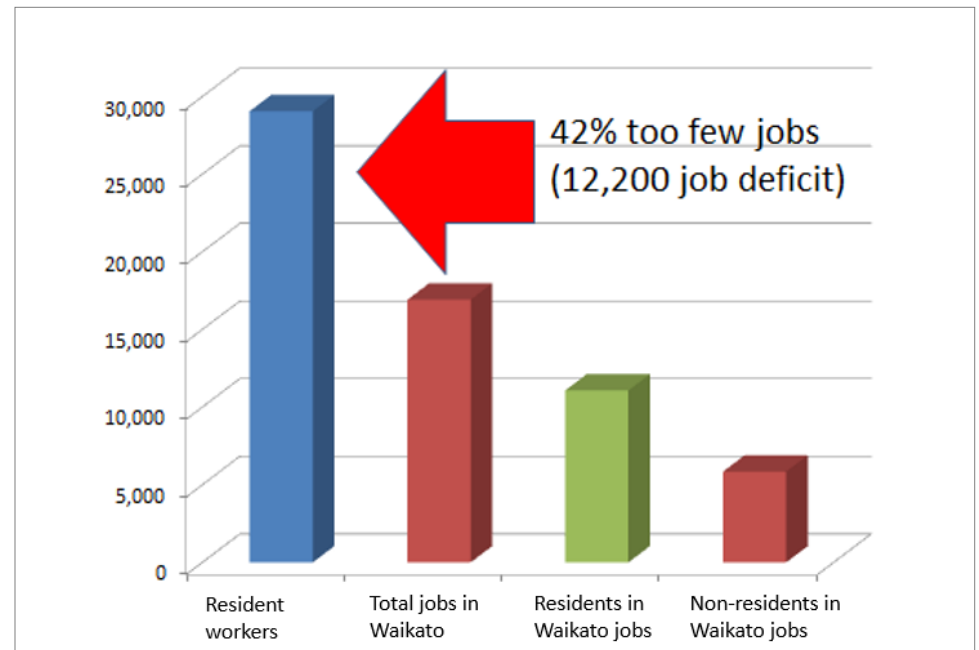
- In 2001 there was 1 job for every 4.5 residents
- In 2017 there was 1 job for every 4.2 residents

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

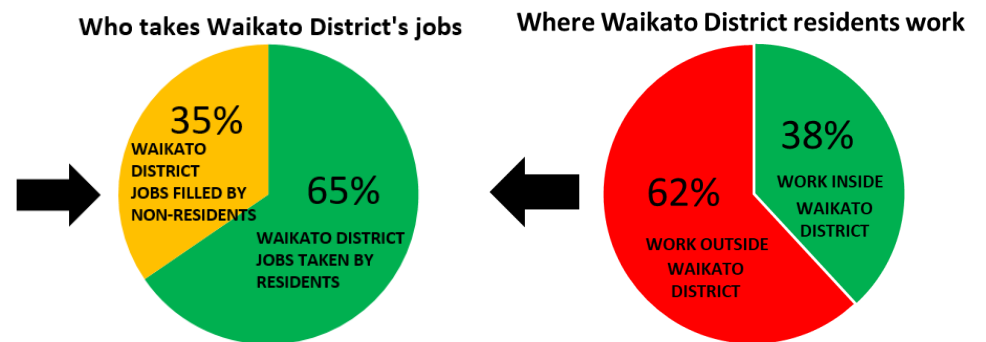
At present this one job for every household target is not even close, with the district only providing one job for every four residents, and there has been very little improvement over the last 16 years.

¹Based on analysis of information from Statistics New Zealand.

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



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

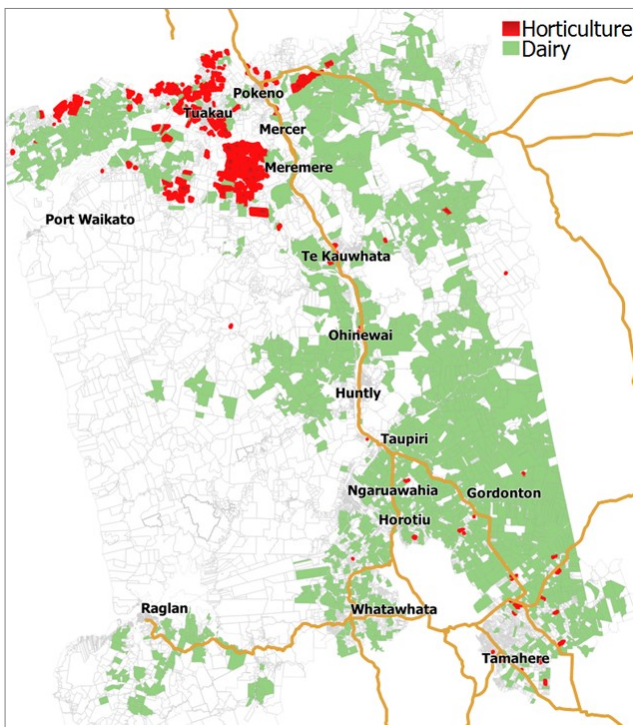


ABOVE FIG. 3-9: Graphs showing who works in the Waikato District's jobs and where the district's residents work

Horticulture and agriculture

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

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



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

During this same time:

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

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

Job growth based on population growth

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

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

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

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

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

Potential

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

To achieve this goal, the district will have to:

- Continue to do well in growing employment in all the activities where the district is already growing jobs faster than the other parts of Regional North Island¹ (see below inset 'Waikato's competitive advantages'); and
- Catch up with the jobs growth rates that other parts of Regional North Island have been able to achieve in activities where the district has been comparatively lagging in employment (such as cafes and restaurants).

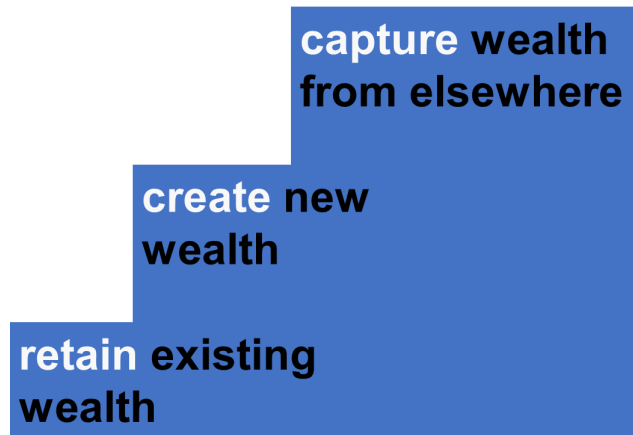
Waikato's competitive advantages - Comparing with Regional North Island in jobs creation between 2001 and 2017:

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

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

Approach

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



Prosperous Places

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

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

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

Step 1: Retain existing wealth

This could be achieved by:

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

Keep expenditure local

The retail sector in the Waikato District is struggling, evidenced¹ by the fact that:

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

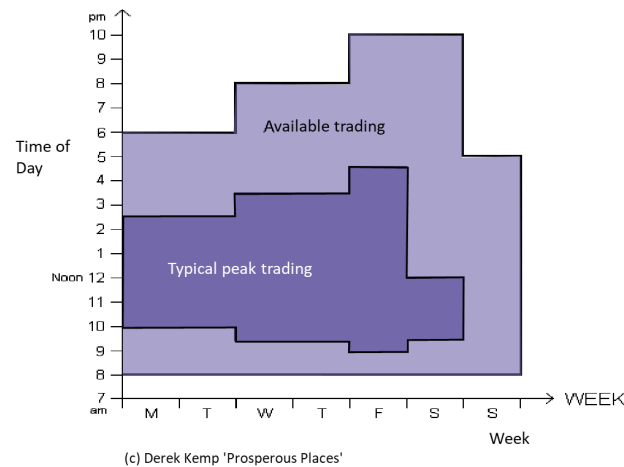
Ways to address this and to improve retail performance include:

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

Expanding the trading envelope

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

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



ABOVE FIG. 3-11: Expanding the trading envelope

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

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

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

Targeting the right people

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

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



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

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

Similar lists could be envisaged for early mornings and weekends.

Youth and others in unemployment

Unemployment statistics

Key unemployment statistics¹ for the district include the following:

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

Youth unemployment is a special challenge, evidenced by²:

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

Ways to address youth unemployment

Some approaches to address youth unemployment are listed below.

Developing their self worth and aspirations

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

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

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

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

Creating work experience with real employers

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

School, youth and unemployed engagement activities

These could include:

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

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

Local initiatives

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

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

Step 2: Create new wealth

This could be achieved by:

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

Generate growth in small businesses

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

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

This could be broken down as follows:

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

The table below indicates (for retail):

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

The table below indicates (for office):

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

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

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

		Tuakau	Pokeno	Mercer	Meremere	Te Kauwhata	Huntly	Taupiri	Ngaruawahia	Horotiu	Te Kowhai	Whatawhata	Raglan	Tamahere	Matangi
Retail¹	Employment	600	950	2	11	160	170	25	80	74	70	140	100	38	75
	Floor space (m ²)	15,300	24,000	50	280	4,000	4,300	630	2,000	1,900	1,800	3,600	2,500	950	1,900
	Site area (ha)	5.10	8.00	0.02	0.09	1.33	1.44	2.00	0.68	0.63	0.59	1.20	0.85	0.31	0.64
	Retail frontage (linear metre)	610	800	5	14	160	144	24	80	76	70	120	100	40	76
Office	Employment	1,140	1,900	4	22	315	340	50	160	150	140	280	200	74	150
	Floor space (m ²)	27,500	45,200	100	530	7,500	8,100	1,200	3,800	3,600	3,400	6,800	4,800	1,800	3,600
	Site area (ha)	3.44	5.65	0.01	0.07	0.94	1.01	0.15	0.48	0.45	0.43	0.85	0.60	0.23	0.45
TOTALS	Total added employment	1,740	2,850	6	33	475	510	75	240	224	210	420	300	112	225
	Total sites (ha)	8.54	13.65	0.03	0.16	2.27	2.45	2.15	1.16	1.08	1.02	2.05	1.45	0.54	1.09

¹Retail excludes hardware and garden centres

Conditions for growth

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

These would include:

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

Business settings

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

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

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

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

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

Business clusters

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

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

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

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

Industrial land

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

This could be broken down as follows:




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

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

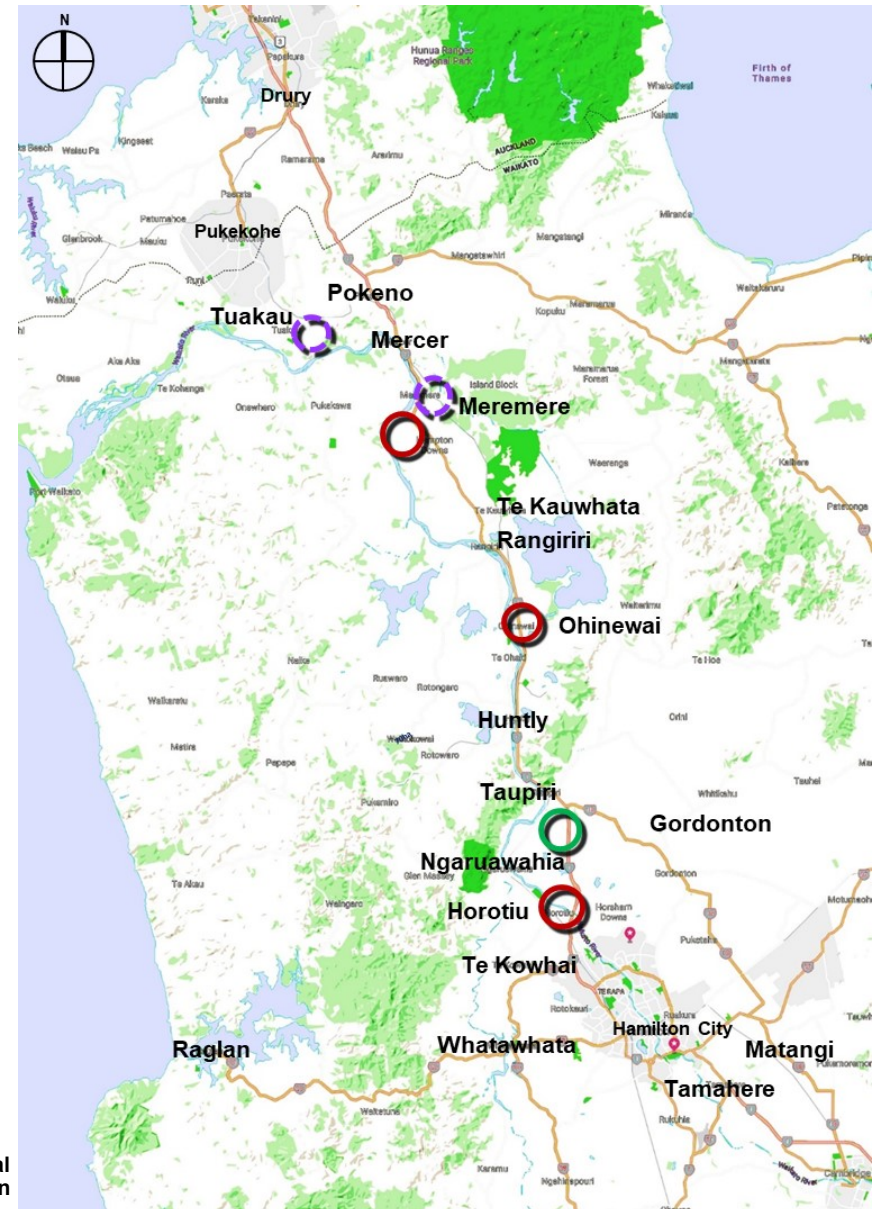
These include the following:

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

Continued overleaf.

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

RIGHT FIG. 3-13: Proposed industrial land allocation



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

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

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

Clean Production

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

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

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



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



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



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

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

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

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

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

Step 3: Capture wealth from elsewhere

This could be achieved by:

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

Visitor strategy

Potential

Day visitors offer great potential:

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

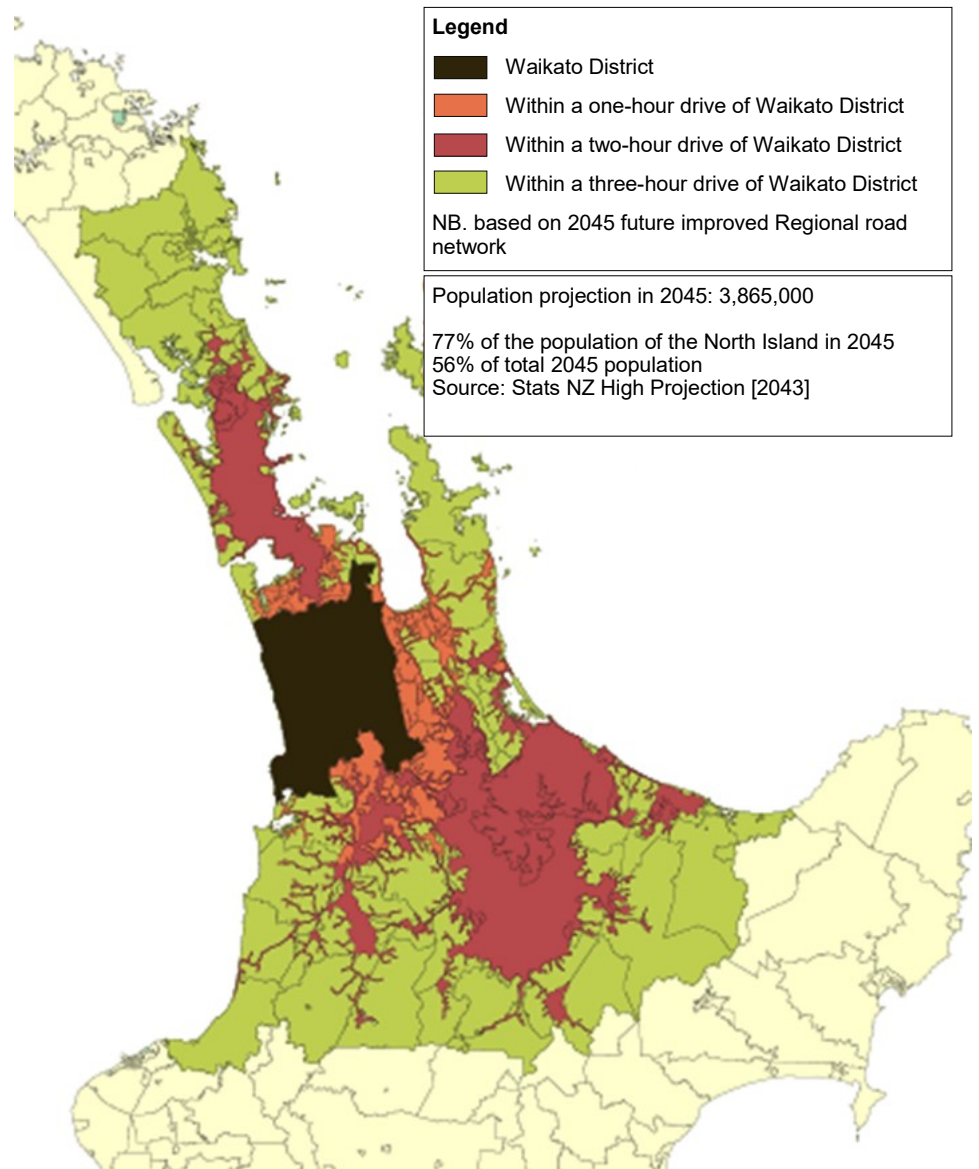
There is potential for the Waikato District to capture more of this.

Events

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

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

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



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

Proposal

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

These attractions could include:

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

Business workshops, training courses and retreats

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

Photo, film and advertising shoots

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

Sports attractions

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

Regional opportunities may include:

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

Extreme and difficult to locate sports may include:

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

Tour bus stops

Tour buses need comfort stops and driver fatigue breaks.

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

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

Last overnight stop

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

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

Themed regional recreation hub

Current key family attractions in the district include:

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

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



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

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

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

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

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

Addressing the negative effects of tourism

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

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



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

Proposed initiatives under this theme

Theme	No.	Action	Considerations	Priority
Economy	DW6.1	Determine additional industrial, commercial and retail land needs.	Refer to Growth DW5.1-DW5.2: 1. First, receive revised population and household projections. 2. Then, assess the plan enabled and commercially feasible residential, business and industrial capacity against the new projections. 3. Review the District Development (Growth) Strategy 4. Lastly, undertake an exercise to determine future residential, business and industrial zoning opportunities beyond the Proposed District Plan.	Top
	DW6.2	Determine if, how much, and where possible future employment (land for office development) zoning opportunities beyond the Proposed District Plan lie.	<i>Refer to specific local areas.</i>	Refer
	DW6.3	Determine if, how much, and where possible future retail zoning opportunities beyond the Proposed District Plan lie.	<i>Refer to specific local areas.</i>	Refer
	DW6.4	Investigate the industrial land opportunities as identified in the Blueprint project.	Refer to diagram for provisional ideas on locations and areas.	Top
	DW6.5	Investigate the clean production land opportunities as identified in the Blueprint project.	Refer to diagram for provisional ideas on locations and areas.	Top
	DW6.6	Determine a youth into employment strategy, possibly in conjunction with existing entities in this space.		Top
	DW6.7	Develop a visitor attraction strategy preferably focussed on 1.5-hour attractions.	Consider: <ul style="list-style-type: none"> • Events of a nature that sustain business on an ongoing basis. • Cultural tourism on the Waikato River (as covered under Identity). • Wedding receptions. • Business workshops, training and meetings. • Film and advertising shoots. • Short stay 'personal development' and 'life-long interest' visitors (will also provide access to locals and will help attract high income residents, their families and retirees). • Sports attractions. • Themed recreation hub. • Tour bus stops. • Opportunities for the last overnight stop for cruise ship or Auckland Airport passengers. • Opening Council community centre kitchens for commercial purposes. 	Top

3.7 transport

Waka

Bus

Rail

State Highway network



3.7 TRANSPORT

The aim under this theme is to:

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

The following aspects are covered under this theme:

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

Bus

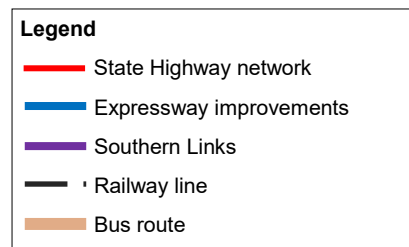
The Waikato District's bus network is shown on **Figure 3-20**. Although all settlements included within the Blueprint project are covered, consultation identified a strong desire within the local communities for an increased level of service.

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

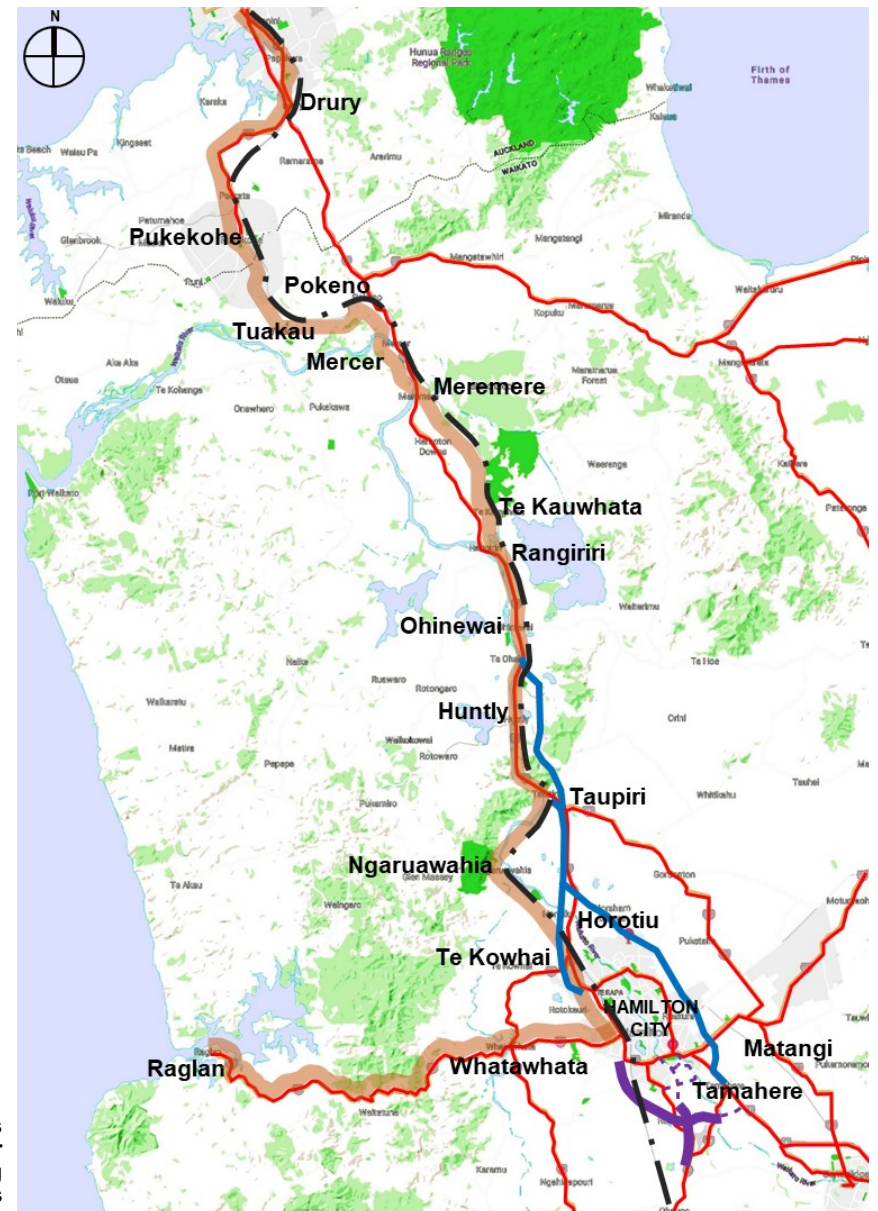
Passenger rail

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

Work is underway to investigate the viability of a passenger train service on this line. Opportunities



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



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

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

The State Highway network

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

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

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

Tuakau / Pokeno

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

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

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

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

Meremere

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

Huntly

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

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

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

Whatawhata

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

Tamahere

The following developments are relevant:

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

Walking and cycling trails

As identified in Section 3.1 Identity, the significance of the river corridor for the district could be strengthened through a network of attractive walking and cycling trails and routes along the Waikato River (up to Port Waikato) and the Waipa River.

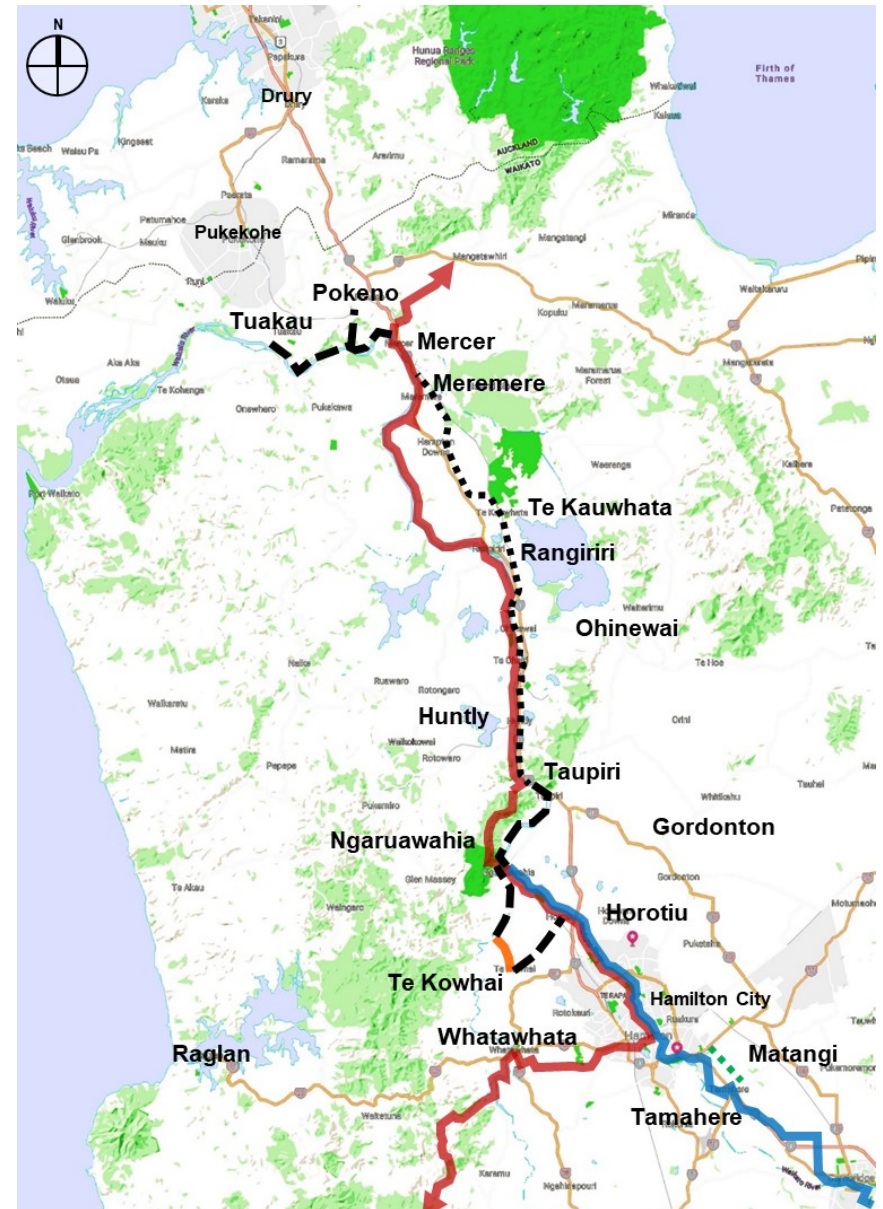
Opportunities in the context of existing routes (the Te Araroa Trail, the Te Awa River Ride, and the Te Otamanui Trail) are shown on **Figure 3-21**.

The following actions are proposed:

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



RIGHT FIG. 3-21: Waikato District's settlements along the river corridors



Proposed initiatives under this theme

Theme	No.	Action	Considerations	Priority
Transport	DW7.1	Refer to Identity for cycling and walking tracks.		Refer
	DW7.2	Secure an improved bus service for the entire Waikato District.	Consider integration with possible future train services.	Top
	DW7.3	Support the Waikato train stations within the Auckland to Hamilton Corridor project.	Consider integration with bus services.	Top
	DW7.4	Continue to monitor the consequences of State Highway projects on the Waikato District and its local communities, and when possible fulfil an advocacy role to positively influence outcomes.		Very high
	DW7.5	Strengthen cycling and walking trails along the river corridor.	<p>This could include:</p> <ul style="list-style-type: none"> • Promote existing trails. • Review trails strategy, add missing local links, then prioritise. • Program to source funding. • Secure key links with landowners. • Parks & Reserves at WDC could lead through the Community Connections Team with key inputs from Communications. 	

3.8 infrastructure

Cross-boundary approach to management

Water operations

Hanganga



3.8 INFRASTRUCTURE

The aim under this theme is to:

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

The following aspects are covered under this theme:

Cross-boundary approach to management; and Water operations.

Cross-boundary approach to management

Infrastructure studies can be the starting point toward working toward optimum community and ecological outcomes. A number of studies are currently underway in the Waikato, which are described below. Studies are intended to ensure that the Waikato District Council, alongside neighbouring Councils, have resilient reticulated networks for future communities, utilising the best technological and environmental practices that are available.

A boundary-less approach to the management of water, waste water, stormwater and drainage services is an aspiration of neighbouring partner councils that form 'Futureproof'. At the time of the preparation of this Blueprint a Futureproof study is underway, for the purpose of considering short (10

years), medium (30 years) and long-term (100 years) opportunities for neighbouring councils to share water assets. The reason for investigating such methods is to consider 'whole of river, best for river / wai' and 'best for communities' potential approaches.

A multi-agency initiative underway within the Waikato is the 'Hamilton to Auckland Growth Study' ('H to A'). Part of the scope of this study is to ensure optimum decision making when balancing environmental and funding solutions for growth and infrastructure. A key outcome for any ultimate strategy is, through connected thinking, avoidance of multiple wastewater treatment plants.

WDC's own investigations should provide improved understanding for achieving growth potential using consolidated / state-of-the-art wastewater treatment solutions (i.e. potential to combine existing plants within the district, i.e. Huntly and Te Kauwhata). Recommendations arising from these studies will have a significant, transformational influence on future locations and sizes of settlements. Opportunities identified in the Blueprint assessment will influence and guide district growth, where infrastructural planning, resulting from the pre-emptive engineering studies, should be able to support this in the optimum way.

Water operations

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

Detail of this arrangement include the following:

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

Proposed initiatives under this theme

Theme	No.	Action	Considerations	Priority
Infrastructure	DW8.1	Progress the contract arrangement with Watercare for the delivery of water operations within the district.	Best methods for stormwater management still to be considered by WDC and Watercare.	Top
	DW8.2	North Waikato Pokeno-Tuakau wastewater network upgrade, and the Tuakau wastewater pump station capacity upgrade.	Consideration can occur during associated planning, design and construction phases, to allow for any relevant engagement holdpoints with external parties.	Very high
	DW8.3	Raglan Raglan wastewater upgrade.	Required to cater for the Rangitahi Peninsula Plan Change Area.	Very high
	DW8.4	Mid Waikato Te Kauwhata wastewater treatment plant (WWTP) (short and long term).	Consideration is needed for wider northern corridor options. This will influence this required treatment plant upgrade including the location of any combined plant that could serve multiple communities. Aspirations can be captured during future community engagement processes that accompany such a project.	High
	DW8.5	Central Waikato - Horotiu to Ngaruawahia wastewater network; - Huntly to Ngaruawahia water main upgrade; and - Ngaruawahia network capacity planning.	Growth in areas require planning and network upgrading to ensure they are safe, and fit for purpose. Resolution of any capacity issues should occur, where effective developer engagement will allow for capture of aspirations.	High
	DW8.6	North Waikato Pokeno and Tuakau water main upgrades.		Medium
	DW8.7	Mid Waikato Te Kauwhata water-take consent renewal.	Consider community engagement methods as part of any RMA process.	Medium
	DW8.8	Southern Waikato and Small Schemes - Tamahere/Matangi water supply storage; - Onewhero (spring water) future services; and - Te Akau (bore water) end of water services.	Community aspirations coupled with growth requirements and economic sustainability will influence Council direction in respect to: - construction of a reservoir (Tamahere); and - continuing outdated reticulated service, where rain tanks with advanced site treatment may better serve Onewhero and Te Akau users.	Medium
	DW8.9	Raglan Raglan WWTP Renewal.	This is the next major WDC discharge consent renewal. Where strong community partnership are key to a successful process.	Medium

Proposed initiatives under this theme

Theme	No.	Action	Considerations	Priority
	DW8.10	Central Waikato Huntly and Ngaruawahia WWTP discharge consent renewals.	Treatment of wastewater through modern systems achieves greater environmental results. The best balanced option to ensure affordability and environmental enhancement will involve stakeholder engagement. Consideration of effective methods is needed.	Low
	DW8.11	Southern Waikato and Small Schemes Potential for any Te Kowhai/Horotiu water and wastewater upgrades enabling sustainable growth using cross boundary solutions (Hamilton CC).	Presently, methods are aspirational; Sub regional agreements would be needed which is signaled in Asset Management Plan. A Futureproof Council sub regional three-waters study is underway, which may resolve matters. This is being driven by HCC. WDC strongly support any such initiative.	Low

3.9 governance

Mana Whakahaere

Supporting non-Council external entities

Geographic Information System

Status of the Blueprint

Devolution of Management



3.9 GOVERNANCE

The aim under this theme is to:

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

The following aspects are covered under this theme:

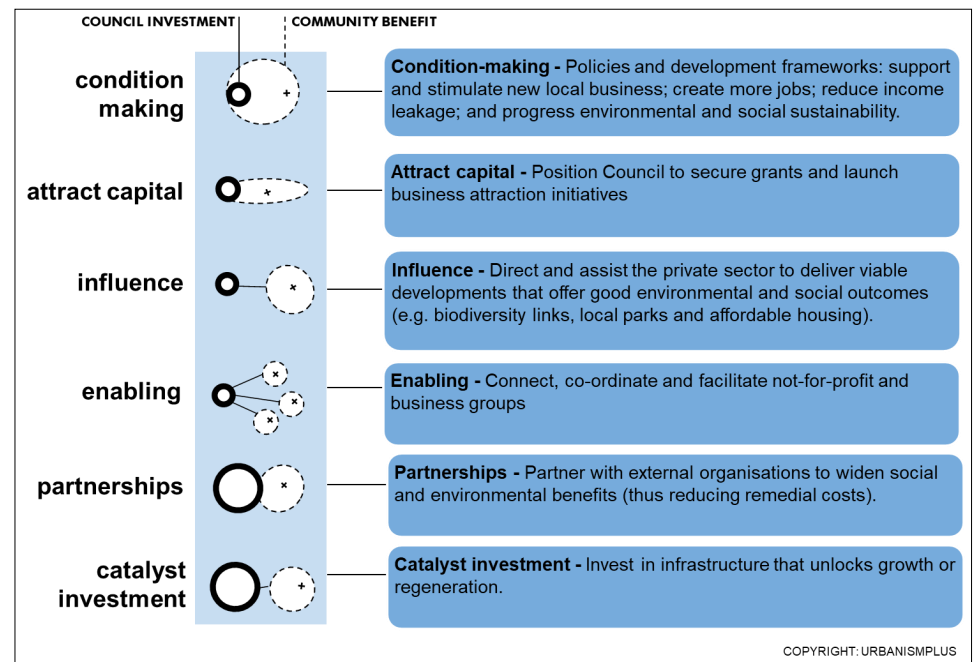
- Supporting non-Council external entities;
- Geographic Information Systems (GIS);
- Status of the Blueprint; and
- Devolution of management to community boards and local committees.

Supporting non-Council external entities

In a time of greater pressure to do ‘more with less’, WDC could benefit from supporting non-Council external entities in their endeavours where their objectives align with the Council’s objectives. These entities may be social enterprises or Not-For-Profit organisations which could be working with social, environmental or employment issues. The Council proposes to prepare a strategy to improve the way it:

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

Refer to **Figure 3-22** for more details on this.



ABOVE FIG. 3-22: Ways of supporting non-Council external entities to help their investment make positive changes within the district

GIS

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



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

The status of the Blueprint

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

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

Devolution of management to Community Boards and Committees

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

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

Scoping study

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

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

Funding implications

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

Proposed initiatives under this theme

Theme	No.	Action	Considerations	Priority
Governance	DW9.1	Support non-Council external entities in their endeavours where their objectives align with the Council's objectives.	These entities may be social enterprises or Not-For-Profit organisations working with social, environmental or employment issues. Consider: <ul style="list-style-type: none"> • Condition making. • Attracting capital. • Influencing. • Enabling. • Forming partnerships. • Providing catalyst investment. 	Top
	DW9.2	Determine ways of better utilising Geographic Information System (GIS) services.	Consider application: <ul style="list-style-type: none"> • On the level of the District. • On the level of local communities. • On the level of single sites. 	Very high
	DW9.3	Give the Blueprint status.	Consider: <ul style="list-style-type: none"> • Councillors recognising the Blueprint as a legitimate document. • Providing appropriate funding and resourcing. • Keeping it updated. • Soliciting on-going community input. 	Top
	DW9.4	Enable the devolution of the management of limited projects to local committees, justified by a business case. First undertake a 'local provision' scoping study.	Consider: <ul style="list-style-type: none"> • Ensuring that Local Community Boards or Committees formally apply for this. • Ensuring well defined roles and outcomes. • Assessing risks beforehand. • Setting strict rules around procurement and financial management. • Health and Safety. 	Top

SECTION 4 - LOCAL AREA BLUEPRINTS

The following 18 sub-sections provide a snapshot for each local area, list the key issues put forward during consultation, and document the proposed initiatives. The key focus for each local area is different, based on the unique local needs. The following are examples of initiatives for each place, noting that these do not form the comprehensive list:

1. **Tuakau:** town centre improvements and review of industrial land provision.
2. **Pokeno:** town centre strategy that covers retail, community and employment needs.
3. **Port Waikato:** public realm upgrade within the wharf area, litter control, acknowledge cultural history, improve road safety and stormwater management.
4. **Mercer:** village centre development and community facilities.
5. **Meremere:** social and employment initiatives.
6. **Te Kauwhata and Rangiriri:** town centre development, school move and integrated growth approach.
7. **Ohinewai:** lifestyle character protection, support the school, and integrated approach, should industrial uses occur.
8. **Huntly:** employment and youth initiatives, with town centre improvements after revocation of SH1.
9. **Taupiri:** village centre improvements, and new industrial and commercial land provision.
10. **Ngaruawahia:** community and employment initiatives, town centre and wider amenity enhancements
11. **Horotiu:** town centre development, and new industrial and commercial land provision.
12. **Te Kowhai:** village centre connections, and walking and biodiversity link with the Waipa River.
13. **Whatawhata:** resolve the SH roundabout, additional commercial land and community facilities.
14. **Raglan:** town centre and wider amenity enhancements, social and employment initiatives.
15. **Gordonton:** re-establishment of markets, residential and commercial land provision.
16. **Tamahere:** walking, cycling, and biodiversity links, and zero waste initiatives.
17. **Matangi:** village centre improvements and commercial land provision.
18. **Tauwhare:** footpath improvements, traffic management, community and recreational areas, commercial activities and village beautification.

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



4.1 TUAKAU

Snapshot

Population: 6,192 (2023 estimate), with growth projected to reach approximately 6900 by 2060.

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

Consultation feedback

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

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

Pokeno has capacity, safety and efficiency issues.

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

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

Top priority initiatives

The top priority initiatives for Tuakau include:

- Building a strong identity for the town.
- Supporting local initiatives for a community hub.
- Developing a sports and recreation hub, possibly incorporating the Council's pool.
- Enhancing library services.
- Building public toilets.

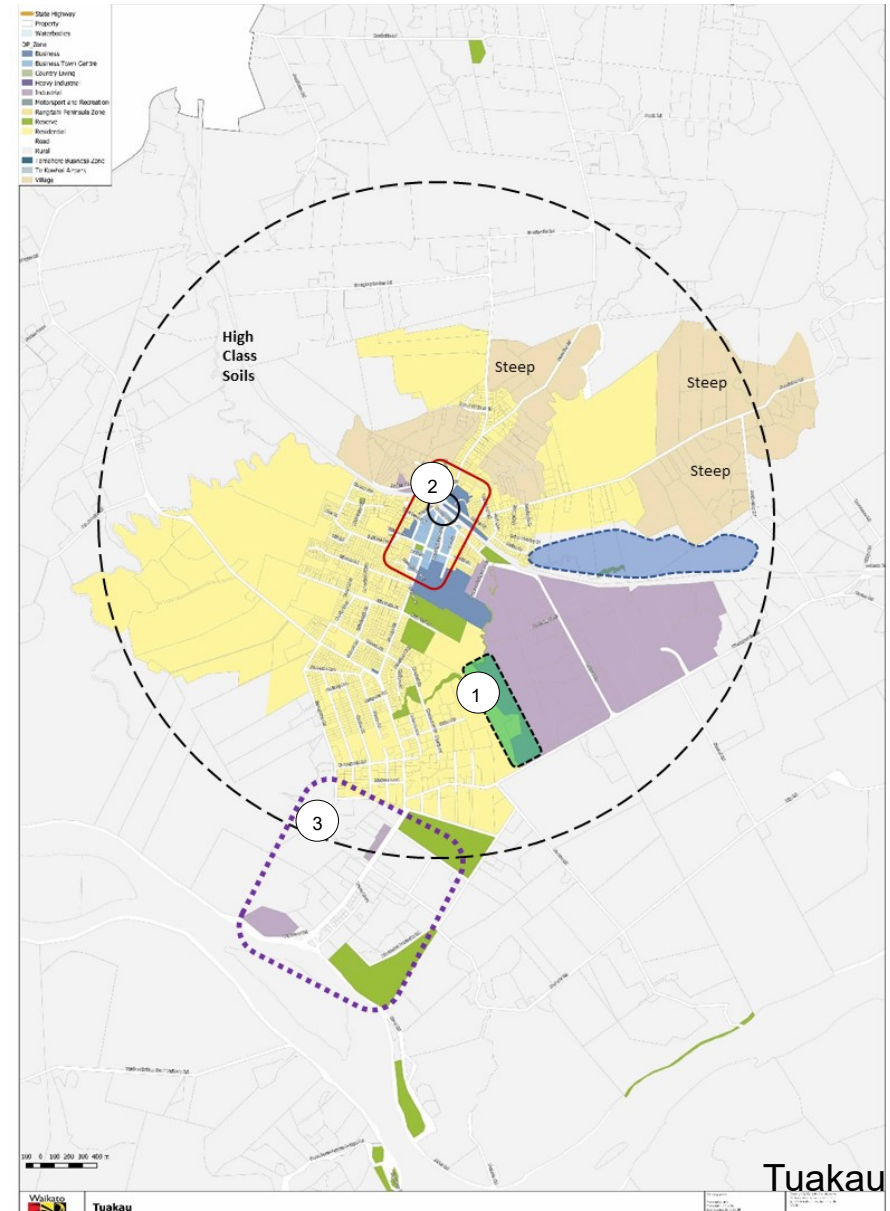
Refer to the table overleaf for more detail.



Proposed initiatives for Tuakau

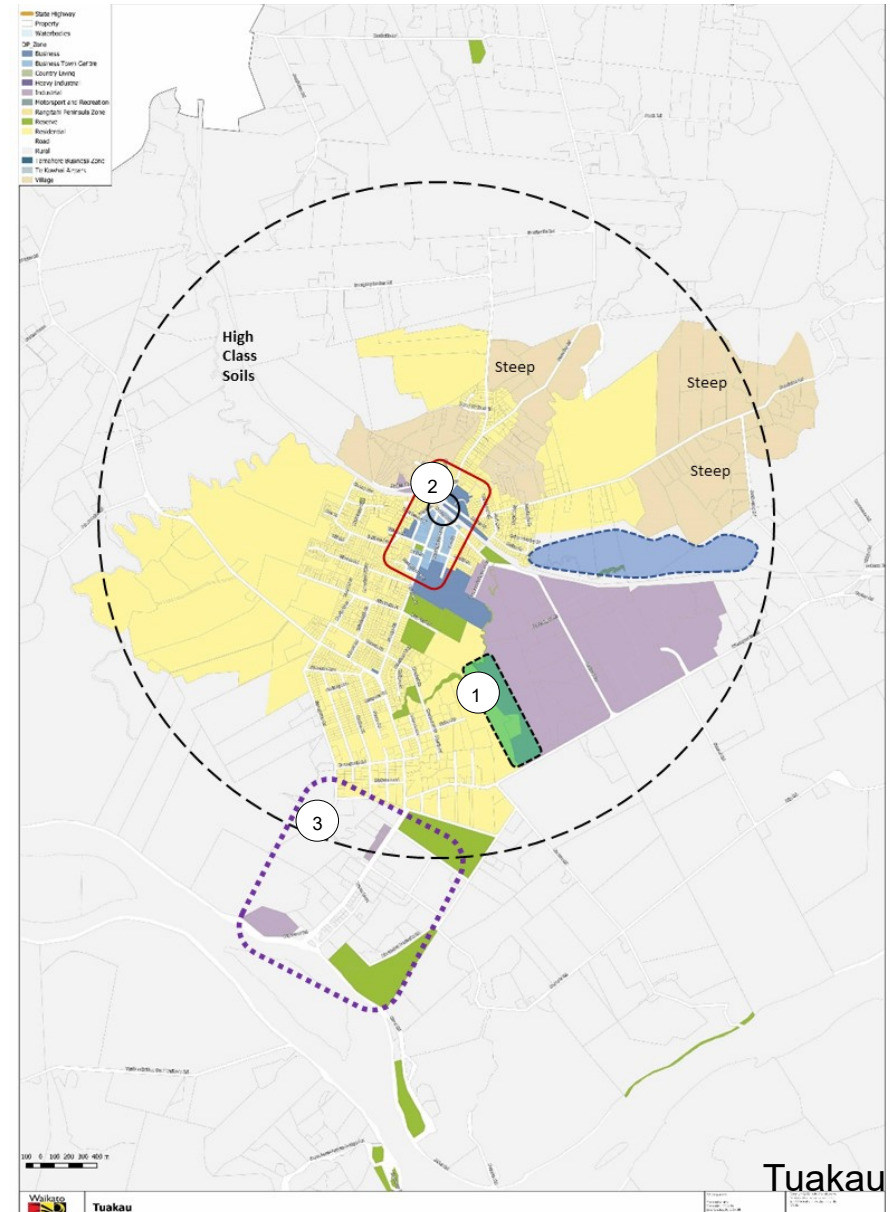
Theme	NO.	Action	Priority
Identity	TU1.1	Build a strong identity based on the river corridor, and the unique qualities of the local area (refer to DW1.1 to 1.4). For Tuakau, highlight heritage and historic sites, and consider Sir Edmund Hillary and the history of trade for passing waka.	Top
Communities	TU4.1	Support the local initiative to establish a community hub, which may be partially privately funded.	Top
	TU4.2	Support the community aspirations for an emergency services hub.	Low
	TU4.3	Develop a sports and recreation facility, including consideration of incorporation of the Council's pool facility.	Top
	TU4.4	Support and enhance library services	Top
	TU4.5	Install lighting and CCTV to address increasing need for safety.	High
Growth	TU5.1	Consider areas for expansion, reconciling possible growth demand with high class soils and contours.	Low
	TU5.2	Address the interface between residential and industrial land. Consider sports fields as a buffer	High
Economy	TU6.1	Prepare a town centre strategy considering character, provision of green spaces, streetscape upgrades, mix of uses, anchors etc. (2).	High
	TU6.2	Consider employment uses south of town centre along River Road (see strategic diagram) (3).	Medium
	TU6.3	Establish a Designers and Makers Cluster.	Medium

continued overleaf



Proposed initiatives for Tuakau

Theme	NO.	Initiatives	Priority
	TU6.4	Establish a Designer Food Cluster.	Medium
	TU6.5	Investigate opportunities for short-stay courses.	Medium
	TU6.6	Ensure that the timing of job creation aligns with residential growth.	High
	TU6.7	Prepare a strategy for the promotion of Tuakau for residents and visitors, that also acknowledges the changing demographics within the community.	Very high
	TU6.8	Identify if, how much, and where, possible additional employment land for office development is needed beyond the zoning in the Proposed District Plan.	High
	TU6.9	Identify if, how much, and where, possible additional employment land for retail development is needed beyond the zoning in the Proposed District Plan.	High
Transport	TU7.1	Provide advocacy for the widening of existing, and / or the construction of new, road connections to SH1.	High
	TU7.2	Create a Park and Ride for public transport.	High
Infrastructure	TU8.1	Build public toilets.	Top



Refer to the proposed District-wide actions related to public transport and waste water and water infrastructure upgrades for Tuakau.

4.2 POKENO

Snapshot

Population: 5,777 (2023 estimate), with growth projected to reach approximately 12,000 by 2060.
Location: Pokeno is located north of the Waikato River, near the northern boundary of the Waikato District, at a SH1 interchange, near the junction with SH2, and on the rail line between Tuakau and Mercer.

Consultation feedback

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

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

of service is reliable and meaningful enough to support commuters.

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

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

Top priority initiatives

The top priority initiatives for Pokeno include:

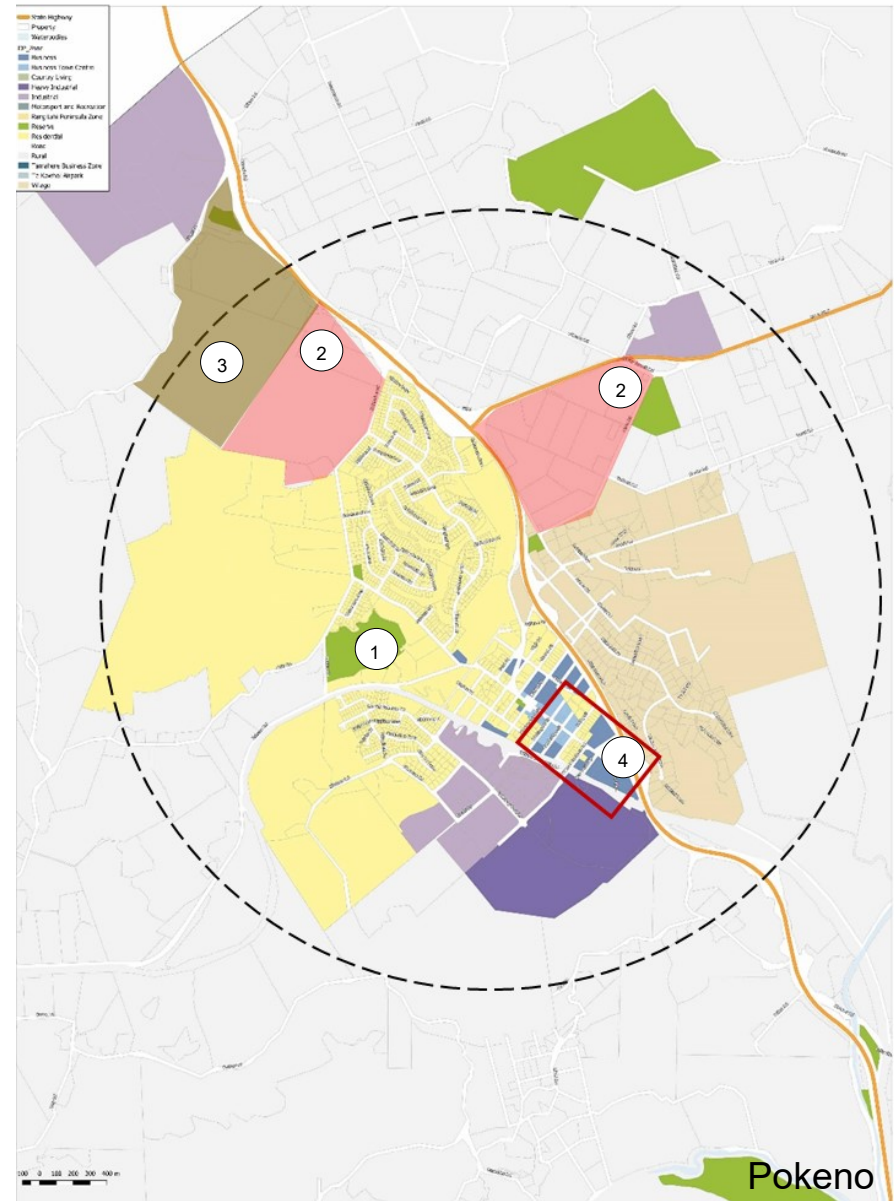
- Building a strong identity that is based on the maaori and pakeha history of the town.
- Considering the need for a Sports park.
- Establishing library/community hub, community and customer services and / or facilities.
- Producing a town centre strategy that reconciles the current and future retail, employment, community facility, and open space needs.

Refer to the table overleaf for more detail.



Proposed initiatives for Pokeno

Theme	NO.	Initiatives	Priority
Transport	PO7.1	Investigate establishing wider transport links with employment areas, Tuakau and SH1. Consider a new underpass and / or bypass.	High
	PO7.2	Work with the truck stop owner to address community concerns.	High
	PO7.3	Create a Park and Ride for public transport.	High



Refer to the proposed District-wide actions related to public transport and waste water and water infrastructure upgrades for Pokeno.

4.3 PORT WAIKATO

Snapshot

Population: 819 (2023 estimate for the wider rural catchment of Port Waikato-Waikaretu), with growth projected to reach approximately 880 by 2060. It should be noted that Port Waikato serves as a key recreational destination for the fast-growing towns of Pukekohe, Pokeno and Tuakau.

Location: Port Waikato is located on the southern side of the mouth of the Waikato River and near the northern boundary of the Waikato District. The settlement is a 35-minute drive from the Pokeno interchange on SH1 and a 30-minute drive from the Tuakau Town Centre and train station.

Consultation feedback

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

- Coastal erosion should be addressed and ongoing actions communicated.
- A clear identity should be established for Port Waikato.
- Both mana whenua and pakeha history should be celebrated in the public realm.
- Safety, security and antisocial behaviour issues should be more strongly addressed.
- The level of service for rubbish collection should be improved.
- There is a need for more community facilities.
- Residential development and expansion of the settlement should be strongly controlled.
- More commercial activities should be attracted.
- Traffic safety should be improved.
- The frequency of public transport should be increased.

- Street lighting and stormwater management should be improved.
- The natural environment should be better protected. This includes litter control.
- The Sunset Beach carpark and the Wharf area should both be upgraded.

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

Blueprint vision for Port Waikato

A place with a rich history and natural beauty where the community is provided for and visitors are welcomed

Top priority initiatives

The top priority initiatives for Port Waikato include:

- Undertake a public realm upgrade at the wharf area to make a gateway statement and address the lack of gathering space.
- Improve litter control in the summer peak months.
- Erect signage to mark and explain the history and cultural significance for mana whenua of relevant areas and features.
- Improve road safety in response to speeding and antisocial behaviour on roads, the beach and in the dunes.
- Improve stormwater management and especially address drainage issues along Maunsell and Centreway Roads.

These initiatives are additional to continuation with key initiatives already planned or currently being undertaken and funded, as indicated.

Refer to the table overleaf for more detail.



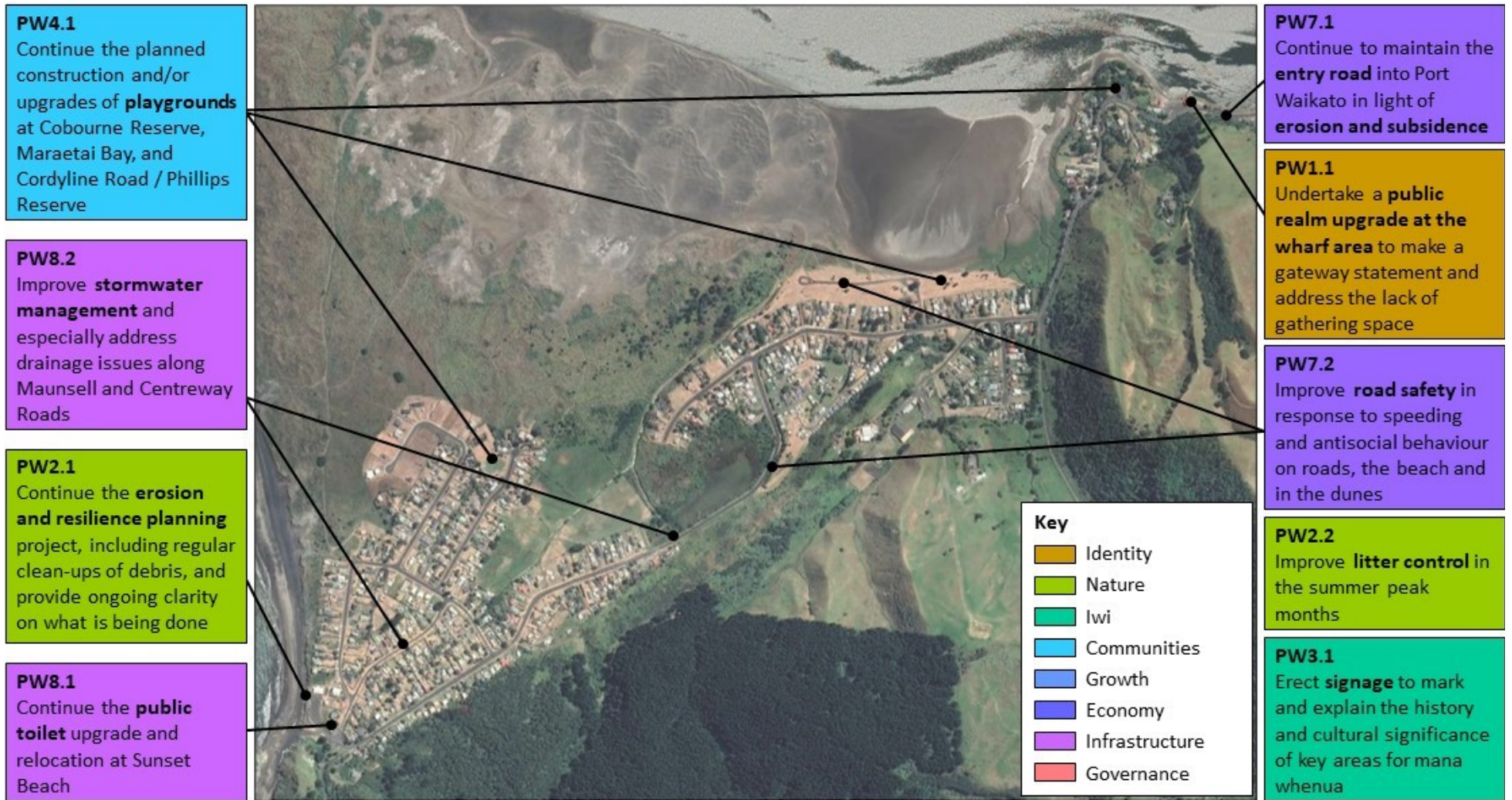
Proposed initiatives for Port Waikato

Theme	NO.	Action	Priority	Led by
Identity	PW1.1	Undertake a public realm upgrade at the wharf area to make a gateway statement and address the lack of gathering space, considering: <ul style="list-style-type: none"> - Seating - Public art (both contemporary and reflective of the area's significance for mana whenua) - A boardwalk connection with Cobourne Reserve - Wayfinding and orientation signage - Signage showing the Wharf, Cobourne Reserve, possibly other areas, with information on the history 	Top	Council
	PW1.2	Produce an Identity strategy for Port Waikato	High	Community
Nature	PW2.1	Continue the erosion / resilience planning project , including regular clean-ups of debris, and provide ongoing clarity on what is being done	Continue	Council
	PW2.2	Improve litter control in the summer peak months, e.g. by increasing the frequency of servicing the public rubbish bins, providing separated bins, no-litter signs, no-freedom camping signs, and clean-up of public areas	Top	Council
	PW2.3	Advocate for ecological improvements in the wetland area	Very high	Community
	PW2.4	Along with Waikato Regional Council and Department of Conservation, support the community's restoration and weed control initiatives in the sand dune areas	Medium	Community
hwi	PW3.1	Erect signage to mark and explain the history and cultural significance for mana whenua of the following: <ul style="list-style-type: none"> - The wetland - The marae and the ownership of the land gifted to the mission - The whale graveyard - The Pa site on the hill, which also needs to be connected with a walkway - Events related to Te Tiriti 	Top	Council and Community
	PW3.2	Resolve access issues across the recreation reserve in Ashwell Drive	Very high	Council
	PW3.3	Improve the relationships between WDC, the local community committee, and local mana whenua	Very high	Council and Community
Communities	PW4.1	Continue the planned construction and/or upgrades of playgrounds at Cobourne Reserve, Maraetai Bay, and Cordyline Road / Phillips Reserve	Continue	Council
	PW4.2	Redevelop the wharf area : <ul style="list-style-type: none"> - Improve the layout of and opportunities for parking, while improving pedestrian safety - Work with the community to determine whether heritage status should be sought for the Yacht Club and support the restoration of this building if possible - Promote the development of the local services zone next to general store with a hospitality / commercial use 	Very high	Council and Community
	PW4.3	Improve the trailer parking around the existing second boat ramp to encourage its use and relieve the pressure on the boat ramp in the wharf area	Very high	Council
	PW4.4	Improve general safety : <ul style="list-style-type: none"> - Increase of police presence at events, long weekends, holiday periods - Reinstatement of neighbourhood street co-ordinators with direct lines of communication 	Very high	Community

Proposed initiatives for Port Waikato –continued from previous page

Theme	NO.	Action	Priority	Led by
	PW4.5	Facilitate the provision of a library book service in Port Waikato	High	Community
	PW4.6	Consider options for the future of the public tennis court and the basketball half-court, considering the establishment of a youth hub with a skate and scooter park, mountain bike tracks,	High	Council
	PW4.7	Provide a regularly updated list of service providers for our community, aside from the Port	High	Community
	PW4.8	Increase opportunities for recycling, e.g. through a large organic waste bin, a local recycling centre, inorganic collection etc.	Medium	Council
	PW4.9	Prepare a concept plan for improvements to Cobourne Reserve, considering: - Increasing planting - Adding lighting at carpark - Providing wheelchair access	Low	Community
	PW4.10	Establish a community garden	Low	Community
Economy	PW6.1	Increase local services zoned land to provide opportunities for commercial activities and local employment, e.g. shops, retail, restaurants	Very high	Council
	PW6.2	Promote existing and attract more hospitality services and businesses	Medium	Council and Community
Transport	PW7.1	Continue to maintain the entry road into Port Waikato in light of erosion and subsidence	Continue	Council
	PW7.2	Improve road safety in response to speeding and antisocial behaviour on roads, the beach and in the dunes, e.g. through more speed limit signs, cameras, police presence, speed bumps, especially along Maunsell Road and at Maraetai Bay Reserve	Top	Council
	PW7.3	Improve the pedestrian safety and traffic management at the Sunset Beach carpark, especially considering parking manoeuvring	Very high	Council
	PW7.4	Advocate to Waikato Regional Council for shuttle services to key facilities and / or higher frequency public transport services to Port Waikato e.g. on the weekends and on Thursdays	High	Council
	PW7.5	Develop more recreational walkways and connect cycling destinations through tracks and cycle lanes	Low	Council
Infrastructure	PW8.1	Continue the public toilet upgrade and relocation at Sunset Beach	Continue	Council
	PW8.2	Improve stormwater management and especially address drainage issues along Maunsell Road and Centreway Road	Top	Council
	PW8.3	Improve street lighting, considering solar power or LED	Very high	Council
	PW8.4	Upgrade public toilets and their wastewater disposal at Maraetai Bay	Medium	Council
	PW8.5	Investigate the installation of commercial wastewater treatment and water supply for inclusion in the Asset Management Plan to encourage growth and commercial development, especially in the Wharf and Sunset Beach areas	Low	Council
Governance	PW9.1	Improve support to community-led initiatives and communication between Council and the community, and invite community-led initiatives where the Council can give support; possible ideas: - Build on Arts and Culture to strengthen Identity, e.g. through events - Activities by 'Friends of Cobourne Reserve'	Very high	Council and Community
	PW9.2	Strengthen the relationship and communication between the Port Waikato Residents and Ratepayers Association and the Community Board	Very high	Council and Community

Proposed 'Top' and 'Continue' initiatives for Port Waikato



4.4 MERCER

Snapshot

Population: 159 (2023 estimate), with growth projected to reach approximately 410 by 2060

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

Consultation feedback

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

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

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

Top priority initiatives

The top priority initiatives for Mercer include:

- Building a strong identity based on maori and ANZAC history of the town.
- Considering the development of a community facility with a meeting place, possibly incorporating public toilets.
- Increasing parking and improving roading infrastructure.

Refer to the table overleaf for more detail.



Proposed initiatives for Mercer

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

Refer to the proposed District-wide actions related to public transport and waste water and water infrastructure upgrades for Mercer.



Mercer

4.5 MEREMERE

Snapshot

Population: 630 (2023 estimate), with growth projected to reach approximately 690 by 2060.

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

Consultation feedback

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

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

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

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

Top priority initiatives

The top priority initiatives for Meremere include:

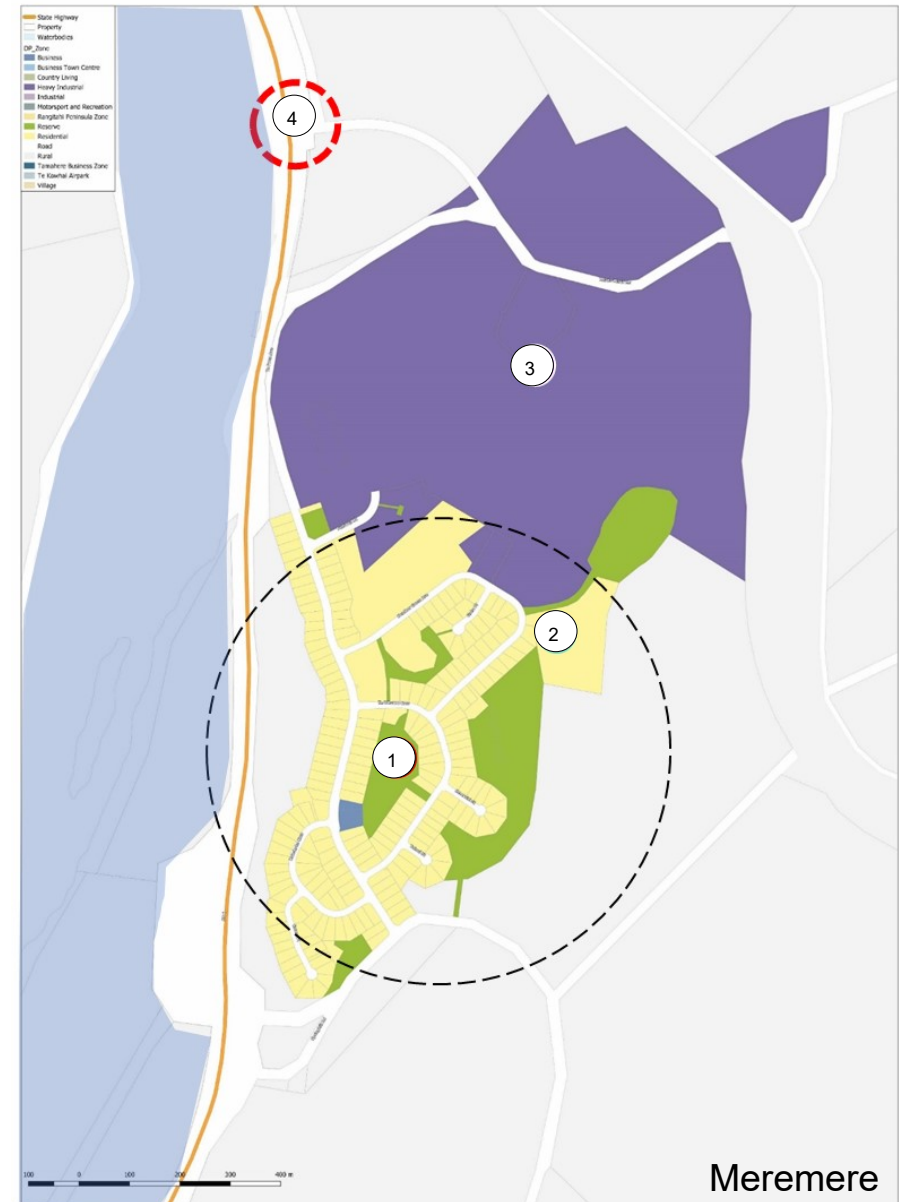
- Building a strong identity for the town.
- Celebrating the Redoubt, linking it to a wider Maori heritage experience.
- Providing support to beautification initiatives, assisting with community pride in the place
- Developing youth engagement initiatives to address the issue of youth leaving school early.
- Considering ways to provide more recreational opportunities and facilities for children.

Refer to the table overleaf for more detail.



Proposed initiatives for Meremere

Theme	NO.	Initiatives	Priority
	MM6.4	Identify if, how much, and where, possible additional employment land for office development is needed beyond the zoning in the Proposed District Plan.	High
	MM6.5	Identify if, how much, and where, possible additional employment land for retail development is needed beyond the zoning in the Proposed District Plan.	High
Transport	MM7.1	Support continued access off the Waikato Expressway (4).	High
	MM7.2	Consider an overbridge that also allows access to the river and Te Araroa Trail.	Low
	MM7.3	Investigate the need to seal roads that lead to the local rugby park.	Low



Refer to the proposed District-wide actions related to public transport and waste water and water infrastructure upgrades for Meremere.

4.6 TE KAUWHATA AND RANGIRIRI

Snapshot

Population (Te Kauwhata): 3,125 (2023 estimate), with growth projected to reach approximately 10,100 by 2060.

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

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

Consultation feedback

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

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

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

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

Top priority initiatives

The top priority initiatives for Te Kauwhata and Rangiriri include:

- Building a strong identity for the town.
- Considering rezoning the site of the existing primary school as commercial to allow for a central business hub.

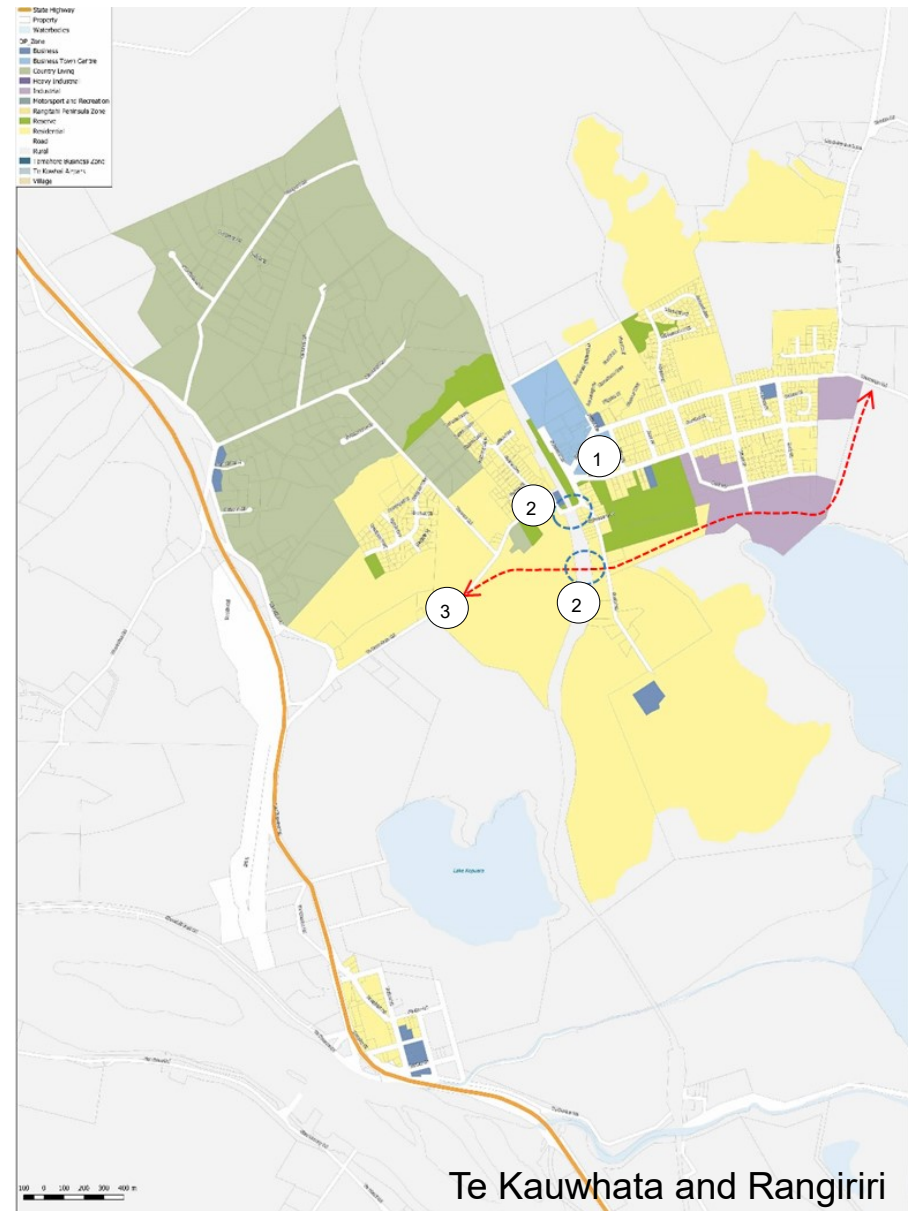
Refer to the table overleaf for more detail.



Proposed initiatives for Te Kauwhata and Rangiriri

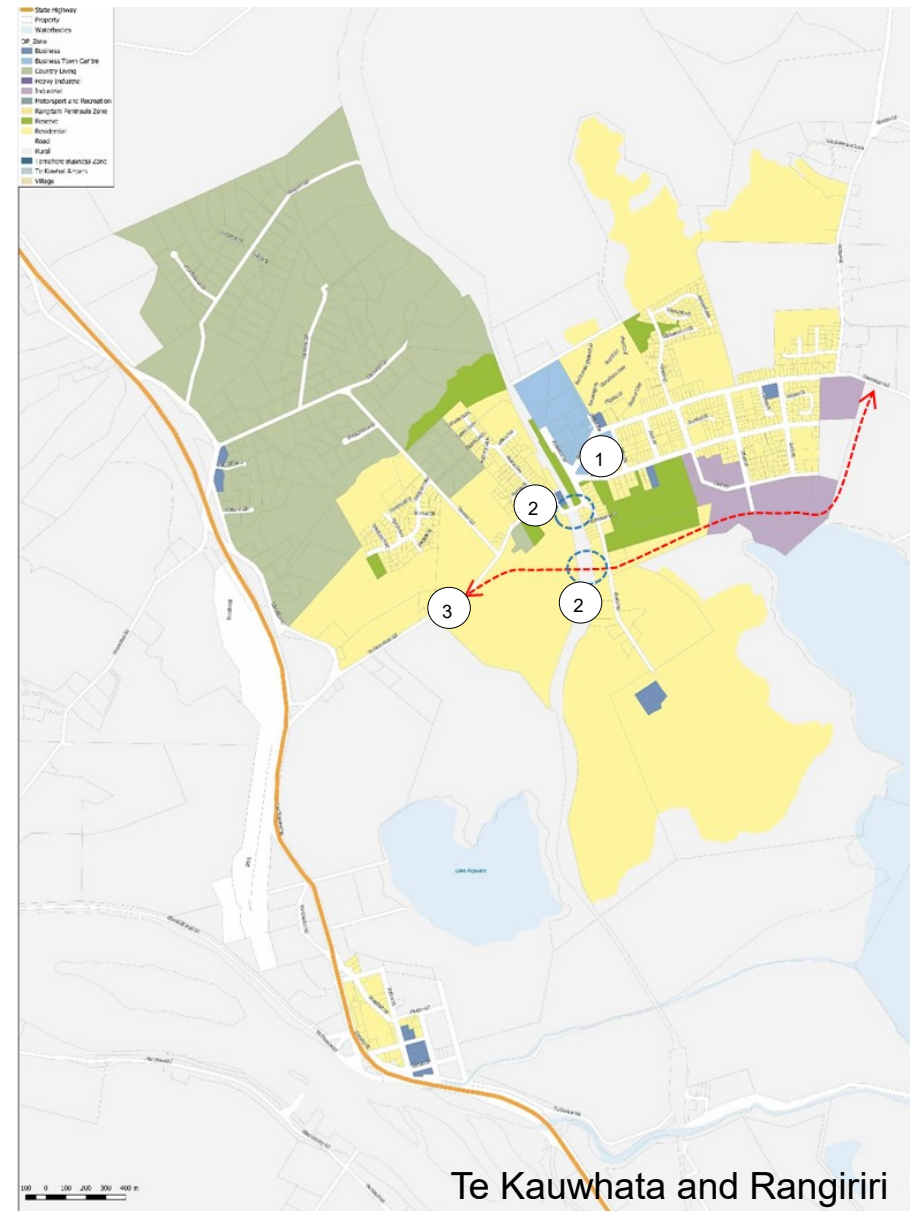
Theme	NO.	Action	Priority
Identity	TK1.1	Build a strong identity based on the river corridor, and the unique qualities of the local area (refer to D/w1.1 to 1.4). For Te Kauwhata, consider viticultural history, Lake Waikare, and the Whangamarino wetlands. Develop a heritage trail highlighting the viticultural history of Te Kauwhata.	Top
	TK1.2	Promote Rangiriri, highlighting the area's history.	Medium
Community	TK4.1	Work with the Ministry of Education to agree an integrated approach to delivering additional educational capacity, especially where associated with new residential areas (1).	High
	TK4.2	Promote the provision of health services.	Medium
	TK4.3	Consider the provision of facilities to accommodate community, and active and passive recreational activities, such as an upgrade to the Te Kauwhata Domain.	High
	TK4.4	Consider the provision of welcome signage into Te Kauwhata.	Medium
Growth	TK5.1	Consider measures to ensure high quality new residential environments.	Medium
	TK5.2	Provide design guidance to ensure housing diversity for different family sizes, while considering the existing village characteristics.	High
Economy	TK6.1	Consider rezoning the site of the existing primary school as commercial to allow for a central business hub (in conjunction with the initiative to identify additional educational facilities elsewhere, see TK4.1).	Top
	TK6.2	Determine key town centre strategy and management needs.	High

continued overleaf



Proposed initiatives for Te Kauwhata and Rangiriri

Theme	NO.	Action	Priority
	TK6.3	Strengthen and emphasise linkages to the Waikato River and the Te Araroa Trail, and leverage for tourism.	Medium
	TK6.4	Provide a covered facility to accommodate the markets and support a central village area.	Low
	TK6.5	Identify if, how much, and where, possible additional employment land for office development is needed beyond the zoning in the Proposed District Plan.	Very high
	TK6.6	Identify if, how much, and where, possible additional employment land for retail development is needed beyond the zoning in the Proposed District Plan.	Very high
Transport	TK7.1	Produce a cycling and walking strategy to develop local connections and paths, including around the lakes and the Whangamarino Wetland.	Very high
	TK7.2	Consider alternatives to the bypass that achieves the aims of reducing trucks through the village (2).	High
	TK7.3	Consider facilitating a grade-separated rail crossing, at existing or possible bypass location (3).	High



Refer to the proposed District-wide actions related to public transport and waste water and water infrastructure upgrades for Te Kauwhata and Rangiriri.

4.7 OHINEWAI

Snapshot

Population: 108 (2023 estimate), with growth projected to reach approximately 300 by 2060

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

Consultation feedback

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

- The proximity of the river is seen as an asset in this community.
- The local school is a great asset. There is room for expansion on its site.
- 'Cowboys' presents a redevelopment opportunity.
- The settlement is perceived to be in a great location and accommodates a strong community, but there is a lack of engagement within the community.
- Growth is welcomed in response to the ageing population and the need to keep and make facilities and services viable, but there is also the desire to retain the current 'community feel'.
- There is a desire to retain large lot sizes and the character that this brings.
- Potential for a large scale development to occur, subject to an RMA process.
- Expansion should not take place in flood prone areas.
- There is an opportunity to improve recreation and tourism opportunities through the creation of walk and cycle ways around the lake and along the river.

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

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

Top priority initiatives

The top priority initiatives for Ohinewai include:

- Building a strong identity for the town.
- Clarifying the future of the reserve.
- Ensuring that possible expansion addresses its own impacts (such as traffic, noise, and visual), and ensuring it contributes positively to the local community.

Refer to the table overleaf for more detail.

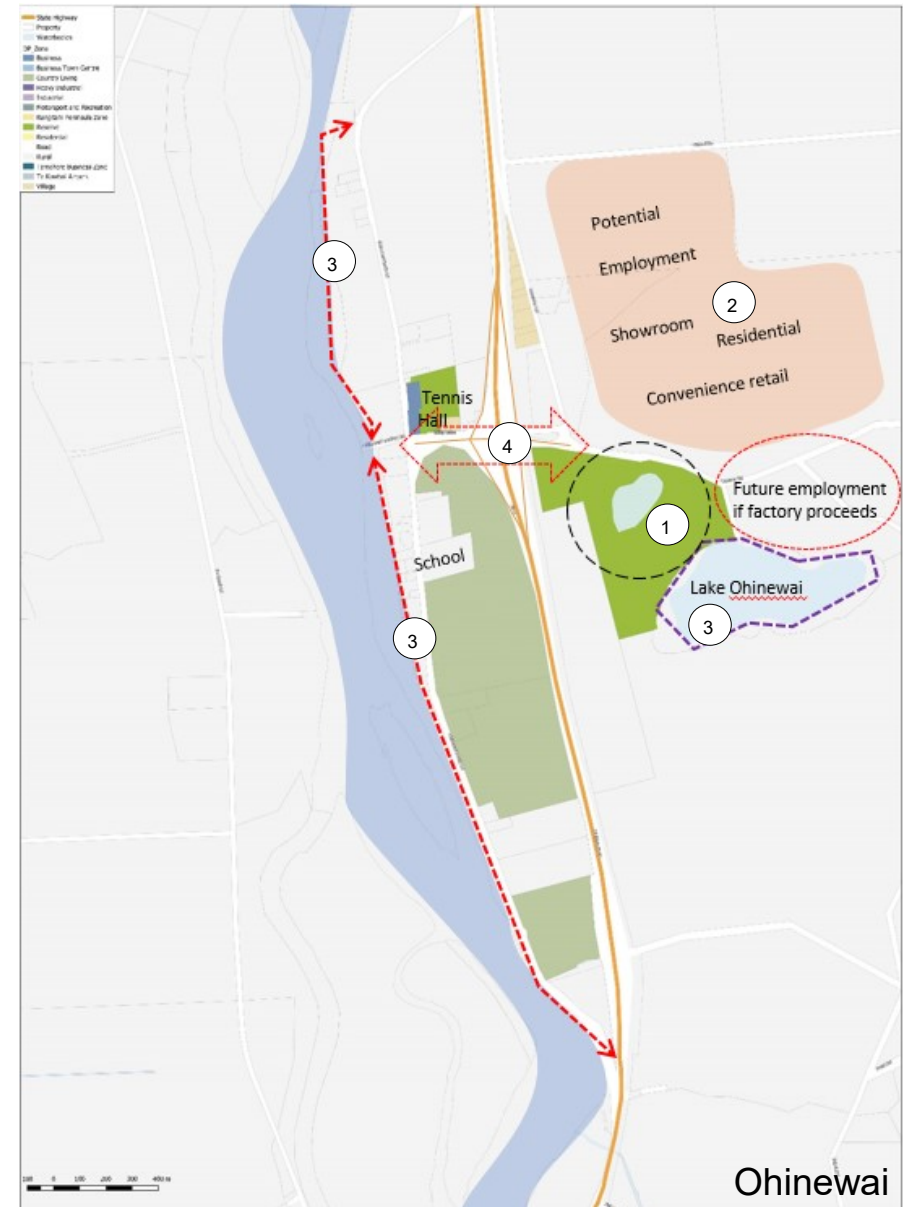


Source: Google Maps

Proposed initiatives for Ohinewai

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

continued overleaf



Proposed initiatives for Ohinewai

Theme	NO.	Initiatives	Priority
Transport	OH7.1	Create tracks on the stop bank along the Waikato River and around Lake Ohinewai (3).	Very high
	OH7.2	Add a pedestrian/cycling 'clip-on' onto the Tahuna Road bridge over the railway and over SH1 (4).	High
Infrastructure	OH8.1	Insert fibre with other services.	Medium



Refer to the proposed District-wide actions related to public transport and waste water and water infrastructure upgrades for Ohinewai.

4.8 HUNTLY

Snapshot

Population: 9,349 (2023 estimate), with growth projected to reach 13,400 by 2060.

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

Consultation feedback

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

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

housing (re)development, especially on the western side of the river.

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

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

Top priority initiatives

The top priority initiatives for Huntly include:

- Building a strong identity for the town.
- Promoting a Puketirini and Kimihia (east mine) Employment, Skills and Technology Cluster.
- Promoting a Puketirini and Kimihia (east mine) Building Fabrication Construction Cluster.
- Supporting the central interchange off the Waikato Expressway.

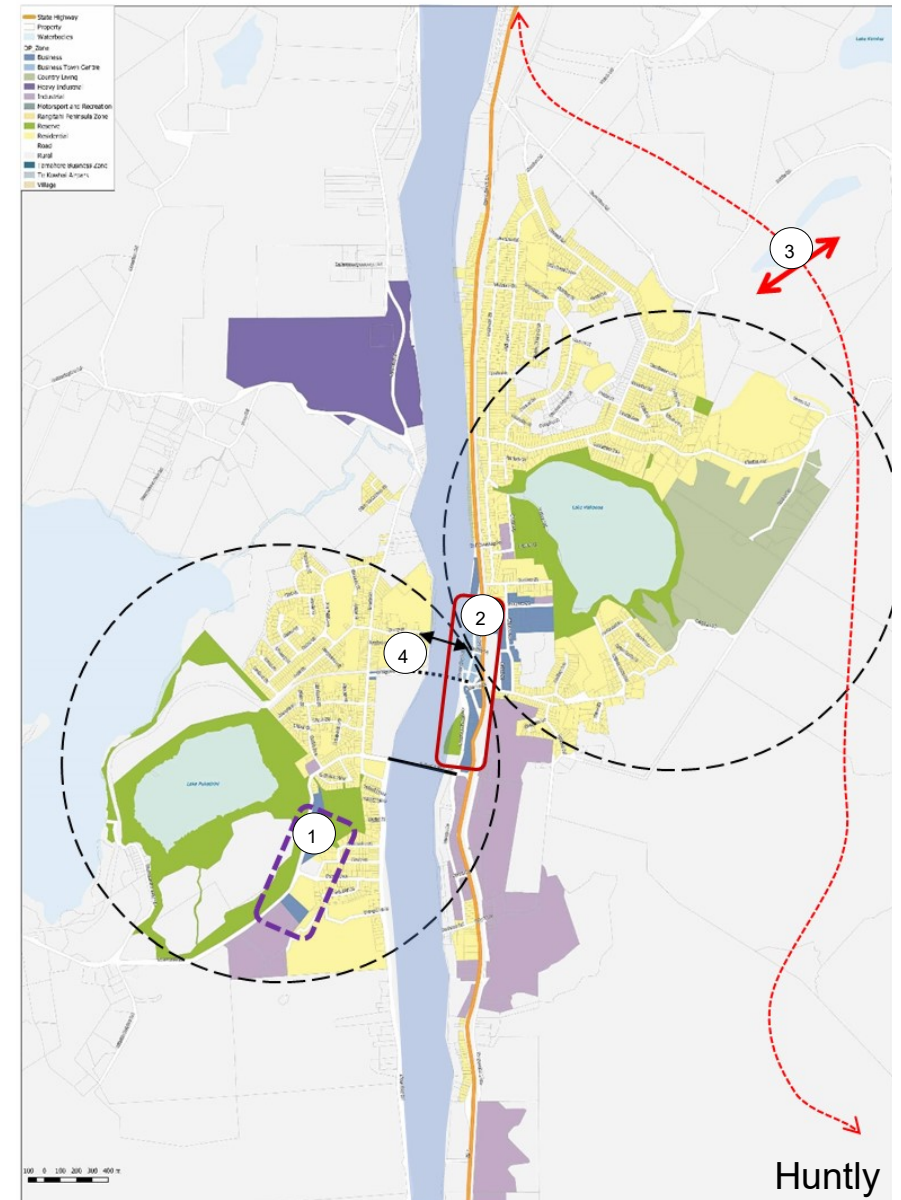
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Proposed initiatives for Huntly

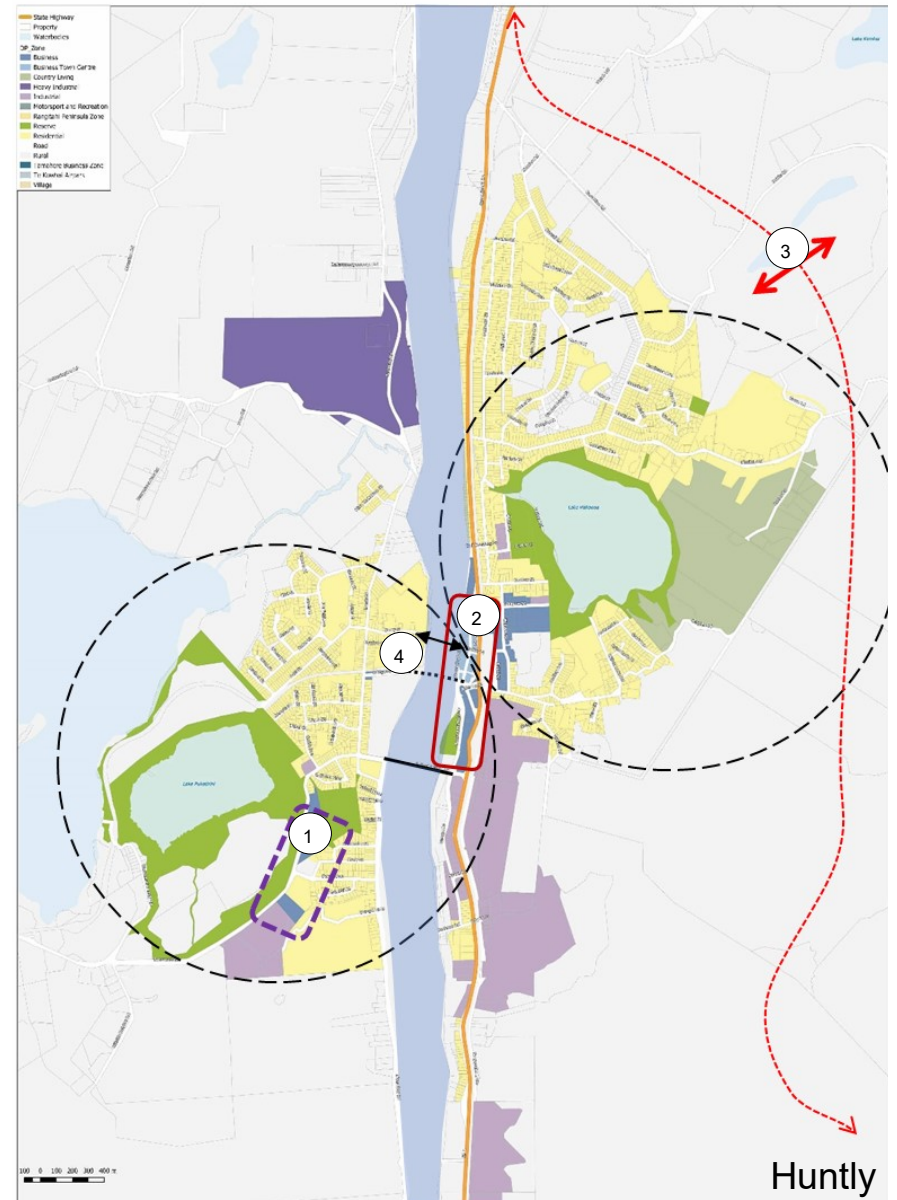
Theme	NO.	Action	Priority
Identity	HU1.1	Build a strong identity based on the river corridor, and the unique qualities of the local area (refer to DW1.1 to 1.4). For Huntly, consider the lakes, power, mining, bricks, arts, and promote as a strong rugby league centre.	Top
Nature	HU2.1	Prepare a strategy for the clean-up of the lakes and addressing any other environmental issues resulting from mining activity.	High
Communities	HU4.1	Prepare a reputational strategy that builds on local pride.	Low
	HU4.2	Promote waka ama on the Waikato River and lakes.	Medium
Economy	HU6.1	Promote a Puketirini and Kimihia (east mine) Employment, Skills and Technology Cluster that builds on existing uses (1).	Top
	HU6.2	Promote a Puketirini and Kimihia (east mine) Building Fabrication Construction Cluster.	Top
	HU6.3	Continue to support the youth strategy to tie in with the development of the abovementioned proposed clusters (refer to HU6.1 and HU6.2).	High
	HU6.4	Support the Huntly Wearable Arts event. Consider increasing its frequency and creating more economic spin-off (e.g. skills development).	High
	HU6.5	Determine key town centre strategy and management needs (2).	High

continued overleaf



Proposed initiatives for Huntly

Theme	NO.	Action	Priority
	HU6.6	Identify if, how much, and where, possible additional employment land for office development is needed beyond the zoning in the Proposed District Plan.	High
	HU6.7	Identify if, how much, and where, possible additional employment land for retail development is needed beyond the zoning in the Proposed District Plan.	High
Transport	HU7.1	Support the central interchange off the Waikato Expressway (3).	Top
	HU7.2	Support the production of a cycle/walking strategy that links the lakes, river and town centre.	Medium
	HU7.3	Promote a new pedestrian river bridge (4).	Medium



Refer to the proposed District-wide actions related to public transport and waste water and water infrastructure upgrades for Huntly.

4.9 TAUPIRI

Snapshot

Population: 696 (2023 estimate), with growth projected to reach 1400 by 2060.

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

Consultation feedback

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

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

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

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

Top priority initiatives

The top priority initiatives for Taupiri include:

- Building a strong identity for the town.
- Investigating the opportunity for industrial land.
- Developing a town centre plan to address fragmentation and services required to support employment and residential growth, and considering the impact of a new service centre at the interchange and the new entrance into Taupiri from the Expressway.
- Allowing for the continuation of the Te Awa cycle trail.

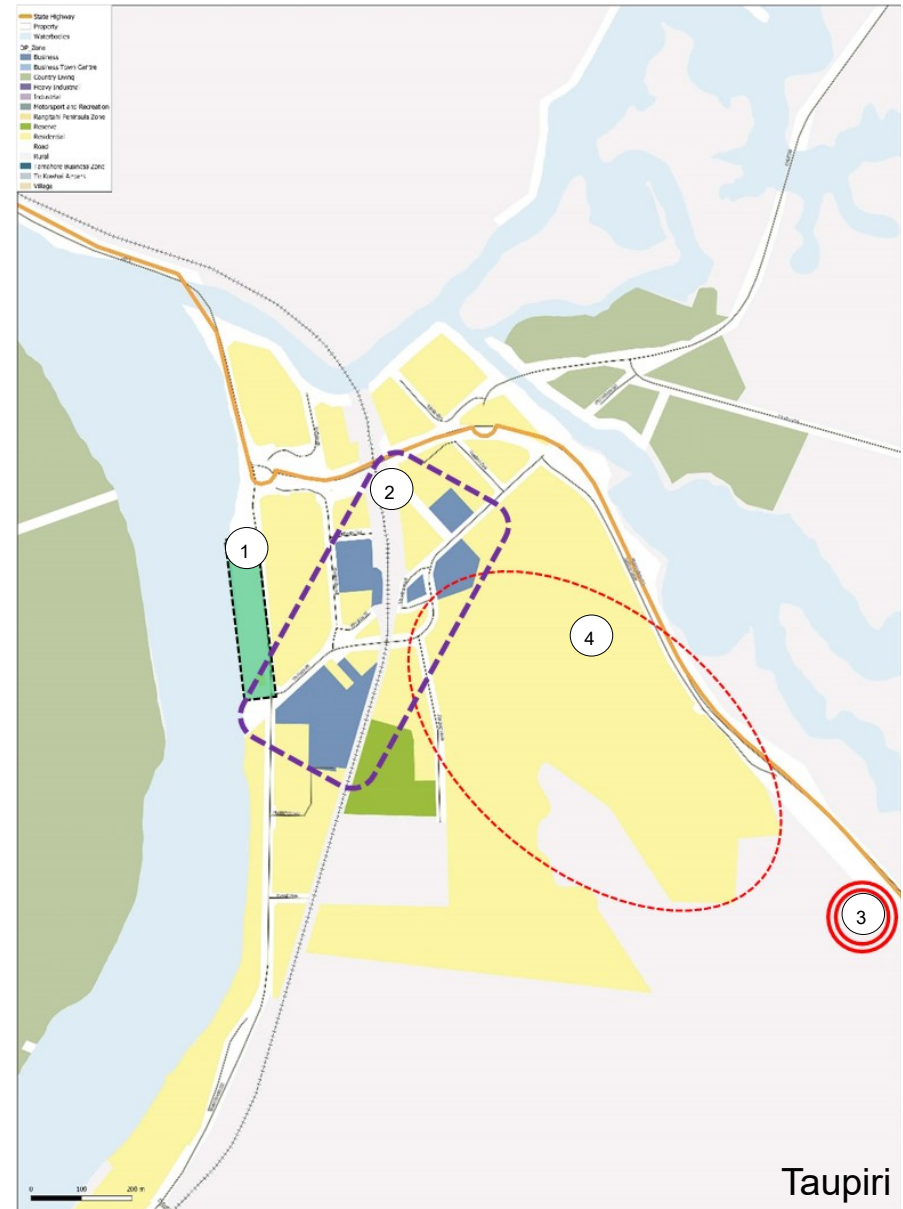
Refer to the table overleaf for more detail.



Proposed initiatives for Taupiri

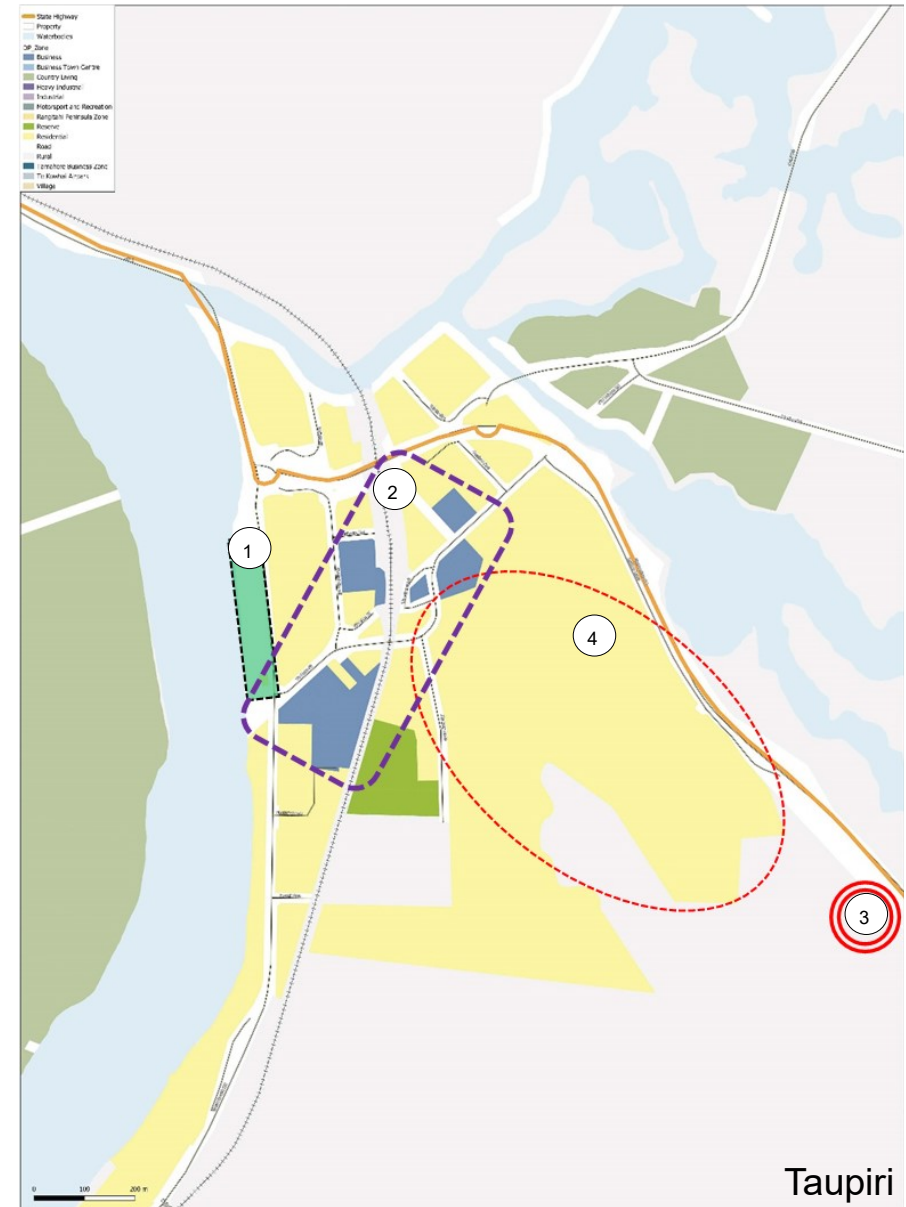
Theme	NO.	Action	Priority
Identity	TP1.1	Build a strong identity based on the river corridor, and the unique qualities of the local area (refer to DW1.1 to 1.4). For Taupiri, consider Taupiri maunga, the 'village feel', and the historical sawmill and flaxmill.	Top
Community	TP4.1	Redevelop the Bob Byrne Memorial Park. Consider extending it along road reserve and creating visitor activity and a local social node through the construction of a jetty (1).	Medium
	TP4.2	Facilitate boating / water recreation opportunities.	Medium
	TP4.3	Support the creation of youth activities that are cultural and community based.	Medium
	TP4.4	Investigate and provide improved lighting throughout the township and install CCTV to better improve safety.	Medium
	TP4.5	Investigate and provide appropriate signage e.g. watch for children, local walkways, schools, sporting facilities and cultural significant sites.	Medium
	TP4.6	Undertake upgrades of playgrounds and recreational / sporting spaces.	Medium
	TP4.7	Investigate and deliver appropriate community centre / facility that can be utilised by residents, visitors and young people.	Medium
Growth	TP5.1	Investigate the opportunity for industrial land (refer to District-wide proposals).	Top
Economy	TP6.1	Support when appropriate the upgrade of the local dairy to a supermarket, as the population grows.	Very high
	TP6.2	Develop a town centre plan to address fragmentation and services required to support employment and residential growth (2). Also consider the impact of a new service centre at the interchange and the new entrance into Taupiri from the Expressway (3).	Top
	TP6.3	Identify if, how much, and where, possible additional employment land for office development is needed beyond the zoning in the Proposed District Plan.	High

continued overleaf



Proposed initiatives for Taupiri

Theme	NO.	Action	Priority
	TP6.4	Identify if, how much, and where, possible additional employment land for retail development is needed beyond the zoning in the Proposed District Plan.	High
Transport	TP7.1	Ensure connectivity through the proposed Lovell development to the existing street network and the proposed service centre (4).	Medium
	TP7.2	Investigate the possibility of constructing a bridge across the Waikato River to connect east and west.	Medium
	TP7.3	Allow for the continuation of the Te Awa cycle trail (refer to District-wide proposals).	Top
	TP7.4	Consider cycling and walking to and from the school as the town expands.	High
Infrastructure	TP8.1	Public toilets required at reserve.	Medium
	TP8.2	Deliver pedestrian crossings throughout the township to ensure safer movements throughout the community.	High



Refer to the proposed District-wide actions related to public transport and waste water and water infrastructure upgrades for Taupiri.

4.10 NGARUAWAHIA

Snapshot

Population: 8,105 (2023 estimate), with growth projected to reach approximately 9,200 by 2060.

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

Consultation feedback

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

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

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

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

Top priority initiatives

The top priority initiatives for Ngaruawahia include:

- Building a strong identity for the town.
- Undertaking strategic conversations around Council-owned land and halls for reinvigoration of community assets.
- Progress with the delivery of a community hub.
- Working with relevant entities to support the strategy for youth initiatives.
- Undertaking initiatives to ensure tidy commercial and industrial street frontages.
- Providing longer distance walking and cycling connections to Te Otamanui, Glen Massey, the eastern side of the Waikato River to Horotiu, and Taupiri.

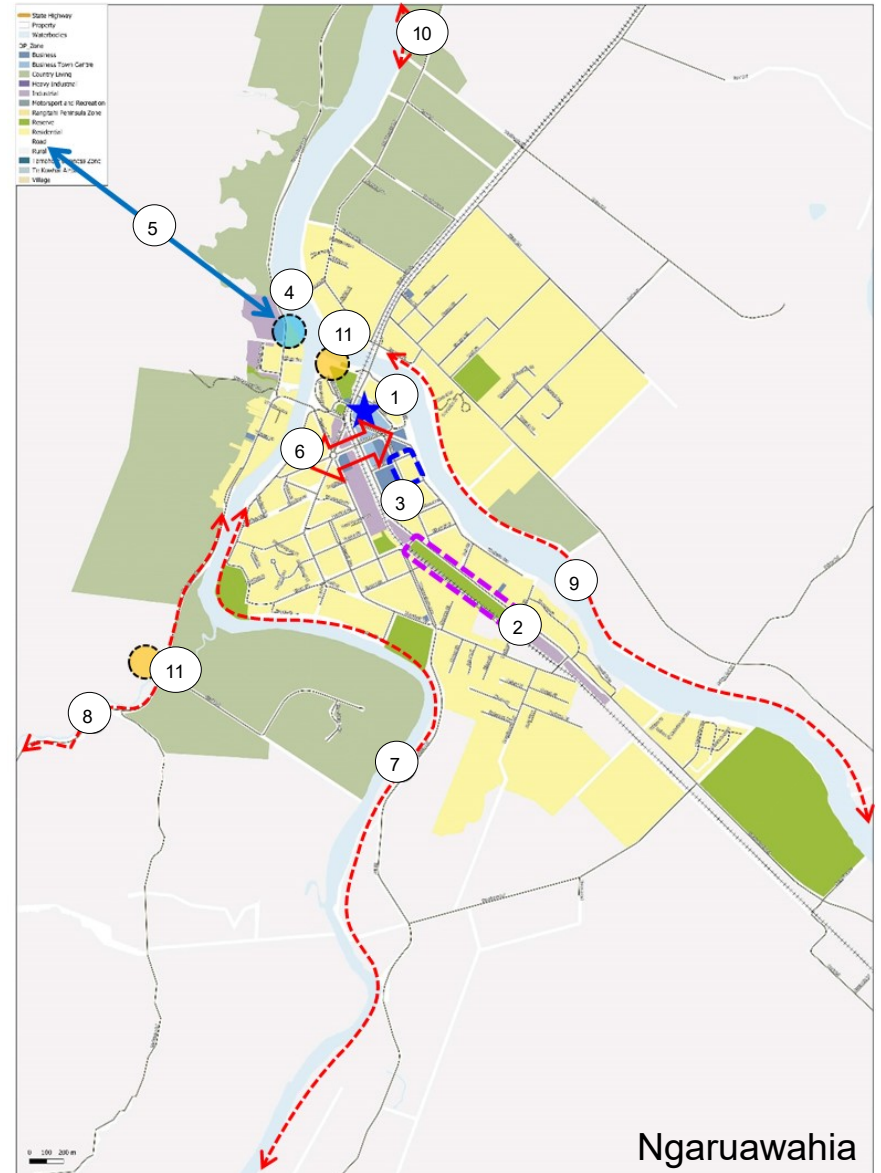
Refer to the table overleaf for more detail.



Proposed initiatives for Ngaruawahia

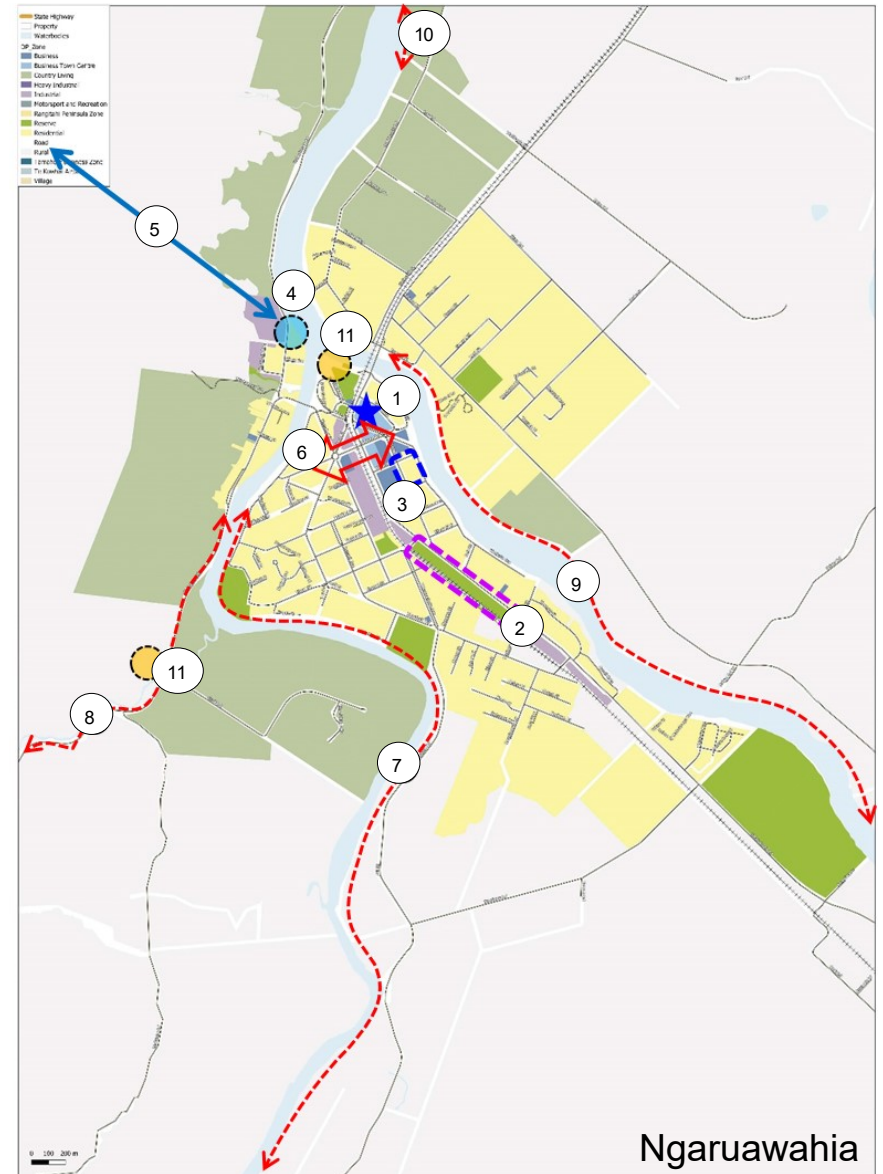
Theme	NO.	Action	Priority
Identity	NG1.1	Build a strong identity based on the river corridor, and the unique qualities of the local area (refer to DW1.1 to 1.4). For Ngaruawahia, consider Te Kiingitanga, the confluence of the Waipa and Waikato Rivers, and the Hakarimata Ranges.	Top
	NG1.2	Erect signage at the six entry points into Ngaruawahia, refer to its unique local identity and to promote tourism (also refer to NG1.1).	High
Nature	NG2.1	Undertake a pest control project in the Hakarimata Ranges. Consider this as an opportunity for a community-led conservation project (also refer to	Medium
Iwi	NG3.1	Promote local cultural tourism by local iwi (also refer to DW1.4).	High
Communities	NG4.1	Undertake strategic conversations around Council-owned land and halls for reinvigoration of community assets (1).	Top
	NG4.2	Produce a planting plan and social space at Te Mana o te Rangī reserve (2).	Medium
	NG4.3	Work with relevant entities to support the strategy for youth initiatives.	Top
	NG4.4	Address freedom camping issues.	High
	NG4.5	Progress opportunities for a new community hub.	Top
Growth	NG5.1	Consider extending the business zone (see strategic opportunities diagram) (3).	Very high

continued overleaf



Proposed initiatives for Ngaruawahia

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



Refer to the proposed District-wide actions related to public transport and waste water and water infrastructure upgrades for Ngaruawahia.

4.11 HOROTIU

Snapshot

Population: 788 (2023 estimate), with growth projected to reach approximately 1,040 by 2060.

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

Consultation feedback

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

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

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

Top priority initiatives

The top priority initiatives for Horotiu include:

- Building a strong identity for the town.
- Investigating the opportunity for additional industrial land.

- Providing longer distance walking and cycling connections to Te Kowhai and Horsham Downs.
- Providing a walking and cycling route on the eastern side of the Waikato River between Horotiu and Ngaruawahia to create a loop with the Te Awa river ride.

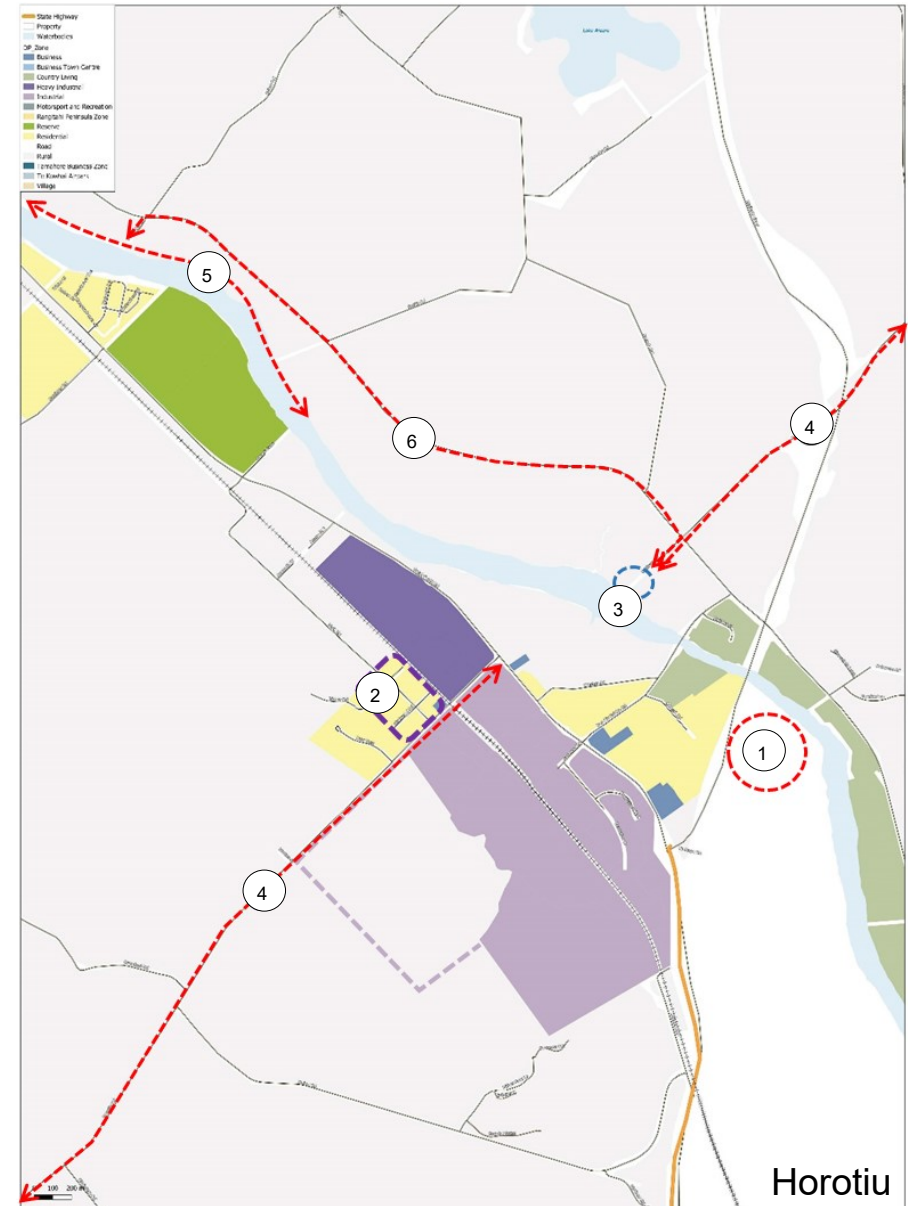
Refer to the table overleaf for more detail.



Proposed initiatives for Horotiu

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

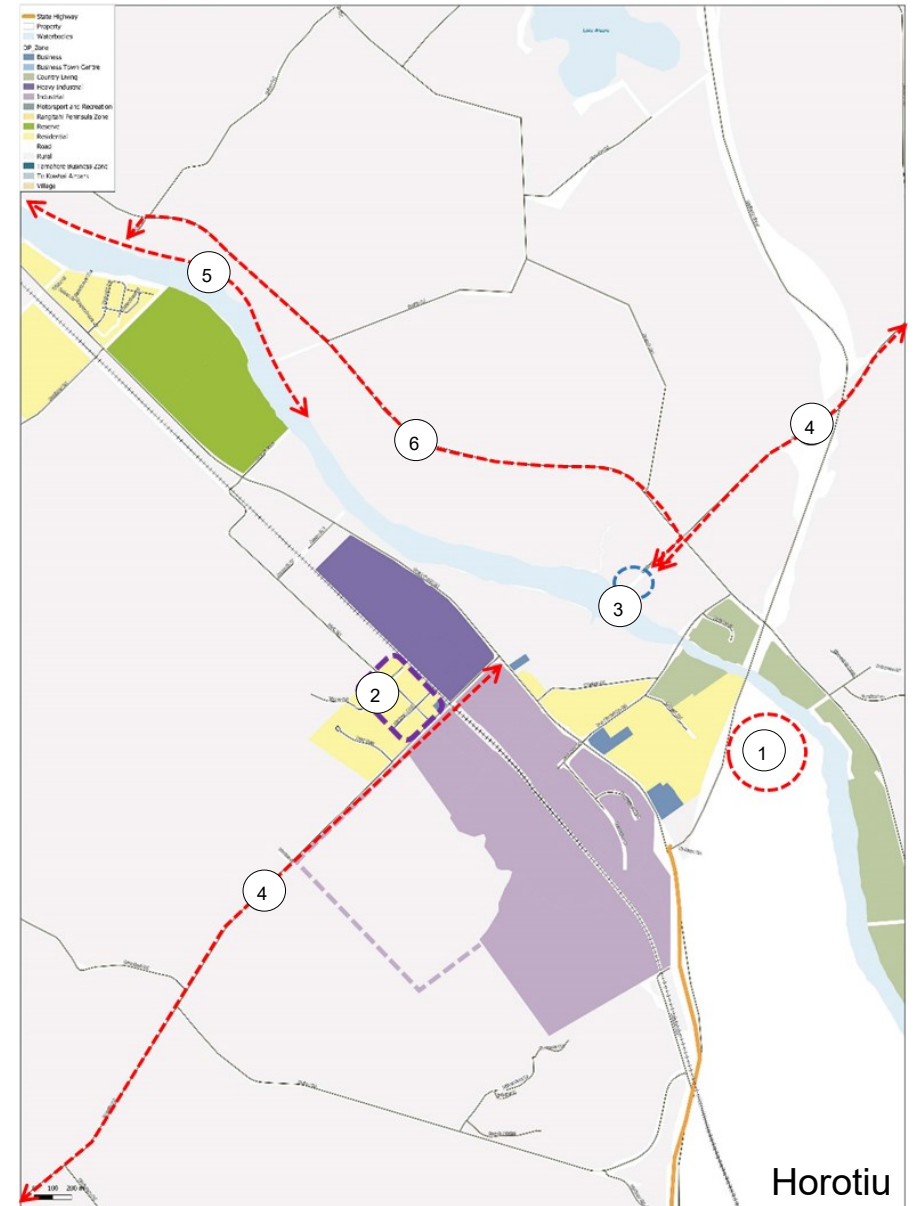
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Horotiu

Proposed initiatives for Horotiu

Theme	NO.	Action	Priority
	HO7.3	Provide a walking and cycling route on the eastern side of the Waikato River between Horotiu and Ngaruawahia to create a loop with the Te Awa river ride (5) (also refer to DW1.3).	Top
	HO7.4	Investigate safety improvements and traffic calming along River Road as well as connections to the proposed route along the eastern side of the river (HO73) to create a loop for recreational cycling (6).	Low
	HO7.5	Extend routes around the peat lakes for recreation	Medium
	HO7.6	Improve the carpark at the bridge on Horotiu Bridge Road. Consider sealing it and adding toilets and rubbish bins.	Medium
Infrastructure	HO8.1	Fill in or improve the appearance of the open stormwater drains at the original AFFCO village in Park Road (7).	Low



Refer to the proposed District-wide actions related to public transport and waste water and water infrastructure upgrades for Horotiu.

4.12 TE KOWHAI

Snapshot

Population: 2,219 (2023 estimate), with growth projected to reach approximately 3,700 by 2060.

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

Consultation feedback

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

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

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

Top priority initiatives

The top priority initiatives for Te Kowhai include:

- Building a strong identity for the town.
- Creating a village green by expanding sports fields and include changing rooms and public toilets.
- Supporting the expansion or intensification of the airpark with commercial uses associated with aeronautical activities.
- Supporting the completion of the Te Otamanui walkway by the community.
- Providing longer distance walking and cycling connections from the Te Otamanui walkway along the Waipa River to Ngaruawahia.

Refer to the table overleaf for more detail.



4.13 WHATAWHATA

Snapshot

Population: 3,509 (2023 estimate), with growth projected to reach approximately 3,550 by 2060.

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

Consultation feedback

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

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

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

Top priority initiatives

The top priority initiatives for Whatawhata include:

- Building a strong identity for the town.
- Supporting the process to create a meeting space ('Our Place').
- Expanding the sports fields to meet increasing recreational needs. Consider the inclusion of public toilets.
- Supporting NZTA discussions to deliver the roundabout to resolve safety and congestion.
- Extending local footpaths to connect new residential areas to the village centre.

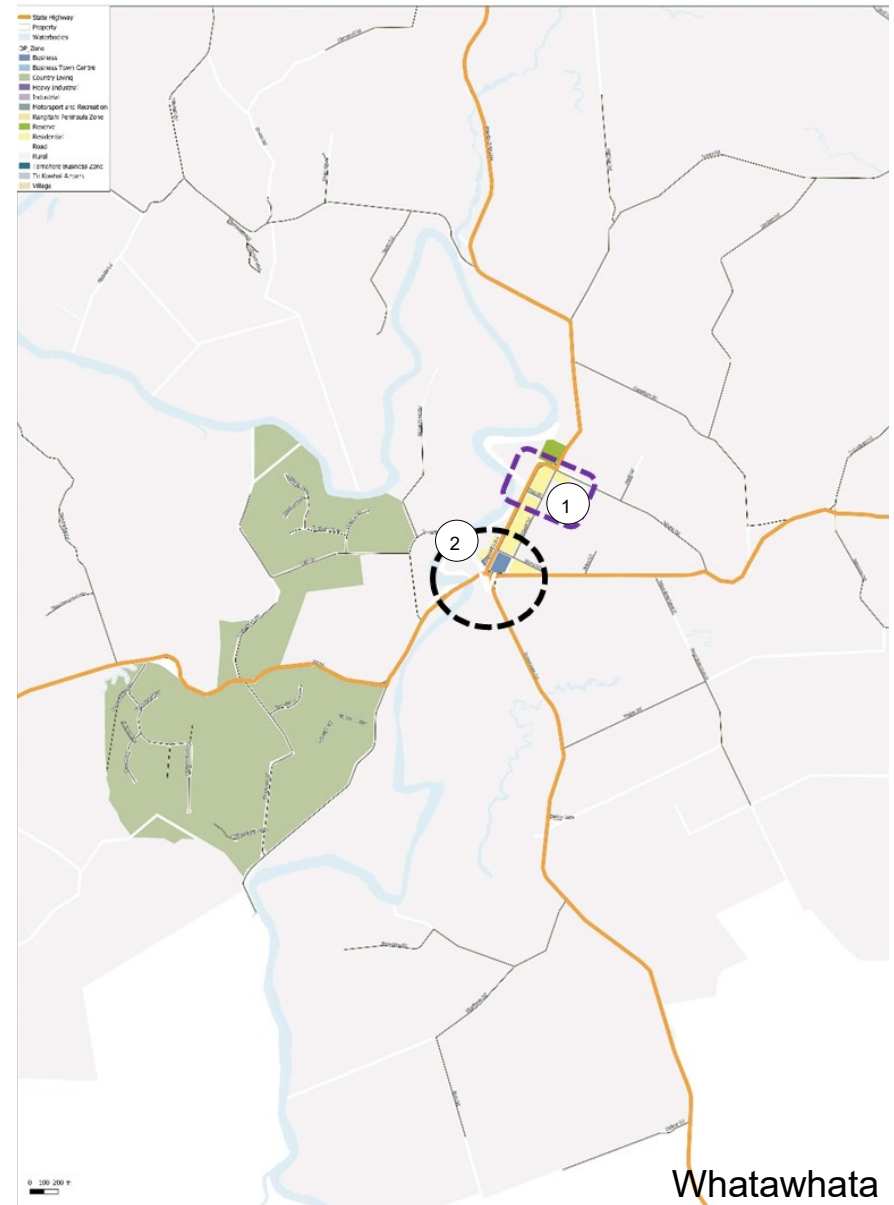
Refer to the table overleaf for more detail.



Proposed initiatives for Whatawhata

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

Refer to the proposed District-wide actions related to public transport and waste water and water infrastructure upgrades for Whatawhata.



4.14 RAGLAN

Snapshot

Population: 4,076 (2023 estimate), with growth projected to reach 5,750 by 2060.

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

Consultation feedback

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

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

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

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

Top priority initiatives

The top priority initiatives for Raglan include:

- Building a strong identity for the town.
- Supporting Raglan Naturally in their prioritised local initiatives such as local food production, energy self sufficiency, alternatives to weed spraying, GE free approaches and education regarding climate change.
- Partnering with Raglan Naturally in respect to planning processes.

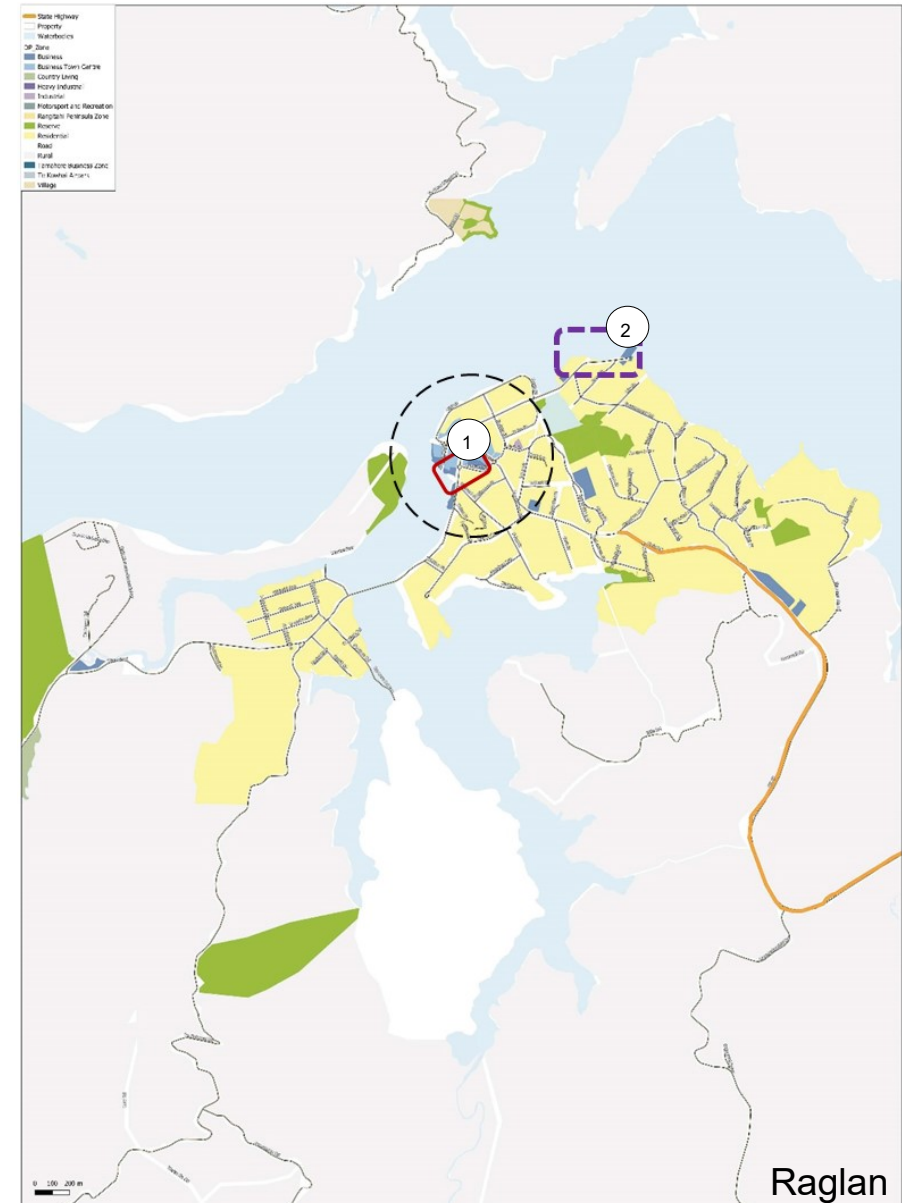
Refer to the table overleaf for more detail.



Proposed initiatives for Raglan

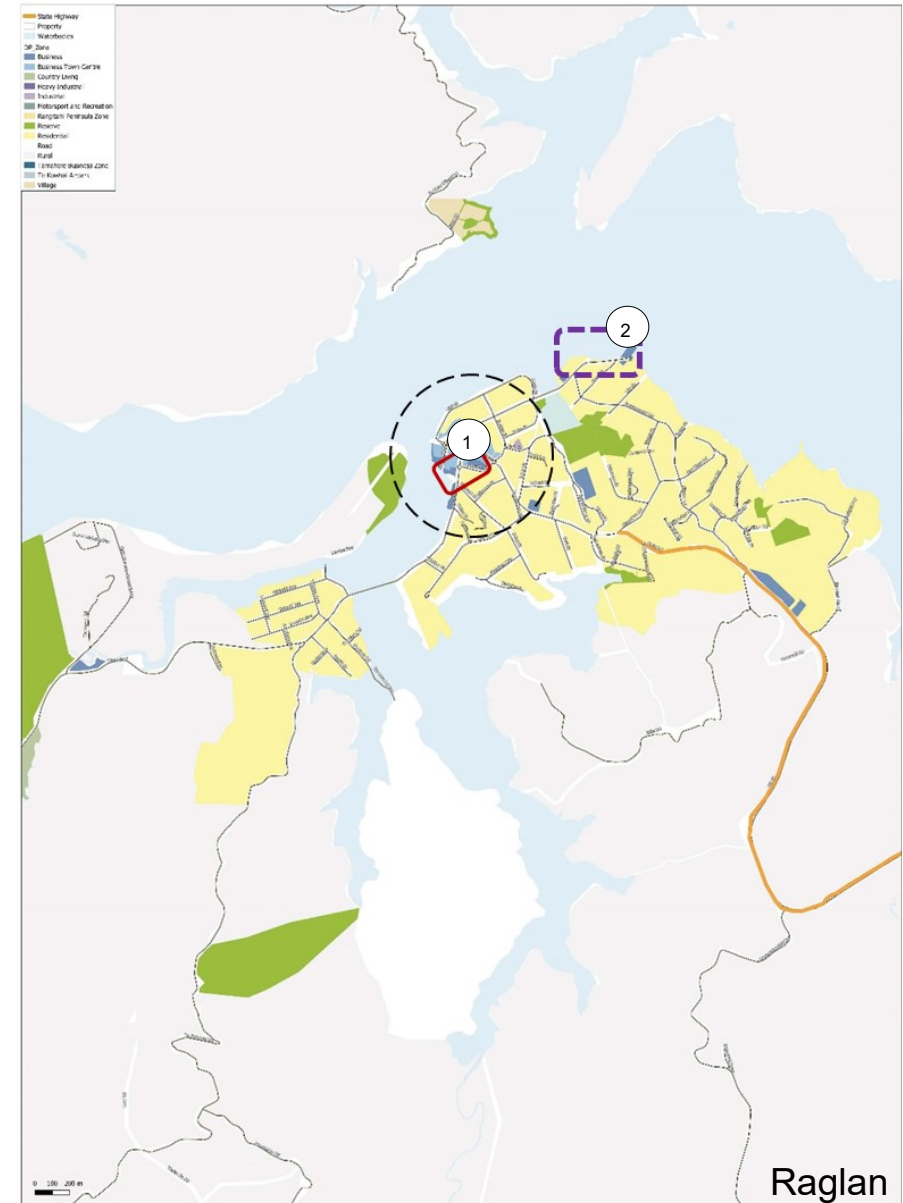
Theme	NO.	Action	Priority
Identity	RA1.1	Build on the strong identity of Raglan based on the unique qualities of the local area (refer to DW1.2 to 1.4). Consider nature, regeneration, environmental initiatives, the arts, and surfing.	Top
Nature	RA2.1	Support Raglan Naturally in their prioritised local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

continued overleaf



Proposed initiatives for Raglan

Theme	NO.	Initiatives	Priority
	RA6.3	Consider how to support the community in creating additional and sustaining existing local jobs in tourism. Consider a bed tax to compensate for increased waste and to support housing affordability initiatives.	Medium
	RA6.4	Investigate opportunities for short-stay courses.	Medium
	RA6.5	Identify if, how much, and where, possible additional employment land for development is needed beyond the zoning in the Proposed District Plan.	High
Transport	RA7.1	Extend walking and cycling network, including to Whale Bay.	Very high
	RA7.2	Improve traffic safety around the school.	Medium
	RA7.3	Develop a parking strategy.	Top
Governance	RA9.1	Investigate whether Harbour Board income is used locally (2).	Medium
	RA9.2	Partner with Raglan Naturally in respect to planning processes.	Top



Refer to the proposed District-wide actions related to public transport and waste water and water infrastructure upgrades for Raglan.

4.15 GORDONTON

Snapshot

Population: 1,762 (2023 estimate for the wider rural catchment of Kainui-Gordonton), with growth projected to reach approximately 2100 by 2060.

Location: Gordonton is located on State Highway 1B, an 8-minute drive from the Taupiri interchange on SH1. The settlement is a 15-minute drive to the northeast from the Hamilton City Centre and 20 minutes from the Hamilton train station.

Consultation feedback

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

- Iwi cultural issues should be recognised and both mana whenua and pakeha history should be celebrated.
- Gordonton's lack of identity should be addressed and the settlement developed in a coherent way.
- Local facilities, such as the community hall, Hukanui Park with its heritage buildings and the playground, should be enhanced.
- A sports facility should be provided, e.g. on the Domain.
- Appropriate local commercial activities (e.g. a supermarket) should be attracted and economic growth stimulated.
- The frequency of public transport should be increased.
- The amenity and safety of Gordonton Road should be improved.
- Better pedestrian and cycling facilities within Gordonton and connecting the settlement with the surrounding area should be provided.

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

Blueprint vision for Gordonton

A compact satellite village with its own unique identity where a close-knit community welcomes visitors

Top priority initiatives

The top priority initiatives for Gordonton include:

- Facilitate the re-establishment of the markets, including the facilitation of organisational arrangements and the provision of infrastructure to accommodate traffic and parking.
- Identify if, how much, and where, possible additional residential and commercial land beyond the existing zoning could be located and what this means for infrastructure and the role and design of Gordonton Road.

These initiatives are additional to continuation with key initiatives already planned or currently being undertaken and funded, as indicated.

Refer to the table and diagram overleaf for more detail.



Proposed initiatives for Gordonton

Theme	NO.	Action	Priority	Led by
Identity	GN1.1	Produce an identity strategy for Gordonton	High	Community
Nature	GN2.1	Plant more trees in and around the village and establish riparian planting and a nature trail	High	Council and Community
	GN2.2	Develop the land behind St Mary's Church as wetland and bring it back into its natural state (while working with the marae)	Low	Council
Iwi	GN3.1	Improve the relationships between WDC and local mana whenua	Very	Council
	GN3.2	Engage and collaborate with iwi regarding cultural interpretation signage within public	Medium	Council
Communities	GN4.1	Continue to redevelop Hukanui Park with a playground, seating and possible other recreation facilities, while ensuring the history of the heritage buildings in and around the park is celebrated, as well as iwi cultural aspects, considering local reserve status, infrastructure limitations, and Building Code requirements	Continue	Council
	GN4.2	Facilitate the re-establishment of the markets : - Facilitate organisational arrangements - Provide infrastructure to accommodate traffic and parking	Medium	Community
	GN4.3	Improve the safety and security of commercial areas and within community, considering CCTV, increased surveillance, neighbourhood watch etc.	High	Community
	GN4.4	Install public recycle bins by the public toilets	High	Council
	GN4.5	Support the churches with expertise and advice on matters regarding earthquake	High	Community
	GN4.6	Provide a sports facility , possibly in conjunction with the current facilities in the Domain	Continue	Council
	GN4.7	Investigate the need for improvements to the cemetery , consider: - Parking issues - Wetland and native trees - A shared path from the cemetery to Woodlands Road - Traffic safety	Low	Council
Growth	GN5.1	Identify if, how much, and where, possible additional residential and commercial land beyond the existing zoning could be located and what this means for infrastructure and the role and design of Gordonton Road	Top	Council
	GN5.2	Investigate with the landowner the possible barriers for the development of the residential zoned land by the school and remove these barriers if within the Council's	Very high	Council
Economy	GN6.1	Produce and implement a business attraction strategy to encourage the development of appropriate commercial activities	High	Council

Continued overleaf

Proposed initiatives for Gordonton –continued from previous page

Theme	NO.	Action	Priority	Led by
Transport	GN7.1	Continue with plans to improve the amenity of Gordonton Road as part of the revocation , including: <ul style="list-style-type: none"> - Lower speed limit, possibly extending from the Peach Road intersection to Hukanui Marae - Improve the visibility for traffic exiting Woodlands Road - More and safer crossings and connections for pedestrians and cyclists - Possibly a shared path from the Piako Road intersection to Hukanui Marae - Improved safety conditions at the island at the north-western village entrance - Visual quality improvements 	Continue	Council
	GN7.2	Continue with the upgrade of College Drive with footpaths and lighting, and provide a timeframe for these works	Continue	Council
	GN7.3	Build a shared path along the Komakorau Stream connecting Taupiri, Woodlands Estate, the village centre to Wairere nurseries and Hukanui Marae; add information on history	Very high	Council and Community
	GN7.4	Consider traffic issues around Gordonton School by investigating whether: <ul style="list-style-type: none"> - More parking is required - More space for buses is needed - The narrow footpath along the one-lane bridge needs widening - More and safer crossings on Woodlands Road are needed 	High	Council
	GN7.5	Advocate to Waikato Regional Council for public transport services to Gordonton	High	Council
	GN7.6	Investigate the feasibility of the upgrade of Peach Road and installation of footpaths to increase the safety of pedestrians and cyclists along this narrow road that is	Low	Council
Infrastructure	GN8.1	Improve streetlights in the village centre, considering solar power or LED	Very	Council
	GN8.2	Promote the installation of a wastewater system for Gordonton in subregional planning programmes	Medium	Council
	GN8.3	Advocate for better internet connectivity	Low	Both
Governance	GN9.1	Recognise or clarify the role of the Gordonton Community Committee and improve communication between the community and the Council	Very high	Council
	GN9.2	Assist community-led initiatives where the Council can give support, e.g. building on arts and culture sector to strengthen identity	Very high	Both

Proposed 'Top' and 'Continue' initiatives for Gordonton



4.16 TAMAHERE

Snapshot

Population: 3,668 (2023 estimate), with it expected to be approximately 3,600 by 2060.

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

Consultation feedback

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

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

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

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

Top priority initiatives

The top priority initiatives for Tamahere include:

- Building a strong identity for the town.
- Supporting Mangaone Stream revegetation efforts and the construction of a walking and cycleway along this stream.
- Advocating with NZTA to provide a pedestrian and cycle bridge across SH21.
- Supporting the community with the extension of shared paths (walking / cycling) through natural areas.

Refer to the table overleaf for more detail.



Proposed initiatives for Tamahere

Theme	NO.	Action	Priority
Identity	TM1.1	Build a strong identity based on the river corridor, and the unique qualities of the local area (refer to DW1.1 to 1.4). For Tamahere, consider the gully network, Wiremu Tamihana (celebrating heritage), and the markets.	Top
Nature	TM2.1	Support Mangaone Stream revegetation efforts and the construction of a walking and cycleway along this stream (1) (also refer to TM7.3).	Top
Communities	TM4.1	Support the Zero Waste initiative at the Hub as a start of possible wider local initiative.	Medium
Growth	TM5.1	Investigate whether the land bounded by SH21, Tamahere Drive and the proposed southern links route should be rezoned from rural to Village (2).	Medium
Economy	TM6.1	Support activation of the Hub development (3).	High
	TM6.2	Support local employment initiatives. Consider the quarry (needs commercial rights), elderly housing, leveraging off cycle route, retail in the new commercial hub, Southern Fresh Foods, home-based employment	Medium
	TM6.3	Facilitate a plan to rotate the location of the local markets between the current location at the church and the reserve in Matangi in order to increase frequency (4).	High
	TM6.4	Identify if, how much, and where, possible additional employment land for office development is needed beyond the zoning in the Proposed District Plan.	Low

continued overleaf



Proposed initiatives for Tamahere

Theme	NO.	Action	Priority
	TM6.5	Identify if, how much, and where, possible additional employment land for retail development is needed beyond the zoning in the Proposed District Plan.	Low
Transport	TM7.1	Advocate with NZTA to provide a pedestrian and cycle bridge across SH21 (5).	Top
	TM7.2	Work with public transport provider to ensure the Hamilton / Cambridge bus will loop past the new retirement village (6) and commercial hub.	Medium
	TM7.3	Support the community with the extension of shared paths (walking / cycling) through natural areas.	Top



Refer to the proposed District-wide actions related to public transport and waste water and water infrastructure upgrades for Tamahere.

4.16 MATANGI

Snapshot

Population: 3,338 (2023 estimate), with growth projected to reach 3,500 by 2060.

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

Consultation feedback

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

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

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

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

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

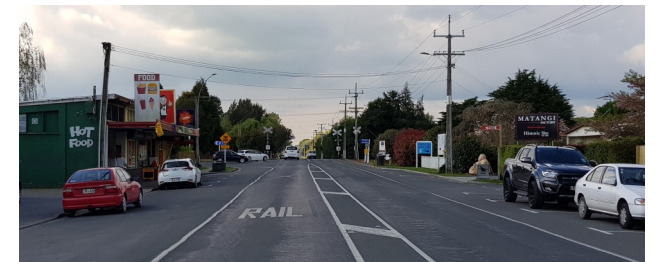
Refer to **Appendix A** for a comprehensive documentation of the consultation feedback.

Top priority initiatives

The top priority initiatives for Matangi include:

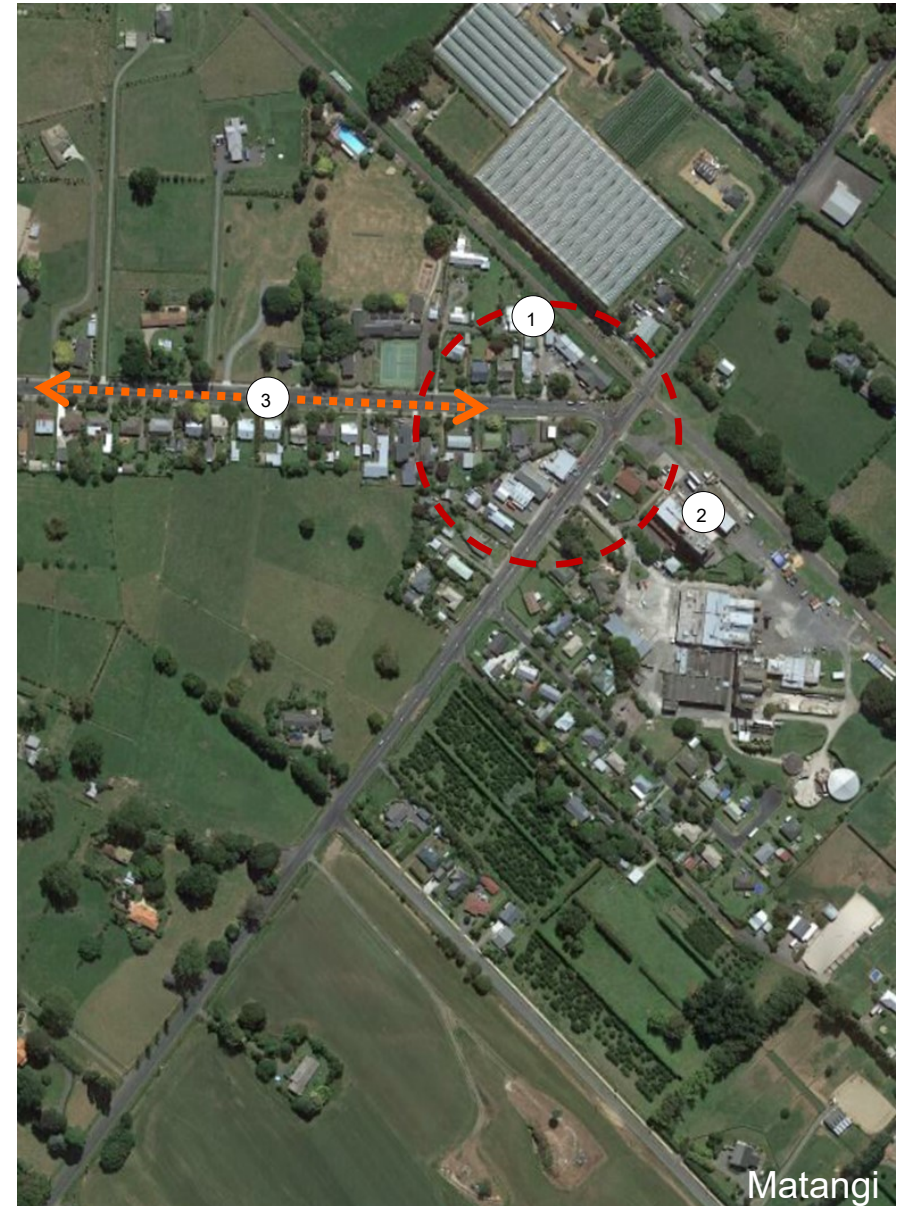
- Building a strong identity for the town.
- Providing traffic calming and improved parking opportunities along the central section of Tauwhare Road.
- Constructing a footpath along Matangi Road up to Fuchsia Lane and creating further connections to accommodate walking from the village centre to Hillcrest.

Refer to the table overleaf for more detail.



Proposed initiatives for Matangi

Theme	NO.	Action	Priority
Identity	MA1.1	Build on the strong identity of Matangi based on the unique qualities of the local area (refer to D'w/1.2 to 1.4). Consider the Matangi Factory history and current use.	Top
Economy	MA6.1	Establish a Heritage, Cultural and New Economy Business	Medium
	MA6.2	Produce a village centre plan (1).	Very high
	MA6.3	Support landowners' initiatives to develop more mixed use and retail areas where deemed appropriate by the Council (2).	High
	MA6.4	Identify if, how much, and where, possible additional employment land for office development is needed beyond the zoning in the Proposed District Plan.	Medium
	MA6.5	Identify if, how much, and where, possible additional employment land for retail development is needed beyond the zoning in the Proposed District Plan.	Medium
Transport	MA7.1	Provide traffic calming and improved parking opportunities along the central section of Tauwhare Road.	Top
	MA7.2	Construct a footpath to accommodate safe walking from the village centre towards Tauwhare, Tamahere and Hamilton.	Top
	MA7.3	Implement a loop bus service through Matangi and Newstead.	Very high
Infrastructure	MA8.1	Consider the installation of public toilet facilities.	Medium



Refer to the proposed District-wide actions related to public transport and waste water and water infrastructure upgrades for Matangi.

4.18 TAUWHARE

Snapshot

Population & Location: Tauwhare covers an area of approximately 6,333 ha with a population (based on the 2018 census) of 2,231 (2023 estimate), with growth projected to reach approximately 2,400 by 2060. Tauwhare village is located at the intersection of Tauwhare Road and Scotsman Valley Road, and historically has been a resting place for Maori and Pakeha travellers. The village is centred around Tauwhare school, which was first established in 1884 and currently has 6 classrooms. The Community Hall and St Andrew's church are also located in the village.

Consultation feedback

The Tauwhare Community Committee met in February 2023 to brainstorm and prioritise issues for inclusion in the local area blueprint. A community consultation meeting held in May 2023 was well attended, enabling further discussion of the key issues.

- The footpath network needs improving as there are areas where people are walking that are not safe or have uneven surfaces. Children need to walk on the road to avoid open drains.
- Tauwhare Road can be very busy at times and frequently has speeding traffic, with many instances of cars overtaking in the 50 km/h zone reported by residents. Children need to cross the road to attend Tauwhare School at busy times of day. Traffic calming is required.
- There is a lack of a community centre and no playground or recreational area for children, especially teenagers.
- There is no commercial centre zoning to allow for a shop, or care or other enterprise. The

zoning is all Country Living with no future zoning identified for residential growth. Some residents would like to subdivide to 2,500m², but acknowledged not all would be able to do this due to the position of the existing home on the section.

- Village beautification is considered important with positive comments about the cherry blossom trees. It was suggested that more cherry blossom trees could be planted in other parts of the village. Signs at the three entrance to the village to enhance the attractiveness were strongly supported.
- Predator Free Tauwhare was a concept that people generally supported and there was acknowledgement that this would be a community project.
- Community Emergency planning was needed with ideas discussed for how the community might improve its resilience in response to natural disasters.
- Increase the connection with Tauwhare Paa community and Ngaati Hauaa. Together the two localities can achieve more change. This was supported by a representative from the Paa.
- Maintenance of the village is important to keep the streets clean, the trees trimmed, and all roadsides to be regularly kept mowed.
- There is a desire to improve public transport links, although the level of support is uncertain.

Top priority initiatives

The top priority initiatives for Tauwhare:

- Extend the footpath network to ensure safe walking throughout the village.
- Calm the traffic through the village to reduce speed and improve safety.



Tauwhare Village



Tauwhare School



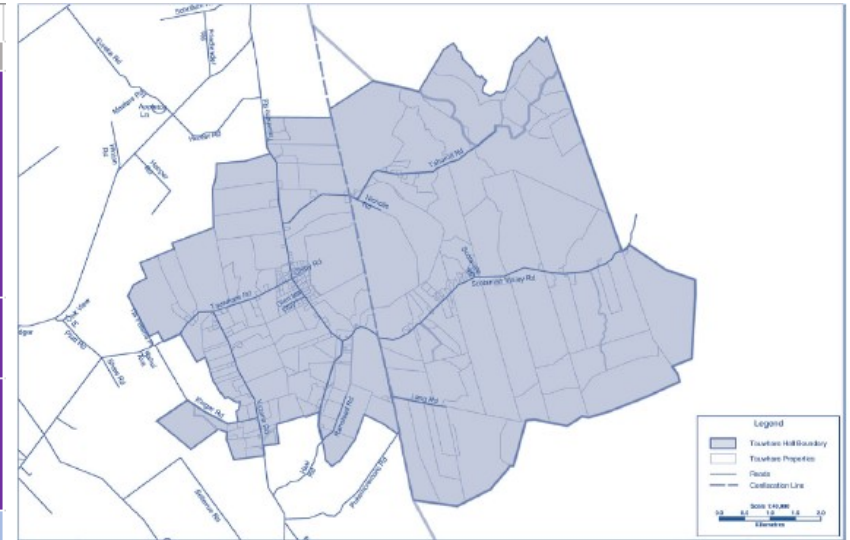
St Andrew's Church



Tauwhare Hall

Proposed initiatives for Tauwhare

TAUWHARE		
Community Goals	Action	Priority
Support our communities	Extend footpaths throughout the 40 and 50 km/h speed zones on Tauwhare Road, and Scotsman Valley Road which would improve safety for children and other residents.	Top
	Road safety improvements along Tauwhare and Scotsman Valley Roads to reduce and calm traffic speed, prevent unsafe overtaking. Tauwhare Road is classified as an Arterial Road.	
	Work with Waikato District Council to produce a community growth plan for Tauwhare for the next 30 years.	Top
Sustaining our Environment	Village beautification by creating artistic signs and gardens for the three entrances. Erect heritage signs telling the history of the area. Cover open drains. Continue cherry trees along Tauwhare Road and Scotsman Valley Road.	Top
	Predator-free Tauwhare - support a community group with expertise, equipment and funding.	Medium
Building our Economy	Create a hub for the community by providing improved hall facilities and a playground / recreational area for children and teenagers.	High
Supporting our Communities	Allow for growth of the village and small-scale retail/commercial development.	
Working together with you	Community Emergency Planning support and equipment to improve the hall facilities for a large scale event.	Medium
Providing value for money	Maintenance of the appearance of the village area by trimming cherry trees, roading sweeping, mowing roadsides.	High
	Provide a public transport link to Morrinsville/Cambridge/Hamilton.	Low



Tauwhare Hall Boundary

Note: Tauwhare Community Committee independently undertook the development of the Tauwhare LAB. Waikato District Council and Urbanismplus were not involved in the development of the Tauwhare LAB.



APPENDICES

Appendix A - Public Local Area Workshop Outcomes

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

Appendix C - Public Consultation Inputs for Port Waikato and Gordonton

Appendix D - Additional Independent Tamahere Local Area Blueprint Initiatives

APPENDIX A - PUBLIC LOCAL AREA WORKSHOP OUTCOMES

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

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

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

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



A1 TUAKAU

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

A2 POKENO

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

A3 MERCER

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

A4 MEREMERE

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

A5 TE KAUWHATA

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

A6 OHINEWAI

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

A7 HUNTLY

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

A8 TAUPIRI

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

A9 NGARUAWAHIA

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

A10 HOROTIU

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

A11 TE KOWHAI

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

A12 WHATAWHATA

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

A13 RAGLAN

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

A14 TAMAHERE

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

A15 MATANGI

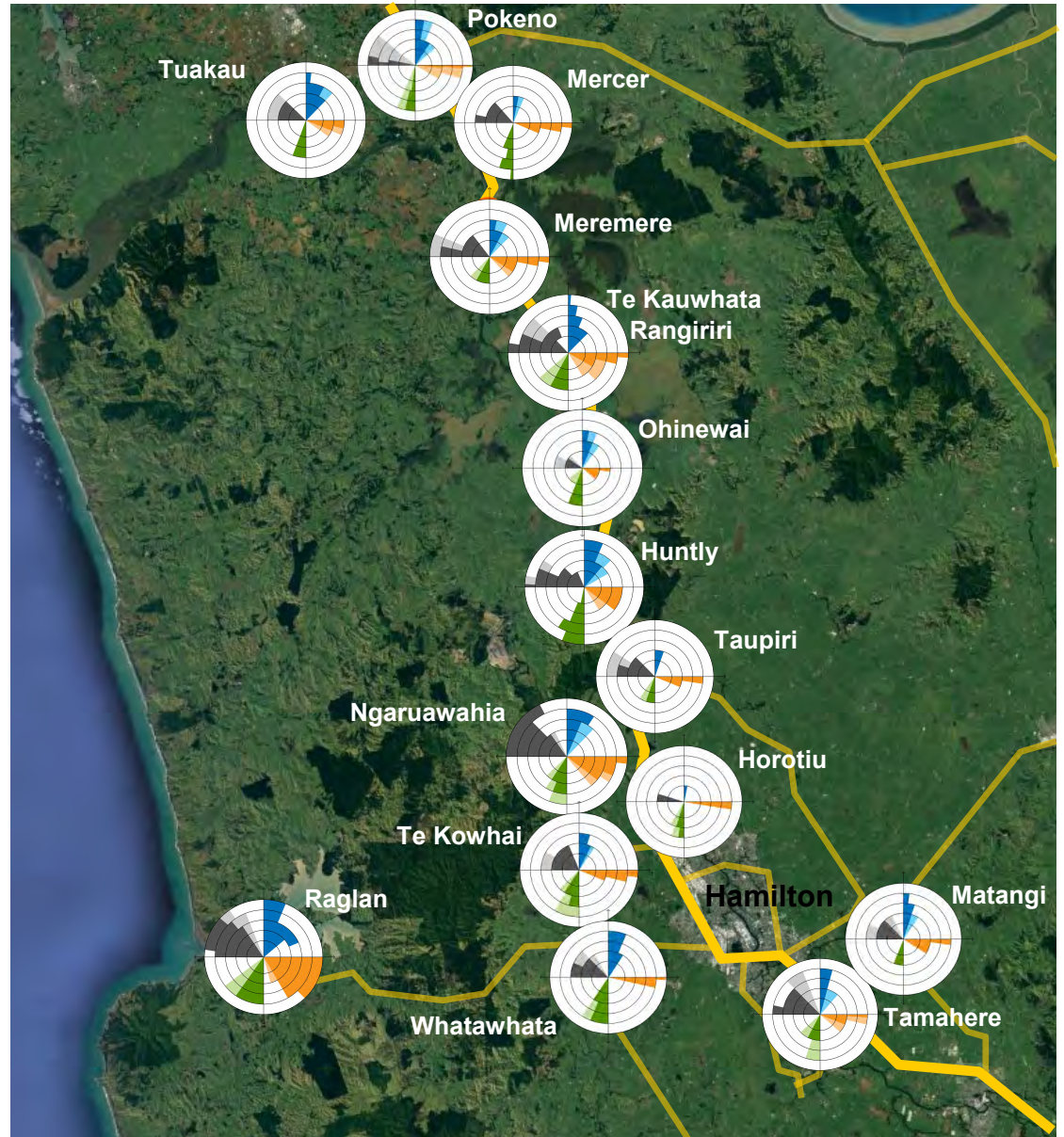
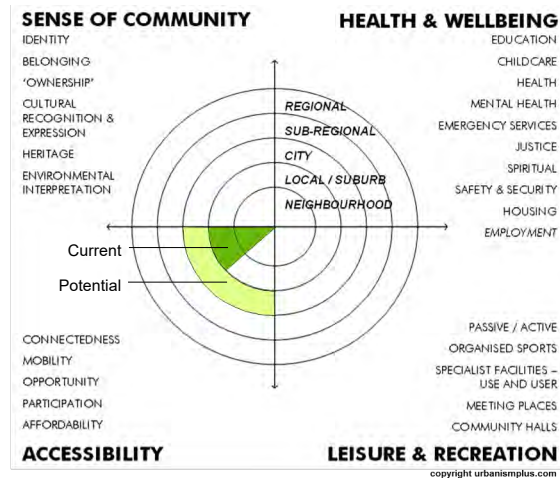
TRANSPORT	GROWTH	COMMUNITY/ SOCIAL	TOWN CENTRE	EMPLOYMENT	ENVIRONMENT	CULTURAL
Connecting to city and other towns - buses and cycleways	Large areas being cut up into smaller blocks.		Highly identified village, but also rabbit run for traffic	Factory, limited parking and safety issues with trucks next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

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

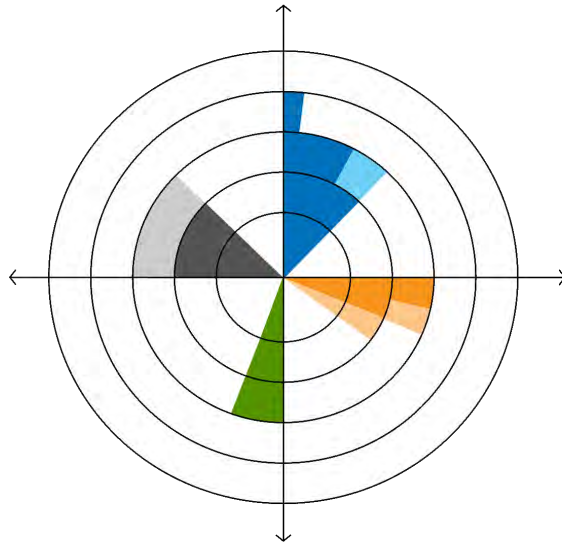
Community wellbeing includes a wide variety of tangible and non-tangible factors. A place-based review of each local settlement was undertaken in the LAB workshops to assess the social infrastructure and wellbeing of communities relative to each other. The community circles set out on the following pages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

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

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

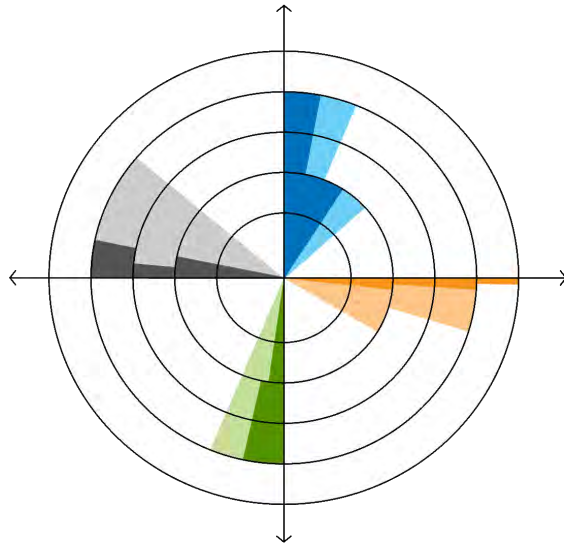


B1 TUAKAU



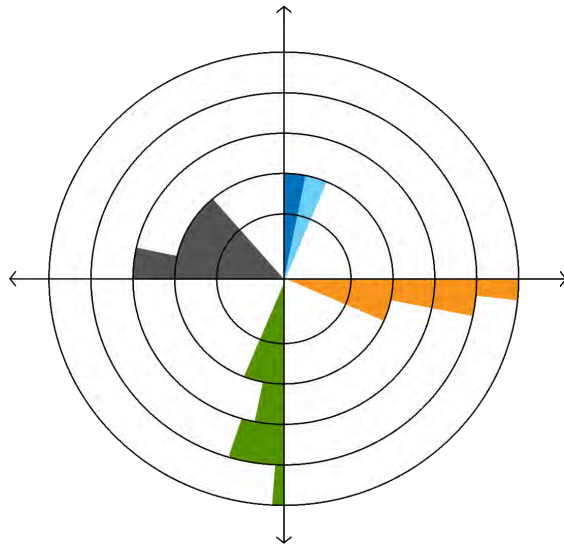
	Existing	Ready potential
Health and wellbeing	<ul style="list-style-type: none"> • Education: two primary schools, one secondary school, and one private school which goes from year one to year thirteen inclusive. • Childcare available • Health centre, no after hours • All emergency services • Churches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

B2 POKENO



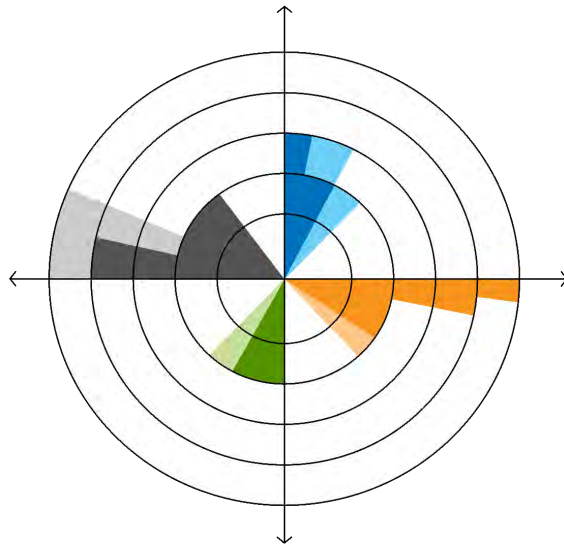
	Existing	Ready potential
Health and wellbeing	<ul style="list-style-type: none"> • Employment - variety, including large factories, need more industrial land • Emergency - fire station, police (traffic) • Health - health centre, hospital at Middlemore, afterhours and ambulance at Pukekohe • Education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

B3 MERCER



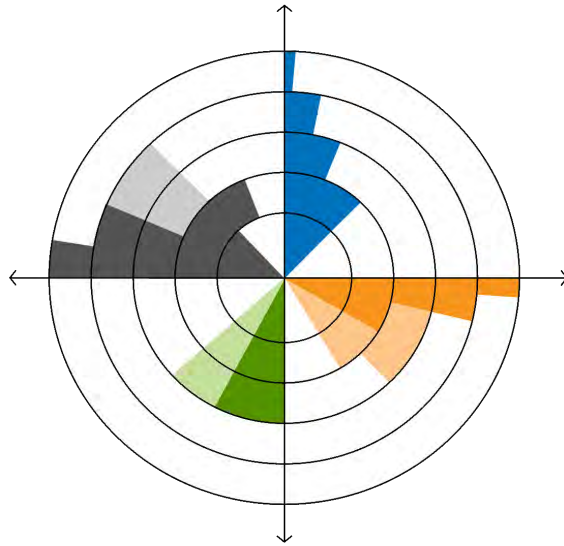
	Existing	Ready potential
Health and wellbeing	<ul style="list-style-type: none"> • Education: Primary, increasing in numbers (43 to 80) • Health: Nothing local, through Pokeno • Emergency: Fire station moving • Church • Safe and secure neighbourhood • Older housing, no new housing • Employment: service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

B4 MEREMERE



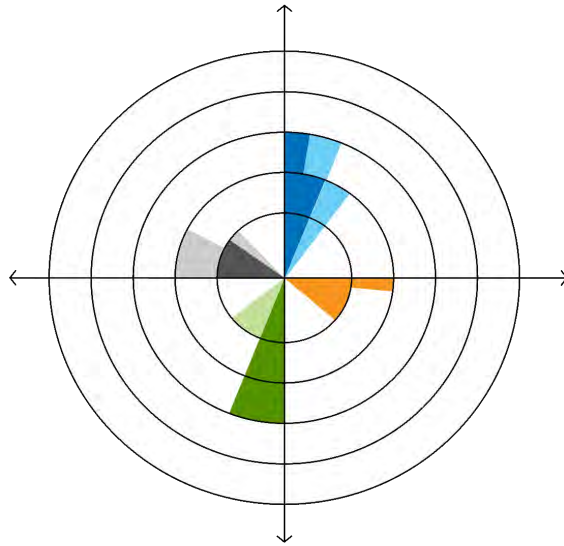
	Existing	Ready potential
Health and wellbeing	<ul style="list-style-type: none"> • Social audit needed • Primary School with recreation facilities • Kohanga Reo run from school and community centre • Social services and high school serviced by Te Kauwhata • DHB/MSD funded services available • District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

B5 TE KAUWHATA



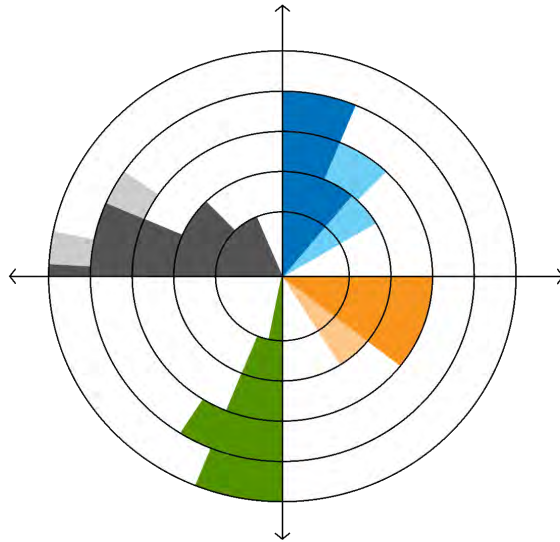
	Existing	Ready potential
Health and wellbeing	<ul style="list-style-type: none"> • Education: one college, one primary school, and a small school in Rangiriri • Childcare centres • Adequate basic health facilities • No mental health centre • Emergency services: fire, police, St Johns • Several churches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

B6 OHINEWAI



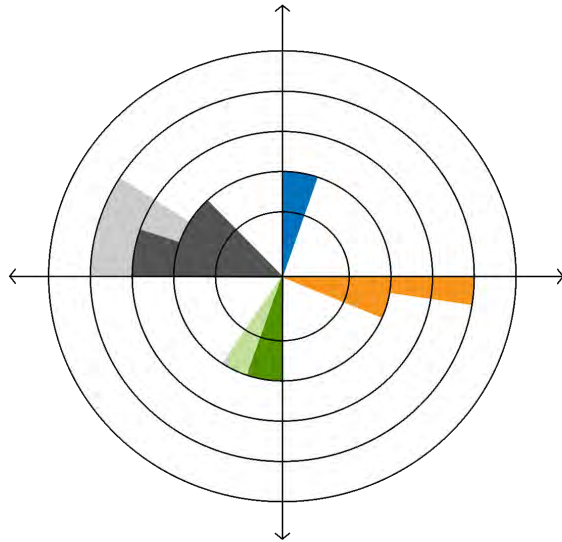
	Existing	Ready potential
Health and wellbeing	<ul style="list-style-type: none"> • 1 primary school • No childcare • No health or mental health facilities • No emergency services (currently travel from Huntly with concerns around response times - evaluate against future, faster access to Huntly - is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

B7 HUNTLY



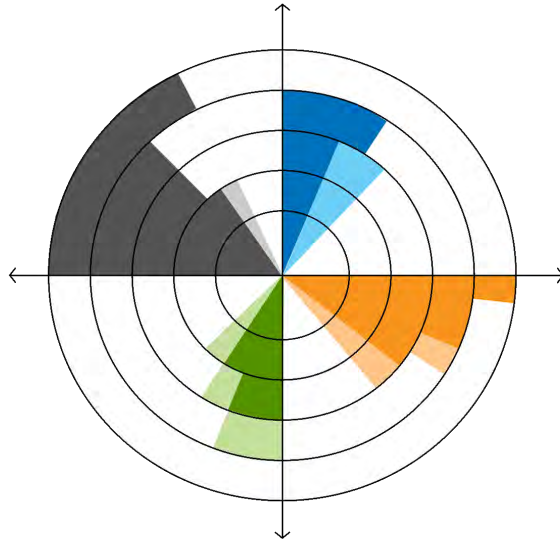
	Existing	Ready potential
Health and wellbeing	<ul style="list-style-type: none"> Huntly college and Te Wharekura O Rakaumangamanga, six pre-schools and four Te Kohanga Reo. Several childcare facilities Health facilities available (not after hours) Many mental health services Friendship House, men's sheds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

B8 TAUPIRI



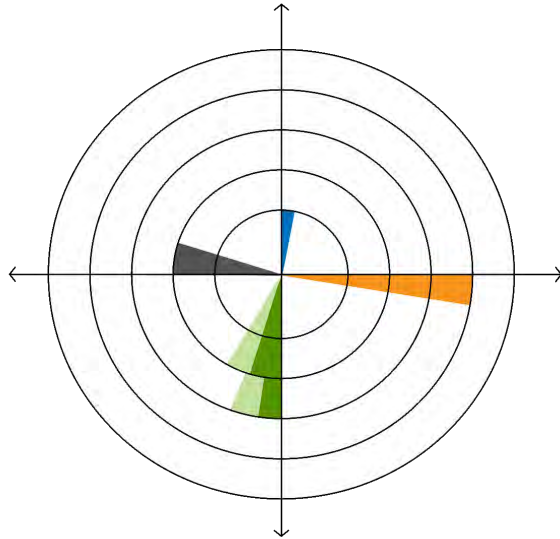
	Existing	Ready potential
Health and wellbeing	<ul style="list-style-type: none"> • Education: Primary, no Secondary, daycare, playcentre • No health services • No emergency services • Church (service is in Te Reo so some don't attend) • New subdivision going in, mostly residential, generally older houses,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

B9 NGARUAWAHIA



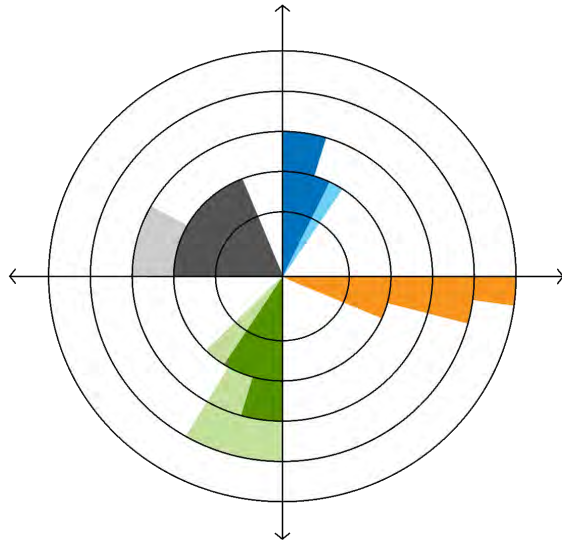
	Existing	Ready potential
Health and wellbeing	<ul style="list-style-type: none"> • Education: 4 primary schools (1 Kura), 1 high school, 5 daycare centres (1 in progress), 1 playcentre, 3 Kindies • Health: 1 medical centre, 1 medical clinic, No mental health facilities, Tu Tangata (social workers), 2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

B10 HOROTIU



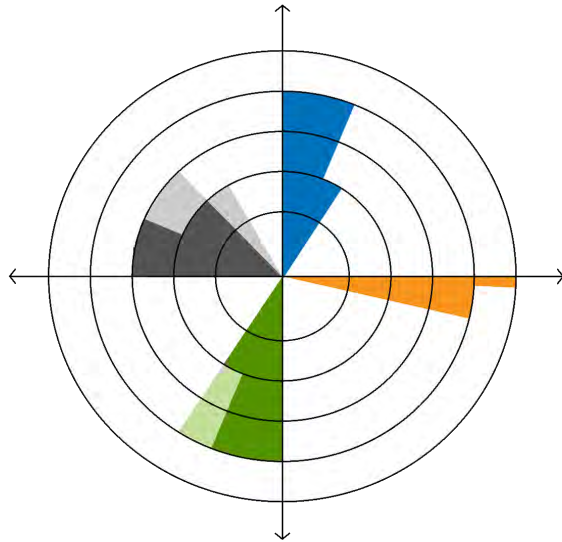
	Existing	Ready potential
Health and wellbeing	<ul style="list-style-type: none"> • Education: Primary School - out of zone; daycare which is a playcentre • No health services • No emergency services • No church • New areas to be subdivided - older housing • Digger sections out of Horotiu • Close to Northgate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

B11 TE KOWHAI



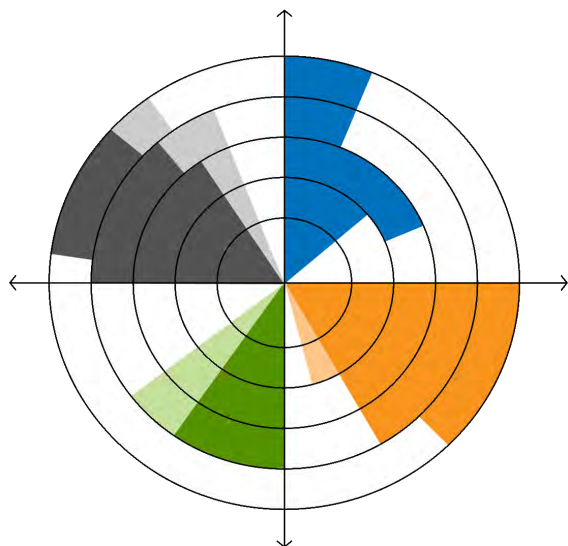
	Existing	Ready potential
Health and wellbeing	<ul style="list-style-type: none"> • Primary school (Year 1-8) • Many services obtained nearby in Ngaruawahia or Hamilton • Day care services available • St Stephen's Anglican Church • Housing - older housing stock in the village, larger country living lots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

B12 WHATAWHATA



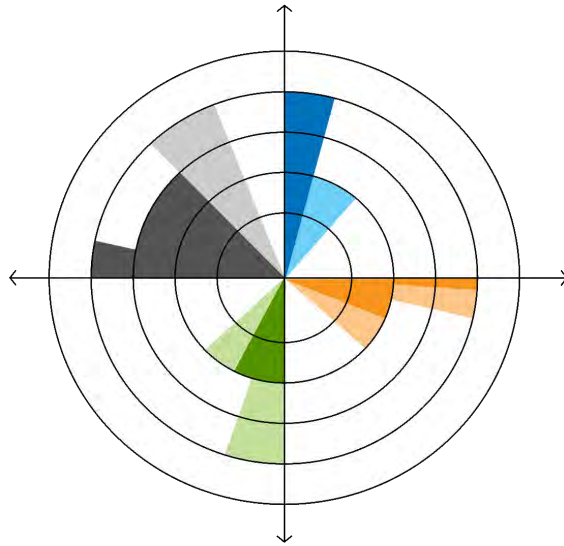
	Existing	Ready potential
Health and wellbeing	<ul style="list-style-type: none"> • Primary school (Year 1-8) • Childcare (also services Raglan through commuter use to/from Hamilton) • Many services accessed nearby in Hamilton • Lack doctor • Church • Housing - older housing stock in the village, new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

B13 RAGLAN



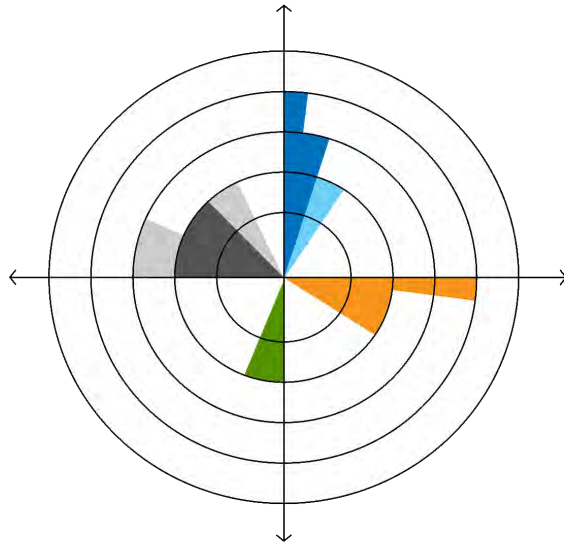
	Existing	Ready potential
Health and wellbeing	<ul style="list-style-type: none"> • Education - various options covering a wide age and skill level. Early childhood (many available), kura kaupapa, primary, kohanga reo (Kokiri centre - needs support), marae based, adult education, Maori immersion, gardening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

B14 TAMAHERE



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

B15 MATANGI



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

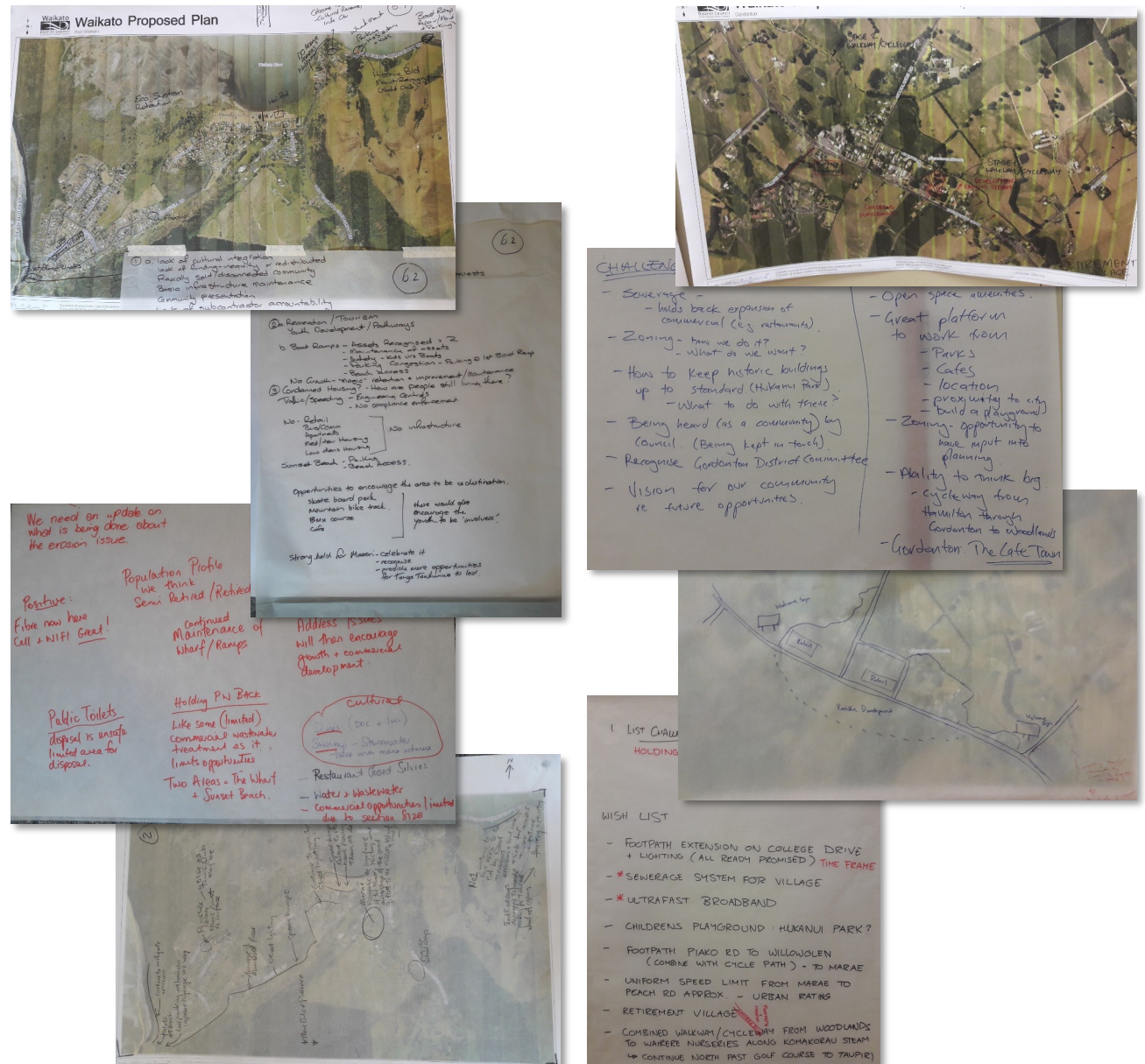
APPENDIX C - PUBLIC CONSULTATION INPUTS

The input provided through the community consultation questionnaires and workshops are detailed on the following pages.

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

- Community / Social, e.g. community programmes and initiatives, community facilities, rubbish collection and recycling, training and education, recreation.
- Cultural, e.g. historical sites and identity.
- Environment, e.g. biodiversity, water quality, reserves and parks, recreation, vista and rural character.
- Employment, e.g. job creation, access and motivation, tourism, industry.
- Growth, e.g. commercial zoning, residential expansion, character, constraints, existing housing stock.
- Transport, e.g. public transport, motorway access, truck stops, traffic.
- Infrastructure, e.g. storm water issues, wastewater treatment, potable water supply, street lighting.

It should be emphasised that not all the ideas listed on the pages following represent initiatives proposed to be implemented. Rather they form an unmoderated long-list of ideas put forward by those who provided feedback via the questionnaires and who participated in the various public consultation events.



A1 PORT WAIKATO

Community / Social

- Improve support to local community initiatives and communication between Council and the community
- Improve general safety:
 - increase police presence at events, long weekends, holiday periods
 - reinstate neighbourhood street co-ordinators with direct lines of communication
- Improve Cobourne Reserve, with increased planting, lighting at the carpark, wheelchair access and more signage around the history
- Improve rubbish collection and opportunities for recycling, e.g. wheelie bins, a large organic waste bin, separation bins at public sites, local recycling centre, inorganic collection, increasing rubbish collection over holiday periods to two days a week
- Set up or attract a medical centre
- Reinstate the library at the tennis club
- Resurface the public tennis court and the basketball half-court
- Convert the tennis court into a multi-use venue
- Establish a youth hub with a skate and scooter park, mountain bike tracks, BMX course etc.
- Provide youth development pathways
- Provide a regularly updated list of service providers for our community, aside from the Port Report
- Establish a community garden at Phillips Reserve

Cultural

- Help establish a clear identity for Port Waikato
- Erect signage to mark and explain the historical

and cultural significance of the following:

- the wharf
 - Cobourne Reserve
 - Maraetai Bay
 - Sunset Beach
 - the swamp
 - the marae and the ownership of the land gifted to the mission
 - the whale graveyard
 - the Pa site on the hill, which also needs to be connected with a walkway
 - events related to Te Tiriti
- Improve iwi relationships and engagement, e.g. by holding more meetings or school camps at the marae, a Treaty of Waitangi workshop
 - Demarcate Māori owned land in Ashwell Drive

Environment

- Erect signage and surveillance cameras to address damage to dunes by vehicles and motorbikes
- Undertake ecological improvements in the wetland area
- Restore and undertake weed control in the sand dune areas
- Address erosion and provide information on progress with this
- Ensure regular clean ups of material ending up on the beach due to erosion
- Address litter in public places through more bins, service, signs, and clean-ups

Employment

- Market Port Waikato as a tourism destination
- Promote the campground and its attractions

- Increase local services zoned land to provide opportunities for commercial activities and local employment opportunities, e.g. shops, retail, restaurants
- Attract more hospitality outlets and kiosks like a coffee cart

Growth

- Investigate growth around Port Waikato (Tuakau, Pokeno, Pukekohe) to better understand who will use the place for recreation
- Address issues with condemned housing and negative impacts on property values

Transport

- Maintain the entry road into Port Waikato in light of erosion and subsidence
- Provide higher frequency public transport, e.g. on the weekends and on Thursdays
- Improve pedestrian safety at the wharf area by increasing pedestrian space and restructuring the layout of the carpark
- Improve the existing second boat ramp and encourage its use, e.g. by improving trailer parking in the area
- Undertake measures to improve traffic safety and antisocial behaviour on roads, the beach and in the dunes, e.g. through more speed limit signs/cameras/police presence/speed bumps, especially along Maunsell Road and at Maraetai Bay Reserve
- Connect cycling destinations through tracks and cycle lanes
- Improve the pedestrian safety of the Sunset Beach carpark and improve its layout (the one-way system is the wrong way around)

- Provide a shuttle service for access to the Marae and Te Kura Kaupapa, including for health services
- Develop more recreational walkways

Infrastructure

- Improve stormwater management and especially address drainage issues at Maunsell Road
- Improve street lighting, consider considering solar power or LED
- Upgrade public toilets and their wastewater disposal
- Provide for commercial wastewater treatment and water supply to encourage growth and commercial development, especially in the wharf and Sunset Beach areas

A2 GORDONTON

Community / Social

- Recognise or clarify the role of the Gordonton Community Committee
- Establish better lines of communication between the community and the Council
- Invite community-led initiatives where the Council can give support
- Redevelop Hukanui Park with a playground, seating and possible other recreation facilities
- Ensure the historic buildings in and around Hukanui Park are kept up to standard, celebrated, and being utilised
- Support and enable activities to support families and youth
- Provide a sports facility, possibly in conjunction with the facilities in the Domain
- Re-establish the markets and provide infrastructure to accommodate traffic and parking, e.g. by installing kerbing and carparks on the southeast side of Garfield Street under the oak trees
- Improve the safety and security of commercial areas and within community
- Resolve access and public space issues related to the cemetery
- Install recycle and rubbish bins by the public toilets
- Support our churches with regards to earthquake strengthening

Cultural

- Help establish a clear identity for Gordonton
- Celebrate historic places and structures

Environment

- Establish riparian planting and a nature trail
- Plant more trees in and around the village
- Develop the land behind St Mary's Church as wetland and bring back into its natural state (work with the marae)
- Create a lake at Willow Glen

Employment

- Market Gordonton as a tourism destination, e.g. 'the cafe town' or 'Matakana of the Waikato'
- Allow for more appropriate commercial activities and economic growth (e.g. a petrol station, a supermarket)
- Open up more commercial land, e.g. by rezoning the residential land in between the two commercial areas and southwest of Gordonton Road as Local Centre Zone, allowing for home-based businesses and boutique visitor accommodation
- Encourage the development of a pub, wine bar, craft brewery etc.

Growth

- Liaise with landowners to investigate development intentions for residential zoned land and investigate whether possible development barriers can be removed
- Open up more land for residential development
- Do not allow medium density housing, but retain Gordonton's character
- Enable the ability to create a second dwelling / kitchen to accommodate extended family

Transport

- Improve public transport
- Improve the amenity of Gordonton Road as part of the revocation, including:
 - lower speed limit, possibly an urban (50km/h) speed limit from the Peach Road intersection to Hukanui Marae
 - more crossings for pedestrians and cyclists
 - improved safety conditions at the island at the north-western village entrance
 - visual quality improvements
 - beautification of both entrances to the village and improve welcoming signage
- Enable better connections throughout Gordonton and towards Woodlands (e.g. walking, cycling, roading), consider a cycleway from Hamilton through Gordonton to Woodlands
- Consider traffic issues around Gordonton School by investigating whether:
 - more parking is required
 - more space for buses is needed
 - the narrow footpath along the one-lane bridge needs widening
- Upgrade College Drive with footpaths and lighting, and provide a timeframe for these works
- Install a shared path on Gordonton Road from the Piako Road intersection to Willow Glen café and to Hukanui Marae
- Build a shared path along the Komakorau Stream connecting Taupiri, Woodlands Estate, the village centre to Wairere nurseries and Hukanui Marae; add information on history
- Upgrade Peach Road and install footpaths to increase the safety of pedestrians and cyclists along this narrow road that is increasingly being

used

- Re-establish and extend the truck trailer park on Peach Road and provide more sites where trucks and vehicles can temporarily pull off the road
- Improve the visibility for traffic exiting Woodlands Road onto Gordonton Road, given that it is very difficult for machinery and trucks to sit forward far enough to see south for traffic as the planting blocks the view
- Install a footpath along Sainsbury Road to increase the safety for pedestrians, especially in dangerous corners

Infrastructure

- Install a wastewater system for the village
- Roll out ultrafast broadband
- Improve streetlights in the village centre, considering solar power or LED
- Install reservoirs and pump stations for potable water

Blueprint 2023 – 2033 for Tamahere

Snapshot

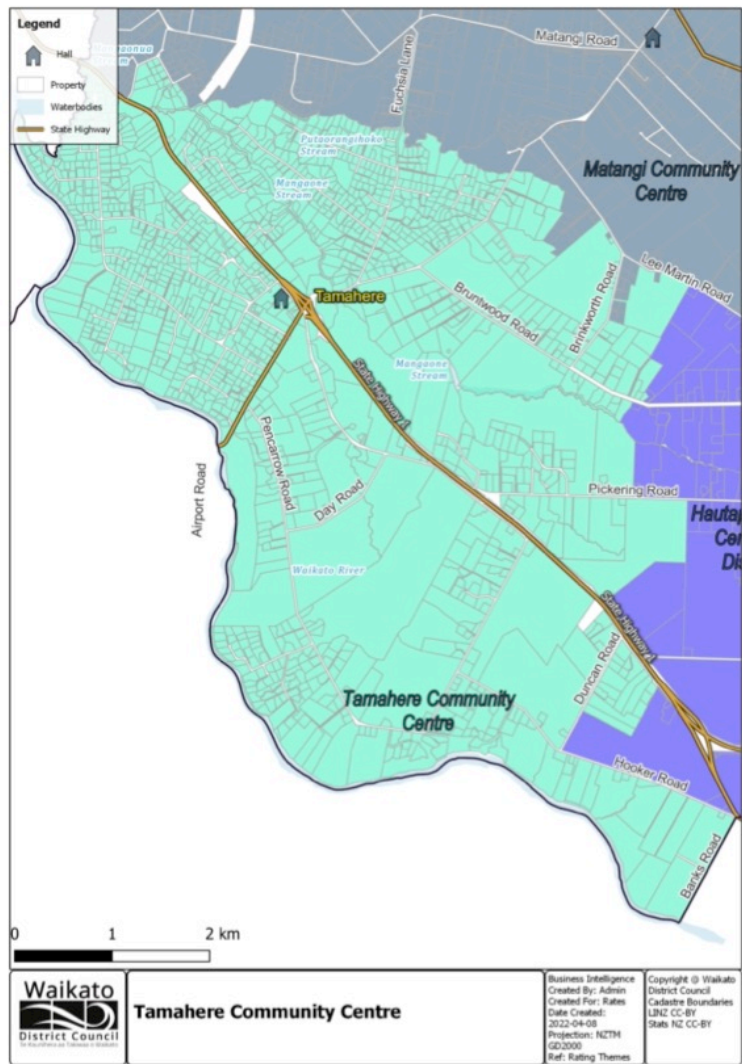
Location: Tamahere is located on the southern boundary of Hamilton City, with direct access to the SH1 Waikato Expressway passing through its centre. Tamahere is positioned amongst a network of gullies and streams which are tributaries to the Waikato River.

Population: 7,450 (2023 estimate), with growth projected to reach approx. 10,000 by 2045.

Established in 1884 the Tamahere Model Country School (decile 10) has provision for a roll of up to 600 students (year 0 – 6).

Village and Piazza: The Tamahere Community lead projects to establish the Community Centre (completed 2006) and the Village hub with a Piazza, skate park and play area for children (completed 2022) including recreation/sports grounds adjacent to the School, Playcentre and Community Centre, with off-street parking.

The Waikato District Council has partnered with Tamahere Community Committee and others for these growth projects and the community welcomes a vision which enhances the future liveability and wellbeing of its residents and farmers in a rural environment.



The Tamahere Community Committee supports long term planning and initiatives for the future together with monitoring of outcomes and revision to meet the needs of the community wanting to live outside of the City in a country living zone or rural lifestyle zone.

Priority initiatives for 2023 – 2033 (and beyond)

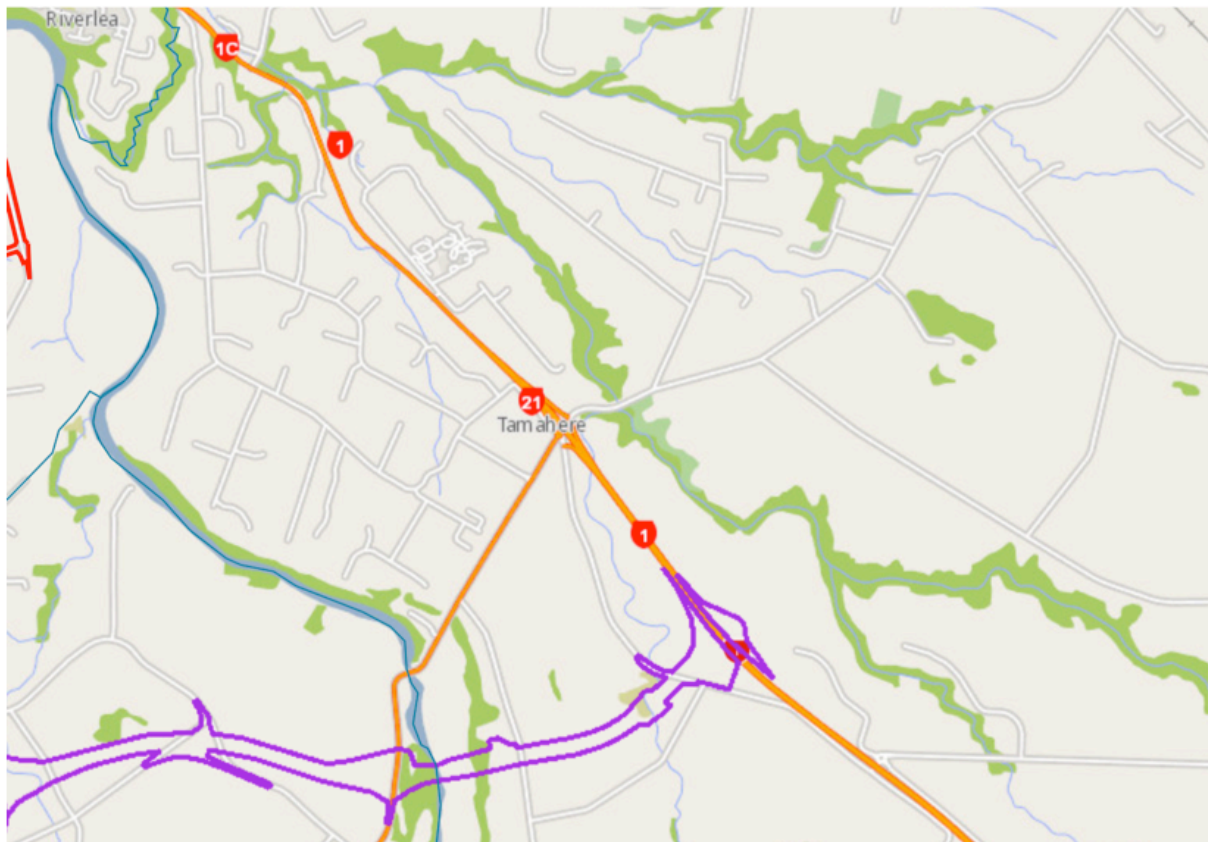
- 1 = Top priority (as soon as it can be done)
- 2 = High priority
- 3 = Medium priority
- 4 = Moderate priority
- 5 = Low priority, at present

Theme	No.	Action	Priority
Identity	TM1.1	Promoting Tamahere Village & Piazza, Community Centre and school as the centre of the community, the place for meeting up and events	1
	TM1.2	Erection of “heritage story boards” at Tamahere Village and other locations of historical importance	1
	TM1.3	The local community markets and promoting a regular farmers market with standard T&Cs for such events (no consent for each)	2
	TM1.4	Recognising and promoting our place on the Waikato River corridor, the unique qualities of the local area – particularly the gully network, its walking tracks, trees and water ways	1
	TM1.5	Promoting a “Wiremu Tamihana Memorial Day” (celebrating history and heritage)	3
Nature	TM2.1	Support restoration, revegetation and construction of walking tracks along the gullies in Tamahere and the Mangaone Stream (mostly Council reserve land plus the rear of private properties, in consultation with and agreement of private property owners).	1
	TM2.2	Urge Council to complete the MOU with the Tamahere Mangaone Restoration Trust to expedite restoration of overgrown and weed infested land along our gullies and waterways, arranging and providing access tracks, boardwalks and bridging plus the planting of native and specimen trees (on land owned by Council, DoC and privately)	1
	TM2.3	Tree planting and development in the recreation areas of Tamahere Village & Piazza, grounds and Community Centre including shade for the play grounds	2
	TM2.4	Promoting the “Pest Free Tamahere” program	2
Community	TM4.1	Support the ongoing use of the Council office and Community space at Tamahere Village.	1
	TM4.2	Establish an “Events Co-ordinator and Promotor” for the Piazza, Community Centre and sports grounds and a proactive “sports and facilities booking system”	1
	TM4.4	Summer shade for the play grounds at Tamahere Village	1
	TM4.5	CCTV for the Tamahere Village & Piazza, playground and skate park	1
	TM4.6	Additional Toilet facilities for the Tamahere Village & Piazza	2
	TM4.7	Support a media for communications to and from the community (including the ability to email information of importance to	1

		Tamahere property owners and residents). tamahereforum.co.nz has historically filled this roll but urgently needs a new operator/owner – something the Tamahere Community Committee would consider (funding)	
	TM4.3	Establishing a dog park (for off-leash exercise, socialisation) and training facility	2
	TM4.8	Promote the ongoing Council requirement for each home in Tamahere to have water storage of not less than 25,000 litres and urge Council to vary the terms of its agreement with the Hamilton City Council to defer the requirement for water storage and pumping station in Tamahere until the Council acquires additional land for the Tamahere Village centre which can accommodate water storage and a pumping station (in close proximity to SH21)	2
Growth	TM5.1	Future proof the Tamahere Village as the community centre by securing more land for future growth (parking/park and ride/bus stops/dog park/sports and recreation/business facilities) to prevent sprawl in locations which are not connected to the Village and Piazza, school and Community Centre. Include possible additional employment land for office development is needed	1
	TM5.2	Zone change to “Country Living Zone”, for the land corridors: <ul style="list-style-type: none"> • SH21, Tamahere Drive and the proposed southern links route (excluding the Tamahere Country Club village zone) • between the Waikato River and Pencarrow Road/Hooker Road 	1
	TM5.3	Support the Council removing reverse sensitivity restrictions on Tamahere properties affected by the Waikato Regional Airport (as a result of changes since those restrictions were introduced)	1
	TM5.4	Provision of additional toilets at the Village and Piazza to cater for public events and regular sporting fixtures, including upgrade of sewage system as required	1
	TM5.5	Widen Wiremu Tamihana Drive to cater for 4 lanes to ease congestion as a result of increased SH21 traffic, the Te Awa Cycleway and the success of the Tamahere Village development.	2
Economy	TM6.1	Promote the use of the Piazza and Village facilities with regular events (day and evenings including a “Farmers Market”)	1
	TM6.2	Support local Village businesses, other employment initiatives associated with existing businesses and facilities (the quarry, elderly housing, leveraging off the Te Awa Cycle route, Southern Fresh Foods, home-based employment, horticulture)	2
	TM6.3	Support the Tamahere Community Centre as a Civil Emergency Centre with self-sufficiency in a crisis/emergency, including solar panels, battery/generator, satellite communications, potable water, medical triage centre, “marae” style overnight sleeping and food distribution centre.	1
	TM6.4	Identify if, how much and where, possible additional employment land for retail development is needed beyond the zoning in the Proposed District Plan.	5
Transport and Connectivity	TM7.1	Advocate with NZTA to construct a two lane roundabout at the intersection of SH21 and Wiremu Tamihana Drive.	1
	TM7.2	Support the completion of the Southern Links four lane roading link between SH3 and SH1 Waikato Expressway to relieve traffic congestion in Tamahere – particularly on SH21.	1
	TM7.3	Urge Council to complete arrangements for EV chargers (3+) in the public parking area in the Tamahere Village.	1

Transport and Connectivity	TM7.4	Support speed reduction on SH21 from the Expressway to the Narrows Bridge (currently 80kph)	2
	TM7.5	Support the community with the extension of shared paths (walking/cycling) through natural areas and the ongoing development of walking tracks along our waterways and gullies.	1
	TM7.6	Promote the provision of secure bike stands at the Tamahere Village	1
	TM7.7	Support the Regional Council/NZTA/Council with the bus trial for public transport providing services into and out of Tamahere Village.	2
	TM7.8	Urge Council to upgrade Birchwood Lane to a primary commuter road (renaming it as Birchwood Road)	1
	TM7.9	Urge Council to secure more land for parking, including a “park and ride” adjacent to bus services into Hamilton City, etc, at Tamahere Village	1
	TM7.10	Support the addition of road signage in and around the Tamahere Village and Waikato Expressway to make it easier to identify the appropriate direction of travel and avoid confusion – NZTA and Council	1
	TM7.11	Support the Council completing footpaths on Woodcock Road and Devine Road	1

Southern Links designation – Tamahere



Consultation feedback and priority initiatives – 2018 - 2020

During Council consultation sessions in 2018-2019 the following key issues and ideas for Tamahere were put forward:	Outcome June 2023	Tamahere Community Committee review June 2023
Tamahere's natural assets make the place attractive.	Ongoing	Keeping a country living and rural focus is a priority
The restoration of the gully system and the development with public walkways is driven by the local community and should be supported.	Ongoing	Support the extensive work of the Tamahere Mangaone Restoration Trust (targeted rate) supported by Council work
There is a desire to grow the zero-waste initiative.	Review	Do not want removal of rubbish bins in Tamahere
Southern Links south of Tamahere may provide an opportunity to zone more land for residential development.	Ongoing	Extend the country living zone to the land between: <ul style="list-style-type: none"> • Airport Rd and Southern Links route, and • Waikato River and Pencarrow Rd/Hooker Rd
Growth may be needed for viability of services and can be accommodated through slightly smaller properties, but the character of the settlement should be maintained.	Ongoing	Country Living Zone requires minimum of 5,000m ² land for each dwelling/title and this should not be reduced
The development of The Hub currently underway will result in an appropriately sized centre for Tamahere.	Ongoing	The Tamahere Village requires more land for future development of supporting services, more parking (park and ride) and bus stops
There are several economic opportunities, such as home-based businesses (based on lifestyle choice), elderly care, recreation, tourism leveraged off the Te Awa river ride, the proximity of the Airport, Mystery Creek etc.	Ongoing	Tamahere Country Club, Tamahere Eventide Home and Atawhai Assisi Home and Hospital are now established with expansion ongoing. Te Awa cycle way is complete. Village businesses are developing. Home based businesses have limited appeal to the rural/residential character of the area. Industrial and Commercial development, outside of the Village is not appropriate.
The markets are very successful. Consideration should be given to increasing the frequency and an additional venue.	Ongoing	Consolidating the success of the markets at Tamahere is supported, perhaps with a weekly Farmers market at the Village Piazza
State Highway 21 provides a barrier between the regional cycle route and Matangi's services and facilities. Crossing the state highway should be made easier and safer.	Remedy completed	Underpass provides a safe crossing of SH21 for cyclists and pedestrians.
There is a desire to improve public transport accessibility.	Ongoing	Trials for 2023-2025 are being developed and will focus on solutions that are effective.
Southern Links is needed to reduce through-traffic and improve safety.	Ongoing	SH21 has a greater volume of traffic than projected and now necessitates

		the need for construction of the Southern Links route connecting SH3 to the SH1 Waikato Expressway
In September 2020 Council determined that the top priority initiatives for Tamahere include:	Outcome June 2023	Tamahere Community Committee review June 2023
Building a strong identity for the town.	Ongoing	Tamahere Village and Piazza is a focal point for the Community to embrace and develop
Supporting Mangaone Stream revegetation efforts and the construction of a walking and cycleway along this stream.	Ongoing	Support the extensive work of the Tamahere Mangaone Restoration Trust (targeted rate) supported by Council work
Advocating with NZTA to provide a pedestrian and cycle bridge across SH21.	Underpass built	Maintain strong communication links with NZTA as traffic movements mature with the Waikato Expressway and the proposed development of the Southern Links
Supporting the community with the extension of shared paths (walking/cycling) through natural areas.	Te Awa cycleway is complete	Promote walking and cycling through the extensive network of roads, streams and gullies in Tamahere

Prepared by the Tamahere Community Committee

1 June 2023