FUTURE PROOF IMPLEMENTATION COMMITTEE
AGENDA – OPEN

<table>
<thead>
<tr>
<th>Time:</th>
<th>3.00pm – 5.00pm</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date:</td>
<td>Wednesday 12 December 2012</td>
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<tr>
<td>Venue:</td>
<td>Committee Room 1, Hamilton City Council</td>
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1. Apologies
2. Minutes of the meeting held on 31 October 2012 (pages 1-3)
3. Declaration of Interests
5. Hamilton to Auckland Corridor Study (pages 28-33)
6. Monitoring and Reporting on Strategy Actions (pages 34-38)

Next Meeting: Wednesday 27 February 2013
Minutes of a meeting of the

Implementation Committee – OPEN MINUTES

Time and Date: 3.00pm, Wednesday 31 October 2012.

Venue: Committee Room 1, Municipal Building, Hamilton City Council, Garden Place, Hamilton.

Members: Bill Wasley (Independent Chairperson)
Allan Livingston (Mayor, Waipa District Council)
Marijke Westphal (Councillor, Hamilton City Council)
Julie Hardaker (Mayor, Hamilton City Council)
Alan Sanson (Mayor, Waikato District Council)
Dynes Fulton (Councillor, Waikato District Council)
Paula Southgate (Councillor, Waikato Regional Council) part meeting
Tom Roa (Tainui Waka Alliance)
Taotahi Pihama (Nga Karu Atua o te Waka)

In Attendance: Vishal Ramduny (Waikato District Council)
Loren Brown (Hamilton City Council)
Dylan Gardiner (Waikato Regional Council)
Ross McNeil (Waipa District Council)
Nathan York (Tainui Waka Alliance)
Barry Harris (Hamilton City Council)
Gavin Ion (Waikato District Council)
Robert Brodnax (NZ Transport Agency)

Apologies: Paula Southgate (Councillor, Waikato Regional Council) for lateness
Grahame Webber (Councillor, Waipa District Council)
Peter Buckley (Chairman, Waikato Regional Council)
Hugh Vercoe - observer (Mayor, Matamata-Piako District Council)

Committee Advisor: Hannah Helleur (Future Proof Coordinator)

1. **Apologies**
   That the apologies be received.

   Resolved: (Her Worship the Mayor Julie Hardaker/Mr Taotahi Pihama)
   That the apologies be received.

2. **Minutes of the meeting held on 29 August 2012**
   The Committee received the above minutes.

   Resolved: (Mr Taotahi Pihama/Cr Westphal)
   That the minutes as circulated be received.
Councillor Southgate (3.05pm) joined the meeting during the above item and was present when the matter was voted on.

3. **Declaration of Interest**

Members to disclose any matter in which they directly or indirectly have an interest in which is to be considered during the Future Proof Implementation Committee meeting.

Mayor Alan and Councillor Fulton declared an interest in the item concerning the Plan Change 3: Tamahere Structure Plan. Councillor Southgate declared an interest in the item concerning the Proposed Regional Policy Statement Decisions.

There were no other declarations regarding Conflicts of Interest.

4. **Bi-Monthly Report**

The Committee considered the above report from the Independent Chair and Implementation Advisor.

Dylan Gardiner gave an overview of the Proposed Regional Policy Statement decisions. The decisions have been adopted and will be notified Friday 2 October with appeals open until 14 December. An offer was extended to Future Proof and the partner organisations to meet with Waikato Regional Council staff to discuss or clarify the decisions.

It was noted that the further submission to the Proposed Waipa District Plan will be lodged by 7 November.

A supportive submission on Plan Change 42 to Matamata-Piako District Plan was noted.

The Future Proof Land Transport Management Amendment Bill submission was lodged Friday 26 October, subject to sign off and approval of FPIC. There was discussion around consistency of joint submissions. The Regional Transport Committee submitted in support of the removal of the Regional Fuel Tax along with Waikato District Council. Hamilton City Council, Waikato Regional Council and Future Proof submitted against the removal of the Regional Fuel Tax. Due to the conflict of submission points Waikato District Council members refrained from voting on this matter.

Loren Brown gave an update on the Sub-regional Three Waters Strategy. The Strategy will be going through Committee process for adoption at Waikato District, Waipa District and Hamilton City Councils. Loren Brown outlined the changes made to the document through the hearings process. The Chairman noted the input of both partner staff and FPIC members and Mayor Julie Hardaker was acknowledged for chairing the hearing deliberations. It was requested that there be regular reporting back on the Three Waters Action Plan.

The Chairman outlined the Future Proof implementation arrangements and recruitment of a Programme Manager. It is still intended to retain the services of Ken Tremaine for certain projects as Strategic Adviser.

The risk matrix was noted.

**Resolved:** (Cr Westphal/ Cr Southgate)

That:

a. the report be received,
b. the Hearing Committee decisions on the Proposed Waikato Regional policy Statement be noted,
c. the Committee note that a Future Proof further submission is being prepared on the proposed Waipa District Plan,
d. that the update on the Communications matters be noted, and
e. that there be regular reporting to the Committee on the Sub-regional Three Waters Action Plan.

Resolved: (Her Worship the Mayor Julie Hardaker/His Worship the Mayor Allan Livingston)

That the committee approve the Future Proof submission and Further Submission on Proposed Pan Change 3 (Tamahere Structure Plan) to the Waikato District Plan).

Resolved: (Cr Westphal/ Cr Southgate)

That the committee approve the Future Proof submission on the Land Transport Management Amendment Bill.

5. Hamilton to Auckland Corridor Study and Boundary Adjustment

The Committee received the above report and considered the Hamilton to Auckland Corridor Study. Comments were received from the Committee around what the Study will be used for and it was noted that it would be used as an input to Future Proof review.

Comments were received around Action 5 of the Study which notes spatial planning for the North Waikato should take place, concern that this could duplicate the Mayoral Forum spatial plan work. It was noted that Waikato District Council are working in alignment with the study.

It was noted that the Future Proof Strategy aims could be more explicit or included as a Study aim around soil and heritage and clearer statements around the reason for the integrated approach of Future Proof, not only protecting economic resources but also natural resources. The River Settlement should also be included and noting a focus on protection and enhancement of the river. The Committee were generally looking for a holistic view around integrated planning to be clearly expressed in the document.

The Committee requested a statement around the exporting back/monitoring arrangements so the study actions are not lost sight of and there is feedback on their implementation.

This item is to be brought back to the December FPIC.

The meeting was declared closed at 3.50 pm.
REPORT TO:  Future Proof Implementation Committee
FROM:  Independent Chair and Implementation Advisor
MEETING DATE:  12 December 2012
SUBJECT:  Bi-Monthly Report

1. PURPOSE

The purpose of this report is to provide the Future Proof Implementation Committee (“FPIC”) with updates on Future Proof implementation matters, implementation risks and other associated information.

2. PROPOSED REGIONAL POLICY STATEMENT


Future Proof will consider the appeals lodged and is likely to select a small number where it will become a Section 274 party. These will be in areas such as those opposing the Future Proof settlement pattern and industrial land allocations. We will have until 28 January 2013 to file documentation with the Environment Court. In taking this action it is not our intention to go beyond the scope of the Future Proof evidence to the RPS hearing, but rather to reinforce the decisions taken by the Waikato Regional Council given the importance of the RPS as a Future Proof implementation tool. The Future Proof partners will work closely together on any appeals.

3. FUTURE PROOF FURTHER SUBMISSION ON PROPOSED WAIPA DISTRICT PLAN

Future Proof submitted on the Proposed Waipa District Plan in July this year. Submissions on the Proposed Plan have now been summarised and further submissions closed on 7 November 2012. Future Proof prepared a further submission which is attached as Appendix 1.

The primary aim of the Future Proof further submission is to support Waipa District Council and the other Future Proof partners’ submissions, while opposing any changes to the proposed plan which are contrary to the Future Proof principles and the settlement pattern anchored in the proposed RPS.
4. **LAND TRANSPORT MANAGEMENT AMENDMENT BILL**

The Land Transport Management Amendment Bill was introduced into Parliament in September 2012. Submissions closed on 26 October 2012. Future Proof prepared a submission on the Bill which highlighted our concerns around the watering-down of the integrated planning approach that we have been putting in place both sub-regionally and regionally in the Waikato. In particular, the removal of the 30 year timeframe (now 10 years) and the removal of linkages with the RMA 1991. Future Proof relies on these sections of the LTMA to support our integrated planning approach.

Future Proof presented its submission to the Transport and Industrial Relations Select Committee on 30 November 2012, as did Hamilton City Council and the Waikato Regional Council / Regional Transport Committee. We were careful to ensure during the presentation that all of our submissions were well linked. The presentations all focused on achieving good technical outcomes and were well received.

5. **HAMILTON TO AUCKLAND CORRIDOR STUDY**

This is the subject of a separate report.

6. **FUTURE PROOF STRATEGY ACTIONS**

An update on the following Future Proof Strategy action was provided to the Committee at its October meeting:

*Action 8.17.4(5) Undertake an assessment of the accommodation needs of the elderly.*

As indicated at the October FPIC meeting, Action 8.17.4(5) is currently being re-scoped so that it includes a wider assessment of changing demographics (in particular an ageing population) and how this will affect housing patterns into the future. The Implementation Advisor is in the process of setting up a meeting with Professor Peggy Koopman-Boyden, Professor Bob Evans and Professor Natalie Jackson in order to discuss what could be undertaken in terms of addressing this action. Following this discussion the Implementation Advisor will prepare a project plan for undertaking this work.

7. **MAJOR ACHIEVEMENTS IN 2012**

The Future Proof project has achieved a number of key milestones this year. These include:

**Anchoring the Strategy**

- Decisions released by the Waikato Regional Council on the Proposed Waikato Regional Policy Statement which anchors the Future Proof settlement pattern. The partnership put forward a comprehensive case to the hearings earlier in the year and the content of the case was largely accepted in the decisions.

- Ongoing input into processes and documents which anchor the Future Proof settlement pattern, for example input into the Proposed Waipa District Plan and plan changes to the Waikato District Plan.

**Transport Planning and Investment**
Providing ongoing land use planning confidence to the NZTA in order to underpin the critical investment needed to complete the Waikato Expressway. NZTA announced in August that all the stages of the Expressway are on track to be completed by 2019. The recently completed Te Rapa Bypass is part of this project.

The partnership also contributed to the Regional Land Transport Programme which is the key tool for implementing and funding the transport network which underpins long-term land use planning.

Regional Public Transport Plan where the partnership focussed on the challenges for forward funding passenger transport into new growth areas in order to support better public transport services.

**Strategic Thinking**

- Completion of the Hamilton to Auckland Corridor Study which has provided the partnership with insights into what development may occur in the future and how planning in the Waikato can more effectively link with the large-scale plans of the new Auckland Council.

**Strategy Monitoring**

- The partnership has also focussed on reviewing all of the Strategy actions and on making sure that the land use pattern south of Hamilton does not compromise the ability of morning and evening traffic getting to and from Hamilton City once the Expressway is completed.

### 8. FUTURE PROOF FOCUS FOR 2013

Future Proof has a number of challenges and key actions that it will need to focus on in 2013. These are as follows:

**Operating Climate**

- What is the likely operating climate for the Future Proof partnership over the next two years.
- Where should the areas of emphasis be for the partnership to have the greatest effect.

As a context for this discussion, where is the Waikato economic directions strategy and Mayoral Forum spatial planning exercise likely to go? What influence should Future Proof have over any outcomes? How do we retain and further develop an integrated planning model for the Future Proof area given the challenges arising from Government amendments to the LGA, LTMA and RMA.

**Implementing Future Proof Actions**

- Anchoring the Strategy through the RPS Environment Court mediation / hearings.
- Anchoring the Strategy in the HCC, Waipa and Waikato District Plans.
- Ensuring that the commitments given to the Waikato Expressway funding in the NLTP announcement made by NZTA on 29 August 2012 are given effect to in the 2013/14 Budget.
- Need to have monitoring framework in respect of FP actions and whether it is more appropriate to have an ongoing reporting of progress in achieving actions to each meeting of FPIC instead of a big band approach of doing them all at one time. Would like to have this matter addressed for report to FPIC in December on approach and template to be used.
Upper North Island Collaboration

- Supporting the outcomes of the Upper North Island Freight Story.
- Ongoing input into the Auckland Unitary Plan in conjunction with the Waikato District Council.

Future Proof Strategy Review

- Preliminary thinking on late 2013-14 review emphasis

A draft work programme and budget is currently being worked on which incorporates these areas of focus. This will be discussed and confirmed with the Programme Manager once the appointment is made.

9. AIRPORT AND SURROUNDING AREA STUDY

There are ongoing and competing pressures on land adjacent to the Airport and within the transport catchments of State highways 21 and 3. Some of these issues will be traversed during the hearings to the Proposed Waipa District Plan. Future Proof will be supporting some of the tools which Waipa District is using, for example deferred zoning.

At the November IMG meeting it was agreed that a scope for a study into the Airport and surrounding area would be prepared for discussion. A meeting has been held between Hamilton City Council and the Airport Company where they agreed to contribute towards a joint study for the area.

Future Proof has been looking closely at the Airport and its surrounding land use pattern for some time. A summary of existing studies and their findings has already been completed. The Implementation Advisor along with Waipa DC has also met with the Airport’s planning consultant.

There is a need to tie all of this work together and take an approach which considers the land use pattern and infrastructure implications for the Airport and surrounding area.

There is strong support from Titanium Park Joint Venture Ltd and the Waikato Regional Airport Ltd for a strategic land use study to be undertaken.

The Future Proof partners need to consider the long-term development pattern for the area which recognises the Airport as a piece of regionally significant infrastructure. This has to be set within a wider Southern Area context which considers other pressures in areas close to the Airport. We need to understand the cumulative effects of ongoing development, in particular those that could compromise the efficiency of State highway 21 and State highway 3 and its interaction with the Hamilton section of the Waikato Expressway.

Also the Future Proof partners have submitted on the Proposed Waipa District Plan in support of the deferred Airport Business Zone being retained. The Airport Company wishes the deferment lifted. The deferred zoning is a tool to ensure that development doesn’t proceed ahead of the ability to service the land. Discussion around this issue will inevitably trigger thinking about the future.
CEAG and IMG are currently investigating the scope of such a Study and the detail of what is proposed will be reported back to FPIC in February.

10. COMMUNICATIONS

The electronic newsletter for November 2012 has been completed. The newsletter covers the following topics:

- Message from the Chair including our key achievements for 2012
- The Proposed RPS decisions
- Hamilton Ring Road project
- Tamahere Structure Plan
- Te Rapa section of the Waikato Expressway
- Te Rapa / The Base intersection
- Advertising of the Future Proof Programme Manager Role

11. RISK MATRIX

The following reflects the situation as at December 2012:

<table>
<thead>
<tr>
<th>Nature of Risk</th>
<th>Overall Risk Ranking (1 = low; 10 = high)</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Governance Failure to achieve an integrated approach between the project partners.</td>
<td>5</td>
<td>Maintain collaborative governance and management approach. No further issues relating to land use pressures work. Ruakura access issues still to be resolved. Regional fuel tax differences across the partnership successfully managed before the Transport and Industrial Relations Select Committee.</td>
</tr>
<tr>
<td>Collective or individual failure of participants to carry out implementation which supports the strategy.</td>
<td>5</td>
<td>Maintain collaborative governance and management approach. Weighting reduced following recent successful RPS evidence and subsequent decisions.</td>
</tr>
<tr>
<td>Misalignment of timing and content between Strategy and LTP / RLTS and other strategy plans.</td>
<td>6</td>
<td>There is a need to continue with an alignment approach. Depending on the final form of the current amendments to the Land Transport Management Act there may be considerable challenges in the future with both the planning horizons and the critical relationships between key implementation tools if these are removed by statutory amendment. This is an external operating climate issue which the partners will need to discuss and agree a practical way forward once the LTMA Amendment Bill has been enacted.</td>
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<tr>
<td>Tāngata Whenua frustration with implementation</td>
<td>3</td>
<td>Tāngata Whenua engagement is provided for across all governance management and technical structures. The agreed arrangements and engagement processes are being implemented.</td>
</tr>
<tr>
<td>Failure to maintain effective communication with the public</td>
<td>5</td>
<td>The sixth electronic newsletter has been prepared and is on the website.</td>
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**Management**

<table>
<thead>
<tr>
<th>Non-availability of resources to implement strategy</th>
<th>4</th>
<th>The implementation budget has been adopted for the 2012/13 year.</th>
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<tr>
<td>Inconsistent communications / lack of alignment</td>
<td>5</td>
<td>Comment in the media between partners and openly questioning commitment to Future Proof would not be a positive step.</td>
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<td>Government engagement alignment</td>
<td>5</td>
<td>An engagement paper has been prepared and has been distributed. Briefings will occur as per the schedule in the Future Proof Communications Plan.</td>
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## 12. RECOMMENDATIONS

12.1 *That the report be received.*

12.2 *That the Committee note the approach to the Proposed Waikato Regional Policy Statement appeals.*

12.3 *That the Committee approve the Future Proof further submission on the Proposed Waipa District Plan attached as Appendix 1.*

12.4 *That the Committee note that Future Proof has presented its submission on the Land Transport Management Amendment Bill.*
12.5 That the major Future Proof achievements for 2012 be noted.

12.6 That the Future Proof focus for 2013 be noted.

12.7 That the approaches to land use issues in the vicinity of the Hamilton Airport be noted.

12.8 That the update on Communications matters be noted.
Dear Sir,

FUTURE PROOF IMPLEMENTATION COMMITTEE: FURTHER SUBMISSION TO THE PROPOSED WAIPA DISTRICT PLAN (July 2012)

This is a further submission by the Future Proof Implementation Committee (FPIC) to Proposed Waipa District Plan.

Future Proof has an interest in the proposal that is greater than the interest that the general public. The FPIC is the implementation arm of the Future Proof Growth Strategy; the growth management strategy for the Future Proof sub-region which refers to the territorial administrative areas of the Hamilton City Council, the Waipa District Council and the Waikato District Council. Future Proof’s sub-regional policy framework is being implemented via the Proposed RPS and District Plans. It is a priority action for Strategy implementation to give statutory effect to Future Proof principles. District Plans are a key implementation tool for giving statutory effect to major Future Proof principles, and the FPIC is therefore affected by a number of the submissions made.

The focus of this submission has been to further submit in support of those parties whose views align with the submission points set out in the original FPIC submission and to further submit in opposition of those whose views undermine them.

In July 2012 Future Proof lodged a submission in support of the Proposed Waipa District Plan. Waipa District Council notified a summary of submissions on 9 October 2012. The primary aim of a Future proof further submission is to support Waipa District Council and the other Future Proof partners’ submissions, while opposing any changes to the proposed plan which would be contrary to the Future Proof principles and the settlement pattern anchored in the Proposed Regional Policy Statement (Proposed RPS).

This further submission focuses on addressing submission points concerning the following:

- Requests for additional Large Lot Residential Zones;
• Requests for additional Residential, Commercial and Industrial Zones outside the urban limits and settlement pattern established in the Proposed RPS;

• Requests to zone additional land surrounding the Hamilton Airport.

These submissions seek to provide for additional development outside of the agreed Future Proof settlement pattern as established in the Proposed RPS. They promote a dispersed settlement pattern, potentially creating further pressures on existing and future infrastructure and services, and contribute further to the loss and fragmentation of rural productive land within the District.

The FPIC is willing to appear in support of its further submission. If others make similar further submissions, the FPIC would also be prepared to consider presenting a joint case with them at the submissions hearing.

Yours sincerely,

Ken Tremaine
Future Proof Implementation Advisor
<table>
<thead>
<tr>
<th>Point</th>
<th>Submitter</th>
<th>Matter Number</th>
<th>Support or Oppose</th>
<th>Reasons</th>
<th>Relief Sought</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>1 – Titanium Park JV</td>
<td>1.39</td>
<td>Reject</td>
<td>Submitter seeks to amend Policy 1.3.1.5 to relax the exclusivity of development from activities requiring airside access to “airport business activities”. The FPIC does not support the amendment, which removes the direct relationship to airside facilities requirement for development within the Airport Policy Overlay.</td>
<td>Reject submission</td>
</tr>
<tr>
<td>2.</td>
<td>136 – Waikato Regional Council</td>
<td>136.1</td>
<td>Support</td>
<td>Submitter requests that upon the release of the decisions of the Proposed Waikato Regional Policy Statement, the PDP is consistent with the Proposed RPS.</td>
<td>Accept submission</td>
</tr>
<tr>
<td>3.</td>
<td>136 – Waikato Regional Council</td>
<td>136.2</td>
<td>Support</td>
<td>Submitter requests that the terms ‘Regionally Important Infrastructure’ used throughout the PDP is replaced by ‘Regionally Significant Infrastructure’ to ensure consistency with the Proposed RPS.</td>
<td>Accept submission</td>
</tr>
<tr>
<td>4.</td>
<td>136 – Waikato Regional Council</td>
<td>136.6</td>
<td>Support</td>
<td>Submitter supports Objective 131.1(a), which focuses development in the District within the Urban Limits established in the Proposed RPS.</td>
<td>Accept submission</td>
</tr>
<tr>
<td>5.</td>
<td>136 – Waikato Regional Council</td>
<td>136.8</td>
<td>Support</td>
<td>Submitter strongly supports Policies 1.3.1.1 and 1.3.1.2, which assist in the implementation of the Future Proof Growth Strategy and Settlement Pattern now established within the Proposed Regional Policy Statement.</td>
<td>Accept submission</td>
</tr>
<tr>
<td>6.</td>
<td>136 – Waikato Regional Council</td>
<td>136.9</td>
<td>Support</td>
<td>Submitter seeks to ensure that Policy 1.3.1.4 is support to ensure the function of the Strategic Industrial Node at the Airport is used primarily for industrial purposes, and that any commercial activity is only for the purpose identified in the Future Proof Growth Strategy. The FPIC strongly supports this submission. The Future Proof Growth Strategy establishes a range of principles relevant in terms of commercial development, such as:</td>
<td>Accept submission</td>
</tr>
<tr>
<td>Point</td>
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<td>Reasons</td>
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|       |           |               |                  | • Supporting existing commercial centres;  
|       |           |               |                  | • Encouraging development to utilise existing infrastructure; and  
|       |           |               |                  | • Ensuring thriving town centres where people can “live, work, play and visit”.  
|       |           |               |                  | The FPIC supports Council’s intent and the submitter’s stance to ensure these principles are upheld. |               |
| 7.    | 136 – Waikato Regional Council | 136.10 | Support | Submitter supports Policy 1.3.1.6, which include provisions the assist the implementation of the settlement pattern established in Chapter 6 of the Proposed Waikato Regional Policy Statement. | Accept submission |
| 8.    | 136 – Waikato Regional Council | 136.12 | Support | Submitter supports Objective 1.3.2 and its Policies 1.3.2.1 – 1.3.2.6, which ensures that subdivision and development within the District occurs in a manner and rate consistent with the sub-region’s settlement pattern, described in the Future Proof Growth Strategy and established in Chapter 6 of the Proposed RPS.  
|       |           |               |                  | The FPIC strongly supports this submission and Council’s recognition of the importance of enabling sustainable growth. | Accept submission |
| 9.    | 239 – Hamilton City Council | 239.5 | Support | Submitter seeks amendments to Policy 1.3.1.5, which states the appropriate types of development on airside land within the Airport Business Zone. The amendments seek to strengthen the restrictions on the types of development by limiting airside development to activities requiring direct access to the runway.  
<p>|       |           |               |                  | The FPIC supports ensuring that the Waikato Regional Airport successfully develops as a regionally significant industrial node and transport infrastructure without compromising other commercial or industrial centres due to inappropriate development within the ‘airside’ block. | Accept submission |
| 10.   | 239 – Hamilton City | 239.6 | Support | Submitter supports Policy 1.3.2.3, which aims to achieve higher densities on | Accept submission |</p>
<table>
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<tr>
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<tbody>
<tr>
<td></td>
<td>Council</td>
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<td>greenfield sites, leading to a more compact urban form. The FPIC supports this policy as it recognises the settlement pattern established in the Proposed RPS.</td>
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<td>11.</td>
<td>251 – Meridian 37 Ltd</td>
<td>251.6</td>
<td>Oppose</td>
<td>Submitter seeks that the Airport Business Zone is developed in a way that supports the Airport, safeguards airside land for runway-dependent activities, and does not cause adverse effects on the established commercial centres in Hamilton, Cambridge, or Te Awamutu. Submitter requests amendments to Policy 1.3.1.4. Although these points are supported, they are provided for in other Policies in the PDP. Submitter also seeks the provision of 152ha of industrial zone further to the allocations in Table 6-2 of the Proposed RPS. This land is to exclude the 43ha of land already developed by Titanium Park JV in 2010. The FPIC does not support the amendments to 1.3.1.4, as they do not give effect to the industrial hierarchy established in Chapter 6 and Table 6-2 of the Proposed RPS.</td>
<td>Reject submission</td>
</tr>
<tr>
<td>12.</td>
<td>251 – Meridian 37 Ltd</td>
<td>251.7</td>
<td>Oppose</td>
<td>Submitter seeks the deletion of Policy 1.3.1.5 in light of the requested amendments to Policy 1.3.1.4. FPIC does not support the amendments to 1.3.1.5. The proposed amendments do not give effect to Chapter 6 of the Proposed RPS.</td>
<td>Reject submission</td>
</tr>
<tr>
<td>13.</td>
<td>258 – The New Zealand Transport Agency</td>
<td>258.27</td>
<td>Support</td>
<td>Submitter seeks the inclusion of ‘transport corridors’ with regionally significant infrastructure in Objective 1.2.5. The FPIC supports the identification and protection of regionally significant transport corridors consistent with the Proposed RPS and the Waikato RLTS.</td>
<td>Accept submission</td>
</tr>
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<td>14.</td>
<td>258 – The New Zealand Transport Agency</td>
<td>258.28</td>
<td>Support</td>
<td>Submitter supports Objective 1.3.1, which is to achieve a consolidated settlement pattern. This key requirement for sustainable growth within the sub-region has been duly identified in the Proposed RPS, the Waipa 2050 Growth Strategy, and the Future Proof Growth Strategy.</td>
<td>Accept submission</td>
</tr>
<tr>
<td>15.</td>
<td>258 – The New Zealand Transport Agency</td>
<td>258.29</td>
<td>Support</td>
<td>Submitter supports Policy 1.3.1.1, which is to ensure that future development and subdivision contributes toward achieving the settlement pattern established in the Proposed RPS, the Waipa 2050 Growth Strategy, and the Future Proof Growth Strategy.</td>
<td>Accept submission</td>
</tr>
<tr>
<td>16.</td>
<td>258 – The New Zealand Transport Agency</td>
<td>258.30</td>
<td>Support</td>
<td>Submitter supports Policy 1.3.1.2, which provides for a consolidated settlement pattern by focusing new urban activities within the urban limits of towns within the District. These urban limits have been established within the Proposed RPS and are supported by the FPIC.</td>
<td>Accept submission</td>
</tr>
<tr>
<td>17.</td>
<td>263 – Waikato Regional Airport Ltd</td>
<td>263.66</td>
<td>Reject</td>
<td>Submitter seeks to amend Policy 1.3.1.5 to relax the exclusivity of development from activities requiring airside access to “airport business activities”. The FPIC does not support the amendment, which removes the direct relationship to airside facilities requirement for development within the Airport Policy Overlay.</td>
<td>Reject submission</td>
</tr>
</tbody>
</table>

**Section 2 – Residential Zone**

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<th>Point</th>
<th>Submitter</th>
<th>Matter Number</th>
<th>Support or Oppose</th>
<th>Reasons</th>
<th>Relief Sought</th>
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</thead>
<tbody>
<tr>
<td>18.</td>
<td>123 – Araldon Holdings Ltd</td>
<td>123.2</td>
<td>Oppose</td>
<td>Submitter seeks a change from rural zone to residential zone outside the urban limits of Te Awamutu, as established in the Proposed RPS. A rezoning from Rural to Residential outside of the Te Awamutu Urban Limit creates the opportunity for a significant subdivision. This is not provided for in</td>
<td>Reject submission</td>
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<tr>
<td>Point</td>
<td>Submitter</td>
<td>Matter Number</td>
<td>Support or Oppose</td>
<td>Reasons</td>
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<td>the settlement pattern established in Chapter 6 of the Proposed RPS.</td>
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<td>19.</td>
<td>249 – St Peters School Trust Board</td>
<td>249.3</td>
<td>Oppose</td>
<td>Submitter seeks to remove the Proposed RPS density target for greenfield residential developments of 12 – 15 houses/ha from Policy 1.3.2.3. The requested amendment proposes that greenfield residential developments must go through a structure plan process to ensure density targets are met while also promoting high quality urban design outcomes. FPIC recognises that the 12 – 15 houses per hectare blanket Policy does not equate to good urban design; however, reference to the Proposed RPS should not be removed completely.</td>
<td>Reject submission</td>
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</tbody>
</table>

**Section 3 – Large Lot Residential Zone**

| 20.   | 136 – Waikato Regional Council | 136.16 | Support | Submitter supports Large Lot Residential Zone development in appropriate, defined areas, which provide rural lifestyle housing options while mitigating adverse effects on rural productivity. The LLRZ focuses rural residential demand into areas which are appropriately serviced and situated, slowing the trend of ad hoc, ribbon, and cluster development in the Rural Zone. The FPIC recognises that the benefits of the LLRZ are an important tool in the implementation of the sub-region’s settlement pattern established in the Proposed RPS. | Accept submission |

**Section 4 – Rural Zone**

<p>| 21.   | 251 – Meridian 37 Ltd | 251.19 | Oppose | Submitter seeks to ease limitations on non-agricultural rural development through an amendment to 4.3.12.1 (b). The FPIC recognises and supports the necessity to protect remaining productive land from non-productive land uses. The proposed amendment would not ensure that such losses could not occur. | Reject submission |</p>
<table>
<thead>
<tr>
<th>Point</th>
<th>Submitter</th>
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<th>Support or Oppose</th>
<th>Reasons</th>
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</tr>
</thead>
<tbody>
<tr>
<td>22.</td>
<td>251 – Meridian 37 Ltd</td>
<td>251.20</td>
<td>Oppose</td>
<td>Submitter seeks the deletion of Policy 4.3.12.2 in light of the requested amendments to Policy 4.3.12.1.  The FPIC does not support the amendments to Policy 4.3.12.1.</td>
<td>Reject submission</td>
</tr>
<tr>
<td>23.</td>
<td>251 – Meridian 37 Ltd</td>
<td>251.26</td>
<td>Oppose</td>
<td>Submitter seeks the addition of a Policy to reflect the amendments requested to Objective 4.3.14 which gives direction to the development of activities within the Airport Business Zone.  The proposed Policy identifies the Airport as a “business and transportation hub”.  The Proposed RPS has not identified the Airport as a strategic commercial node, but a strategic industrial node.  The proposed Policy would relax restrictions on potential development within the Airport Business Zone.</td>
<td>Reject submission</td>
</tr>
</tbody>
</table>

**Section 7 – Industrial Zone**

<table>
<thead>
<tr>
<th>Point</th>
<th>Submitter</th>
<th>Matter Number</th>
<th>Support or Oppose</th>
<th>Reasons</th>
<th>Relief Sought</th>
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</thead>
<tbody>
<tr>
<td>24.</td>
<td>1 – Titanium Park Joint Venture</td>
<td>1.9</td>
<td>Oppose</td>
<td>Submitter seeks that Lot 2 DPS88435, the ‘Ashton Block’ be zoned rural.  Submitter is concerned that a low quality development could result that would be incompatible with Titanium Park, that there is no potable water supply or wastewater disposal systems available on-site, and the lack of agreement and commitment to the appropriate infrastructure services necessary by Council and the NZTA.  The ‘Ashton Block’ industrial zone has been incorporated into the Industrial Land Allocation Table 6-2 of the Proposed RPS as part of the Hamilton Airport Strategic Industrial Node.  FPIC recognises the current lack of infrastructure provisions for this area; however, the Proposed RPS has taken a 50-year view and notes that in accordance with the timing and staging of this node, as well as with the provisions of the Proposed Waipa District Plan, infrastructural servicing be provided for to enable the development on this site.</td>
<td>Reject submission</td>
</tr>
<tr>
<td>25.</td>
<td>27 – John and Christine</td>
<td>27.1</td>
<td>Oppose</td>
<td>Submitter seeks to rezone a section of land north of the Airport from Rural to</td>
<td>Reject submission</td>
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<tr>
<td>Point</td>
<td>Submitter</td>
<td>Matter Number</td>
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<td>26.</td>
<td>136 – Waikato Regional Council</td>
<td>136.28</td>
<td>Support</td>
<td>Submitter seeks a new policy under Section 7 “to ensure that industrial development is effectively and efficiently integrated with existing and planned infrastructure”. The FPIC supports this policy, which strengthens the links between land use and the provision of infrastructure, as envisaged in the Proposed RPS.</td>
<td>Accept submission</td>
</tr>
<tr>
<td>27.</td>
<td>136 – Waikato Regional Council</td>
<td>136.29</td>
<td>Support</td>
<td>Submitter supports Policy 7.3.4.2, which provides a central focal area for the Hautapu Industrial Area through provisions of commercial services and retail “that principally serves the needs of industrial workers”. Submitter seeks to strengthen this policy by removing the qualifier “principally”. The FPIC recognises that this policy amendment may assist Council in realising the intended outcome for the Hautapu Structure Plan Area.</td>
<td>Accept Submission</td>
</tr>
<tr>
<td>28.</td>
<td>159 – Mary Louise Bourke</td>
<td>159.1</td>
<td>Oppose</td>
<td>Submitter seeks to include additional properties into the Hautapu deferred industrial zone. These properties are outside the Cambridge Urban Limits set in the Proposed RPS. The FPIC supports the industrial land allocation, staging, and timing as established in Chapter 6 and Table 6-2 of the Proposed RPS. This proposed amendment requests that the PDP does not give effect to the Proposed RPS in this instance and is not supported.</td>
<td>Reject submission</td>
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<tr>
<td>Point</td>
<td>Submitter</td>
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<td>29.</td>
<td>239 – Hamilton City Council</td>
<td>239.8</td>
<td>Support</td>
<td>Submitter supports Objective 7.3.1, which recognises the industrial land allocation as defined within the Proposed RPS. The FPIC supports the industrial land allocation, staging, and timing as established in Chapter 6 and Table 6-2 of the Proposed RPS.</td>
<td>Accept submission</td>
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<tr>
<td><strong>Section 10 – Airport Business Zone</strong></td>
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<td>30.</td>
<td>1 – Titanium Park Joint Venture</td>
<td>1.2</td>
<td>Oppose</td>
<td>Submitter seeks to delete “(excluding supermarkets)” from Rule 10.4.1.1(s) because this term is not defined in the PDP and Rules 10.4.3.7 and 10.4.3.8 already set out the restrictions on the type and scale of permitted activities within the Airport Business Zone. The references to Rules 10.4.3.7 and 10.4.3.8 are unclear, as they are not present in the PDP as published. FPIC does not support this submission as the amendments sought remove the direct relationship to airside facilities requirement for development within the Airport Policy Overlay.</td>
<td>Reject submission</td>
</tr>
</tbody>
</table>
| 31.   | 1 – Titanium Park Joint Venture | 1.11 | Oppose | Submitter seeks to:  
- Amend the zoning of the majority of the Montgomerie Block from ‘Deferred Airport Business Zone’ to ‘Airport Business Zone’;  
- Delete the Airport Activities Policy Area on Maps 3, 17, and 19;  
- Amend Policy 1.3.1.5 to exclude the Airport Activities Overlay Policy and remove the need for a plan change;  
- Amend the rules table in 10.4.1 to relax performance standards for a range of permitted activities, and the demotion of activity status of non-listed activities within the Airport Business Zone from ‘non-complying’ to ‘discretionary’;  
- Amend the Airport Business Zone Structure Plan to reflect the | Reject submission |
<table>
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<tr>
<th>Point</th>
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<tr>
<td>32.</td>
<td>136 – Waikato Regional Council</td>
<td>136.30</td>
<td>Support</td>
<td>Submitter supports Policy 10.3.2.1 and Rules 10.4.1.1(s), 10.4.2.11, and 10.4.2.12, which generally restrict the commercial development of the Airport Business Zone to airport related activities. The exclusion of supermarkets and the restrictions on maximum floor space prevent the occurrence of a large-format retail centre, which would undermine the commercial hierarchy established in the Proposed RPS and the PDP.</td>
<td>Accept submission</td>
</tr>
<tr>
<td>33.</td>
<td>239 – Hamilton City Council</td>
<td>239.11</td>
<td>Support</td>
<td>Submitter requests that the Deferred Airport Business Zone A3 retain the deferred zoning, but that the preconditions are amended to limit future land uses</td>
<td>Accept submission</td>
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<td>Point</td>
<td>Submitter</td>
<td>Matter Number</td>
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<td>Reasons</td>
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</table>
| 34.   | 263 – Waikato Regional Airport Ltd | 263.14 | Oppose | Submitter seeks to:  
- Amend the zoning of the majority of the Montgomerie Block from ‘Deferred Airport Business Zone’ to ‘Airport Business Zone’;  
- Delete the Airport Activities Policy Area on Maps 3, 17, and 19;  
- Amend Policy 1.3.1.5 to exclude the Airport Activities Overlay Policy and remove the need for a plan change;  
- Amend the rules table in 10.4.1 to relax performance standards for a range of permitted activities, and the demotion of activity status of non-listed activities within the Airport Business Zone from ‘non-complying’ to ‘discretionary’;  
- Amend the Airport Business Zone Structure Plan to reflect the requested rezoning;  
- Amend the boundaries the Airport/Mystery Creek Growth Cell Plan to show an extended Airport Business Zone containing the ‘Montgomerie Block’.  

The submission contains attachments with the requested changes to Maps 3, 17, and 19. On the redrawn boundaries of the requested rezoning from Deferred to Airport Business Zone, it is unclear whether the submitter is seeking to extend the Airport Business Zone beyond what has been zoned Deferred Airport Business Zone.  

The Airport Activities Overlay Policy does give effect to the staging and timing of... | Reject submission |
<table>
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<tr>
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<td>the development of the allocated industrial land as established in Chapter 6 of the Proposed Regional Policy Statement. The relaxation of performance standards and activity status from ‘non-complying’ to ‘restricted discretionary’ limits Council’s ability to give effect to the Proposed Regional Policy Statement, by significantly lowering the thresholds for unsustainable development. A ‘non-complying’ activity status for activities prior to the submission of an approved structure plan allows Council to ensure unsustainable development does not occur before such a comprehensive structure plan can be developed.</td>
<td>Accept submission</td>
</tr>
</tbody>
</table>

Section 14 – Deferred Zone

35. 249 – St Peters School Trust Board 249.20 Oppose Submitter seeks that the land between St Peters School and Cambridge be rezoned from Rural to Deferred Residential, and that the Cambridge Urban Limit is expanded to include this land. A rezoning from Rural to Deferred Residential and an extension of the Cambridge Urban Limit creates the opportunity for a significant subdivision in the future that is not provided for in the settlement pattern established in the Chapter 6 of the Proposed RPS. Reject submission

36. 251 – Meridian 37 Ltd 251.35 Support Submitter seeks to amend Section 14 to include objectives and policies which ensure that the deferred industrial land on the north side of the Airport runway will be utilised by activities requiring airside access. This is consistent with Section 10 of the PDP and will strengthen the relevant objectives and policies within that section. Accept submission

Section 15 – Infrastructure, Hazards, Development, and Subdivision

37. 9 – Surveying Services 9.24 Oppose Submitter seeks amendments to 15.3.4.7(a) to allow ribbon and cluster. Reject submission
<table>
<thead>
<tr>
<th>Point</th>
<th>Submitter</th>
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<th>Reasons</th>
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<td>development, providing that rural amenity is maintained using design features. The FPIC considers that this amended provision would contribute to the rural fragmentation and ad hoc development, which are specifically addressed in the PDP as resource management issues, and does not give effect to the Objectives and Policies of the PDP.</td>
</tr>
<tr>
<td>38.</td>
<td>9 – Surveying Services</td>
<td>9.107</td>
<td>Oppose</td>
<td>Submitter seeks that a new provision be introduced in Section 15 allowing subdivision of rural land that is uneconomical to farm or topographically separated from the balance of the property. The FPIC considers that such a provision would contribute to the rural fragmentation and ad hoc development, which are specifically addressed in the PDP as resource management issues, and does not give effect to the Objectives and Policies of the PDP.</td>
</tr>
<tr>
<td>39.</td>
<td>136 – Waikato Regional Council</td>
<td>136.46</td>
<td>Support</td>
<td>Submitter supports Rule 15.4.2.1, which defines the minimum net lot areas for new lots within the District. The FPIC notes that these minimums will contribute to development within existing urban areas and reduce ad hoc development, giving effect to the settlement pattern established within the Proposed RPS.</td>
</tr>
<tr>
<td>40.</td>
<td>136 – Waikato Regional Council</td>
<td>136.48</td>
<td>Support</td>
<td>Submitter supports the use of Transferable Development Rights in Rule 15.4.2.75 as a tool for limiting undesirable subdivision. The FPIC the TDRs will contribute to development within specified ‘recipient’ areas, discouraging ad hoc development and will give effect to the settlement pattern established within the Proposed RPS.</td>
</tr>
<tr>
<td>41.</td>
<td>233 – Noel Leslie John Armstrong</td>
<td>233.4</td>
<td>Oppose</td>
<td>Submitter seeks to retain the 25ha minimum parent lot size for rural subdivision. The FPIC recognises that Council has rightly identified rural fragmentation and an increasingly dispersed settlement pattern as significant resource management</td>
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<td>Relief Sought</td>
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<td>Reject submission</td>
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<td>Accept submission</td>
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<td>42.</td>
<td>251 – Meridian 37 Ltd</td>
<td>251.36</td>
<td>Oppose</td>
<td>Submitter seeks the deletion of Policy 15.3.4.8 in accordance with their proposed amendments to Policies 1.3.2.5 and 1.3.2.6. FPIC supports retaining Policy 15.3.4.8 to ensure that any inappropriate rural development does not increase demand for unplanned infrastructural services.</td>
</tr>
<tr>
<td>43.</td>
<td>278 – Federated Farmers of New Zealand</td>
<td>278.66</td>
<td>Oppose</td>
<td>Submitter seeks to amend the provisions in Section 15 to relax restrictions pertaining to Rural Zone lot sizes, stating that the minimum of 40ha significantly limits farmers’ options when investing in small-scale farming ventures. The FPIC recognises that Council has rightly identified rural fragmentation and an increasingly dispersed settlement pattern as significant resource management issues facing the District and the Region as a whole. The FPIC does not support the amendment as proposed without further evidence and consideration. The FPIC supports Council’s provisions, which give effect to the settlement pattern established in Chapter 6 of the Proposed Regional Policy Statement.</td>
</tr>
<tr>
<td>44.</td>
<td>278 – Federated Farmers of New Zealand</td>
<td>278.67</td>
<td>Oppose</td>
<td>Submitter seeks to delete Policy 15.3.4.7, which ensures that ad hoc, ribbon, and cluster settlements do not compromise the rural character and productivity of the District. The FPIC supports Council’s Policy, which gives effect to the settlement pattern established in Chapter 6 of the Proposed Regional Policy Statement.</td>
</tr>
<tr>
<td>45.</td>
<td>302 – Meridian 37</td>
<td>302.2</td>
<td>Oppose</td>
<td>Submitter seeks to enable more flexible response to rural residential developments through the relaxation and amendment of the provisions set out in</td>
</tr>
</tbody>
</table>
## Section 15

The FPIC opposes this submission, as the Section 15 provisions as notified in the PDP recognise the unsustainable development that has occurred within the District and also give effect to the settlement pattern established in Chapter 6 of the Proposed RPS. To relax the provisions of Section 15 would compromise the PDP’s ability to give effect to the Proposed RPS.

### Section 21 – Assessment Criteria

<table>
<thead>
<tr>
<th>Point</th>
<th>Submitter</th>
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<tbody>
<tr>
<td>46.</td>
<td>251 – Meridian 37 Ltd</td>
<td>251.41</td>
<td>Oppose</td>
<td>Submitter seeks to amend 21.1.15.36(d). The proposed amendment removes the qualifying criteria of ‘ad hoc, cluster, and ribbon developments’ and limits assessment to impacts of development on visual amenity. FPIC recognises that a range of significant adverse effects beyond amenity may arise from these types of developments and supports 21.1.15.36(d) as written.</td>
<td>Reject submission</td>
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</table>

### Maps and Appendices

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<tr>
<th>Point</th>
<th>Submitter</th>
<th>Matter Number</th>
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<tr>
<td>47.</td>
<td>136 – Waikato Regional Council</td>
<td>136.91</td>
<td>Support</td>
<td>Submitter seeks the inclusion within Appendix S5 of the appropriate linkages to the industrial land allocation Table 6-2 of the Proposed RPS.</td>
<td>Accept submission</td>
</tr>
<tr>
<td>48.</td>
<td>136 – Waikato Regional Council</td>
<td>136.93</td>
<td>Support</td>
<td>Submitter seeks the insertion of the urban limits for Pirongia and Rukuhia on Planning Maps 3, 7, 19, and 36, consistent with those established in the Proposed RPS.</td>
<td>Accept submission</td>
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</table>
REPORT TO: Future Proof Implementation Committee

FROM: Implementation Advisor

MEETING DATE: 12 December 2012

SUBJECT: Hamilton to Auckland Corridor Study

1. PURPOSE

The purpose of this report is to provide the Implementation Committee with the final version of the Hamilton to Auckland Corridor Study for adoption and to advise the Committee on how the Study will be implemented and monitored. The Study has been updated following input received from the October Committee meeting. The Study is attached to this report as Appendix 1. This report also seeks the Committee’s approval to recommend to the Future Proof partners, to extend the northern boundary of the Future Proof area to align with the new Waikato District boundary.

2. BACKGROUND

There are significant land use pressures along the Hamilton to Auckland Corridor, particularly in the northern Waikato as a result of the influence of Auckland. A project plan was adopted in February 2012 for the development of a Corridor Study for this area. The project plan has the following emphasis for the Study:

- To provide a strategic basis for incorporating the Northern Waikato into the wider Future Proof area and through the subsequent Future Proof review process.

- To establish a framework which can be used to influence future land use and infrastructure planning in the corridor between Hamilton and Auckland.

- To ensure that the Future Proof partnership has additional tools to assess the impact of any proposed development on existing strategies and aspirations.

Since the project plan was adopted the Waikato District Council has completed its North and Central Waikato Scoping Study and has also held discussions with the Auckland Council. In addition a Memorandum of Understanding has been signed between Waikato District and the Auckland Council.
The report has been to IMG, the Transport Reference Group and CEAG for comment and has been updated as a result of that input.

3. HAMILTON TO AUCKLAND CORRIDOR STUDY

A draft Study has been completed and was presented to the August and October meetings of FPIC for input. The work covers the following:

- Context for the Study, including relevant national, regional and local policy and strategy documents. This section also includes the influence of the Upper North Island and the impact of the Auckland Plan.
- Land use, with a focus on Future Proof data and targets, the impact of the Proposed RPS and also the influence of Auckland.
- Transport, noting the strategic direction provided by the RLTS and the Waikato Expressway Network Plan and a description of the Hamilton to Auckland Corridor transport network.
- Issues and objectives for the corridor.
- Actions and agency roles, which sets out several key actions that need to be completed.

As a result of input from the October FPIC meeting, the following changes have been made to the Study:

- The first section of the Study (Section 2.1: Purpose) now includes relevant Future Proof Strategy principles, including encouraging development to locate in urban areas or identified nodes, ensuring that rural-residential development does not compromise the Future Proof settlement pattern, avoiding sensitive natural environments, restoring the health and well-being of the Waikato River, protecting existing and future transport corridors and protecting versatile and quality farmland for productive purposes.
- Section 2.3 refers to the Waikato-Tainui Raupatu Claims (Waikato River) Settlement Act 2010 and the Vision and Strategy for the Waikato River.
- Action 5 in Section 7 which refers to spatial planning, now indicates that this work will complement the Mayoral Forum initiative on spatial planning and provide a key input to that work.

The changes made have been highlighted in yellow in the attached Study.

This report sets out in section 4 below how the Hamilton to Auckland Corridor Study actions will be implemented and monitored.

4. ACTIONS

The Study identifies several key actions. The proposed approach for implementing these actions is noted in the second column.

<table>
<thead>
<tr>
<th>Corridor Study Action</th>
<th>Proposed Approach</th>
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<tbody>
<tr>
<td>1. Using the Future Proof partnership, continue to monitor greenfields development to the south of Auckland and the cross-boundary impacts,</td>
<td>A workshop is being organised in early 2013 between Waikato DC and the Auckland Council to progress this.</td>
</tr>
</tbody>
</table>
noting that there are significant areas identified in the Auckland Plan as locations for investigation where future land use has yet to be determined. The aim is to work towards achieving a mutually beneficial land use pattern between the southern part of Auckland and the northern part of the Waikato.

2. **Work with Waikato District Council through the recently completed MOU, to input into the Auckland Unitary Plan.** A draft of the Plan is expected to be completed by March 2013, with the proposed plan being notified by September 2013. The Implementation Advisor will work with the Waikato DC on this action.

3. **Assess the potential impact of a completed Waikato Expressway on land use and travel patterns in the corridor (eg a reduction in the commute time between Hamilton and Auckland to 1 hour).** A workshop is programme for March 2013 to facilitate this action and discuss the potential impacts.

4. **In conjunction with the Waikato District Council, assess whether the rural provisions as a result of Plan Change 2 to the Waikato District Plan and Plan Change 14 to the Franklin District Plan are strong enough to manage the current and anticipated development pressures along the corridor.** The Implementation Advisor will work with Waikato DC on this action. IMG will then review the position reached by June 2013.

5. **Work with Waikato District Council to progress the following actions from the Waikato Expressway Network Plan for the Northern Sector:**
   - There is a need for Waikato DC to advance spatial planning for the north Waikato in light of progress made on the Auckland Spatial Plan. This planning is needed to confirm the preferred future land use pattern for the area and assess how this may impact the Expressway and its associated network.
   - Waikato DC and the Waikato Regional Council to engage with Auckland Region to integrate the wider area Auckland aspirations and identify gaps.
   - NZTA to engage with Waikato DC and Waikato Regional Council on spatial planning processes.

   The NZTA and Waikato DC are already working on these actions. Future Proof will assist where it can.

6. **Agree a position with the NZTA around connectivity to the Waikato Expressway**

   Discussions will be had with the NZTA on this. The new Technical Implementation Management Group is the appropriate forum to progress this matter.
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<tr>
<td><strong>7.</strong></td>
<td>Model the land use effects on the Waikato Expressway. This will need to be completed in stages.</td>
</tr>
<tr>
<td></td>
<td>There will be a report back to FPIC by June 2013.</td>
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<tr>
<td><strong>8.</strong></td>
<td>Ensure that the current rail corridor is sufficiently protected for capacity improvements and that any future linkages that may be required are also protected routes.</td>
</tr>
<tr>
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<td>This is a medium to longer term action and will require scoping and discussion as a possible input into the Waikato Regional Transport Model. Modelling scope will be agreed by end of 2013.</td>
</tr>
<tr>
<td><strong>9.</strong></td>
<td>As a result of this Hamilton to Auckland Corridor Study and the future land use pressures which have been identified, a case be made to FPIC recommending that the northern boundary of Future Proof be extended to align with the Auckland Council and Waikato District Council boundaries, and that the Corridor Study provide the basis for the extension of the Future Proof Strategy when that is reviewed</td>
</tr>
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<td></td>
<td>The boundary extension has been included in this report for the Committee’s approval</td>
</tr>
</tbody>
</table>

### 5. REPORTING ON ACTIONS

The progress made on these actions will be reported to FPIC every six months.

### 6. BOUNDARY EXTENSION

A key action arising out of the Hamilton to Auckland Corridor Study is the proposal to extend the Future Proof area boundary so that it aligns with the new Waikato District boundary. This needs to be done so that:

- There is a more integrated approach to land use and infrastructure (particularly transport)
- There is a rationale for engaging, alongside Waikato District, with the Auckland Council on land use matters and cross-boundary issues

The decision to align the Future Proof boundary with the new Waikato District boundary will mean:

- That the boundary will be formally extended when the Future Proof Strategy is reviewed in 2013/14. At this stage no change will be made to the Strategy.
- The new boundary will be taken into account in any relevant Future Proof decisions.
- That the Future Proof sub-region will be aligned with the boundaries of the Waikato District and the Waikato Regional Council.

The Future Proof website will indicate that the boundary has been extended.

Aside from a formal Committee resolution as contained in this report, there is no other process to follow.
7. RECOMMENDATIONS

7.1 That the report be received.

7.2 That the Committee adopt the Hamilton to Auckland Corridor Study as amended and attached as Appendix 1.

7.3 That the Committee recommends to the Future Proof partners that the northern boundary of the Future Proof Strategy area be extended to align with the new Waikato District northern boundary.
Hamilton to Auckland Corridor Study

December 2012
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1. Summary

Introduction

The Hamilton to Auckland Corridor Study is intended to provide an integrated land use and transport picture for this area. It also aims to set out a framework for the future direction of this corridor, in particular how land use and transport is managed. This work will provide a strategic context for when the Future Proof Strategy is reviewed. It also supports the case for extending the Future Proof northern boundary to align with the new Waikato District Council 2010 boundary.

The high-level priority outcomes that have been identified for this Study are as follows:

- The need for a complementary land use pattern between Auckland and the Waikato.
- Defining the role of the freight hubs in both Auckland and the Waikato.
- Protecting productive rural land in the northern Waikato given its role as a food basket for the Upper North Island.
- The role of an expanded Pukekohe in relation to other nearby settlements in the Waikato District, namely Tuakau and Pokeno.
- The need for the Waikato to be “consent ready” for the development opportunities that may arise as business struggles to overcome Auckland’s infrastructure deficiencies and potential land shortages and high cost.

For the purposes of this study the corridor stretches along State Highway 1 from Ngaruawahia in the south to the Waikato District’s boundary with Auckland in the north. The main focus is on the central and northern areas of the Waikato District. The components of the Hamilton to Auckland Corridor are as follows:

- The towns of Ngaruawahia, Huntly, Te Kauwhata, Pokeno, Tuakau
- Rural Villages
- Industrial land at Horotiu, Huntly, Pokeno and Tuakau
- Rural land
- The Waikato Expressway and State highway 1
- The North Island Main Trunk rail line

Context

There are a number of national, regional and local strategies that have an influence on this Corridor Study. The Waikato Regional Land Transport Strategy, Regional Policy Statement (RPS), Future Proof and the Waikato Expressway Network Plan are all key documents for this corridor. The North and Central Waikato Scoping Study also feeds into this work and provides a good overview of development opportunities and constraints.

Land Use

The land use pattern for the corridor is set by the RPS and the Future Proof Strategy. Development is to be concentrated in the main towns of Huntly, Ngaruawahia, Te Kauwhata, Tuakau and Pokeno, with a
small amount in rural villages. The population of the corridor is expected to grow by around 11,600 people between 2011 and 2031. Industrial land is provided for at Horotiu, Huntly, Tuakau and Pokeno. All of these towns are facing different challenges. Some are coming under increasing development pressure as a result of being close to the boundary with Auckland, lifestyle opportunities, cheaper land and better access as a result of the Waikato Expressway.

Transport

The Waikato Expressway is the main shaper of this corridor. It is a significant transport project for the region and the nation. The Expressway is expected to be completed by 2019 and has the following objectives:

- Enhancing connections between Waikato and the Auckland market;
- Encouraging economic development opportunities in the Waikato region by supporting industrial growth areas and providing better supply routes for industry, freight and tourism; and
- Improving access to Hamilton International Airport and the major ports in Auckland, Tauranga and Hamilton.

The Hamilton to Auckland Corridor Study aims to ensure that these objectives are not compromised by land use pressures.

Other key transport features of the corridor include the North Island Main Trunk rail line and the local transport network.

Hamilton to Auckland Corridor Issues and Objectives

This Study sets out the following issues for the Corridor:

- Significant freight movement between the Waikato and Auckland which is expected to double by 2031.
- Growth in aggregates, forestry and dairy industries is putting pressure on the transport network.
- Protecting productive rural land in the northern Waikato given its role as a food basket for the Upper North Island.
- The influence of Auckland, in particular the major greenfield developments planned in the southern part of Auckland which could put pressure on the Waikato District. Land use pressures (residential and employment growth) in the northern Waikato area and the potential impacts of these on the future functioning of the Expressway.
- The network of small towns and villages in the area are experiencing mixed fortunes. Some are thriving and growing while others are struggling and declining.
- Managing Pokeno as a development hotspot.
- Ensuring bypassed sections of State Highway 1 continue to respond to local transport requirements following the completion of the Waikato Expressway.
- Anticipating the likely effect that the completion of the Waikato Expressway and the growth of Auckland and Hamilton will have on the towns and rural villages in the corridor.
- The effect on the towns of Huntly and Ngaruawahia once the bypasses are complete.
- The effect of shorter travel times as a result of a completed Waikato Expressway.
The following objectives for the Corridor have been identified:

- Supporting Upper North Island growth.
- Supporting the thriving and diverse agricultural economy of the Waikato.
- Facilitating economic growth and productivity.
- Facilitating increased integration of economic activity between Auckland and the Waikato.
- The efficient movement of people and goods.
- Ensuring good access to the Ports (Auckland and Tauranga as well as the inland ports).
- Supporting the Waikato’s role as a significant freight and logistics hub for the Upper North Island.
- Ensuring that the logistics hubs in the Waikato and Auckland work efficiently in order to support the Ports.
- Supporting the objectives for the Waikato Expressway. Encouraging a mutually beneficial land use pattern between Auckland and the Waikato.
- Ensuring that the Waikato is in a position to support increased business and economic growth, particularly if there are spill-over effects from Auckland. Managing growth and development in the corridor in an effective manner.
- Supporting towns and villages that are struggling or declining.

Actions

This Study sets out several key actions that need to be completed in order to implement the Hamilton to Auckland Corridor Study.
2. Introduction

2.1. Purpose

The Hamilton to Auckland Corridor Study is intended to provide an integrated land use and transport picture for this area and to set out a framework for the future direction of this corridor and how land use and transport is managed.

The development of the Upper North Island Strategic Alliance and associated agreement presents a unique opportunity for enhancing inter-regional linkages. This Corridor Study is part of that process.

The purpose of this study is to:

- Provide a strategic basis for incorporating the Northern Waikato into the wider Future Proof area and into the subsequent Future Proof review process.
- Establish a framework which can be used to influence future land use and infrastructure planning in the corridor between Hamilton and Auckland.
- Ensure that the Future Proof partnership has additional tools to assess the impact of any proposed development on existing strategies and aspirations.

The study is a Future Proof initiative.

Future Proof is the growth management strategy for the Future Proof ‘sub-region’; an area which incorporates Hamilton City, the Waipa District, the Waikato District, and the associated administrative area of the Waikato Regional Council as shown in Figure 1. This Study takes into account and aims to be consistent with the following Future Proof Strategy principles:

- Encourage development to locate adjacent to existing urban settlements and nodes in both the Waikato and Waipa Districts and that rural-residential development occurs in a sustainable way to ensure it will not compromise the Future Proof settlement pattern or create demand for the provision of urban services.
- Ensure commercial and industrial development is located in selected sub-regional areas and that it is not located where it undermines the areas of influence of the Hamilton CityHeart, Cambridge, Te Awamutu, Ngaruawahia, Raglan and Huntly.
- Maintain and enhance the cultural and heritage values of the sub-region.
- Ensure that the settlement pattern generally avoids sensitive natural environments (streams, wetlands, lakes, rivers, and important landscapes) unless there is potential for significant environmental gain.
- Restore the health and well-being of the Waikato River, including adopting an integrated management approach.
- Encourage development in existing settlements to support existing infrastructure.
- Protect existing and future infrastructure and transport corridors, including the Waikato Expressway, Southern Links and rail corridors, from development that could constrain or compromise the efficiency of infrastructure and transport corridor operation.
- Recognise the need for stronger links between land-use and transport in respect of the settlement pattern and ensure capacity is matched with development potential.
- Protect versatile and quality farmland for productive purposes through the provision of limited rural lifestyle development around existing towns and villages and encouraging a more compact urban footprint.
- Ensure that planning for the future use of water maintains water quality and promotes efficient use.

This Study will provide a strategic context for the review of the Future Proof Strategy by providing a framework for land use and transport in the corridor.

2.2. Study Aims

The aims of this study are:

- To influence cross-boundary planning issues given the limitations of the RMA 1991 in this area.
- To provide an opportunity to have informed dialogue between the Auckland Council, Waikato District Council, NZTA, and the balance of the Future Proof partnership.
- To influence the Auckland Council Unitary Plan which is being prepared during 2012 and 2013. In particular how the unallocated residential and industrial lands from the Auckland Plan will be implemented.
- To be able to make informed/key decisions in the Waikato district and the Waikato region on land use and infrastructure matters, for example industrial land sizes and location and key road connections.
- To support the role of the Upper North Island Growth Area of which the Future Proof sub-region (including the Waikato District) is a core part.
- To acknowledge the district and region’s inter-regional connections and relationships with Auckland (eg through significant roads, rail and ports - air and sea).
- To support inter-regional collaboration, especially given the Upper North Island Strategic Alliance (UNISA) and the associated agreement. The Waikato Regional Council and Hamilton City Council are parties to this.
- To support existing and proposed inter-regional/inter-district transport connections, in particular SH1, Waikato Expressway.
- To affirm the Waikato region as a significant freight storage and distribution hub.
To be able to remain informed and be a key player in relevant Auckland initiatives eg ‘the Southern Initiative’ which could have implications for the Waikato district and region as this is about encouraging social and economic activity towards the south.

2.3. The Hamilton to Auckland Corridor

The Future Proof sub-region is an area of rapid population and development growth. The Waikato region is the 4th largest in New Zealand and it is projected that the Future Proof sub-region will contain 96% of the entire region’s population growth out to 2026.

The Hamilton to Auckland Corridor is a substantial growth area for the sub-region. The population of the corridor is expected to grow by around 11,600 people between 2011 and 2031. It is also an area that is under significant development pressure given that it is a gateway into Auckland, contains a road of national significance in the Waikato Expressway as well as a key rail route, and has a number of residential and industrial developments planned for particular growth areas.

For the purposes of this study the corridor stretches along State Highway 1 from Ngaruawahia in the south to Waikato District’s boundary with Auckland in the north.

The corridor follows the Waikato River which is of utmost significance to Waikato-Tainui. The Waikato-Tainui Raupatu Claims (Waikato River) Settlement Act 2010 and the Vision and Strategy for the Waikato River are key documents for protecting the health and well-being of the River. Waikato District Council and Waikato-Tainui entered into a Joint Management Agreement on 23 March 2010 as part of implementing the Settlement Act. The Agreement sets out the relationship between the parties, guiding principles and objectives and duties. This Study will need to take into account any effects on the River of land use and transport change in the corridor.

The main focus is on the central and northern areas of the Waikato District. The components of the Hamilton to Auckland Corridor are as follows:

- The towns of Ngaruawahia, Huntly, Te Kauwhata, Pokeno, Tuakau
- Rural Villages
- Industrial land at Horotiu, Huntly, Pokeno and Tuakau
- Rural land
- The Waikato Expressway and State highway 1
- The North Island Main Trunk rail line

The southern part of the former Franklin District became part of the Waikato District in November 2010 as a result of the Auckland boundary changes. The Waikato District now includes the towns of Tuakau, Pokeno and Mercer.

2.4. Background Work

Work undertaken to date on the Hamilton to Auckland Corridor includes:

- North and Central Waikato Scoping Study (2012)
The Waikato District Council is in the process of preparing an Integrated Land Transport Strategy. The Strategy will aim to further develop and manage transportation in the District over the next 30 years. This work will inform the Hamilton to Auckland Corridor Study and some of the key issues and objectives of the Corridor Study can be used to shape aspects of the Transport Strategy. The Waikato District Council is also undertaking an integrated District Growth Strategy in 2013.

2.5. Document Relationships

The following diagram illustrates the relationship between high level strategic documents, the Hamilton to Auckland Corridor Study and implementation documents such as District Plans, the Regional Land Transport Programme and Long Term Plans.
Figure 2: Relationships between Key Documents

Regional Policy Statement  Regional Land Transport Strategy

Future Proof Strategy

Waikato District Growth Strategy

Hamilton to Auckland Corridor Study

North and Central Waikato Scoping Study

Waikato Integrated Transport Strategy

District Plans  Regional Land Transport Programme  Long Term Plans

Implementation Documents

Strategic Documents
3. Context

3.1. National Framework

The Land Transport Management Act

The Land Transport Management Act 2003 (“LTMA”) governs the way the New Zealand land transport system is developed, managed and funded. The purpose of the Act is to contribute to the aim of achieving an affordable, integrated, safe, responsive, and sustainable land transport system.

Central aspects of the LTMA are the five criteria that permeate through the Act:

- Assisting economic development
- Assisting safety and personal security
- Improving access and mobility
- Protecting and promoting public health
- Ensuring environmental sustainability

The 2008 amendments to the LTMA include changes to the preparation, requirements and processes for regional land transport strategies. The main changes are:

Government Policy Statement on Land Transport Funding

The Government Policy Statement on land transport funding (“GPS”) is a requirement of the LTMA. The current GPS covers the period 2001/13 to 2021/22. It details the government’s outcomes and priorities for the land transport sector. The GPS is intended to guide the National Land Transport Programme.

The government’s overarching goal for transport is: an effective, efficient, safe, secure, accessible and resilient transport system that supports the growth of our country’s economy in order to deliver greater prosperity, security and opportunities for all New Zealanders.

The government has three focus areas that are the priorities for this GPS:

- economic growth and productivity
- value for money
- road safety

The 2012–2015 National Land Transport Programme and corresponding regional land transport programmes are expected to prioritise activities that advance this strategic direction including the GPS’s priorities of economic growth and productivity, value for money and road safety. In doing so, the following impacts should be achieved through the allocation of funding from the National Land Transport Fund:
Short to medium term impacts

- Improvements in the provision of infrastructure and services that enhance transport efficiency and lower the cost of transportation through:
  - improvements in journey time reliability
  - easing of severe congestion
  - more efficient freight supply chains
  - better use of existing transport capacity.
- Better access to markets, employment and areas that contribute to economic growth.
- Reductions in deaths and serious injuries as a result of road crashes.
- More transport choices, particularly for those with limited access to a car.
- A secure and resilient transport network.
- Reductions in adverse environmental effects from land transport.
- Contributions to positive health outcomes.

Part of the economic growth and productivity objective is continuing the progress the Roads of National Significance ("RONS") programme. The Waikato Expressway is one of the RONS.

Integrated planning is also identified as being important. In particular, the GPS sets out that land use and transport planning processes should ensure:

- opportunities are created for better integration within and between different modes of transport
- the transport needs of future growth are considered in planning and developing the transport system
- existing and future transport corridors are safeguarded from other development
- new commercial and residential developments meet the cost of their infrastructural impact on the wider transport network
- urban planning principles are applied.

The GPS states that integrated planning is a particular priority in areas where the land use and transport context is subject to change, where solutions are likely to be complex and require substantial integration and where there are synergies or economies of scale that can be realised, for example integrated planning done on an inter-regional scale.

National Land Transport Programme

The National Land Transport Programme for 2012-2015 (NLTP) was released in August 2012. Key issues identified in the NLTP include population dynamics and demographic changes, economic performance and transport funding dynamics. Investment over the next three years will be targeted to:

- Achieve more efficient freight supply chains through integrated land use and transport planning across the Upper North Island in particular, and the rest of the country
- Reduce the number of deaths and serious injuries through the creation of a safe road system
- Ease severe congestion, and improve journey time reliability in our main urban centres
- Ensure that existing capacity is maximised to deliver value for money solutions to transport issues
- Offer more transport mode choices through multi-modal transport planning, including more effective public transport, and walking and cycling
- Realise the full benefits from investment in major network packages, including roads of national significance, through effective linking with the wider network.

The NLTP outlines that over the next three years approximately $1-$1.3 billion from the National Land Transport Fund will be invested in the Waikato region's transport system. The main project is the Waikato Expressway given that it is a Road of National Significance.

**The National State Highway Strategy**

The Strategy sets out how the state highway network will be managed and developed. The eight principles contained in the strategy are: safety; operating the network; asset management; managing demand; environment and communities; integrated planning; education; and continual improvement.

The Strategy also introduces the concept of state highway categories. The categories are national state highways, regional state highways, sub-regional state highways. A 30 year concept of the state highway network is also set out which shows proposed carriageway standards.

**National Infrastructure Plan**

The National Infrastructure Plan 2011 sets out seven specific goals for transport infrastructure. These goals are to have:

- A long term strategic approach to transport planning which maximises the potential synergies between regional planning and central government strategies.
- A flexible and resilient transport system that offers greater accessibility and can respond to changing patterns in demand by maintaining and developing the capacity of the network.
- Improved operational management practice and the use of demand management tools especially in urban areas experiencing significant growth.
- A network of priority roads that will improve journey time and reliability, and ease severe congestion, boosting the growth potential of key economic areas and improving transport efficiency, road safety and access to markets.
- A continued reduction in deaths and serious injuries that occur on the network.
- A public transport system that is robust and effective and offers a range of user options that will attract a greater percentage of long term users.
- A rail system that enables the efficient movement of freight and complements other modes of passenger transport and freight movement.
- Sea and air ports that are linked to the overall transport network to support efficient nationwide movement of passengers, domestic goods and exports and imports and are able to respond to technological changes and changing international safety and security standards.

**National Freight Demands Study**

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The National Freight Demands Study considers current and the likely future volumes and distribution of freight movements in New Zealand. It also looks at significant modal, national, regional and industry trends.

One of the key findings of the Study is that the freight task in New Zealand is projected to double over the next 20 years. Freight traffic that either originates or passes through the Waikato region is estimated at around 55.3 million tonnes. This represents about a quarter of all of New Zealand’s freight tonnage movements. Between 18 and 24% of this freight is carried by rail.

The forecast growth in freight traffic generated in the Waikato region is expected to increase from around 26 million tonnes in 2006/07 to just under 50 million tonnes in 2031. This represents a substantial increase for the region, reflecting growth primarily in aggregates as well as forestry and dairy.

The map in Figure 3 below shows the forecasted freight flows between the Waikato and neighbouring regions. There is significant freight movement between the Waikato and Auckland. The Hamilton to Auckland Corridor is the main facilitator of this freight movement.
Figure 3: Waikato Forecasted Volume of Freight
Other Strategies and Documents:

- Roads of National Significance – Economic Assessments Review (2010)\(^3\)
- KiwiRail Turnaround Plan (2010) – note that this prioritises the North Island Main Trunk line, the East Coast Main Trunk (Auckland-Hamilton-Tauranga) is also a key route.
- Freight Futures: Long Term Sea Freight Scenarios (NZIER, September 2010)
- Upper North Island Ports Supply and Demand Study (Auckland Council – to be completed)

3.2. Upper North Island

The growth triangle of Auckland, Waikato and the Bay of Plenty is becoming increasingly important from a national perspective. The significance of this growth area is evidenced by the following:

- The three regions of Auckland, the Waikato and the Bay of Plenty are expected to grow at a greater rate than the rest of the country and by 2031 it is expected that together they will account for 53% of New Zealand’s population.

- The three regions are responsible for the production and attraction of over half of all road and rail freight in New Zealand. The forecast growth in freight traffic generated in the Waikato region is expected to double by 2031. The majority of this freight traffic is between the Waikato and Auckland.

- Auckland, Waikato, and the Bay of Plenty currently generate over 45% of the nation’s gross domestic product, this will continue to grow and is projected to account for half of New Zealand’s total economic activity by 2025.

- The significant role played by the Port of Tauranga, the Ports of Auckland and their associated freight hubs, including the Crawford Street inland port in Hamilton.

- There is high growth forecast in retail trade for the Auckland, Waikato and Bay of Plenty regions.

- The integration of economic activity between Auckland and Hamilton is likely to increase as transport corridor improvements are completed and travel times reduced.

UNISA Agreement

The Upper North Island Strategic Alliance (“UNISA”) signed an agreement in 2011 to establish a long-term collaboration between the Auckland Council, Bay of Plenty Regional Council, Northland Regional Council, Waikato Regional Council, Hamilton City Council, Tauranga City Council and Whangarei District Council for responding to and managing a range of inter-regional and inter-metropolitan issues.

The first order issues are identified as being:

- Economic development linkages

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\(^3\) Completed by Saha for the New Zealand Transport Agency
- Transport, including rail, roads, freight
- Ports, including inland ports
- Tourism
- Emergency preparedness
- Waste
- Water
- Population and settlement patterns, liveability
- Commercial and industrial land development
- International connectivity and competitiveness – air, sea, broadband
- Energy security
- Climate change, including greenhouse gas emission reductions

**Upper North Island Freight Story**

The NZTA in conjunction with the Regional Councils of the Upper North Island are currently developing an Upper North Island Freight Story. Workshops have been held in the Waikato in order to inform this work. The following have been the main findings to date:

*Key economic strengths for the region:* primary commodities and the ability to grow food; central location in the Upper North Island, locality to neighboring regions and connectivity; availability of natural resources including electivity generation and transmission; availability and readiness of industrial and greenfield land and hubs for development; university / tertiary training.

*Emerging economic strengths:* manufacturing services; aquaculture in the Coromandel; wood manufacturing.

*Key infrastructure strengths:* strategic transport corridors; availability / readiness of industrial areas in Hamilton (north Waikato is noted as having an emerging economic strength in this area); electricity generation and transmission; processing plans serviced by rail and road.

*Key issues:* local government and central government funding structures; future strategic function of the Upper North Island Ports; utilisation of business land consented, serviced and ready to go; quality of roading to get raw materials to processing plants and hubs; better certainty of planning and investment.

Other key issues of relevance to the Hamilton to Auckland Corridor include:

- Capacity of rail freight route through Auckland to and from the Waikato
- Conflict between development of land and protection of versatile land / natural resources
- Optimising infrastructure, hubs and land use

3.3. **Regional Framework**

**Waikato Regional Policy Statement**
The Proposed Waikato Regional Policy Statement ("Proposed RPS") was notified in 2010 and is a comprehensive review of the operative RPS. The Proposed RPS implements key aspects of the Future Proof Strategy, including:

- Implementing the Future Proof settlement pattern
- Putting in place urban limits
- Identifying key residential growth areas
- Identifying strategic industrial nodes
- Sequencing and staging of development
- Restricting inappropriate rural residential development

**Waikato Regional Land Transport Strategy and Programme**

The Waikato Regional Land Transport Strategy 2011-2041 ("RLTS") is the key document for setting the strategic direction for transport in the Waikato region. The RLTS sets out the following outcomes that it wants to achieve:

- An integrated transport system that supports economic activity and provides for the efficient movement of people and goods within and through the region.
- A transport system that provides safety and security across all modes of travel.
- A people focused transport system that provides inclusive, accessible and affordable multi-modal journeys to enable people to live, work, and play.
- A transport system that connects communities, protects active modes and enables positive public health outcomes.
- An environmentally sustainable and energy efficient transport system that is holistic and adaptable, meets regional and local needs, and is resilient to long term global influences.
- An integrated multi-modal transport system supported by land use planning and enabled by collaborative planning and partnerships.

The RLTS also identifies high priority regional challenges. These are:

- Inter-regional freight growth and doubling of freight from within the Waikato region.
- Future population growth and demographic change.
- Improving road safety in the region.
- Promoting opportunities to optimise the investment in the Waikato Expressway.
- Addressing the need for better access to services for isolated rural communities.
- Improving urban design and layout to provide for accessible journeys.
- Progressing energy efficiency initiatives and resilience to security of energy supply.
- The need to integrate planning of urban form, infrastructure and funding.

A number of these challenges are highly relevant to the Hamilton to Auckland corridor.

The RLTS is underpinned by a strategic approach based on strategic corridors, road safety and travel demand management and alternative mode interventions.
The RLTS was developed alongside the Proposed RPS in order to ensure that the two documents were consistent. The region’s land use policies and sub-regional growth management strategies are an integral part of the RLTS. The RLTS relies on the Proposed RPS and the Future Proof Strategy for the land use pattern for the Future Proof sub-region.

The Waikato Regional Land Transport Programme 2012-2015 (“RLTP”) implements the RLTS. It includes a prioritised list of transport activities for the region. The Waikato region’s top transport priorities are:

- maintenance, operations and renewal of the existing regional land transport system (local road and state highway assets and public transport services)
- completing the Waikato Expressway
- associated state highway and local road projects that will optimise the Waikato Expressway investment (Waikato Expressway Network Plan)
- safety improvement projects activities
- enhancing State Highway 1 passing opportunities south of Tirau to enhance route efficiency and safety

The Waikato Expressway is the highest priority transport package within the region and has been for the last 15 years.

**Waikato Expressway Network Plan 2010**

The purpose of the Waikato Expressway Network Plan is to support ongoing integrated planning and decision making for the Waikato Expressway and the associated sub-regional network.

The objectives of the Network Plan and the Waikato Expressway project are to:

- Enhance inter regional and national economic growth and productivity;
- Improve journey time reliability and relieve congestion through the main urban centres along SH1;
- Improve safety and reduce crashes on regional arterials including SH1;
- Focus freight movement onto SH1 rather than upgrade alternative routes; and
- Provide improved local network operation and opportunities for improved urban design, travel choice and community connectivity within the major urban areas bypassed by the expressway.

The Network Plan divides the Waikato Expressway corridor into three sections:

**Northern**: The Northern sector extends from the commencement of the Waikato Expressway at the Bombay Hills in the Franklin District to the interchange of Gordonton Road near Taupiri, Waikato District. This sector is predominantly rural in nature, and bypasses a number of rural towns and villages.
Central: Beginning at Taupiri in Waikato District and extending to the Tamahere Interchange south of Hamilton, this sector encompasses the majority of the urban areas affected by the Expressway, including Ngaruawahia and Hamilton.

Southern: south of the existing Tamahere interchange, this sector is located mainly within Waipa District, and includes the remainder of the Waikato Expressway RoNS to south of Cambridge.

The Northern Sector is the relevant area for the purposes of this Study. The Network Plan identifies the following critical issues for the Northern Sector:

- Land use pressures (residential and employment growth) for the Waikato District in the North Waikato area, Ngaruawahia and Huntly and the potential impacts of these pressures on the future functioning of the Expressway.
- Delays in planning of the future form and function of the state highway sections identified for revocation within the Northern Sector, specifically within Huntly, Rangiriri and Ngaruawahia.

Figure 4 provides a map of the Northern Sector from the Network Plan which shows the issues and opportunities for this corridor as well as the expected population growth. Note that the northern sector in the Waikato Expressway Network Plan is a slightly smaller area than what is covered in this study as the Network Plan northern sector does not include Ngaruawahia.
Figure 4: Northern Sector – Waikato Expressway Network Plan

Note: Development of recreational activities at Hampton Downs.

General Issues and Opportunities:

- Nurturing and harvesting local food producers and markets.
- Enhancement of public access to sites of historic interest.
- Integration of High Productivity Motorway (HPM) and Waikato Regional Network on local roads within the sub-region.
- Enhancing tourism and cycling within Northern Sector.
- Enhancing public transport within Northern Sector.
- Development of the Waikato DC Integrated Transport Strategy.

Issue: Anticipated population increase from approx. 7,800 to 8,600.

Opportunities:

- Future functions of existing SH1 alignment.
- Future functions of existing SH1 alignment.
- Future functions of existing SH1 alignment.

Legend:

- Waikato expressway
- Regional arterial roads (including state highways)
- District arterial/Key Collector roads
- Railway
- SH5 Urban Boundary (also refer to Map 6-1 of the Proposed RPS)

Note: The future urban limit for Hamilton City has been omitted for clarity, refer to Map 6-1 of the Proposed RPS for detail.
3.4. Future Proof

The Future Proof Strategy is a 50-year vision and implementation plan developed by Strategy partners the Waikato RC, Hamilton City Council (“HCC”), Waipa District Council (“Waipa DC”), Waikato District Council (“Waikato DC”) and Tāngata Whenua, with assistance from the New Zealand Transport Agency (“NZTA”).

Future Proof was adopted by the Strategy partners on 30 June 2009 and is currently in the implementation phase.

The need for the Future Proof Strategy emerged as a result of:

- Community concerns about the lack of collaboration and leadership in the management of growth across territorial boundaries in the sub-region.
- Land Transport New Zealand (now, the NZTA) concerns about the lack of integrated land use and transport planning in this area.
- An awareness of the need to inform the RPS and the RLTS documents.
- An increasing recognition of the Waikato region’s role in the ‘Upper North Island economy’ alongside the Auckland and Bay of Plenty regions.

Future Proof was also developed in response to the significant growth rates occurring in the sub-region with its population set to increase from 223,500 in 2006 to an anticipated 437,700 by 2061. Households are expected to increase by 85,400 over the same period.

In terms of its scope, the Strategy seeks to:

- Discourage dispersed ad hoc development;
- Encourage and implement tighter controls over rural residential development;
- Implement specific boundaries between urban and rural environments;
- Focus on the sub-region having a compact/concentrated urban form;
- Ensure strong integration between land use and transport;
- Improve public transport options; and
- Have well-planned management of transport corridors.

Future Proof takes a strategic, integrated approach to long term planning and growth management. Specifically the Strategy identifies 50 year land supply needs in the sub-region and sequences its release and development according to its ability to be serviced by appropriate infrastructure and equitable funding. This is set out in the Future Proof settlement pattern which is attached as Appendix 1.

Future Proof supports a fundamental shift in growth management from focusing largely on accommodating low-density suburban residential development to supporting a more compact urban form. The strategic approach underpinning Future Proof is a blend of compact settlement and concentrated growth. This is the basis for the sub-regional settlement pattern contained in the Strategy. The majority of growth is to be concentrated in Hamilton City which will contain 67% by 2061 with about 21% allocated to larger rural townships. This is the basis for the sub-regional settlement pattern.
contained in the Future Proof Strategy. This pattern of settlement represents a shift towards a more concentrated nodal form. Dispersed rural development will reduce from 17% to 12% of total settlement.

For Hamilton City, approximately 50% of growth will be through regeneration of existing parts of the city (it is currently at around 40%). This will focus in and around key nodes including the CityHeart, transport hubs, town centres, suburban centres and areas of high public amenity such as parks and the river.

For the Waikato District, approximately 82% of growth will be in the identified areas of Te Kauwhata, Huntly, Ngaruawahia, Raglan and Whaingaroa and various rural villages.

In the Waipa District, approximately 80% of growth will be within urban areas with 40% in Cambridge, 30% in Te Awamutu / Kihikihi, 10% in rural villages and 20% in the rural environment.

The Future Proof partners are currently implementing this settlement pattern through the Proposed Waikato Regional Policy Statement, District Plan reviews and plan changes and the new Waikato Regional Land Transport Strategy.

3.5. Local Strategies

Waikato District Growth Strategy

The Waikato Growth Strategy seeks to grow and revitalise the district’s towns by consolidating the majority of the district’s growth around existing towns, whilst recognising the importance of providing choice in housing options. The importance of protecting the productive potential of rural land is recognised and tighter controls around countryside living is proposed.

The strategy identifies four key issues that will influence population and economic growth in the district which are:

- The increasing growth pressure from outside the district
- Continued improvements to transport corridors
- The economic influence of the ‘Golden Triangle’ (Auckland, Hamilton, Tauranga)
- The strength of key national assets in the north-south corridor

The Northern State Highway 1 Corridor which is made up of Meremere, Te Kauwhata, Hampton Downs and Huntly is one of four growth areas identified in the Strategy. The Growth Strategy sets out the following in terms of current and future development for this corridor:

- The development of Te Kauwhata as the principal service centre
- Development opportunities for the Te Kauwhata / Hampton Downs area – short travel times to and from South Auckland, proximity to road and rail. Some development has already occurred
here such as the Springhill corrections facility, the equestrian centre and the Hampton Downs Motorsports Park. Potential for this to become an employment node.

- Residential development at Te Kauwhata.
- Planned expansion of Pokeno.
- Huntly to continue focus on mineral extraction and power generation as well as providing tourism and recreation opportunities associated with the river, lakes and Hakarimata ranges. Potential for the development of new industrial activities to increase employment opportunities and support Huntly’s role as a service centre for the wider rural community.

**Waikato Integrated Transport Strategy**

Waikato District Council is currently in the process of completing an Integrated Transport Strategy. A Scoping Report has been prepared which sets the framework for the development of the Strategy. The action areas and proposed objectives for the Strategy have been identified as follows:

<table>
<thead>
<tr>
<th>Action Areas</th>
<th>Proposed Objectives</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Planning for growth</td>
<td>Ensure the integration and coordination of transport and land use in key settlements and across the district</td>
</tr>
<tr>
<td>2. Improving Road safety</td>
<td>Adopt a ‘Safe System’ approach to reduce death and serious injury on Waikato District Council Roads.</td>
</tr>
<tr>
<td>3. Managing the Transport Network</td>
<td>Manage the transport network to ensure that the assets (bridges, road surfacing and structures) are well maintained to accommodate the required levels of service on the transport network.</td>
</tr>
<tr>
<td>4. Supporting Freight Transport</td>
<td>Ensure producers can deliver their goods to market economically, efficiently and safely.</td>
</tr>
<tr>
<td>5. Supporting Rail Transport</td>
<td>Support increased opportunities for rail transport as a mode choice for passengers and freight within and through the district.</td>
</tr>
<tr>
<td>6. Promoting Bus transport</td>
<td>Promote and support bus transport opportunities between key towns, Hamilton and Pukekohe (as appropriate).</td>
</tr>
<tr>
<td>7. Encouraging Walking and cycling (including travel planning)</td>
<td>Encourage walking and cycling as healthy and sustainable modes of transport.</td>
</tr>
</tbody>
</table>

This Study will aim to be consistent with these actions areas and objectives.
North and Central Waikato Scoping Study

The North and Central Waikato Scoping Study was prepared by Waikato District Council to provide a good understanding of the development opportunities and constraints of the north and central Waikato.

The key observations of the Study are:

- The study area is subject to a multitude of factors (economic, environmental, social and infrastructure-related). In addition there are a number of role-players (Waikato District Council, Auckland Council, Waikato Regional Council, New Zealand Transport Agency, business associations, developers and community organisations) who either have a vested interest in the area or whose operations have implications for the area.
- Land use and development in the study area orientates externally (largely to Auckland in the northern part and to Hamilton in the southern part).
- The study area has a thriving and diverse agricultural economy.
- Although many tourists in New Zealand travel through the area, tourism is not currently a significant economic sector in the area. The bulk of car and coach based tourists heading south from Auckland travel through the area to reach destinations to the south and east. Nonetheless, there are a few niche tourist attractions of note such as Port Waikato, Nikau Cave and Café, the Rangariri battlefield as well as Miranda and Zealong tea estate which are just outside the area. The Meremere and Huntly state highway related refuelling and fast food retail facilities are also well used by through travellers.
- The network of small towns and villages in the area are experiencing mixed fortunes. Some are thriving and growing while others are struggling and declining.
- Two macro level strategic developments will have a direct and major impact on the study area in the next 10 years. The first is the proposal in the Auckland Plan for major greenfield development in the Auckland south area. The second is the phased development of the Waikato Expressway and the completion Ngaruawahia and Huntly by-passes.

Franklin District Growth Strategy

The Franklin District Growth Strategy was adopted in 2007 and sets out a 50 year blueprint for the district which identifies growth areas and puts in place a staging plan. Tuakau and Pokeno are identified growth areas in the Strategy. These are now part of the Waikato District as a result of the Auckland boundary changes which took effect on 1 November 2010 under the Local Government (Auckland Council) Amendment Act 2010.

The towns of Tuakau and Pokeno are projected to grow quite significantly over where they currently are now. Pokeno is expected to grow to a village of just over 5,000 people by 2051. Tuakau is identified in the Strategy as a rural service centre and is projected to grow to close to 6,000 people by 2051 (a doubling of the 2004 population). Residential and business / industrial development has been provided for in both areas. The Strategy notes that Tuakau and Pokeno are attractive areas for people and businesses because of the rural town or village environment, proximity to Auckland, Hamilton and Tauranga, large areas of potential business land, ease of access to State highways, located on the

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4 North & Central Waikato Scoping Study, 2012, Waikato District Council
Hamilton to Auckland rail line, relatively low property values and opportunities for development and re-development.

The Franklin District Growth Strategy provides very clear development principles and locations for both Tuakau and Pokeno.

3.6. Relevant Auckland Documents

The Auckland Plan

The Auckland Plan was adopted by the Auckland Council on 29 March 2012. The document is a spatial plan as mandated under section 79 of the Local Government (Auckland Council) Act 2009. The Plan covers a period of 30 years in which time Auckland will be home to an additional 1 million people and will need 400,000 new dwellings.

The Draft Auckland Plan initially proposed that there would be around a 75:25 split between intensification and greenfields development. However, the final Auckland Plan now indicates that the split will more likely be 60% intensification and 40% greenfields. 60-70% of all new dwellings will be inside the 2010 Metropolitan Urban Limit and around 30-40% will be outside the limit in new greenfields areas, satellite towns and in rural and coastal areas. The implication of this is that a much greater amount of greenfields land will need to be sourced in order to accommodate Auckland’s growth.

The following is the development strategy map for the southern part of Auckland. It includes significant greenfields areas which are earmarked for further investigation.

Figure 5: Auckland Development Strategy Map – Area to the South

5 Map D.1: Development Strategy Map (Auckland-wide), Auckland Plan, 2012
Of particular significance to the Waikato is that Pukekohe is identified as a satellite town which will provide an employment and service hub for considerable population growth. Pukekohe is expected to grow to a town of 50,000 by 2041. It is also one of nine priority areas for public investment to support growth and development.

The Auckland Plan also contains the Southern Initiative which is a prime focus for the Council. This initiative aims to plan and deliver a long-term programme of coordinated investment and actions to bring about social, economic and physical change to the south of Auckland. In particular the southern area is targeted as an international gateway and destination area, for economic development and jobs and significant housing developments.

**Auckland Unitary Plan**

The Auckland Unitary Plan is currently being developed. The Plan will replace all existing regional and district plans for Auckland and bring the resource management issues for the area into one document. The Unitary Plan will aim to implement the Auckland Plan. A draft discussion document is expected by March 2013 with the Proposed Plan expected to be publicly notified in September 2013.

**Memorandum of Understanding between the Waikato District and Auckland**

The Waikato District Council and the Auckland Council have signed a memorandum of understanding and alliance in order to establish a long-term collaborative working relationship with regard to cross-boundary issues of mutual interest.

The memorandum covers planning, development, transport and economic growth.

**3.7. Labour Markets**

Of significance to the Hamilton to Auckland Corridor is work completed on labour markets in the Waikato region.\(^6\)

In 1991 the Waikato region had 31 distinct labour market areas. By 2006, the number of labour market areas in the Waikato region had declined to 14, with each labour market centred on a relatively large urban area or significant industry. The Greater Hamilton labour market area dominates the region, covering the largest land area and having the largest population. The change in labour market areas between 1991 and 2006 reflects changes in commuting patterns, with workers in rural areas increasingly commuting further and into urban areas for work. This change in the number of labour market areas has resulted from a range of factors including decreased costs of commuting, lifestyle choice, relaxed rural subdivision policies and relative differences in house prices between large urban centres and smaller rural towns – that is, it has become less expensive for urban workers to live outside of town and commute to the urban centre for work each day. This has changed the nature of the people living in rural areas, from farmers and those working in support roles and their families, progressively to urban workers seeking the lifestyle or lower costs associated with living in rural areas.

\(^6\) Barrett, Cameron, Cochrane & McNeill, 2009, *Labour Market Areas in the Waikato Region*, University of Waikato
There has been growth in the number of people living outside of Hamilton and Auckland but having a workplace address within these cities.

These labour market changes will have an impact on the Hamilton to Auckland Corridor in terms of travel patterns and where people choose to live and work.

3.8. Integration and Funding

Integrating land use with infrastructure, especially transport is a central tenet of the Future Proof Strategy and critical to how the built environment and infrastructure are managed. The interactions between spatial planning, and the design and operation of the transport network are important.

The provision of infrastructure will affect land use patterns and vice versa. Infrastructure can influence the timing and pattern of settlements, and development will influence when and where infrastructure will be required.

The Waikato Expressway is a road of national significance and represents significant opportunities for the Waikato region. In order to take advantage of this investment and to ensure its sustainability there is a need to carefully plan for the settlements along the Corridor.

The ability to fund infrastructure and services is fundamental to successful growth management. For the Hamilton to Auckland corridor it is imperative that growth occurs in a manner that supports the efficient use of infrastructure (eg development should occur in areas that are already serviced or where infrastructure is planned). Land use should also support the significant funding investment in the Waikato Expressway, not undermine it through ad-hoc or ribbon development.
4. Land Use

4.1. Future Proof Data and Targets

Population

The population data relevant to the Hamilton to Auckland Corridor is set out below. The table below uses data from the Waikato District Population Model.

<table>
<thead>
<tr>
<th>Settlement Type</th>
<th>Location</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>2011</td>
</tr>
<tr>
<td>Towns</td>
<td>Huntly</td>
<td>6944</td>
</tr>
<tr>
<td></td>
<td>Ngaruawahia</td>
<td>5259</td>
</tr>
<tr>
<td></td>
<td>Pokeno</td>
<td>986</td>
</tr>
<tr>
<td></td>
<td>Te Kauwhata</td>
<td>1276</td>
</tr>
<tr>
<td></td>
<td>Tuakau</td>
<td>4139</td>
</tr>
<tr>
<td>Waikato Towns (North) total</td>
<td>Glen Massey</td>
<td>267</td>
</tr>
<tr>
<td></td>
<td>Glen Afton</td>
<td>163</td>
</tr>
<tr>
<td></td>
<td>Horotiu</td>
<td>634</td>
</tr>
<tr>
<td></td>
<td>Mangatangi</td>
<td>40</td>
</tr>
<tr>
<td></td>
<td>Maramarua</td>
<td>65</td>
</tr>
<tr>
<td></td>
<td>Mercer</td>
<td>143</td>
</tr>
<tr>
<td></td>
<td>Meremere</td>
<td>571</td>
</tr>
<tr>
<td></td>
<td>Pukemiro</td>
<td>267</td>
</tr>
<tr>
<td></td>
<td>Renown</td>
<td>122</td>
</tr>
<tr>
<td></td>
<td>Taupiri</td>
<td>452</td>
</tr>
<tr>
<td>Waikato Rural Villages (North) total</td>
<td>2724</td>
<td>2874</td>
</tr>
</tbody>
</table>

Residential Density

The targets for residential density as contained in the Future Proof Strategy and now the Proposed RPS that are relevant to the Hamilton to Auckland Corridor are as follows:

<table>
<thead>
<tr>
<th>Residential Area</th>
<th>Density Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hamilton CityHeart</td>
<td>50 households per hectare</td>
</tr>
</tbody>
</table>

Note that the rural population for the Hamilton to Auckland Corridor is likely to be an underestimate given the difficulties in disaggregating the data.
Hamilton Intensification Areas

<table>
<thead>
<tr>
<th>Hamilton Greenfields</th>
<th>30 households per hectare</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hamilton Greenfields</td>
<td>16 households per hectare</td>
</tr>
</tbody>
</table>

Waikato Greenfields – Large Townships:
- Huntly
- Ngaruawahia
- Te Kauwhata

Waikato Greenfields – Rural Villages:
- Taupiri
- Maramarua
- Meremere
- Horotiu

12 – 15 households per hectare

8 – 10 households per hectare (assuming reticulated services)

Both Pokeno and Tuakau have targets of 10 dwellings per hectare to be achieved over time as set out in the Franklin District Growth Strategy.

**Industrial Land**

The following sets out the industrial land provision for the Hamilton to Auckland Corridor as identified in the Proposed RPS.

<table>
<thead>
<tr>
<th>Strategic Industrial Nodes (based on gross developable area)</th>
<th>Industrial land allocation and timing (ha)</th>
<th>Total Allocation 2010-2061 (ha)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2010 to 2021</td>
<td>2021 to 2041</td>
</tr>
<tr>
<td>Horotiu</td>
<td>56</td>
<td>84</td>
</tr>
<tr>
<td>Huntly and Rotowaro</td>
<td>8</td>
<td>8</td>
</tr>
<tr>
<td>Tuakau</td>
<td>116</td>
<td>0</td>
</tr>
<tr>
<td>Pokeno</td>
<td>92</td>
<td>0</td>
</tr>
<tr>
<td>TOTAL HA</td>
<td>272</td>
<td>92</td>
</tr>
</tbody>
</table>

Derived from the Staff Report Back version of Proposed RPS, June 2012
Hamilton to Auckland Corridor Land Use Summary

The following table provides a summary of the population growth and industrial land provision for the Hamilton to Auckland Corridor out to 2061.

<table>
<thead>
<tr>
<th>Area</th>
<th>Additional Population by 2031</th>
<th>Industrial Land</th>
</tr>
</thead>
<tbody>
<tr>
<td>Horotiu</td>
<td>194</td>
<td>150 ha by 2061</td>
</tr>
<tr>
<td>Huntly</td>
<td>502</td>
<td>23 ha by 2061</td>
</tr>
<tr>
<td>Ngaruawahia</td>
<td>775</td>
<td></td>
</tr>
<tr>
<td>Pokeno</td>
<td>4,212</td>
<td>92 ha pre 2021</td>
</tr>
<tr>
<td>Te Kauwhata</td>
<td>2,052</td>
<td></td>
</tr>
<tr>
<td>Tuakau</td>
<td>2,950</td>
<td>116 ha pre 2021</td>
</tr>
<tr>
<td>Rural Villages</td>
<td>476</td>
<td></td>
</tr>
<tr>
<td>Rural</td>
<td>648</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td><strong>11,615</strong></td>
<td><strong>381 ha</strong></td>
</tr>
</tbody>
</table>

4.2. Towns

**Horotiu:** Horotiu is a village located within the Waikato District. It has been included in this section as it has a significant amount of industrial land allocated to it. Part of the Horotiu area has been transferred into Hamilton City in a boundary readjustment with Waikato District. Horotiu has a population of 634 and is expected to grow to around 830 residents by 2031. Horotiu has been earmarked for an Industrial Park and provision has been made for this in the Future Proof Strategy and the Proposed RPS. The Industrial Park has been the subject of recent Environment Court processes. A consent order was agreed by the parties and approved by the Court in April 2011 which provides for the staged released of industrial land at Horotiu in the Waikato District Plan. This has now been reflected in the Proposed RPS. The Industrial Park is expected to become an employment hub with likely activities focusing on the dairy industry, logistics, warehousing and meat processing. The area has access to rail and arterial roads.

**Huntly:** The Future Proof Strategy has allocated growth of 5,360 people over the next 50 years to Huntly. Both Future Proof and the Proposed RPS have allocated industrial land at Huntly. Huntly is considered to be a satellite commuter town Waikato District Council has outlined that the role and function of Huntly is for it to continue with its focus on mineral extraction and power generation as well as providing tourism and recreation opportunities associated with the river, lakes and Hakarimata ranges. Huntly has a role as a service centre for the wider rural community. No major residential developments are planned for Huntly at this stage.
**Ngaruawahia:** Ngaruawahia has been allocated growth of around 10,000 people over the next 50 years. The Waikato District Growth Strategy envisages that residential development may occur in response to the employment hub at Horotiu. Any development will involve expansion of areas to the north and south of the town along with development alongside the rivers and around the town centre. The Growth Strategy also aims to strengthen and expand the town centre to provide a much wider range of goods, services and activities.

**Te Kauwhata:** Te Kauwhata is expected to be the principal service centre for the Waikato District. It is an area that is experiencing growth pressures. A structure plan has been prepared for Te Kauwhata which has been given effect through Variation 13 to the Waikato District Plan. The structure plan includes residential development through two living zones as well as countryside living. Provision is also made for a business zone and light industrial development. Most of the development grafts onto the existing town. The land identified in the structure plan is sufficient to accommodate growth out to 2061. Located close to Te Kauwhata is Hampton Downs which has emerged as a significant recreation and potential employment area. At present the wider area contains a motorsport park with associated facilities, EnviroWaste (a purpose built landfill that services Auckland and the Waikato), and the Spring Hill Corrections Facility. The area is recognised in the Future Proof Strategy, however no provision has been made in the Proposed RPS for additional industrial or employment land at Hampton Downs.

**Pokeno:** Pokeno is projected to grow by 4,627 people (2,060 households) by 2051. Development is to be focused around its centre with residential development achieving average densities of 10 dwellings per hectare. Industrial land has also been allocated to Pokeno to support the projected population and employment growth. Most of this land is located adjacent to the quarry. Plan Change 24 which gives effect to the Pokeno Structure Plan became operative in June 2011. The Plan Change provides for significant growth and expansion of Pokeno Village as outlined in the Franklin District Growth Strategy by zoning land for residential, business and industrial development. There is also a large lot residential development of 117 lots that has been put forward for Pokeno East known as Waterfall Park. This area was not covered by Plan Change 24 as the Franklin District Growth Strategy had concluded that due to severance of the community, the eastern side of State Highway 1 was not appropriate for residential development but should be considered for environmental restoration. However, this area is identified in the Franklin District Plan as a Village Growth Area requiring a concept plan for development.
**Tuakau**: Tuakau is identified as a rural service centre in the Franklin District Growth Strategy. Population growth of 2,700 people by 2051 is projected which equates to around 2,270 new dwellings. An increase in density to 10 dwellings per hectare by 2051 is anticipated in the Growth Strategy. Three new areas for residential development have been identified in the Tuakau urban area. These are the first part of a staged release of residential land. The second stage (2021-2051) involves intensification of rural residential lots and greenfields development. Industrial land has also been identified which will graft onto existing zoned land. These activities are likely to be manufacturing, distribution, light industry and supporting services. In 2010 a plan change was made operative for the development of the Whangarata Industrial Park on the east side of Tuakau. This is part of the 116ha allocation as set out in the Proposed RPS.

4.3. **Structure Planning for Towns**

Structure planning has been completed for Pokeno and Te Kauwhata. The remaining towns still require detailed structure planning to be completed. The Waikato District Council has the following timetable for this:

<table>
<thead>
<tr>
<th>Structure Plan Area</th>
<th>Timing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tuakau</td>
<td>2012</td>
</tr>
<tr>
<td></td>
<td><em>Note: A project plan has been completed for this work.</em></td>
</tr>
<tr>
<td>Ngaruawahia / Hopuhopu</td>
<td>2013</td>
</tr>
<tr>
<td>Huntly</td>
<td>2017</td>
</tr>
</tbody>
</table>

Waikato District Council is proposing to undertake an integrated District Growth Strategy in 2013 which will inform the review of the Future Proof Strategy commencing in 2014. The Council is also undertaking work on a North Waikato Spatial Plan which will start in early 2013 and will eventually be incorporated into the revised District Growth Strategy.

4.4. **Rural Villages**

There are several rural villages along the Hamilton to Auckland corridor. These include places such as Glen Massey, Glen Afton, Mangatangi, Maramarua, Mercer, Meremere, Pukemiro, Renown and Taupiri. A number of these areas have community plans in place which set out a vision, issues, outcomes and key projects. The key issue for these villages will be anticipating whether any of these areas are likely to experience development pressures as a result of growth in other towns, the growth of Auckland and Hamilton and the completion of the Waikato Expressway. The other issue will be managing any impacts of the Waikato Expressway project on these villages.

The Future Proof Strategy contains the following objectives for the rural villages and rural areas in the Waikato District:

- Limited rural lifestyle development close to towns and transport networks
Development in rural areas is clustered around towns and villages in a concerted effort to protect versatile soils for the production of primary goods and associated businesses and services.

4.5. Rural

Most of the Hamilton to Auckland corridor area is predominantly rural in nature. It contains significant amounts of productive rural land. Managing residential, business and recreational development in the rural area is a significant challenge for the Hamilton to Auckland corridor. There are growth pressures all the way along the corridor. There is a need to ensure that developments do not occur in an ad-hoc manner, that they are focused largely around the identified growth areas and that they do not compromise the functioning the Waikato Expressway.

Plan Change 2 (formerly Variation 16) addresses rural development in the Waikato District. Decisions on the Plan Change were released in November 2011 and are subject to appeals to the Environment Court. The Plan Change promotes residential and industrial growth primarily occurring in towns, villages and defined growth areas and for urban growth to be compact. The plan change confirms the importance of productive rural activities and seeks to ensure opportunities to undertake these activities are retained. Limited subdivision is provided for in the Rural and Coastal zones. That provision is more restricted than the current regime. The overall effect of the plan change is to reduce the potential maximum number of rural lots and potential dwellings. This has relevance for a number of areas in the Hamilton to Auckland Corridor given that it is predominantly rural. The effect of the Plan Change will ultimately be to reduce the amount of rural residential development occurring in the District.

Plan Change 14 (Rural Plan Change) to the Franklin District Plan aims to manage growth and its impact on the rural and coastal environments in Franklin. The Plan Change became part operative in 2010. It seeks to ensure that the majority of growth occurs within villages with some growth opportunities in a directed and identified countryside living zone in order to avoid wide dispersal of lots throughout the rural and coastal areas of the former Franklin District.

4.6. Impact of the Proposed RPS

The Proposed RPS is likely to have the following impacts for the Hamilton to Auckland Corridor:

- Tightening rural residential development
- Provision for industrial land at Horotiu, Huntly, Pokeno and Tuakau
- Residential growth allocations
- Urban limits for Huntly, Ngaruawahia, Te Kauwhata, Taupiri and Meremere
- Meeting residential density targets for towns and villages
- Development should not compromise efficient and effective operation of infrastructure corridors
- The need to coordinate new development with infrastructure
- The built environment should be managed in a way that does not result in adverse effects on the function of significant transport corridors, avoids ribbon development along the defined...
significant transport corridors and avoids the need for additional access points onto the defined significant transport corridors.\textsuperscript{9}

District Plans must give effect to the RPS. Plan Change 2 to the Waikato District Plan seeks to align with the RPS through its approach to rural development.

There will be a need to ensure that the key objectives and policies in the Proposed RPS that are relevant to the Hamilton to Auckland Corridor are given effect to.

### 4.7. The Influence of Auckland

The implications of the Auckland Plan for the Waikato are as follows:

- There is significant development pressure pushing into the northern Waikato from Auckland.
- 145,000 new dwellings are planned in the southern part of Auckland which is 36% of the City’s growth.
- Major business areas are identified in Papakura and Pukekohe which are very close to the Auckland-Waikato border.
- Pukekohe is projected to grow substantially and is identified as a satellite town and an employment and service hub. Pukekohe is expected to grow to a town of 50,000 by 2041. There is a need to carefully consider how this will affect Tuakau and Pokeno.
- The Drury South Business Project – a 360ha industrial development at Drury which will include construction, manufacturing, wholesale trade and distribution activities. This is outside of the current Auckland Metropolitan Urban Limits but has been identified as part of a wider greenfield investigation area.
- Significant tracts of greenfields land are identified in the south for further investigation (these appear to be located in and around Pukekohe, Drury and Glenbrook).
- Substantial residential and business development is anticipated for the Southern Initiative area.

All of these things will lead to increased development pressure on the Auckland-Waikato boundary, in particular for the towns of Tuakau and Pokeno. Infrastructure pressures, particularly for transport, will also increase.

There is the potential for the Waikato and Auckland to work together on a compatible and mutually beneficial land use pattern. Part of doing this involves achieving better infrastructure (especially transport) linkages and taking an integrated land use approach. Both the Waikato and Auckland can support one another in terms of making stronger connections between the southern part of Auckland and the northern part of the Waikato.

\footnote{Note that \textit{Significant Transport Corridors} include State highway 1, the Waikato Expressway and the railway}
5. Transport

5.1. Strategic Direction

The strategic approach taken by both the Waikato RLTS and the Waikato Expressway Network Plan that is relevant to the Hamilton to Auckland Corridor can be summarised as follows:

- Supporting economic activity, particularly inter-regional and national growth and productivity
- Efficient movement of people and goods
- Improved journey time reliability
- Focusing freight onto State highway 1
- Completing the Waikato Expressway and optimizing its investment
- Connecting communities
- Transport systems are supported by land use planning and collaborative planning and partnerships

5.2. Hamilton to Auckland Corridor Transport Network

The following are the key components of the Hamilton to Auckland Corridor transport network

- The existing **State Highway 1**
- **Waikato Expressway**: Longswamp, Rangiriri, Huntly, Ngaruawahia sections
- **North Island Main Trunk Line**
- **Supporting local road network**

The **Waikato Expressway**

The objectives of the Waikato Expressway are:

- To enhance inter regional and national economic growth and productivity
- To improve journey time reliability and relieve congestion through the main urban centres along SH1;
- To improve safety and reduce crashes on regional arterials including SH1;
- To focus freight movement onto SH1 rather than upgrade alternative routes; and
- To provide improved local network operation and opportunities for improved urban design, travel choice and community connectivity within the major urban areas bypassed by the Expressway.

The Waikato Expressway project is expected to deliver significant growth benefits to the region when it is complete by:
- Enhancing connections between Waikato and the Auckland market;
- Encouraging economic development opportunities in the Waikato region by supporting industrial growth areas and providing better supply routes for industry, freight and tourism; and
- Improving access to Hamilton International Airport and the major ports in Auckland, Tauranga and Hamilton.

Figure 6 below shows the expected timeframes for completion of the various components of the Waikato Expressway.

**Figure 6: Waikato Expressway Construction Programme**

The Local Transport Network

The local road network in the Corridor is predominantly rural. It provides key linkages between communities and also with the State Highway Network.

There is a need to ensure that appropriate local road links are provided and maintained in order to preserve the benefits of the Waikato Expressway.

### 5.3. Rail

The KiwiRail Turnaround Plan 2010 prioritises the North Island Main Trunk line. The East Coast Main Trunk (Auckland-Hamilton-Tauranga) is also a key route. The Plan aims to increase the amount of domestic freight carried on the North Island Main Trunk Link. It also targets investment in key routes, in particular Auckland-Christchurch (of which the North Island Main Trunk line is part). This investment will focus on easing curves, laying new sleepers and strengthening bridges to decrease transit times as well as improving exit and entry in Auckland and building or extending passing loops.

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10Waikato Expressway Network Plan, 2010, at page 8
The Waikato RLTS also includes improving opportunities for fail freight as a key policy position. The RLTS notes that recent Crown investments in the East Coast Main Trunk line have more than doubled the capacity of this corridor. The RLTS outlines the desired function for the North Island Main Trunk over the next 10 years as being focussed on infrastructure improvements for travel time reliability and capacity as well as access to the Ports.

The RLTS investment approach for the North Island Main Trunk is to:

- Focus on the protection of rail corridors
- Encourage mode shift (freight) from road to rail, and strengthening and enhancing the NIMT.
- Focus on easing curves, removing speed restrictions, greater renewals investment in bridges and sleepers and passing loops.
- Potential provision of passenger rail infrastructure.
- Plan to complete double tracking between Hamilton and Auckland and investigate electrification of the NIMT.

Protecting the rail corridor between Hamilton and Auckland is an important part of this Study. The corridor needs to be protected to ensure that capacity improvements can be made and that any future linkages between the North Island Main Trunk and freight hubs or industrial areas can be achieved. Further investigations are required in order to ensure that there is sufficient corridor protection.

There is also the potential for an extension of the Auckland passenger rail service into the Waikato. The southern terminus for passenger rail from Auckland is at Pukekohe. The former Franklin District Council had identified the opportunity to extend these services to Pokeno and Tuakau. There are also proposals to investigate a passenger rail service from Hamilton to Auckland. Further work is required in order to understand the feasibility of these proposals. They do have the potential to reduce trips and alleviate some of the pressure on the Waikato Expressway.

5.4. Public Transport

At present there is a satellite town public transport bus route from Huntly and Ngaruawahia into Hamilton. The rest of the Corridor is a rural town route. This is indicated in Figure 7 below.
Figure 7: Hamilton to Auckland Corridor Satellite and Rural Bus Routes

The Regional Public Transport Plan (2011-2021) has outlined that there may also be a need for demand responsive services for satellite towns and rural areas.
6. Hamilton to Auckland Corridor Issues and Objectives

6.1. Issues

The issues for the Corridor are as follows:

- Significant freight movement between the Waikato and Auckland which is expected to double by 2031.
- Growth in aggregates, forestry and dairy industries is putting pressure on the transport network.
- Protecting productive rural land in the northern Waikato given its role as a food basket for the Upper North Island. The influence of Auckland, in particular the major greenfield developments planned in the southern part of Auckland which could put pressure on the Waikato District.
- Land use pressures (residential and employment growth) in the northern Waikato area and the potential impacts of these on the future functioning of the Expressway.
- The network of small towns and villages in the area are experiencing mixed fortunes. Some are thriving and growing while others are struggling and declining.
- Managing Pokeno as a development hotspot.
- Ensuring bypassed sections of State Highway 1 continue to respond to local transport requirements following the completion of the Waikato Expressway.
- Anticipating the likely effect that the completion of the Waikato Expressway and the growth of Auckland and Hamilton will have on the towns and rural villages in the corridor.
- The effect on the towns of Huntly and Ngaruawahia once the bypasses are complete.
- The effect of shorter travel times as a result of a completed Waikato Expressway.

6.2. Objectives

The objectives for the Corridor are as follows:

- Supporting Upper North Island growth.
- Supporting the thriving and diverse agricultural economy of the Waikato.
- Facilitating economic growth and productivity.
- Facilitating increased integration of economic activity between Auckland and the Waikato.
- The efficient movement of people and goods.
- Ensuring good access to the Ports (Auckland and Tauranga as well as the inland ports).
- Supporting the Waikato’s role as a significant freight and logistics hub for the Upper North Island.
- Ensuring that the logistics hubs in the Waikato and Auckland work efficiently in order to support the Ports.
- Supporting the objectives for the Waikato Expressway. Encouraging a mutually beneficial land use pattern between Auckland and the Waikato.
- Ensuring that the Waikato is in a position to support increased business and economic growth, particularly if there are spill-over effects from Auckland. Managing growth and development in the corridor in an effective manner.
- Supporting towns and villages that are struggling or declining.
These issues and objectives will help to shape the framework for managing growth along the corridor and will also assist in taking an integrated approach to land use and transport.
7. **Actions and Agency Roles**

### 7.1. Actions

The following actions need to be completed in order to implement this Study:

<table>
<thead>
<tr>
<th>Action</th>
<th>Who*</th>
<th>Timeframe**</th>
</tr>
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<tbody>
<tr>
<td>1. Using the Future Proof partnership, continue to monitor greenfields development to the south of Auckland and the cross-boundary impacts, noting that there are significant areas identified in the Auckland Plan as locations for investigation where future land use has yet to be determined. The aim is to work towards achieving a mutually beneficial land use pattern between the southern part of Auckland and the northern part of the Waikato. A workshop will be organised between the Waikato and Auckland in order to progress this.</td>
<td>Waikato DC and Future Proof to set up a workshop with the Auckland Council</td>
<td>Start immediately but this action will be ongoing</td>
</tr>
<tr>
<td>2. Work with Waikato District Council through the recently completed MOU, to input into the Auckland Unitary Plan. A discussion document is expected to be completed by March 2013, with the proposed plan being notified by September 2013.</td>
<td>Waikato DC, Future Proof</td>
<td>Immediate</td>
</tr>
<tr>
<td>3. Assess the potential impact of a completed Waikato Expressway on land use and travel patterns in the corridor (eg a reduction in the commute time between Hamilton and Auckland to 1 hour)</td>
<td>Future Proof, Waikato DC, NZTA</td>
<td>Immediate - Medium</td>
</tr>
<tr>
<td>4. In conjunction with the Waikato District Council, assess whether the rural provisions as a result of Plan Change 2 to the Waikato District Plan and Plan Change 14 to the Franklin District Plan are strong enough to manage the current and anticipated development pressures along the corridor</td>
<td>Waikato DC, Future Proof, Waikato RC, NZTA</td>
<td>Immediate - Medium</td>
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<td>Note that a small working group should be set up to progress this</td>
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</table>
| 5. Work with Waikato District Council to progress the following actions from the Waikato Expressway Network Plan for the Northern Sector:  
  - There is a need for Waikato DC to advance spatial planning for the north Waikato in light of progress made on the Auckland Spatial Plan. This planning is needed to confirm the preferred future land use pattern for the area and assess how this may impact the Expressway and its associated network. Note that this work will complement the Mayoral | Waikato DC, Waikato RC, NZTA, Future Proof | Medium                                                                     |
**Forum initiative on spatial planning and provide a key input to that work.**

- Waikato DC and the Waikato Regional Council to engage with Auckland Region to integrate the wider area Auckland aspirations and identify gaps.
- NZTA to engage with Waikato DC and Waikato Regional Council on spatial planning processes.

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<tbody>
<tr>
<td>6. Agree a position with the NZTA around connectivity to the Waikato Expressway</td>
<td>NZTA, Waikato DC, Future Proof</td>
<td>Medium</td>
</tr>
<tr>
<td>7. Model the land use effects on the Waikato Expressway. This will need to be completed in stages.</td>
<td>NZTA, Waikato DC, Waikato RC, Future Proof</td>
<td>Medium – Longer Term</td>
</tr>
<tr>
<td>8. Ensure that the current rail corridor is sufficiently protected for capacity improvements and that any future linkages that may be required are also protected routes.</td>
<td>Future Proof, KiwiRail, Waikato RC, Waikato DC</td>
<td>Medium</td>
</tr>
<tr>
<td>9. As a result of this Hamilton to Auckland Corridor Study and the future land use pressures which have been identified, a case be made to FPIC recommending that the northern boundary of Future Proof be extended to align with the Auckland Council and Waikato District Council boundaries, and that the Corridor Study provide the basis for the extension of the Future Proof Strategy when that is reviewed</td>
<td>Future Proof</td>
<td>Immediate</td>
</tr>
</tbody>
</table>

*Lead agencies for each action are highlighted in bold. The other agencies will act in a support capacity.

**Immediate = by the end of 2012; Medium = 2013; Longer Term = 2013+*

The budgets and resourcing for these actions will be covered as part of the ongoing Future Proof work programme and Future Proof implementation budget as far as possible.

It should be noted that as a result of the completion of these actions, further updates to this Study may be required.
7.2. Agency Roles

Future Proof

The Future Proof Implementation Management Group ("IMG") and the Future Proof Implementation Committee ("FPIC") act as overseers for major land use and transportation issues for the Future Proof sub-region. FPIC and IMG are responsible for strategy implementation which includes ensuring that development occurs in an integrated manner and that targets and timeframes are met.

In terms of the Hamilton to Auckland Corridor, Future Proof has a strategic overview role and will make the linkages between the Strategy partners in terms of UNISA engagement. It will also assist Waikato DC with its proposed strategic planning, thinking and policy development.

Waikato Regional Council

The Waikato Regional Council has the responsibility for the Regional Policy Statement as well as regional land transport matters through the Regional Land Transport Strategy and the Regional Land Transport Programme.

New Zealand Transport Agency

The NZTA is responsible for administering the National Land Transport Programme and the National Land Transport Fund. The NZTA also has responsibility for the State Highway network, in particular the Waikato Expressway. The Agency also has a role to play in terms of considering the network as a whole which means having regard to the local roading network.

Waikato District Council

Waikato District Council is responsible for the planning, funding and construction of the local transport network in the Hamilton to Auckland Corridor area, from the northern end of the corridor down to the Hamilton City boundary. Waikato District Council is also responsible for ensuring that the developments along the Corridor occur in a manner which is consistent with the Future Proof Strategy and the Proposed RPS, and that they are also integrated with the transport network. The Council is responsible for maintaining a district plan under the RMA 1991.
The purpose of this report is to provide the Committee with a new format and approach for monitoring the Future Proof Strategy actions.

2. BACKGROUND

There has been feedback that the Future Proof Strategy actions were not being reported in a way that is easy for the Committee to review or to gather an understanding whether they are being effectively implemented. The actions were last reported to the June FPIC meeting.

There are 184 actions in the Future Proof Strategy. At the June meeting the report on the actions attempted to cut down on the amount of material to read by removing some of the columns from the template (eg resource and implementation tools, support agencies). However, there was still a 28 page report to read.

A new template for reporting on the actions that allows them to be dealt with in a more disciplined way and in a manner that is easier for FPIC to digest and consider any emerging issues, has been developed and is attached as Appendix 1.

3. SUGGESTED NEW APPROACH

The new approach for monitoring actions will involve breaking the actions down by section (there are six main Future Proof Strategy sections) and reporting on one section to each FPIC bi-monthly meeting. The sections are as follows:

1. Effective governance, leadership, integration, implementation and productive partnerships
2. Protection of natural environment, landscapes and heritage and healthy Waikato River
3. Diverse and vibrant metropolitan centre linked to thriving towns and rural communities and the place of choice – live, work, invest and visit
4. Affordable and sustainable infrastructure
5. Sustainable resource use
6. Tāngata Whenua

A new template has also been developed that should also be easier to follow. The template attached has taken a selection of transport actions from the Affordable and Sustainable Infrastructure section by way of example. The template has been simplified to only include the action, lead agency, timing and a status update. It is intended that the status update column will be brief but informative in terms of what is happening with regards to a particular action. Where possible, a single lead agency will be identified by highlighting that organisation in bold. A column has also been added on emerging issues so that we can identify areas where there are stumbling blocks and corrective action is required. This column can also be used to indicate actions that need to be dealt with in order to inform the Future Proof Strategy review.

The actions are colour coded based on whether they have been:

- Completed
- Significantly progressed; or
- Not completed or significantly progressed.

Priority actions will be highlighted in grey.

A summary will be included up front in bullet point form on the key achievements and where ongoing effort is required. In addition a column is provided for noting any matters that should be considered when Future Proof is reviewed so that over time a list of such matters is developed to provide a clear focus for the review process.

This new approach to monitoring Strategy actions will begin at the first Future Proof Implementation Committee meeting of 2013.

4. RECOMMENDATIONS

4.1 That the report be received.

4.2 That the Committee discuss the template attached as Appendix 1.

4.3 That the Committee agree the new approach to monitoring Strategy actions.
APPENDIX 1: FUTURE PROOF STRATEGY ACTIONS TEMPLATE

EXAMPLE

Affordable and Sustainable Infrastructure

<table>
<thead>
<tr>
<th>Key</th>
<th>Actions Completed</th>
<th>Actions Significantly progressed</th>
<th>Actions not Completed or Significantly progressed</th>
</tr>
</thead>
</table>

Key Achievements

- Bullet point summary of key achievements/progress made, eg:
- Future Proof Strategy aligned with the RLTS, RLTP and the Proposed RPS
- Regional Public Transport Plan reviewed and now aligns more closely with Future Proof
- Waikato Expressway currently being implemented and has been confirmed as the region’s highest priority transport project
- Integrated growth and transport strategies completed for the North through the Hamilton to Auckland Corridor Study and to a large extent for the south through the Southern Sector Study

Ongoing Efforts Required

- Summary of areas where more work needs to be done, eg:
- Ensuring that Waikato Expressway is not compromised by future private plan changes or applications.
- Further work required on developing integrated land use and transport strategies for eastern and central corridors
- Full implementation of multi-modal transport approaches being constrained by funding.
- Further effort required to ensure that existing and future regionally significant transport corridors are protected at an early stage.

Transport Actions

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<tbody>
<tr>
<td>8.24.4 (1): Progressive implementation of the Waikato Expressway as the highest priority strategic transport corridor, and road of national significance.</td>
<td>NZTA, Waikato RC</td>
<td>Ongoing</td>
<td>This action is occurring through the RLTS, the RLTP and the Waikato Expressway Network Plan. The 2012 NLTP also includes priority funding for the Waikato Expressway as a Road of National Significance</td>
<td>No additional intervention proposed as this action is progressing.</td>
<td></td>
</tr>
<tr>
<td>8.24.4 (2): Ensure that settlement patterns do not adversely impact the benefits of the Waikato Expressway.</td>
<td>NZTA, HCC, Waikato and Waipa DC, Waikato RC</td>
<td>Ongoing</td>
<td>Being addressed through the Proposed RPS, district plans and the RLTS. Will require ongoing effort to ensure that private plan changes and applications do not negatively impact on the Expressway.</td>
<td>This will require further consideration as part of the Future Proof Strategy review.</td>
<td></td>
</tr>
<tr>
<td>8.24.4 (4): Review the Regional Public Transport Plan to align it with Future Proof (i.e. what level of Public Transport is needed to support Future Proof growth areas).</td>
<td>Waikato RC</td>
<td>2011</td>
<td>✓ Completed via a Future Proof submission to the draft RPTP. A number of Future Proof's submissions points were incorporated into the final Plan.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8.24.4(5): Develop integrated land-use and transport strategies for the growth corridors (Northern, Southern, Eastern, Central).</td>
<td>Waikato RC, HCC, Waikato and Waipa DC, NZTA</td>
<td></td>
<td>Most covered by Waikato Expressway Network Plan, RLTS and RLTP. Northern Corridor being addressed through Hamilton to Auckland Corridor Study. Southern links work addressed the southern corridor. Further work may be required on the eastern and central corridors.</td>
<td>These pieces of work need to feed into the Strategy Review. They also require implementation and monitoring.</td>
<td></td>
</tr>
<tr>
<td>8.24.4(6): Develop multi-modal transport packages which support the growth areas identified by Future Proof.</td>
<td>Waikato RC, HCC, Waikato and Waipa DC, NZTA</td>
<td></td>
<td>In part being implemented through the RLTP and RPTP but further progress is required. Funding constraints are also making multi-modal approaches increasingly difficult to implement. NLTP funding constraints are a stumbling block. Need to look at alternative funding sources – the Regional Council is undertaking a piece of work on alternative funding.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8.24.4 (7): Early protection of regionally significant transport corridors (road and rail).</td>
<td>NZTA, Waikato RC, TA, ONTRACK</td>
<td></td>
<td>Progress has been made through the RLTS and district plans as well as policies in the Proposed RPS. Further effort required to ensure that existing and future regionally significant transport corridors are protected at an early stage.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8.24.4 (8): Implementation of the Strategic Transport Corridors (as per the RLTS and RLTP).</td>
<td>HCC, Waipa DC, Waikato DC, Waitakere RC and NZTA</td>
<td>Ongoing</td>
<td>Occurring through the RLTS, the RLTP and implementation of the Waikato Expressway.</td>
<td></td>
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</tr>
</tbody>
</table>
Utilities and Infrastructure
Water Supply
Wastewater
Stormwater
Waste Minimisation