



Future Proof
Knowing our future by planning today

Growth Strategy and Implementation Plan 2009



Future Proof Mihi and Foreword

Ko te Atua to tatou piringa, ka puta, ka ora.

Tenei te mihi ki a koutou, oti ra, tatou katoa e anga whakamua nei ki te ao hurihuri. Me mihi ki te hunga i whiriwhiri tenei kaupapa kia toitu te tangata i nga ra kei mua i a tatou.

E hari ana te ngakau i te kotahitanga o te whakaaro o nga tangata katoa e whai panga ana ki tenei kaupapa. Ki nga Koromatua o nga Kaunihera, ki nga Kaiwhakahaere, ki nga Tumu Whakarae e para nei i te huarahi kei mua i te aroaro.

My tupuna, Tawhiao, once said 'Without a vision, the people will perish'. Future Proof is a visionary exercise that will see a plan of development for the entire region.

City and Regional Councils along with tangata whenua have banded together to plan for the future of the region in the spirit of working together to achieve goals that will benefit all people residing in our area.

Tangata Whenua have an intimate knowledge of the natural resources of the region as kaitiaki or caretakers. Councils set policy and plans in an effort to administer the needs of residents throughout the area. Only with a combined effort and a sharing of ideas can any vision come to fruition.

Tangata Whenua and Local Authorities must together paddle the waka of development. My late mother, Te Arikinui Te Atairangikaahu stated in 2000, "Without balance - waka sink. All waka! There is no place for compromising waka as the safety of all that travel within them, are put at risk".

All must take up a paddle to advance our collective waka into a future that is secure.

Tatou katoa, ki te hoe!

Noho ora mai na i nga manaakitanga o te runga rawa.

Paimarire.



Kingi Tuheitia

Message: Future Proof Partners

Creating a strong and sustainable future for the Future Proof sub-region has been the focus of the Future Proof strategy development.

This Strategy looks out 50 years and has been worked on jointly by partner councils – Hamilton, Waikato and Waipa Districts, and Environment Waikato – and by tāngata whenua. The New Zealand Transport Agency and Matamata-Piako District Council have been supporters of and involved in the development of the strategy.

Future Proof is a significant milestone for the sub-region as we work together to map out how we manage future growth. Growth is exciting as we see development happening and are exposed to a greater range of options, but growth also brings with it challenges that we need to be mindful of as we plan the future.

Development of Future Proof began as a result of concerns about the lack of collaboration and leadership in the management of growth across territorial boundaries. The partners came together to consider some of the complex issues associated with growth, including future urban and rural land-use, natural and cultural resources, roads, and other essential infrastructure.

Community feedback late last year told us very clearly that the current approach of Business as Usual is not sustainable for the future. We agree. This Strategy takes a long-term approach to how we address the key issues facing the sub-region in a more integrated way.

The new direction does mean some changes for some people but we believe that the long-term affect of sound leadership and strong growth management means the betterment of the sub-region as a whole.

The ongoing challenge for us all is to ensure we continue to talk and work together in deciding a co-ordinated future. Let us look forward, continue to work with our communities to create the kind of region we all love to live, work and play in. Many thanks to all of those who have had input into strategy development.



Doug Arcus

Independent Chair: Future Proof Joint Committee



Tukuroirangi Morgan

Tainui Waka Alliance



Peter Buckley

Chair: Environment Waikato



Bob Simcock

Mayor: Hamilton City



Peter Harris

Mayor: Waikato District



Alan Livingston

Mayor: Waipa District

The map displays the Waikato region in New Zealand, with territorial authority boundaries outlined in black. Major roads are shown in red, and place names are marked with red dots. The map includes the following districts: Franklin District, Waikato District, Waipa District, Hauraki District, and Matamata-Piako District. Key features include Lake Waikare, Lake Rotongaro, Lake Waikare, and Lake Karapiro. The map also shows the Waikato River and the Waikato District Council boundary.

Legend

- State Highway
- Place Name
- Territorial Authority Boundary
- Study Boundary

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Future Proof

1.1 Future Proof Development

Hamilton City Council, Environment Waikato, and Waipa and Waikato District Councils have embarked on the development of a sub-regional growth strategy, known as **Future Proof**. **Tāngata whenua**¹ are a partner in this project. This Strategy covers the administrative areas of the three territorial authorities and the associated area of Environment Waikato. Other key organisations and groups involved in the project include New Zealand Transport Agency and Matamata-Piako District Council.

With the population of the Future Proof sub-region predicted to nearly double over the next 50 years, from 223,000 people to 437,000 people, collective planning and action between government, residents and businesses is critical to its long-term viability. There are complex issues to consider, including future urban and rural land-use, natural and cultural resources, roads and essential infrastructure.

This Strategy aims to manage growth in a collaborative manner for the benefit of the Future Proof sub-region both from a community and physical perspective. The Strategy will provide a platform for ongoing co-operation and implementation.

It is underpinned by a range of key principles that will take the sub-region forward and contribute to the effective management of growth. These are outlined in Section 3: Guiding Principles.

This Strategy provides a framework for co-operatively managing growth and setting goals for future implementation. This will allow the costs and resources required to fund and manage infrastructure, such as transport, wastewater, stormwater, recreation and cultural facilities, to be identified and provided for.

Each of the strategy partners, including tāngata whenua, will be responsible for the implementation of the Strategy with the continued involvement of other agencies, the private sector, and the wider community.

► Community Feedback

In October 2008 the Future Proof community had an opportunity to feedback on three scenarios outlined in the document “Our Place”.

The three scenarios were:

- **Business as Usual** - which allowed growth to simply carry on as it does now.
- **Compact Settlement** - which advocated a managed increase in the number of households in an urban area and in some cases increasing the density of housing.
- **Concentrated Growth** - which suggested a major shift to intensify housing especially in Hamilton City.

¹ In the Future Proof strategy ‘tāngata whenua’ means ‘Māori and their whānau, marae, hapū and iwi that whakapapa, or have genealogical connections, back to the land by virtue of first or primary occupation of the land by ancestor(s) through a variety of mechanisms such as maintaining ahi kā roa (long-term occupation) or conquest.’

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Each of the scenarios has also been assessed against a number of criteria that reflect the vision of the sub-region as follows. The sub-region:

- Is a place where natural environments, landscapes and heritage are protected and a healthy Waikato River is at the heart of the region's identity
- Uses resources sustainably
- Has a diverse and vibrant metropolitan centre strongly tied to distinctive, thriving towns and rural communities
- Has affordable and sustainable infrastructure
- Has productive partnerships within its community, including tāngata whenua.

Many of the comments and discussions as a part of the feedback, have assisted in developing the strategy.

► Strategy

It was well recognised and supported by the consultation feedback that Scenario One – Business as Usual – is not sustainable.

A combination of Scenarios 2 and 3 has been chosen as the preferred direction and the Strategy has been prepared on this basis.

The Strategy focuses on effective governance across the region that shows strong leadership and integration amongst the key parties. The aim is to create a place of choice for those looking for opportunities to live, work, invest and visit, with a diverse and vibrant metropolitan centre linked to thriving towns and rural communities.

The Strategy will assist with the protection of natural environments, landscapes and heritage sites as well as ensuring the other partners work closely with tāngata whenua to restore the health of the Waikato River. Infrastructure will be well planned for the future to ensure it is affordable, efficient and able to cope with growth as and when it occurs.

► Key Features: Strategy

- A focus on providing well designed, sustainable and affordable housing and lifestyle choices.
- Increased densities in new residential development and more intensive redevelopment of some existing urban areas. This will reduce the need for dependence on cars with more people walking, cycling and using public transport.
- Hamilton City will be a vibrant and lively place that people want to live, work and play in and will expand its position as the centre of New Zealand's fourth largest urban area. At its heart it will have a vibrant and diverse mix of uses.
- The sub-region's towns will be supported to have thriving business centres that provide local employment opportunities relevant to the local needs and aspirations which also includes housing and employment options along with a range of social and recreational activities.
- Development being directed away from hazard areas.
- Green spaces including wildlife habitats, public open space and farmland will separate settlements.
- Planning focuses on resilience of communities and infrastructure while moving towards highly energy efficient devices and low carbon emissions.
- Protection of future infrastructure corridors, energy generation sites and mineral deposits.

- Protection of versatile and productive farmland by directing rural-residential and residential development and business land closer to towns and villages. This will also assist in reducing reverse sensitivity issues.
- Identification, planned maintenance and enhancement of biodiversity areas, clusters and corridors.
- Integrated transport and land-use planning.
- The values, principles, aspirations, role, responsibility and place of tāngata whenua in the sub-region.
- Development of key transport corridors.
- Recognition of and support for protection of strategic nationally and regionally important services and businesses.

► Links to Local Growth Strategies and Plans

Future Proof is not a strategy that stands alone; it is a key component of a range of programmes and plans aimed at achieving a more sustainable sub-region over the next 50 years. Future Proof will provide an overall framework for aligning the plans and strategies of organisations that deal with growth along with other local and central government agencies.

Other strategy documents that will be influenced by Future Proof include the Regional Land Transport Strategy, each of the partner council's growth strategies; long-term council community plans (LTCCP's) and district plans and the Regional Policy Statement. As a strategy partner, tāngata whenua Treaty settlements, programmes, plans and strategies will both influence and be influenced by Future Proof.

► Future Proof focus is on:

- Long term vision and outcomes
- Growth forecasts for the sub-region
- Broad environmental constraints and opportunities
- Distribution and timing of growth in settlements and rural areas
- Major infrastructure development timing, including strategic transportation projects of both national and regional significance.

► The Future Proof Strategy will be implemented through:

- Environment Waikato's Regional Policy Statement
- Environment Waikato's Regional Land Transport Programme and Strategy, and New Zealand Transport Agency's programmes and strategies
- Partner council's growth strategies, district plans, policies and bylaws
- Long Term Council Community Plans
- Tāngata whenua plans and strategies
- Other partner plans and strategies.

► City and District Growth Strategy Focus

These strategies are being developed in parallel with the Future Proof Strategy and will be aligned with Future Proof. The focus of these strategies is on:

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- More detailed strategies for local settlement
- Identification and evaluation of local environmental, social, economic and cultural constraints and opportunities
- Programmed development staging based on the above.

► City and District Growth Strategies will be implemented through:

- Long Term Council Community Plans
- District plans and structure plans
- Policy and funding programmes
- Other plans and strategies.

► Strategy Implementation

The success of any strategy depends on an efficient and integrated planning process. It is essential that the community has full opportunity to participate and provide input into any decision-making process.

Implementation is an ongoing process that will continue to be addressed as part of the partner's own programmes, plans and strategies. It will also be important for the strategy partners to continue to engage and involve government and non-government agencies, the private sector, and the wider community.

Integration at this phase is critical to the success of Future Proof as it involves identification of key funding options for significant infrastructure, including roading, water, wastewater, stormwater, and recreation and cultural facilities.

Strategy implementation requires ongoing partnerships and establishing the entities responsible for managing implementation and monitoring outcomes. Future Proof's success will be determined by the long-term, formal commitment to collaboration between the key agencies and authorities.

Further information regarding the Future Proof Strategy can be found on the website www.futureproof.org.nz or at local libraries and council offices throughout the sub-region.

1.2 Vision

The Vision Statement assists in guiding the strategic direction of the Strategy. Its purpose is to provide responses to three crucial questions:

- What sort of community do we want for ourselves and our future generations?
- What things are important to achieving this?
- How will we monitor whether those agreed achievements are being met?

► The Future Proof Strategy vision is:

In 2061 the sub-region:

- Has a diverse and vibrant metropolitan centre strongly tied to distinctive, thriving towns and rural communities
- Is the place of choice for those looking for opportunities to live, work, invest and visit

- Is the place where natural environments, landscapes and heritage are protected and a healthy Waikato River is at the heart of the region's identity
- Has productive partnerships within its communities, including tāngata whenua
- Has affordable and sustainable infrastructure
- Has sustainable resource use.

► **The tāngata whenua vision for the Future Proof Strategy is:**

- Kia tuku atu ngā karu atua o te waka hei ārahi, hei arataki, hei tiaki
- To enable guidance, leadership and nurturing. Knowing our future by planning today.

1.3 Leadership, Partnership & Collaboration

Future Proof is a new way forward for the strategy partners, other agencies and the community to work together to provide a long-term approach to effectively manage growth across several territorial authority areas, in a collaborative manner.

Future Proof provides a framework for leadership in a more integrated and collaborative way that will make it easier to engage with government and other agencies and to provide a Future Proof voice on the key growth management issues and ways of resolving them.

1.4 Purpose and Scope

The purpose of Future Proof is to provide a comprehensive and robust growth management strategy for the sub-region. The Strategy takes a long-term view of land-use and infrastructure. The integration required for such a strategy will also be useful to seek funding from government or other agencies.

Each of the partner councils has made a commitment to the development and implementation of the Strategy and the way growth will be managed across the sub-region for the next 50 years. It is important, however, to remember that this Strategy is a "line in the sand for now" and will need to adapt and take into account changing circumstances over the 50-year timeframe.

The project has brought together considerable work already undertaken by partner councils including their own growth management directions as well as commissioning a number of research projects including a retail study.

The strategy development has seen three scenarios put out for wider public feedback and the development of Scenarios 2 and 3 into a preferred settlement pattern and strategy.

This Strategy is just the beginning of a long process of working together for each of the partners. The potential to achieve much relies on strong and integrated strategies, policies and processes that manage the future growth of the sub-region, together with effective leadership in a collaborative manner.

► **The Strategy will guide a number of key factors as it moves into implementation, including:**

- An understanding of the potential impact of growth on the environment, tāngata whenua, local communities and built environments.
- The future infrastructure demand patterns to ensure the most sustainable and cost-effective options for service delivery are sought.

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- Prudent asset management.
- Ensuring links for all modes of transport including walking, cycling, and public transport.
- Provide a cohesive strategy that gives more certainty to communities, investors, developers, service providers and central government of growth aspirations and direction over the longer term.
- The demonstration of local government leadership in the future of communities.
- The framework to more comprehensively address future growth and/or decline and issues that arise as a result of it.

► **Future Proof has focused predominantly on areas under which the partner councils have jurisdiction, power or authority over, including:**

- Governance, administration and associated funding
- Provision and funding of key infrastructure
- Land and building development and design
- Land use, supply and choice
- Use and development of natural resources
- Protection, maintenance and enhancement of ecosystems and heritage
- Provision and funding of community infrastructure and services
- Community advocacy.

1.5 Values & Expectations of the Community, Business Sector, Tāngata Whenua & Partner Councils

The Strategy aims to effectively address a range of expectations in the community and common themes, including:

- The continued ability to choose where you live
- Focused, more intensified growth in Hamilton City with slightly less intensification in the smaller surrounding towns
- Encourage use of other forms of transport including bicycling and public transport
- Specifically identified areas for industrial land
- Protect natural landscapes including gullies, lakes, wetland, volcanic cones and rural vistas
- The need for well planned and managed nodes and transport corridors
- Protecting land resources for production and sustainable farming and limiting reverse sensitivity effects
- Tighter controls on rural-residential development
- Careful management of land suited to energy generation and transmission, and important mineral resources (including sand and aggregate)
- Sustainable healthy communities providing for “live, work and play” opportunities
- The need for a long-term collaborative planning approach
- Give effect to the unique relationship that tāngata whenua have with their whenua, awa, moana, maunga, taiao katoa and other people.

1.6 Status of the Strategy

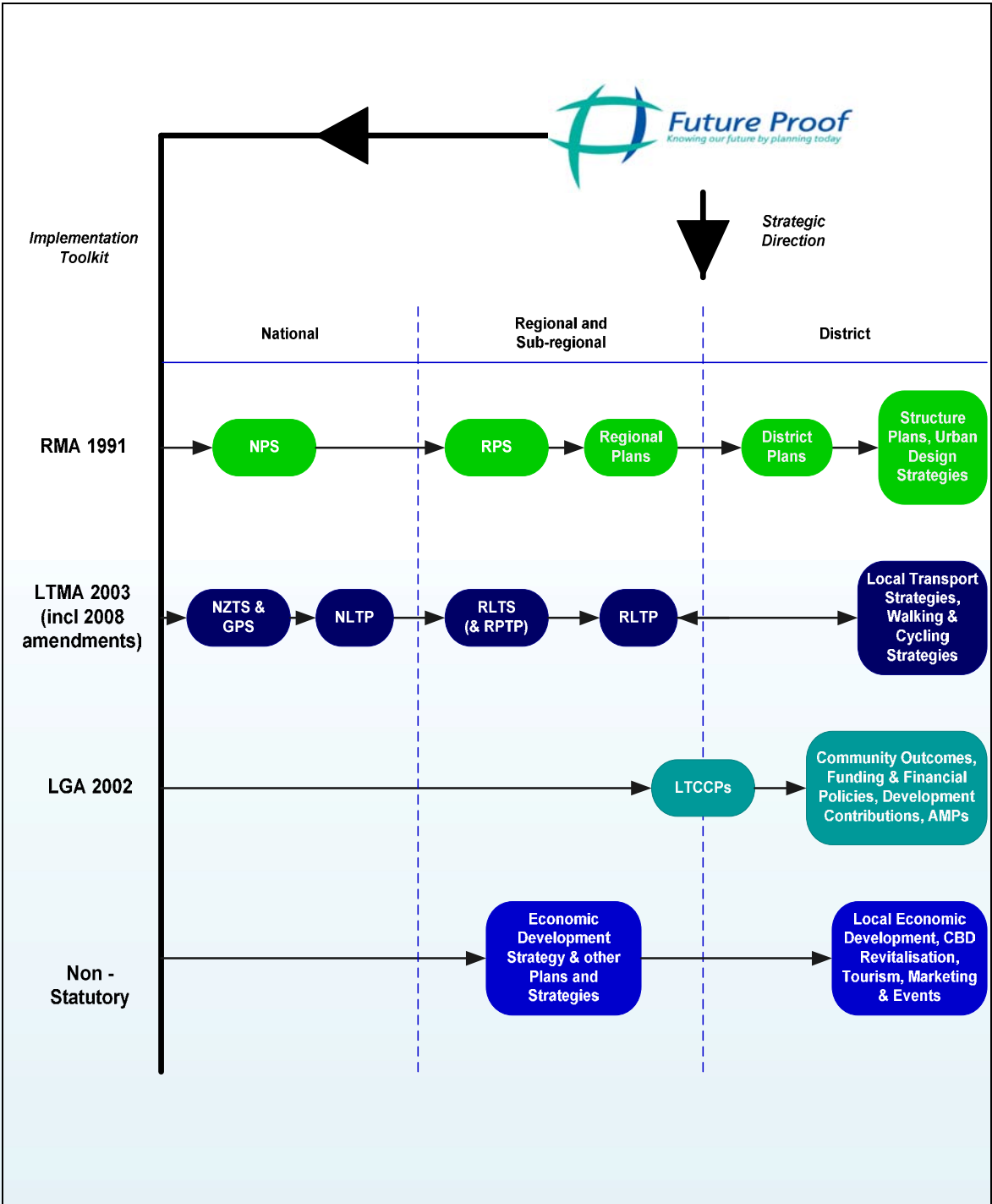
The Strategy is a broad scale, long-term, integrated land-use and infrastructure strategy prepared under the Local Government Act 2002. It will be used as a guide for the future development of the Future Proof area. The Strategy will be implemented through tools such as the Regional Policy Statement, amendments to the Regional Land Transport Strategy and the Regional Land Transport Programme, Long Term Council Community Plans and district plans, and other partner plans and strategies.

Implementation will be supported by the Future Proof Partners, Central Government and other applicable agencies.

Figure 2: Relationship of the Future Proof Strategy to the Statutory and Non-Statutory Documents and Processes of the Strategy Partners

Consideration will be given to the proposed Resource Management Act amendments and the Waikato River settlement proposal once the associated legislation has been enacted. The implications of the legislation will then be considered when the Strategy is reviewed.

See Appendix 10.9 for description of abbreviations.



Strategic Themes

The Strategy Vision provides the strategic direction for managing growth in the Future Proof area for the next 50 years. The following themes have been taken from the Vision and provide the structure for the strategy and associated implementation plan. The themes are as follows:

► Effective Governance, Leadership, Integration, Implementation and Productive Partnerships

Future Proof's success requires a long-term formal commitment to co-ordinated and timely implementation. Collaboration between key partner agencies and others will be crucial to effectively implement the range of strategies and actions. Therefore governance, collaboration, partnership and community engagement arrangements will be critical success factors. In addition, engagement with central government, defining the costs of growth and determining funding sources, development and integration of Future Proof with other plans and policies and monitoring and review of strategy implementation will be fundamental actions that need to be undertaken.

Productive partnerships will involve working in a collaborative manner with other agencies and partners and the community strategic partners and government to implement the Strategy and actions. It will involve a commitment to ongoing partnership and collaborative arrangements in respect of effective strategy implementation.

► Diverse and Vibrant Metropolitan Centre linked to Thriving Towns and Rural Communities and Place of Choice – Live, Work, Play, Invest and Visit

This theme promotes having a vibrant regional centre for business, social, commercial and cultural activities.

The city and surrounding towns will have achieved a high degree of sustainability with respect to the environment, transport, food production and land-use. Along these lines Hamilton CityHeart will have further developed and provided a significant opportunity for residential activity within it. There will be a strong and unique sense of place in respect of the city and the distinctive towns and villages in the sub-region. Individual communities will have provided a good range of retail, service, and recreation facilities and activities for their local populations. There will be a diversity of places in which to live, work and play.

However, it will be important that both the metropolitan centre and the towns and villages retain their distinctiveness and separation and that the physical separation of urban areas be maintained through green space.

Tourism is a major revenue source and the region's full potential is yet to be realised.

Agriculture will continue to be recognised as a significant component both of the existing and future regional and sub-regional economy and that the protection of versatile land from development will be strongly promoted and encouraged. It is noted that farming in the Future Proof sub-region currently contributes just under 14% of the regional GDP, with 17% of the regional workforce directly dependent on it for their livelihood. A further 29% of people working in other sectors indirectly benefit from the revenue generated from agriculture. The value of food production is increasing and will continue to increase due to international demand. Therefore, from an economic perspective, a reduction in the amount of land with versatile soils being utilised for urban development is one of the key principles of Future Proof. Thus, rural-residential and urban development is being directed away from these areas.

2

Papakāinga² may, by definition, be one of the last places where tāngata whenua can choose to live as tāngata whenua or people of their lands. Papakāinga development and maintenance is part of development planning and aligned to thoughts around nodal and rural clusters.

► Protection of Natural Environments, Landscapes and Heritage and Healthy Waikato River as Heart of Regions Identity

There are a range of natural environment landscapes and heritage in the sub-region and with increasing population growth and development there is a need to both protect and enhance such areas.

The protection and improvement of the Waikato River and its water quality is a key focus of current initiatives in the Future Proof sub-region and the Strategy aims to assist with this approach from a growth management perspective. This protection and improvement extends also to the Waipa and Puniu Rivers and other water bodies.

► Affordable and Sustainable Infrastructure

This theme has an emphasis on the provision of innovative, efficient, effective and sustainable infrastructure. It is also about innovative funding methods to bridge the gap between cost and affordability and that the costs of growth are met through funding methods that are fairly apportioned to the costs of development.

The provision of infrastructure services needs to occur at a rate that provides capacity and minimises any adverse environmental effects. The form of development influences costs and, generally, a more compact form of development will incur lower infrastructure costs.

A network approach to the provision of infrastructure is required rather than a piecemeal individual project approach. This assists in achieving more effective integration between infrastructure types, when development occurs and associated funding.

An important consideration is achieving efficiency in infrastructure provision by ensuring capacity is taken up prior to further investment. In addition, while having several development areas open at once provides a wide choice in living opportunities, this must be balanced against overall affordability and ability to fund.

► Sustainable Resource Use

Achievement of environmental sustainability is nurtured and promoted through planning for growth, transport and energy, water, and mineral use. Sustainability is integral to every scale of development and is a long-term journey.

The protection of versatile soils for food production is an important sustainability approach together with encouraging a more compact urban form.

² For the purpose of the Future Proof Strategy, 'papakāinga' means tāngata whenua communities, places where tāngata whenua live primarily clustered around marae and other places of significance. In Future Proof, Papakāinga also means contemporary or ancient marae sites with or without accompanying residences or buildings. The extent of individual papakāinga should be determined in consultation with tāngata whenua and is not necessarily confined to multiple owned Māori land. The definition may also extend to include taura here communities who establish modern/urban 'papakāinga'.

► Tāngata Whenua

This theme recognises that tāngata whenua, partner councils and the New Zealand Transport Agency have roles and responsibilities under the articles and principles of Te Tiriti o Waitangi/The Treaty of Waitangi. It also considers the unique relationship that tāngata whenua have with their whenua, awa, moana, maunga, taiao katoa and other people. This encompasses a physical, mental, emotional, spiritual, and metaphysical relationship that may be unique to the tikanga (practices) and kawa (guiding principles) of each marae, hapū or iwi.

Ongoing capacity and capability building of tāngata whenua, supported by the settlement of outstanding claims regarding breaches of Te Tiriti o Waitangi, and an increasing population that identifies as Māori/tāngata whenua means that tāngata whenua will be a leading economic influence in the sub-region by 2061 further impacting the Future Proof area and beyond.

3

Guiding Principles

Future Proof is about how the area should develop into the future. Underlying this are fundamental principles which apply in respect of the Strategy and its implementation. The ongoing application of these principles is key to effective implementation and should be used in assessing and measuring proposals against the Strategy and any subsequent changes that are made to it.

Regard will also need to be paid to the requirements of any national policy or regional policy statement in the implementation of Future Proof.

► **Effective Governance, Leadership, Integration, Implementation and Productive Partnerships**

- Ensure that collaborative implementation arrangements are in place for effective strategy governance and implementation.
- Ensure that the Strategy is integrated into the partners' and other implementation agencies' policy documents and plans.
- Encourage the partners to be advocates for the Future Proof Strategy to central government and other implementation agencies.

► **Diverse and Vibrant Metropolitan Centre linked to Thriving Town and Rural Communities and Place of Choice – Live, Work, Invest and Visit**

- Maintain the Metropolitan Hamilton CityHeart as the vibrant retail, business, arts, and social “heart” of the sub-region with it becoming the primary residential intensification area.
- Ensure the sub-region's towns and villages retain their individual and distinct identities with thriving town centres that support people to “live, work, play and visit”.
- Promote increased densities in new residential development and more intensive redevelopment of existing urban areas.
- 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.
- Ensure that the areas identified within the strategic agreement between Hamilton City Council and Waikato District Council are transferred to the City Council with sequencing agreed between the City Council and Waikato District Council, and noting that additional boundary adjustments may be negotiated in the future.
- Provide housing and lifestyle choice within defined locations, including papakāinga, with greater emphasis on good urban design outcomes.
- Maintain the separation of urban areas by defined greenbelts and open space.
- Recognise and provide for the growth of rural towns and villages within agreed urban limits.

- Ensure a cohesive commercial and retail strategy that supports existing commercial centres, towns and villages within the sub-region is developed so these places remain vibrant and valued.

► **Protection of Natural Environments, Landscapes and Heritage and Healthy Waikato River as Heart of Region's Identity**

- 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.
- Maintain, enhance and create important ecological areas and corridors for the protection and enhancement of indigenous biodiversity.
- Restore the health and well-being of the Waikato River, including adopting an integrated management approach.

► **Affordable and Sustainable Infrastructure**

- 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.
- Ensure development is planned to support efficient transport infrastructure, including public transport provision and reduced dependence on motor vehicles.
- 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.
- Ensure large scale community facilities and services are planned on a sub-regional basis to avoid duplication of resources.

► **Sustainable Resource Use**

- 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 development is directed away from potential and known hazard areas.
- Ensure development is directed away from areas suited to energy generation and transmission, and important mineral resources (including sand and aggregate) and access routes to these resources.
- Ensure that planning for the future use of water maintains water quality and promotes efficient use.
- Promote planning for an energy efficient, low carbon emissions, sustainable environment.
- Ensure communities are well informed about sustainability principles and are encouraged to incorporate them into daily life.

► **Tāngata Whenua**

- Ensure that the values, principles, aspirations, roles and responsibilities and the place of tāngata whenua are reflected and incorporated into strategy governance and implementation.
- Recognise the unique relationship that tāngata whenua have with the whenua awa, moana, maunga, taiao katoa: the land, waterways, ocean, mountains, wider environment and other people in the sub-region. This includes, but is not limited to, the practice of kaitiakitanga.

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Context

4.1 Global Influences

Long-term planning for the sub-region is influenced by the global, national, and regional context and must take these factors into account.

4.1.1 Continuing Globalisation

Globalisation is the process of transformation of local or regional phenomena into global trends. Economies and societies around the world are more interconnected than ever before and as such globalisation needs to be considered and appropriately incorporated into any long-term planning.

Global trends and issues will continue to influence the growth and development in the sub-region over the next 50 years.

4.1.2 Urbanisation

The world is continuing to urbanise. Approximately 50% of the world's 6.5 billion people live in urban areas. By 2030, it is predicted that approximately 5 billion or 60% of the projected 8.3 billion people will live in urban areas.

Economic growth, employment, trends in household characteristics and vehicle ownership all contribute to the growth of urban areas. There is a growing awareness of the impacts of development, and in particular the effects of sprawling, uncontrolled growth. Impacts of sprawling growth can include increased energy consumption and greenhouse gas emission, loss of productive rural land and wildlife habitat, increased waste production, air pollution and infrastructure costs, and loss of community engagement.

4.1.3 Sustainability

The concept of sustainable development was brought to international attention by Agenda 21 and the Rio Earth Summit, which focused on the issues that need to be resolved if the environment, the economy and communities are to flourish in the 21st century. The World Summit on Sustainable Development in 2002 secured renewed commitment to sustainable development aims.

Issues such as climate change, declining biodiversity, and pollution have created a growing awareness of the cumulative global impacts of development and a desire to take action at a local level. There is an increased awareness of personal environmental impact. There is a trend towards individuals looking for ways to consume renewable resources at a rate which allows them to regenerate and replenish naturally.

There is an emphasis on increasing awareness of, and demand for, locally-sourced food and other products. Access to affordable, clean energy, and its efficient use, is also recognised as central to sustainable development.

4.1.4 Competition

A key global environmental challenge for this century is managing our limited natural resources to sustainably meet the needs of a growing, increasingly urbanised, and sophisticated population.

There will be increased scarcity of certain natural resources such as energy, minerals, fresh water, fisheries, and land for primary production, water views and natural amenities. The likelihood of competition, within and between some natural resource economies, is increasing and there is a need to make strategic choices to anticipate constraints in resource availability and to build in resilience.

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4.1.5 Information Technology

The advent of fibre optic communications, increased use of satellites and the availability of enhanced telephone and internet capabilities has resulted in an increase in ease of information flows around the world. Information technologies continue to improve and advance, affecting social, economic, cultural, and political structures and networks. The sub-region's information technology infrastructure, connectivity and capacity will be increasingly important.

4.1.6 Industry

There is an increasing demand, both from consumers and businesses, for industries to embrace sustainable practices. This includes obtaining materials from sustainable sources, minimising adverse operating externalities and inputs, and operating with a low-impact philosophy.

4.1.7 Global Economy

The global economy moves in cycles. The most recent economic downturn that began in 2008 was preceded by a sustained period of economic growth. The state of the global economy has implications for New Zealand and for planning practices.

4.1.8 Cultural

The sub-region is home to over 80 ethnic groups representing about 65 countries of origin. Future Proof seeks to enhance the social, cultural, and economic well-being of ethnic communities.

4.1.9 Ecological

Biodiversity continues to decline, but there is an increasing awareness of the importance of biodiversity. The protection and enhancement of biodiversity are key considerations in the development of the Future Proof Strategy.



4.1.10 Climate Change

Climate change refers to changes in the earth's climate, which over the last 100 years has shown an unprecedented rate of warming. The level of greenhouse gas emissions is largely agreed as the reason for this warming.

Global climate change presents a major environmental challenge, both in seeking to reduce greenhouse gas emissions and in adapting to the effects of climate change. The effect of these long-term changes can be significant. It is, therefore, essential that climate change is recognised and factored into any long-term planning scenarios, including future settlement patterns.

4.1.11 Planning Responses

In a more connected national and global economy, quality of life is a key factor in people's choice of where they will live, work and play. Quality of life is therefore a primary factor in long-term planning. Notably in the US, Canada, and Australia efforts have been taken to shift policy toward a greater concern for sustainability and quality of life with initiatives such as Smart Growth, Liveable Communities and New Urbanism. These initiatives

seek a more comprehensive and integrated approach to growth-related policy development to ensure high quality of life for current and future generations and the protection and enhancement of natural systems.

Key principles behind Liveable Communities include:

- Creating a range of housing opportunities and choices
- Creating 'walkable' neighbourhoods
- Encouraging community and stakeholder collaboration
- Fostering distinctive, attractive communities with a strong sense of place
- Making development decisions predictable, fair and cost effective
- Mixing land-uses
- Preserving open space, farmland, areas of natural beauty, and critical environmental areas
- Providing a variety of transportation choices
- Strengthening and directing development towards existing communities
- Taking advantage of compact building design.

4.2 National Context

4.2.1 Sustainable Development and Growth Management

New Zealand's population is estimated to be around 4 million³. Over the last 50 years there has been rapid population growth; however Statistics New Zealand has indicated that this is unlikely to be a feature of the next 50 years with the population projected to decline from around 2050.

Key features of New Zealand's population are:

- There is an increasing proportion of people in the 65 years and over age group.
- The Māori population is growing at a faster pace than the total New Zealand population.
- Over 87% of New Zealanders now live in urban areas.
- The population is becoming more ethnically diverse.

Emerging issues for New Zealand that relate to growth management include:

- Lifestyle migration
- Changing population structure
- Housing quality and affordability
- Water allocation and quality
- Rising infrastructure and service costs

³ 2006 Census (Statistics New Zealand)

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- Reconciling the needs of the current population with the needs of future generations
- Matters of urban design
- Recognising the needs of a more urbanised population
- Growing the economy
- Pressure on resources
- Increasing disparity of wealth.

The state of the global economy is also an issue for New Zealand. Development at home is influenced by the world economy. With the collapse of the financial markets worldwide, sources of funding for development in New Zealand have evaporated. This has had an impact on the rate of development throughout the country. The global economy is cyclic and the current financial crisis is not a permanent situation. It is important that the Future Proof Strategy takes a long-term view and continues to plan ahead for future land-use. It is also imperative that infrastructure projects are planned for now so that New Zealand is in a good position once market conditions emerge.

Within New Zealand, sustainable development is a key issue. Sustainability principles are embodied within New Zealand's resource management, local government, and transport legislation.

There are three principal statutes governing growth management and planning within New Zealand: the Resource Management Act 1991, the Local Government Act 2002, and the Land Transport Management Act 2003. These legislative tools provide a framework for sustainable growth management. The challenge in achieving the purposes of the principal planning statutes is to look across the purposes, outcomes and processes of the statutes in a collective manner to achieve integrated growth management.

Central Government has introduced a package of initiatives which provide a framework of sustainability principles. These policies and strategies provide local government with a framework for managing growth.

Relevant central government policies include:

- Sustainable Development Programme of Action (2003)
- Sustainable Land Management and Climate Change Programme of Action (2008)
- New Zealand Waste Strategy (2006)
- New Zealand Energy Strategy (2007)
- National Energy Efficiency and Conservation Strategy (2007)
- Digital Strategy 2.0 (2008)
- New Zealand Tourism Strategy 2015 (2007)
- The New Zealand Transport Strategy (2008)
- National Rail Strategy (2005)
- Getting There, on Foot, by Cycle (2005)
- Sea Change – Coastal Shipping Strategy (2008)
- New Zealand Urban Design Protocol (2005)
- New Zealand Housing Strategy (2005)
- Road Safety (2010)
- Government Policy Statement on Transport Funding (2008)

4.2.2 Indigenous Community/ Tāngata Whenua Community/ Tāngata Whenua

The place of indigenous people within the wider community, particularly in their traditional homelands, is an issue of global significance as shown by the United Nations Human Rights Council adoption of the United Nations Draft Declaration on the Rights of Indigenous Peoples in 2006. In Aotearoa (New Zealand), Te Tiriti o Waitangi obligations between the Crown and hapū, continue to guide the manner in which tāngata whenua, regional and district councils, and other government agencies exercise their roles and responsibilities.

The outcomes from the settlement of grievances from breaches of Te Tiriti, coupled with ongoing capability and capacity building initiatives at individual, whānau, marae, hapū, and iwi level, will further influence the role and participation of tāngata whenua in the successful implementation of Future Proof. This will also be impacted by an expectation that tāngata whenua will continue to strengthen reo/language retention and use along with a desire to be able to choose to live, work and play within the context of tikanga/traditional practices.

4.3 Regional Context

The Waikato region is the fourth largest region in the country and covers approximately 25,000 km², or 2.5 million hectares.

In 2008, approximately 402,000 people lived in the Waikato region, making it the fourth largest regional population after the Auckland, Canterbury and Wellington regions (Statistics New Zealand estimate, 2008).

Around 75 per cent of people in the region live in urban areas. The median age of the population is slightly younger than the national average, at 35.6 years compared with 35.9. Māori make up 21.0 percent of the population, compared with the national average of 14.6 percent (Statistics New Zealand, Waikato Regional Quarterly Review, 2008).

The Waikato region contains:

- The longest river in New Zealand (the Waikato River)
- The largest lake (Lake Taupo)
- Internationally significant wetlands
- The country's most important geothermal systems
- Extensive native and exotic forests
- Tongariro National Park
- Extensive inter and intra regional state highway network
- Substantial rail network
- New Zealand's second busiest certified airport for flight movements.

Regional council functions of integrated management of natural and physical resources, and transportation functions require appropriate management of growth. The amendments to the Resource Management Act in 2005 strengthened the role of regional councils in managing growth, and the function of regional councils now includes the strategic integration of infrastructure with land-use (RMA s30 (1) (gb)).

There are defined growth pressures in some sub-regions within the Waikato region, such as Thames-Coromandel, Taupo and around Hamilton. A blueprint for growth is being developed for the Thames-Coromandel area. Taupo

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District has developed Taupo 2050, a growth strategy for the area to the year 2050. Shore Futures is a growth management project in the Kawhia/Aotea area. Future Proof is the sub-regional response to growth pressures in the Hamilton City, and Waikato and Waipa Districts.

4.4 Sub-regional Context

4.4.1 Future Proof Sub-region

The sub-region encompasses the territorial authorities of Waikato District, Hamilton City, and Waipa District. The Strategy also has regard to influences from areas outside of these territorial authority boundaries, in particular the Morrinsville area within the Matamata-Piako District Council jurisdiction.

The sub-region encompasses approximately 475,000 hectares of land, with a population of around 223,500 people (as at 2006). Hamilton City is the largest population centre in the sub-region, along with the townships of Te Kauwhata, Huntly, Ngaruawahia, Raglan, Cambridge and Te Awamutu. There are also a number of villages throughout the sub-region.

The sub-region encompasses some of the richest agricultural and pastoral areas in the world. The region is New Zealand's highest export region accounting for 20% of all exports.

Hamilton is the country's largest inland city, and fourth largest urban area, with a population of some 134,000 people (2006). It has 3.2% of our total population and is one of the fastest growing cities in the country. The city has a youthful population, with around half of residents under 30 years of age. New Zealand European make up three quarters of the population, with Māori making up 19%. It is also home to more than 80 ethnic groups. Hamilton is home to a world class centre of agricultural biotech excellence and to many of New Zealand's science research facilities as well as being a leading area for high-tech innovative manufacturing and engineering industries.

The Waikato District encompasses a large geographical area, with around 45,000 people (2006) living in a predominantly rural setting. It comprises a diverse area, from Raglan on the west coast to inland farming areas. The district has a lower median age of 33.7 years, compared with the New Zealand average of 35.9 years. This reflects the fact that the district has a smaller number of people aged over 65 (9.8 percent) and aged under 15 (26.9 percent) than the average. Pastoral farming is the largest single land-use in the district. The dairy industry is the most economically significant industry in the district, with forestry and dry stock also featuring strongly.

Waipa District has a population of around 44,000 (2006) fairly evenly mixed between urban and rural, with the main urban populations centred in the towns of Te Awamutu, Cambridge, Pirongia and Kihikihi. Because of the high proportion of elite soils, the district has a rich agricultural base that is dominated by dairy farming, but also features sheep, beef, horse studs, deer farming and fruit production.

Matamata-Piako District is made up of three main town centres including Matamata, Morrinsville and Te Aroha. The Future Proof project focuses on Morrinsville within this district. Morrinsville is situated around 33 kilometres east of Hamilton. It has a population of around 6,600, including the rural population. Morrinsville and the surrounding area is known as the 'cream of the country' due to the successful dairy farming activities.

4.4.2 Population, Households and Labour Force Change:

The population of the sub-region is predicted to nearly double over the next 50 years, from a 2006 population of 223,500 to a 2061 population of around 437,000 – an increase of some 214,000 people.

The population of Hamilton City is projected to increase significantly from 134,400 in 2006 to about 222,000 in 2041 and 277,600 in 2061. The population of Waikato District is projected to increase steadily from 45,400 in 2006, to about 72,000 in 2041 and 86,600 in 2061, while the population of Waipa District is projected to increase from 43,700 in 2006 to about 65,000 in 2041 and then experience slower growth up to 73,500 in 2061.

Under the above population scenario, and taking into account economic growth factors, the labour force in Hamilton City is projected to grow from 72,850 (2006) to 101,300 in 2031 and 137,100 in 2061. In Waikato District, the projected labour force grows from 24,000 in 2006, to 32,400 in 2031 and 40,200 in 2061. In Waipa District, the projected labour force grows from 23,800 in 2006 to 29,000 in 2031 and 32,500 in 2061.

The average age in the sub-region is increasing, which means that housing and servicing requirements will change. By 2061 around 22% of the sub-region's population will be over 65, compared with 11% in 2006. This trend is consistent with most population projections for New Zealand.

Household sizes in the sub-region will become increasingly smaller, with proportionately more people living alone. 'Single-person' households show the greatest level of growth of all household types in the period to 2061. Again, this is in line with national level predictions.

The changing demographic composition raises issues for the types of housing that will be needed, where they will be located and what social infrastructure and transport connections will be needed to support them. There will be strong demand for housing, as fewer people are expected to live in each household. There will also be a greater demand for different types of housing. It is a fundamental requirement of the Strategy to anticipate and provide for these differing housing needs in the future.

The three key drivers of growth are population, household formation and labour force demand (see Table 1). The Strategy is based on the best available current data for these drivers and projections for the next 50 years. The data will need to be carefully monitored over time and the Strategy adjusted accordingly to reflect any changes in the core data.

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Table 1: Sub-regional Population, Household and Labour Force Projections 2006-2061⁴

	2006	2061	% increase
Population	223,500	437,600	96%
Households	79,100	164,500	108%
Labour Force	120,700	209,800	74%

Table 2: Projection of Total Population Increase across the Future Proof Area 2006-2061⁵

Year	Future Proof Total	Hamilton	Waikato	Waipa
2006	223,500	134,400	45,400	43,700
2031	328,000	198,200	67,400	62,400
2061	437,700	277,600	86,600	73,500

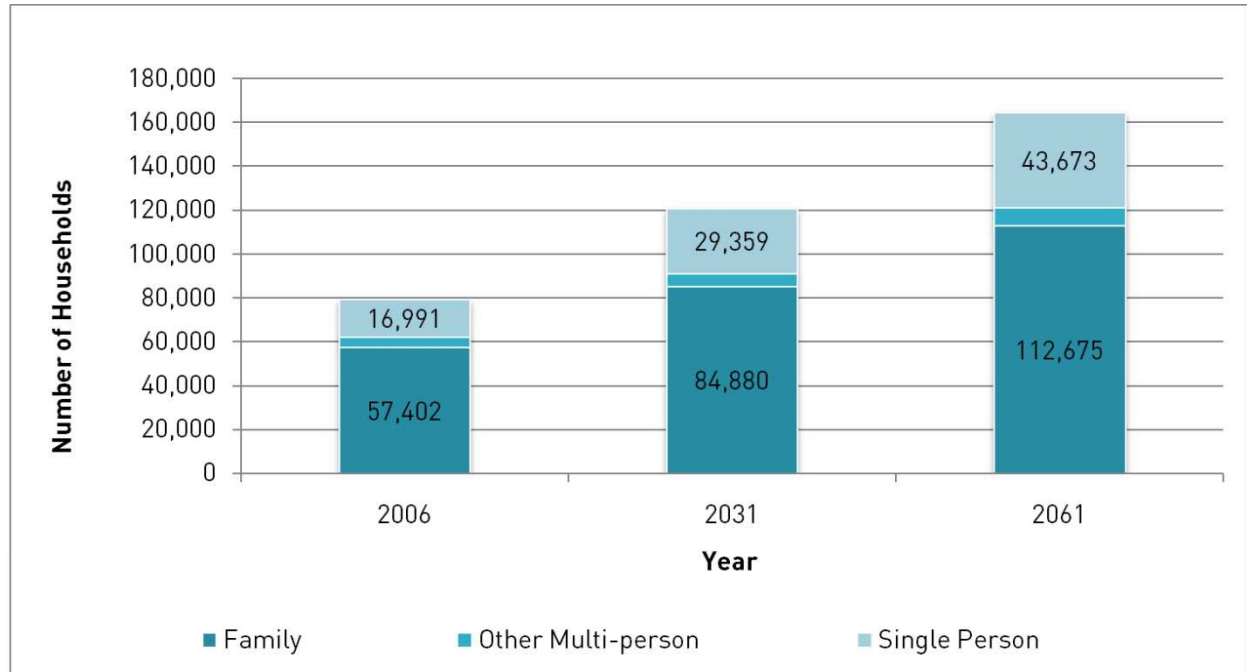
The Table projects the population of Hamilton City, and Waikato and Waipa Districts out to 2061. There will be more than a doubling of Hamilton City's population by 2061 with 140,000 additional people. Between them, Waipa and Waikato will have approximately 70,000 more people.

⁴ Source: Cameron, Cochrane, Poot, University of Waikato Population Studies Centre, October 2008, *Population Projections until 2061 for Future Proof – the Hamilton Sub-Regional Growth Strategy*. Medium population scenario with economic development

⁵ Ibid. Based on Combined Population Studies Centre medium projections with economic development.

Figure 3: Sub-Region Household Projections 2006 – 2061

This Figure outlines the increase in households in the Future Proof sub-region.



4.5 Overview of Constraints and Opportunities for Managing Growth

A range of constraints and opportunities exist in respect of managing growth in the Future Proof area. Consideration of such matters can lead to environmental improvement through appropriate growth management planning.

4.5.1 Productivity of Rural Land and Versatile Soils

- Farming directly contributes 13.7 percent of the regional GDP. Seventeen percent of the regional workforce is directly dependent on agriculture for its livelihood and 29 percent of people working in other sectors indirectly benefit from revenue generated by agriculture. The value of food production is increasing and will continue to increase internationally as demand from developing countries goes up. However, a proportion of the region's best farm land is being lost to urban and rural-residential development. Between 1991 and 2001, nearly 3,200 hectares of land changed from a low density rural land-use to a more intensive use.
- Urban and rural-residential development can create reverse sensitivity with respect to current rural land-use.
- The value of versatile soils for food production and its associated economic significance for the sub-region is an issue to be addressed.

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4.5.2 Rivers, Lakes and Streams - Water Quantity

- Demand for water is increasing and as a result water availability is decreasing. Although this is particularly so with respect to water for farm irrigation and stock watering, demand is also increasing for public water supply. This demand will continue to increase in the Future Proof sub-region as a result of high population growth rates. Climate change may exacerbate water allocation problems due to expected decreasing rainfall and increasing droughts in the Hamilton basin.
- Urban streams can be degraded by urban development which can increase peak flood flows (causing scouring of banks and habitat) and decrease low flows (decreasing quality and quantity of stream habitat).
- Stormwater discharges from urban development can cause drainage problems in surrounding rural areas. Due to low lying flat land in the vicinity of Hamilton City, drainage is already an issue for farmers in these areas.

4.5.3 Rivers, Lakes and Streams - Water Quality

- In general, water quality of rivers, lakes and streams is continuing to decline in the region. This is mainly due to diffuse contaminant sources rather than point sources (although wastewater discharges to the Waikato River do have a continuing, although generally small, effect on water quality). Urban stormwater discharges can have localised effects on the Waikato River due to run-off of sediment, metals and animal faecal matter. This currently does not result in a major impact on the river, but the issue may increase with continuing urban development.



- In addition to using scientific methods, a cultural perspective is needed to help direct and prioritise resources to restore and protect the health and well-being of the Waikato River (this could include the use of a cultural health index and relevant marae, hapū and iwi documents).
- Water quality of small urban streams and lakes is often degraded by stormwater discharges and other waste discharges (e.g. commercial waste, illegal household waste connections).
- Small urban streams are often degraded due to lower base flows (caused by stormwater running off impervious surfaces rather than being stored in the soil) which decrease stream temperature. Lack of riparian vegetation can also increase stream temperature and reduce organic material in streams needed for food and habitat for aquatic organisms. This is less of a problem in Hamilton where gully areas retain riparian vegetation.
- There are 46 lakes in the Waikato River catchment below Lake Taupo. Twenty eight of these have been surveyed using the Lake SPI health indicator. Of these, 22 are classed as having unsatisfactory quality. The main problems are invasive weed and pest impacts, intensive land-use and resulting nutrient inputs, loss of depth due to drainage activities in catchment, and stock impacts on the lakes and their tributaries.

4.5.4 Public Access

- Rivers, lakes and streams are often important amenities and recreational features and have relevance to tāngata whenua. Development can restrict public access to rivers, lakes and streams.

4.5.5 Wetlands

- Wetlands contain a diverse range of flora and fauna and offer significant habitat for many rare and threatened species. For example, wetlands are home to 13 threatened plant species and 11 threatened animal species. Wetlands enhance water quality by filtering nutrients, chemicals and sediment. They are important storage areas for flood waters. Much of the Hamilton sub-region was originally wetland, so a key issue is the historic loss of wetland. Wetlands have been drained mainly for farming, but also for urban development.
- Wetlands are also continuing to be degraded by land drainage activities, plant and animal pests, stock grazing and fragmentation.

4.5.6 Biodiversity and Habitats

- Biodiversity continues to decline in the Future Proof sub-region. This is most obvious from the continuing loss of quality of habitats, particularly due to poorer water quality, sedimentation in water bodies and increasing weed and pest infestations of natural areas. But there is also a continuing loss of habitat quantity in some areas. The only area where there may have been a reversal of development impacts on biodiversity has been in dune ecosystems due to beach care activities.
- A likely future issue is that climate change will change natural habitat conditions, some of which will be particularly important for rare and endangered species. As temperatures warm, some species of plants and animals will want to move to higher elevations. Development should not prevent this movement, where particularly sensitive species are present.

4.5.7 Natural Hazards

- The value of property in hazard prone areas continues to increase (therefore the hazard is increasing), in part due to continued development in these areas.
- The frequency and intensity of severe weather events is expected to increase in the future due to climate change, which in turn will increase the potential for natural hazards such as flooding and landslide. Sea level rise may further increase flooding potential. The potential for flooding could also be exacerbated due to land clearing in the southern part of the region for forestry to farm conversions.
- Development decisions in areas subject to flood protection works sometimes do not take into account residual flood risk (risk from failure or overtopping of flood defences).
- There are some low risk but high damage potential hazards such as dam breaks, volcanic eruptions and tsunamis that may need to be considered in development planning.
- There is potential for damage from subsidence where development occurs in areas subject to past mining or geothermal activities.
- Some parts of the Waikato River are subject to bank instability problems.

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4.5.8 Landscape and Heritage

- The value placed on rural areas (particularly farmland) is changing and is not well understood. Where previously rural areas were thought of principally for their productive use, they are increasingly valued by an urban regional population for purposes such as open space, landscape amenity, and locations for rural-residential lifestyle. Rural areas are also increasingly seen as important for the ecosystem services they provide urban populations such as water supply, food production, flood mitigation, adaptation to climate change, biodiversity, and energy services.
- The most attractive parts of the Future Proof sub-region are under increasing pressure for development, including coastal areas and margins of some rivers and lakes. These are also areas that often have high cultural heritage values due to historic settlement.
- Many urban areas have been developed with little thought to the quality of the urban landscape that is being created.
- There is limited information about the extent to which cultural and natural heritage values are being maintained in the region, but anecdotally at least, there are threats to such values from development which may create community resistance to certain types of development in certain areas.

4.5.9 Coastal Matters

- Coastal areas are often particularly vulnerable to development pressures. They are usually sought after for their amenity, recreational, landscape, heritage, and cultural values. There will often be important historical and archaeological/cultural features in coastal areas. Through tourism and holiday facilities, coastal areas are often important to the region economically. As important recreational areas, maintaining high coastal water quality is vital. Coastal land is often highly erodible and coastal vegetation can be sensitive to human activities. In general therefore, coastal areas are particularly sensitive to effects from development.

4.5.10 Infrastructure

- Development can adversely affect the efficient and effective functioning of infrastructure. For example, increasing population density and increasing spread of urban areas increases traffic congestion.
- Development can affect the ability to operate, maintain or expand infrastructure, such as roading and electricity transmission.
- Rural residential development results in demands for new infrastructure in new locations. Provision of infrastructure in rural-residential areas is often expensive and not fully effective.
- Some infrastructure such as stormwater pipes, culverts and sea defences may become inadequate for the task they were designed due to climate change impacts.
- Some transport (and other infrastructure) corridors may also become more frequently subject to flooding, landslide and erosion due to climate change.
- Increasing value of land due to development makes establishing new infrastructure in these areas more expensive.
- Infrastructure, particularly transport, is expensive. Land use and infrastructure can be designed in co-ordination to reduce costs.
- The development of significant transport infrastructure may take many years to progress.

4.5.11 Energy

- The rising cost of energy is increasing the cost of transport, and of energy use in homes and businesses.
- Use of fossil fuels is a major cause of global warming.
- The increasing cost and scarcity of fossil fuels highlights the need for renewable energy production. The New Zealand Energy Strategy has a target of generating 90 percent of the country's electricity from renewable energy sources by 2025. Wind farm energy projects are also expected to increase in the sub-region.
- The sub-region is an important route for electricity transmission to Auckland from the south. Increasing development limits options for new and upgraded transmission. There will also need to be new transmission lines from new generation sources, such as geothermal or wind farms.
- Development has the potential to prevent the use of energy resources such as coal, coal-seam-gas, bio fuel, wind and wave energy, which may be required in the future.
- The ability to carry out the necessary operation of the existing transmission system.

4.5.12 Mineral Resources

- The sub-region has significant mineral resources including coal, aggregate, sand, and lime. The ability to extract mineral resources can be compromised through land-uses or developments above or in close proximity to mineral deposits and along access routes to these resources.

4.5.13 Contaminated Sites

- The risk of health effects from contaminated sites can be increased if development occurs in their vicinity.
- Many contaminated sites are not known or documented, such as historic sheep dip sites and orchards.

4.5.14 Air Quality and Noise

- Air quality is degraded in some urban areas in the Future Proof sub-region.
- Urban intensification can result in increased noise pollution issues.

4.5.15 Solid Waste

- Development results in greater volumes of solid waste needing disposal. Although communities are generally getting better at reducing, reusing and recycling waste products, increased volumes generally result in increased need for solid waste disposal.

4.5.16 Wastewater

- Urban development results in greater volumes of wastewater to manage and treat. There is an increasing desire for higher treatment and disposal standards.
- Tāngata whenua are generally opposed to discharges of wastewater to surface water bodies.

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4.5.17 Strategically Important Services and Businesses

- The sub-region has a number of strategic nationally and regionally important activities which must be recognised for the benefits they contribute to the community. When considering sub-division, use and development, regard shall be had to the effects of that sub-division use and development on the existing strategically important services and businesses.

4.5.18 Conclusions

A number of guiding principles have been developed based on these constraints and opportunities. These principles are outlined in section 3 of the Strategy.

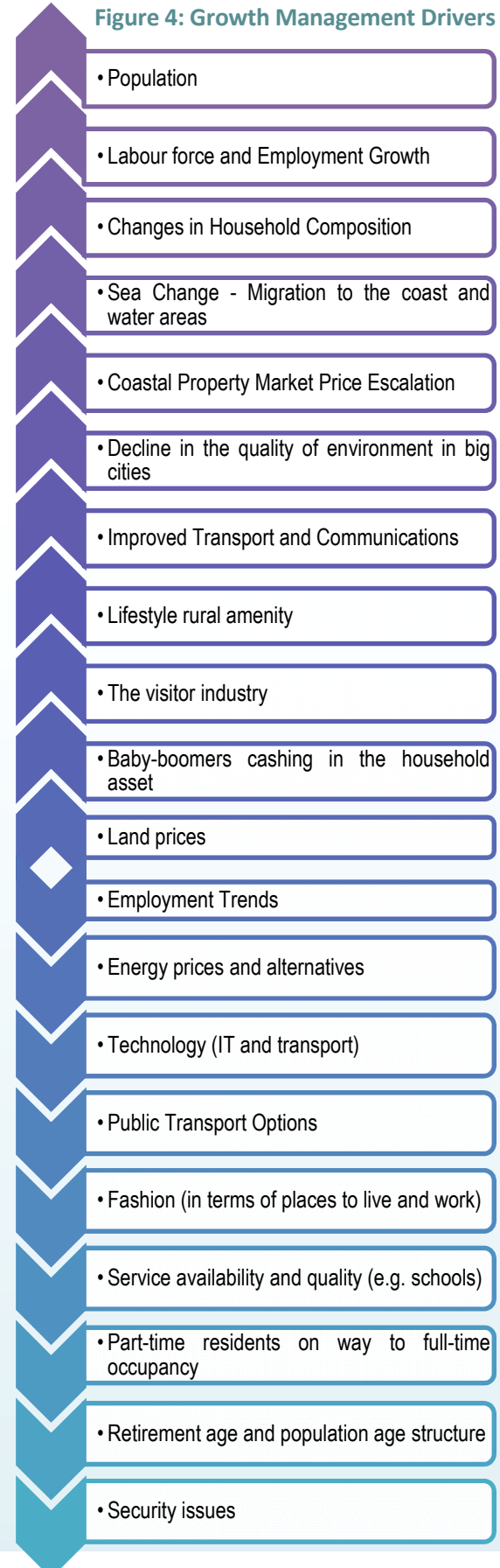
4.6 Growth Management Assumptions, Drivers and Influences

The assumptions that underpin the Future Proof Strategy provide the basis for implementation.

4.6.1 Assumptions

- Hamilton enhances its position as New Zealand's fourth largest urban area. It boasts a diverse, multicultural community and is a major cultural, commercial, and social hub for the Future Proof sub-region.
- Cambridge, Te Awamutu, Huntly, Ngaruawahia, Raglan, Te Kauwhata and Morrinsville retain their individual identities as distinct towns.
- High quality farmland is protected and ecological areas, landscapes, cultural and heritage values are enhanced.
- Housing and lifestyle choices are available.
- A low energy, low carbon sustainable environment is enjoyed.
- Health and well being of the Waikato River is restored.
- Local communities are supported by their town centres.
- A risk avoidance approach is taken in selecting new areas for residential and commercial development on land affected by slippage and instability, earthquakes, liquefaction, and flooding.
- Fossil fuels will become less available. The urban form needs to be sufficiently resilient and flexible to accommodate changes in energy forms and availability. This Strategy will continue to be strongly influenced by Central Government energy and transport policy as it develops.
- The cost of fuel for transport is anticipated to steadily increase over the next 20-30 years.
- Green spaces separate settlements.
- Development is directed away from hazard areas and mineral locations.
- National and regional assets, including businesses and services, will be protected.
- Existing and future infrastructure and transport corridors are protected.
- Recognition of and provision for electricity transmission corridors.
- Growth will be managed, not inhibited.

Figure 4: Growth Management Drivers



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- The Strategy is not constrained by local authority boundaries.
- In the main, the Future Proof sub-regional population is growing. At the current rate of expansion, by 2031 there will be an additional 105,000 people – a total of around 328,000. Some smaller communities may, however, decline.
- The Hamilton airport will continue to develop and add value to the regional economy.

4.6.2 Growth Management Drivers

Successful growth management relies on the early identification and careful monitoring of the key growth drivers. Taking this approach helps avoid “surprises” in the future. The following are some key drivers influencing growth in the Future Proof sub-region.

► Lifestyle

- Live the country life and commute to the city or work from home (technology has and will continue to make this easier)
- Proximity to urban centres (Hamilton and Auckland)
- Increasing number of events which attract people to the area, for example Fieldays, the Waikato Stadium, World Rally Championship, the Hamilton 400 V8 Supercars street race
- Urban dwellers tired of a city lifestyle (traffic, growing costs)
- Expat Kiwis who are returning home and wanting a better lifestyle
- Retirees, including retiring baby boomers, cashing up and leaving larger centres
- Tāngata whenua increasingly wanting to live, work and play as tāngata whenua
- Attractive urban environments where people want to live, work and play.

► Land and Housing

- Capacity/available land
- Property owners subdividing their land
- Land and housing is more affordable than in other places (e.g. Auckland)
- Option to build a ‘dream home’
- Influence of the Auckland Metropolitan Urban Limits restricting residential development opportunities in Auckland and displacing growth into the Future Proof sub-region
- Business land opportunities (particularly given that in recent times demand is outstripping supply in Auckland).

► Other Factors

- Hamilton Strong and steady economy
- Farming influences
- Research and development
- Fonterra – the Toll inland Port
- The growth and economic triangle of Auckland, Waikato and the Bay of Plenty
- A youthful population (40% of the Hamilton population are under 25)
- Proximity to the mountains, the coast and Auckland
- Tertiary education (University of Waikato) – more PhD’s for the population than anywhere else in New Zealand
- Airport Expansion

4.6.3 Future Proof Strategy Influences

► Influence of Auckland

The Future Proof sub-region's position, adjoining New Zealand's largest city, means that Auckland will have an ongoing influence on it. Future Proof needs to anticipate growth pressures from the Auckland region and this has been factored into the approach taken in Strategy development and will need to be considered in its subsequent implementation.

The influences from Auckland include:

- The Auckland Metropolitan Urban Limits – through promoting a more compact urban form this has constrained some growth which has a flow on effect into the Future Proof sub-region.
- Auckland has a large amount of growth occurring to the south, both in population and in business/industry. Hamilton has business land growth to the north. This is reducing the distance between the business areas of Auckland and the Future Proof sub-region.
- Past shortages of business land in the Auckland region.
- There are signs that some of Auckland's business and industrial land is moving into the Future Proof sub-region e.g. business and industrial land proposed for Pokeno and Tuakau, and Hampton Downs.
- Significant sub-division pressures in the Future Proof sub-region – some of this is from Aucklanders seeking a rural lifestyle.
- There are activity and transport links between Auckland and the Future Proof sub-region.
- Travel times between Auckland and Hamilton are shorter and the completion of the Waikato Expressway will facilitate this.
- Possibility of passenger rail between Hamilton and Auckland.
- There is a natural catchment between Auckland and the sub-region. The Future Proof sub-region is essentially the only significant rural hinterland for the Auckland region.
- In line with international trends for larger cities, there are now high numbers of people leaving Auckland. Between 2001 and 2006, 6,100 people settled in the Waikato region from Auckland. Between 1996 and 2001 this figure was only 1,503. Further work is required in order to determine where in the Waikato region the 6,100 Auckland emigrants have settled.
- The Royal Commission on Auckland Governance – there will be changes to Auckland's governance structures as a result of the Commission's findings, subsequent legislation, and determinations by the Local Government Commission. This could have an effect on areas within the economic and social influence of Auckland. It is not yet known whether this is a stand-alone exercise or one that Government may apply elsewhere. Governance influences are very important in growth management implementation; however, they are unlikely to have a direct affect on land-use.
- Ports of Auckland significant destination point for freight and goods from the sub-region.

Future Proof has taken account of the whole corridor between Auckland and the Future Proof sub-region. This is important from a land-use and transport integration perspective as the two areas are very closely related.

It is difficult to forecast the rate at which Auckland will have an influence on the Future Proof sub-region. Many of the influences occur gradually and their effects may not be felt for 10 to 20 years.

4

► Upper North Island Factor

- The Upper North Island currently has half of the national population and half of all employees on 25% of the country's land area. This share will increase over the next 50 years.
- The Future Proof sub-region is part of the "golden triangle" (Auckland, Waikato and the Bay of Plenty). This will become more significant over time.
- The Future Proof sub-region is likely to become a major servicing hub for the Upper North Island.

► Bay of Plenty and Taranaki

- There are strong links with the neighbouring regions of the Bay of Plenty and Taranaki. There will be an ongoing relationship between these regions due to migration, tourism and economic factors.
- The relationship between the regional economies is facilitated by transport links (both road and rail) and economic produce going to and from the Port of Tauranga in particular.
- Future port rationalisation may have an affect on the movement of freight between the Future Proof sub-region and Tauranga.

► Conclusion

None of these factors will of themselves be an overwhelming driver but they are forces that need to be understood and their influence on development monitored carefully. If monitoring shows that the impact of any of these factors, or any others that may not have been anticipated, are significant then it will be taken into account and addressed in any strategy review.

It is important that the Future Proof sub-region has a strong future settlement pattern and the infrastructure and services to support it. If this is in place then the sub-region is in a good position to address and anticipate the influences from surrounding regions.

4.7 Historical and Existing Approaches to Growth Management

The introduction of the Resource Management Act in 1991 changed the focus of district planning from a 'direct and control' approach to a focus on the sustainable management of resources and avoiding, remedying or mitigating adverse effects.

Growth pressures in the sub-region have placed considerable pressure on the city and districts to provide land for residential, industrial and commercial growth. A number of growth planning initiatives have been undertaken in the sub-region in the past. These initiatives have tended to focus on the growth issues of concern to individual territorial authorities without an overarching view of the impacts that policies may have within the wider region. This has lead to differing approaches to managing residential, rural-residential, industrial, and commercial growth throughout the sub-region. In particular, land on the periphery of Hamilton has been under considerable pressure for development. The resulting pattern of land-use is unsustainable as it brings with it pressures of reverse sensitivity, loss of productive rural land, and pressures for unsustainable demand for urban infrastructure, whilst creating a dispersed pattern of development that leads to increased traffic generation.

There is no overarching settlement strategy for the sub-region. Aspects of the Regional Policy Statement place controls on development, but the RPS does not direct settlement to any particular locations. Settlement patterns throughout the sub-region are largely determined via the respective district plans and individual growth strategies.

Hamilton City Council and Waikato District Council have developed a Strategic Agreement on Future Urban Boundaries (2005). The Strategic Agreement identifies the areas for long-term expansion of the city, provides a basis for future planning by the city and district, and informs communities and the wider market of the agreed intentions of both councils.

Cross-boundary concerns are addressed as matters arise or via ongoing dialogues, but there is no overarching integrated approach to growth management in the sub-region.

4.7.1 Hamilton City

A number of studies have been undertaken in the past to identify land suitable for expansion of the city's boundaries to accommodate growth. Growth planning has taken into account areas of land unsuited or undesirable for urban use because of topography, soil type, flooding, instability, primary production potential, mineral resource, existing usage, airport, open space potential, areas of outstanding landscape values, and areas of ecological value.

Hamilton City's urban boundaries were extended in 1989 by the Local Government Commission to include approximately 2,500 hectares of rural land. Temple View also became part of the city in 2004, adding 430 hectares of land, to bring the total city area to approximately 9,860 hectares. The city's expansion in 1989 provided a medium term land bank for the city. There is a pending transfer from Waikato District to Hamilton City of Ruakura and Horotiu 2A.

Hamilton's approach to growth in the recent past has been based on the Hamilton Urban Growth Strategy, developed in 1991 and updated over time, and the Hamilton City Council's proposed district plan.

The proposed district plan anticipates urban growth throughout the existing built area of the city and in the greenfield areas within the city boundary. The focus of the objectives and policies is on facilitating urban development, protecting greenfield land for future urban development, and enabling infill development to occur. Hamilton City Council has endeavoured to reduce the amount of land required for growth by seeking intensification of its existing urban infrastructure. Hamilton City Council develops structure plans for all areas within the city zoned for future urban growth before they are made available for urban development. The structure plans set out the development concept for long-term growth in an area.

The Hamilton Urban Growth Strategy 2008 has broadened the scope of considerations to enable forward thinking in relation to: infrastructure development, enhancement of social, cultural, and environmental values, a strengthening of the city's unique identity, greater options for industrial and commercial land-use, a range of lifestyle choices and living environments, better quality urban design, and transportation choices.

4.7.2 Waikato District

The proposed Waikato district plan sets out the resource management strategy for the district and focuses on consolidating growth in existing settlements and controlling development to protect rural land for productive purposes.

Rural-residential development is provided for through the Country Living zone. Plan Change 7 to the operative Waikato District Plan increased the opportunity for scattered rural-residential development throughout the district.

4

The Waikato District draft LTCCP 2009-19 sets out its intention to manage growth by developing a number of additional structure plans for areas of the district.

The proposed Waikato Growth Strategy 2008 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 importance of protecting the airport and its future expansion is also recognised. The establishment of new activities sensitive to airport effects (particularly residential and rural-residential activities) should be generally avoided or mitigated in the area surrounding the airport.

4.7.3 Waipa District

The operative Waipa district plan contains zoning provisions for residential, commercial, and industrial uses. There is provision for rural-residential development accompanied by policies to prevent the fragmentation of rural land titles. The district plan also identifies the Cambridge North Deferred Residential Zone for urban growth purposes.

The Waipa District Urban Growth Strategy (2003) identified residential and industrial growth areas around Cambridge and Te Awamutu. A draft structure plan has been prepared for the Hautapu Growth Cell. Plan Change 47 has been approved in relation to the Picquet Road (Te Awamutu) residential growth cell. Other growth cells identified in the Growth Strategy have not yet progressed. A private plan change at the airport (Titanium Park) has been progressed, with the rezoning of 117 hectares of land for industrial purposes. Proposed Plan Change 66 seeks to rezone an area of deferred residential zoned land in Cambridge North to residential zone. Plan Change 41 is a proposal for rural-residential land on the outskirts of Hamilton and is subject to appeal.

Waipa 2050, the district's draft Growth Strategy, is being developed in tandem with Future Proof and it will set out how, where and in what form Waipa's growth should occur in the period up to 2050.

The importance of protecting the airport and its future expansion is also recognised. The establishment of new activities sensitive to airport effects (particularly residential and rural-residential activities) is generally avoided in the area surrounding the airport.

4.8 Future Proof: Linkage to City and District Growth Strategies

Future Proof provides the sub-regional direction for growth management. In parallel each territorial partner council has developed its own local growth strategy. These Strategies are aligned with Future Proof.

4.8.1 Waipa 2050

Waipa District has a resident population of around 44,000 with the main urban populations centred in the towns of Te Awamutu, Cambridge, Pirongia and Kihikihi. The district is experiencing high population growth in the towns of Te Awamutu and Cambridge, as well as in rural areas.

As noted above, Waipa District Council has commenced an initiative *Waipa 2050* which is a consultative project to develop a district growth strategy to 2050. The intention of *Waipa 2050* is to provide a structured process for identifying the requirements of the future community with full input from the public.

Waipa 2050 aims to ensure that the Waipa district remains a great place to live, work and play well into the future. It will provide a clear framework outlining the aspirations of the community, where additional population and employment is to be provided for, and when and how this is expected to be done. Underpinning this is the desire

to ensure that in planning for and managing growth, the character that distinguishes Waipa from elsewhere, is enhanced where possible.

Future Proof research has indicated that Waipa will gain about 12,500 new households by 2051. It follows from this that Waipa needs to plan its growth within the context of the Future Proof Sub-Regional Growth Strategy and the anticipated needs and desires of its community.

4.8.2 Hamilton Urban Growth Strategy

Hamilton City Council has 140,000 residents and has produced the Hamilton Urban Growth Strategy as noted earlier to ensure effective management of the expected growth in their area. The initiative centres on Hamilton as a thriving, compact, and sustainable city. The Strategy aims to improve the quality of the current living environment of the city and to develop land more efficiently. The Strategy draws from the key principles within the City's Creative and Identity, Economic Development, Social Well-being, Access Hamilton, City Scope, and Environmental Sustainability Strategies to contribute to progressing Hamilton's community outcomes.

4.8.3 Waikato District Draft Growth Strategy

Approximately 46,000 people live in this predominantly rural area, which covers roughly 310,000 hectares and incorporates three main centres, Huntly, Ngaruawahia and Raglan. The district faces intense pressure for growth and expansion from its neighbouring districts and is the centre of the economic Golden Triangle formed by Auckland, Hamilton and Tauranga. The Strategy aims to grow and revitalise the district's towns, maximise infrastructure, and provide equitable housing options, whilst recognising the importance of providing people with what they want in their community.

4.8.4 Matamata-Piako District Growth Strategy

Approximately 30,000 people call Matamata-Piako District home. Matamata-Piako is a predominantly rural district with 55% of the district's population living in its three service towns of Morrinsville, Matamata and Te Aroha. Morrinsville is the district's largest town with almost 7,000 residents. The district is facing growth pressures as a consequence of it being well integrated with the national transport network, its close proximity to key urban areas, amenities and lifestyle opportunities. The 30-year growth strategy looks to ensure that the district's growth is managed in an integrated manner by identifying a preferred land-use pattern. The key growth areas for the district identified in the strategy are Matamata and Morrinsville and a twin growth node scenario between these two areas is being considered. Morrinsville forms part of the Future Proof Strategy because of its high growth rate and its links to Hamilton City.

5

Strategy Development Process

5.1 Scenario Process

Three general directions or scenarios were created as part of the Future Proof strategy development process. These scenarios attempt to paint a picture of what the future might look like.

These three scenarios were released for public comment and feedback during October 2008, with 66 written responses received. The three scenarios released for consultation are summarised in the following table:

Scenario	Summary
Scenario 1: Business as Usual	Sub-region continues to grow the way it always has By 2061: - Urban areas are still expanding - Approximately 6,000 hectares of land is required for urban development 25% of the population live in rural areas - There are many choices for rural living - Papakāinga development around Marae provides housing for some kaumātua
Scenario 2: Compact Settlement	Responds to changes such as an ageing population, changes in household size, rising fuel costs and housing affordability. By 2061: - Significant increase in the number of households within a smaller land area - Increased densities has reduced the spread of the city and surrounding towns to around 4,000 hectares - Densities are around 15 houses per hectare in the suburbs - More intensive redevelopment of existing urban area - Reduced dependence on cars - Papakāinga development supports housing and social needs of marae communities
Scenario 3: Concentrated Settlement	A major shift in the way growth occurs to ensure long-term sustainability. By 2061: - There are around 25 houses per hectare in new developments - Up to 40% of all residential development is intensified - New land-use requires only 2,000 hectares - Significant intensification in Hamilton to accommodate the growth in population - There is a range of discrete settlements with defined urban limits and green belts - Protection and enhancement of biodiversity - Papakāinga development supports housing, employment and social needs of marae communities and makes a significant contribution toward growth accommodation - Highly efficient public transport system linking urban areas

5

The Future Proof Joint Committee considered all responses received. The majority of responses supported Scenarios 2 and 3 or a combination of both. The three scenarios were then evaluated against a set of criteria which revolve around the Future Proof vision. The evaluation process is outlined in section 5.2. Both the public consultation and the evaluation have assisted the Future Proof partners in deciding on a preferred scenario.

The responses also provided feedback in a number of other areas including public transport, rural development, residential development, strategy development, commercial development, walking and cycling, business and employment, the natural environment, and industrial development.

As a result of this input several principles emerged to inform the Future Proof Strategy. These are:

► Natural Environment and Resources

- The natural environment will be given strong weight in development of the Strategy. The settlement pattern seeks to avoid sensitive natural environments.
- Urban development will not wilfully occur over the mineral resources.

► Settlement Pattern

- The aim is for a more compact urban footprint.
- Higher-density urban development in suitable locations is a strong aim accepting that increased infrastructure costs and community resistance are challenges.
- Staging and timing for residential and business land will be needed across the three territorial authorities so that there is an integrated picture.
- Infrastructure costs will be a factor in determining the settlement pattern.
- In rural areas, development around existing nodes is preferred. Dispersed ad hoc development is to be discouraged.
- Some of the more detailed work regarding the settlement pattern may have to be completed as part of strategy implementation. There will be areas of investigation that form part of the action plan of the Strategy.

► Commercial Development/Business Land

- There should be a strong CityHeart for the Hamilton central business district and all existing rural towns.
- There is strong support for the growth of rural towns and villages.
- Large scale, devolved retail should not be encouraged where this undermines the CityHeart.
- Commercial activities should aim to maximise the use of existing areas and facilities.
- The amount of business land has to be sufficient to meet the sub-region's needs and it also needs to support 'live, work, play' principles.

► Transport

- Recognise the need for stronger links between land-use and transport.

These principles have guided the formulation of the Future Proof Strategy; the development of the Strategy's guiding principles and the Future Proof settlement pattern.

5.2 Evaluation Process

5.2.1 Relevance of Scenario Evaluation

Scenario evaluation aims at enabling informed decision making on future strategy. It should identify what decisions will make the greatest difference to end results, and what are the trade-offs between the options.

The evaluation of scenarios assisted in determining a preferred approach to growth management that formed the foundation for preparation of the Future Proof Strategy.

5.2.2 Relationship to Vision Statement

The agreed draft Vision Statement and related outcome statements are important components of the Option Evaluation. The Vision can be viewed as a statement of what “sustainable development” means for the Future Proof sub-region. The evaluation assisted in determining which scenario or combination of scenarios will best meet the vision for sustainability.

5.2.3 Evaluation Approach

The adopted evaluation methodology used a systematic rating of alignment of an option with the vision and associated outcomes using written criteria for consistency and transparency.

The main features of this approach are:

- Identifying outcomes and assessable evaluation criteria for each element of the vision
- Applying the evaluation criteria and scoring the alignment of each scenario with outcomes using a comparative rating (ranging from 1 for “very weak” to 5 for “very strong”)
- Recording an explanation for each rating score
- Evaluating options at relevant points in time (2021 and 2061)
- Providing an overall rating of each scenario with the vision and outcomes
- Considering the sensitivity of results through differing weightings being applied to elements of the vision
- Summarising the specific strengths and weaknesses of each option.

5.2.4 Development of Evaluation Matrix

A “Scenario Evaluation Matrix” for assessing the advantages and disadvantages of scenarios has been developed.

Following on from the public consultation, the three scenarios were each tested against the evaluation matrix. Information gained from the consultation process assisted the evaluation process by providing feedback on the vision statement, the scope of scenarios and obtaining information which assisted in the scenario evaluation.

5.2.5 Evaluation Matrix

Is the place where natural environments, landscapes and heritage are protected and a healthy Waikato River is at the heart of the region's identity	
Outcome	Evaluation Criteria
The region has a diverse range of natural and healthy ecosystems that function effectively.	Loss or degradation of significant ecological sites is avoided. Ecological corridors are protected.
The region has clean air.	Air quality is improved.
The water flowing in our tributaries, the Waikato River, lakes, streams, wetlands and groundwater is clean and healthy. The Waikato River is restored and protected physically, historically and spiritually.	The ecological health of water bodies is improved. Riparian areas are protected and restored. Recreation opportunities along waterways are enhanced. Access to the Waikato River is improved for sporting, recreational and cultural opportunities The health and well-being of the Waikato River is restored.
The quality and quantity of the region's fisheries, wetlands, indigenous plants and animals are maintained and improved.	Fisheries, significant indigenous vegetation and habitats of indigenous fauna, and wildlife corridors are improved.
A successful balance between the use, development and protection of the coastal landscape has been achieved	Landscape and amenity values for the coastal environment are maintained and improved. Development is limited to areas that have already been modified.
Heritage resources have been protected and enhanced	Destruction of heritage sites and areas, including built heritage, has been avoided.
The integrity of important landscape features has been protected, including ridgelines, gullies and other key landforms.	Outstanding landscapes have been protected. Adverse effects of change to important amenity landscapes have been minimised.
Has sustainable resource use	
Outcome	Evaluation Criteria
Environmental sustainability is integral to every scale of development.	Resources are reduced, reused and recycled. New buildings incorporate green building measures There is sufficient water to meet the needs of the community.
Energy and mineral resources are protected to allow their development in the future.	Areas required for energy and minerals development are identified and inappropriate activities are avoided in and around those areas. Routes and corridors for electricity transmission are available to meet growth related energy needs.
Loss of highly versatile soils is minimised.	Urban development on versatile soils is avoided wherever practicable.

Has a diverse and vibrant metropolitan centre strongly tied to distinctive, thriving towns and rural communities

Outcome	Evaluation Criteria
Principles of urban design have directed development in a way that encourages work, live and play environments.	Development is provided with good accessibility between home, work and recreational activities.
There is a strong and unique sense of place to the Waikato River, Hamilton City and the region's distinctive towns.	A healthy Waikato River is at the heart of the regions identity, providing a connection between rural and urban areas.
Hamilton's CityHeart has retained and built on its role as a regional centre for economic, social, and cultural activities.	The primary business, social and cultural role of the city centre is retained, while the residential and employment base is increased. There are high quality and active public spaces.
Rural town centres continue in their service as social and cultural centres, and new communities include accessible centres providing a range of retail, service, and recreation facilities.	Town centres have a range of business, social, and cultural activities to support local communities.
The versatility of rural land and the opportunity to enjoy the rural way of life is maintained.	Loss of highly versatile soil and conflict between rural production and residential activity has been minimised.
The public realm is a high quality environment. There are a variety of places, spaces, and occasions for people to meet their needs.	Adequate open space is provided for active and passive recreation. Adequate green space is available between settlements. Community facilities meet the needs of the future population. Public spaces accommodate and encourage events and celebrations.
Housing (including papakāinga housing) meets both lifestyle and lifecycle needs.	There is sufficient land availability, choice, location and price to meet the needs of the community. Housing types meet the needs of a growing, ageing population. The important character and amenity values of existing residential environments are protected.
People have access to a range of education, health care and other social infrastructure.	Health and education services reflect the social and cultural profile of the community. A variety of tertiary and vocational training opportunities are available. Major community infrastructure is provided including air services, venues for major events and regional parks. There is sufficient transport access to key services and facilities.

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Is the place of choice for those looking for opportunities to live, work, invest and visit	
Outcome	Evaluation Criteria
There is a good balance of employment options available. High value, high quality employment, value adding new economy businesses are supported.	There is sufficient choice in type, location, and price for business investment to occur.
Industry and other economic activities are based on responsible environmental practices	Industry has developed in suitable locations, and without creating adverse effects on other activities.
Urban areas are safe and attractive destinations day and night.	Communities are free from crime and people live without fear. Best practice crime prevention principles are embraced.
Urban environments have a strong sense of place, walkability, recognition of public spaces and quality lifestyle.	Good design quality enhances and enriches the built environment. Street spaces are developed to ensure high amenity, sense of place and surrounded by active spaces as much as possible. Development emphasises a strong sense of walkability. Significant built heritage is protected and streetscape is well developed.
Agriculture is a significant component of the regional economy.	Agriculture is continuing as a major economic activity without undue conflict with other activities. Primary processing activities are protected from reverse sensitivity effects.
Has affordable and sustainable infrastructure	
Outcome	Evaluation Criteria
Existing infrastructure is used efficiently, and minimises adverse environmental effects.	Existing infrastructure capacity is substantially taken up before new areas are serviced and developed. The rate of growth within each settlement has not exceeded its ability to manage the adverse effects of development.
The transportation is affordable, integrated, safe, responsive and sustainable.	A connected street network serves to create permeable neighbourhoods for all modes of movement, maximising the choice of routes and reducing travel distances. Networks of different transport modes are well connected and complement each other. Settlement patterns limit trip distances and car dependency, and reinforce transport infrastructure hierarchies. Public transport is promoted through urban design, good accessibility and provision of convenient route scheduling. Walking and cycling routes are pleasant, safe and convenient.
Settlement patterns support national policy objectives for transport	Settlement patterns present opportunities for a higher proportion of freight to be carried via rail and coastal shipping. Settlement patterns support an overall increase in public transport, walking and cycling mode share. Opportunities exist for integration between modes. Opportunities for infrastructure investments to be complemented by travel demand management measures are maximised.
A diverse range of innovative, safe, efficient and effective infrastructure solutions including the use of technology are used.	Services strategies enable the adaptation and improvement of infrastructure through time as technology changes and public expectations shift.
Innovative funding methods bridge the gap between cost and affordability.	The costs of growth are met through funding methods that fairly apportion costs to development.
Settlement patterns minimise reliance of communities on existing and new flood control and drainage infrastructure, and minimise natural hazards generally	New urban and rural-residential development are in locations not requiring flood protection infrastructure, and not in areas with a high risk of landslides and other hazards.

Has productive partnerships within its community, including Tāngata Whenua	
Outcome	Evaluation Criteria
The community has the full opportunity to participate and is participating in key decision making processes.	Processes enable full participation by the community in significant decisions. There is ongoing effort to inform the community of key trends and drivers that may influence growth management.
The partnership between Māori and non-Māori is strengthened and guides kaitiakitanga.	Where appropriate, formal agreements or protocols are in place.
Tāngata whenua use and enjoy their ancestral taonga.	Marae are sustained through papakāinga development. Land has been used to support the social and economic well-being of tāngata whenua.
The level of planning regulation reflects the level of effects being managed.	Systems and resources of growth management agencies reflect the requirements of the strategy.
Organisations which provide services, co-operate and co-ordinate their planning.	Formal agreements (e.g. memorandum of understanding) are in place between growth management agencies. Joint flagship projects have proven results where appropriate.
Key assumptions and growth triggers are anticipated and regularly monitored.	Ongoing research and investigation of growth management issues is undertaken. Achievement of milestones is subjected to regular audit.
Community health indicators have been accepted as indicators of successful growth management.	Measurement systems which take account of factors such as unemployment, access to services and life long learning are in place.

5.2.6 Evaluation Results

The evaluation scores rated Scenario 3 as aligning most strongly with the Future Proof vision. The scoring for Scenario 3 was consistently the highest over all strategy elements and outcomes relating to natural environment, sustainable resource use and community “livability” and as a place of choice. In the long-term, these are the elements that will be the measures of strategy success.

The differentials for scores on infrastructure, although showing a similar range, had greater variability within the scoring of individual outcomes and criteria. While more compact scenarios promote potentially better transport outcomes, the trade-off is more complexity and risk in the planning and funding of other network infrastructure. Scenarios 2 and 3 have stronger alignment when considered in the long-term, largely as a result of the cumulative benefits of more compact development for transportation.

There was no differentiation between scenarios on partnership outcomes, based on the assumption that for any scenario a collaborative growth management approach would be adopted. However, the scoring of individual outcomes does identify potential weaknesses for more compact scenarios due to higher implementation risks.

5

5.3 Preferred Scenario

Based on the public feedback and scenario evaluation, the proposed way forward is a blend of Scenarios 2 and 3. This blend includes the adoption of several medium term stretch targets (beyond 10 years) from Scenario 3 including:

- Increased emphasis on differentiating the character of city, rural towns and villages and rural areas.
- Directly addressing the transitional issues arising from residential development at higher densities.
- Recognition of papakāinga as a major opportunity for tāngata whenua community development.
- Focusing greater attention on public transport, walking and cycling.
- Focusing greater attention on developing ecological corridors.

Scenario 2 is the generally preferred settlement pattern in the medium term but with a progressive shift toward Scenario 3 in the long-term (beyond 30 years).

Planning for an urban footprint based on Scenario 2 land-use requirements will provide a robust land supply to work within, providing capacity in the event that higher densities do not eventuate in the long-term.

Strategies that promote more compact and concentrated urban form have many long-term benefits in promoting sustainability. In general, impacts on natural and cultural resources are minimised, and liveability and the provision of transportation infrastructure are enhanced.

On the other hand, more compact and concentrated urban form has additional risks in planning and funding infrastructure due to increased uncertainties and complexity in managing forms of development with less predictable timing.

6

Future Proof Settlement Pattern

6.1 Introduction

This section sets out the proposed settlement pattern for the Future Proof sub-region. The settlement pattern is based on the preferred scenario that has arisen as a result of the consultation and evaluation process described in section 5.

The settlement pattern is based on a blend of scenario 2 (compact settlement) and scenario 3 (concentrated settlement).

The settlement pattern is defined out to 2041 and is indicative for the period 2041 to 2061.

6.2 Settlement Pattern

6.2.1 Regional, City, and District Growth Management Initiative

The Future Proof Strategy is focused on the whole sub-region. There are complex issues to consider concerning growth management, including future urban and rural land-use. It is difficult for each council to consider and plan for this on their own as the effects of many of their decisions stretch across territorial boundaries. The settlement pattern describes how the sub-region should develop in a unified and sustainable way.

While the Future Proof Strategy takes a sub-regional approach it has also been necessary for each territorial authority to translate the 'big picture' for growth across the sub-region to the city and district level. This has been done through the completion of individual growth management strategies for Hamilton, Waikato and Waipa which align with the Future Proof approach. These are the local responses to the Future Proof Strategy and have informed the settlement pattern outlined in this section.

6.2.2 Growth Areas

The settlement pattern is made up of key growth areas that have been identified within Hamilton City, Waipa District and Waikato District.

The settlement pattern out to 2041 will involve a significant increase in the number of households within a smaller land area. This is achieved by focusing development into the growth areas. Densities in the urban areas will be increased to around 15 houses per hectare for greenfields and there will be more intensive redevelopment of existing urban areas of up to 50 households per hectare in Hamilton City. Densities will also be increased for appropriate suburban developments in the Waikato and Waipa Districts.

Papakāinga development will aim to support the housing, economic and social needs of Māori communities, whether tāngata whenua or taura here⁶.

The key features of the settlement pattern for each growth area are as follows:

⁶ In the Future Proof Strategy 'taura here' means Māori individuals and whānau who live within the Future Proof sub-region but are tāngata whenua to other areas.

► Hamilton City

- The Hamilton CityHeart as the main commercial, arts, and social heart for the sub-region
- Increased residential population in the city with a broad range of services and facilities
- Strong neighbourhood centres in new suburban areas
- Well connected to public transport routes
- Higher density housing close to neighbourhood centres with larger lots on the edges of neighbourhoods
- Well planned open space with good walking and cycling links
- Intensified residential development focuses around key nodes, including the CityHeart, transport hubs, town/suburban centres and areas of high public amenity such as parks and the river
- Transport routes to support new areas
- Ruakura is a high technology innovation precinct and a more general employment area

► Cambridge

- Develops as a commercial centre to provide for more employment for the local population
- Intensification of the central business area supported by a mix of residential and business uses
- Consolidation of the equine industry which becomes a centre of excellence
- Better public transport and improved opportunities for walking and cycling
- Development within existing town boundaries to encourage infill
- Provision of a range of housing choices including increased densities
- Regeneration of existing areas without compromising the character of Cambridge
- Hautapu as a large industrial area servicing the town and vice versa
- New commercial areas to support local demand

► Te Awamutu and Kihikihi

- Towns will continue to grow while retaining their own character
- Consolidation of the Equine Events Centre which becomes a high performance centre
- Service centre for the surrounding rural area
- Better public transport and improved opportunities for walking and cycling
- Increased densities within the existing town boundaries including a range of housing choices and densities
- Residential infill development in Kihikihi
- Provision of industrial land at Bond and Paterangi Roads

► Airport/Mystery Creek

- Mystery Creek retained as significant events centre
- Airport/Titanium Park capitalising on business opportunities provided by air passenger/freight
- Additional provision for airport related accommodation in defined areas
- The airport will continue to be protected from reverse sensitivity effects through controls to avoid the establishment of new activities which would be adversely affected by airport noise and operational effects (particularly residential and rural-residential activities).

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- The airport/Mystery Creek area will serve as a key industrial and business area within the Waipa District as recognised by Waipa 2050.

► Huntly

- Character is retained while providing choice in affordable housing
- A range of employment options available in heavy industry, including energy, mining and the rural sector
- Passenger (both road and rail) connections to Hamilton and Auckland
- Focus on community and family well-being.

► Ngaruawahia

- Develop with Waikato–Tainui the concept of the town as the “cultural capital” of the Waikato
- Enhanced local service and employment opportunities as well as taking advantage of its proximity to Hamilton
- New residential growth in response to the development of an employment hub at Horotiu
- The town centre is strengthened and expanded to provide a much wider range of goods, services and activities
- The focus is on education and family well-being
- Marae community centred on Turangawaewae
- Passenger (both road and rail) connections to Hamilton and Auckland.

► Te Kauwhata

- The village grows whilst retaining its character, providing housing and services for an extensively diverse employment centre at Hampton Downs.
- An expanded rail service to provide passenger services from Te Kauwhata and freight and special events patrons to Hampton Downs.

► Raglan and Whaingaroa

- Grows to become a far more self-sufficient area, whilst drawing on the benefits of a spectacular coastal environment
- Moves towards a transition town
- Māori guardianship, history, values and entrepreneurship will further expand opportunities locally
- Recognising the sensitive coastal and harbour environment

► Rural Areas and Villages

Waikato

- 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.

Waipa

- These include Ohaupo, Ngahinapuri, Karapiro, Te Pahu, Te Miro, Rukuhia and Pukeatua.
- Residential development directed to/around existing villages rather than being spread into rural areas

- Low density development including infill in some areas
- Continuation of unserviced lots
- Additional development in commercial areas to service growing local populations
- Village centre upgrades in each village to focus on community living and well-being
- Provision of infrastructure at Karapiro for 2010 Rowing World Champs
- Housing and economic/social needs

► Morrinsville

- Character of the town is retained
- Better public transport is available
- Focus on community well-being

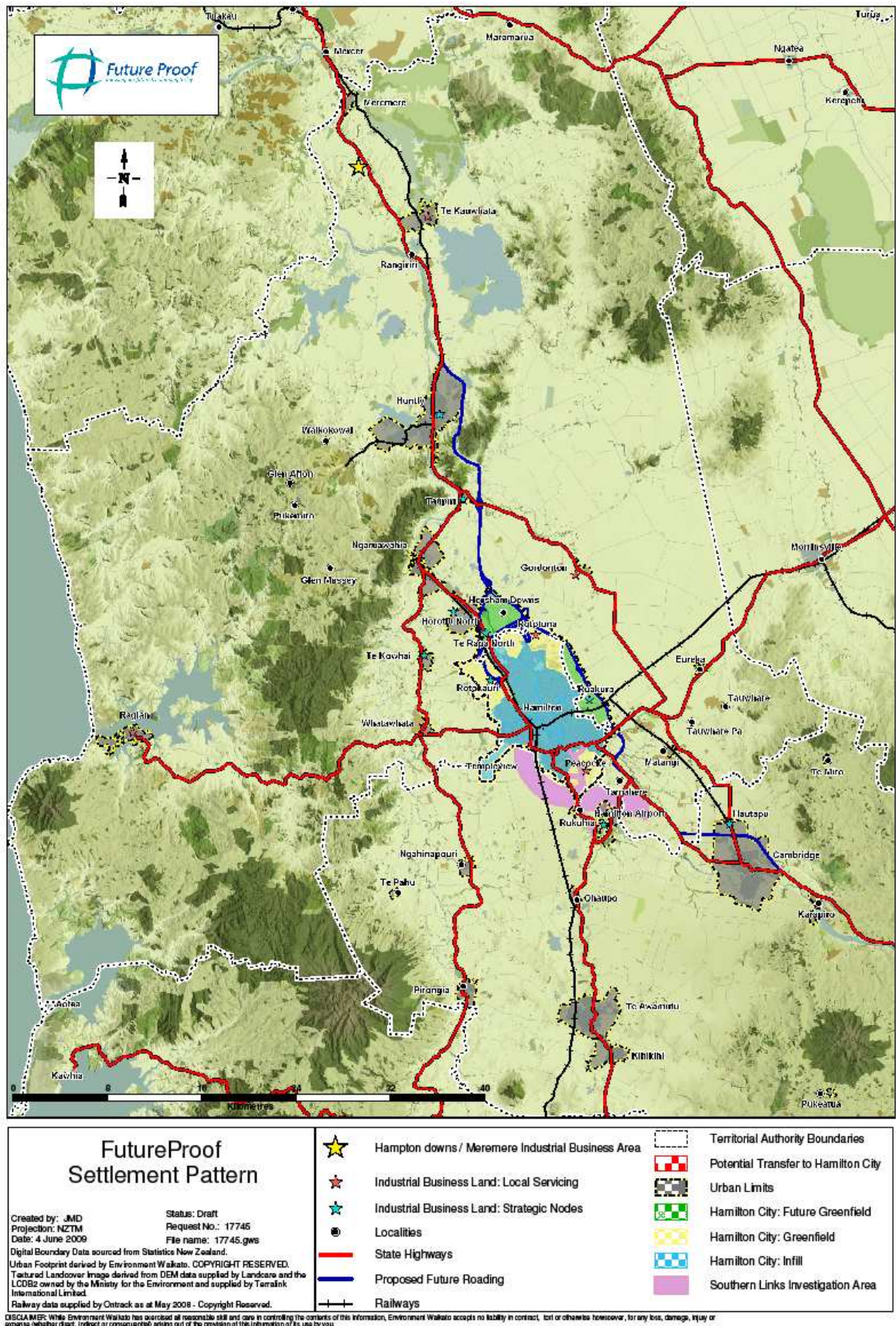
Over time the densities in suburban areas will increase to an average of 25 households per hectare in some new suburban areas only. Settlements will become more discrete with defined urban limits and greenbelts around them.

6.2.3 Key Elements of Settlement Pattern to 2061

There is a clear strategy direction to ensure that a greater percentage of growth over time is located in existing areas of the city and the existing towns in both districts. Therefore the targets are to be achieved over the planning period for the Strategy.

- 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 (see Table 4).
- For Waipa District, approximately 80% of growth will be within urban areas: 40% in Cambridge, 30% in Te Awamutu/Kihikihi, 10% in rural villages and 20% in the rural environment.

Figure 5: Future Proof Settlement Pattern Map



6.3 Broad Aims of the Settlement Pattern

6.3.1 Urban Limits

One of the aims of the Future Proof Strategy is to have defined urban areas. This allows for more cost effective and efficient servicing. It also provides a clear break between the urban development of Hamilton City and the development in and around other settlements. There needs to be definite boundaries between the urban and rural environments. Urban limits are to be implemented for Hamilton City and all key towns and villages within the Future Proof sub-region.

Proposed urban limits are indicated on the Future Proof Settlement Pattern Map on the previous page.

6.3.2 Growth Areas

Following are the growth areas for the Future Proof sub-region:

► Hamilton

- Hamilton existing urban, (CBD, Northeast, Northwest, Southeast, Southwest)
- Hamilton Greenfield (Peacocke, Rotokauri, Rototuna)
- Future Hamilton Greenfield (Horsham Downs, Ruakura, Horotiu (HT2)).

► Waipa

- Cambridge, Te Awamutu, Waipa Rural, Waipa Rural Villages

► Waikato

- Te Kauwhata, Ngaruawahia, Huntly, Raglan and Whaingaroa, Waikato Rural Villages, and Waikato Rural.

6.3.3 Allocation of Residential Land

The allocation of growth has been undertaken out to 2061 but is broken down into planning periods to 2021, 2041 and 2061. Having regard to Joint Committee decisions on responses and the scenario evaluation process, a blended settlement pattern has been developed. This involves a combination of various aspects of Scenarios 2 and 3 with the aim of moving to Scenario 3 over time. The following tables have been developed on this basis.

Table 3 provides the residential growth allocation for the Future Proof sub-region. Table 4 does the same but in more detail with growth allocations for the rural villages in the sub-region outlined. Table 4 shows the population change between 2006 and 2061 for each area.

Table 3: Future Proof Sub-Region – Allocation and Staging of Residential Growth 2006 - 2061

Growth Areas	Residential Population			
	2006	2021	2041	2061
Hamilton existing urban	119400	136400	161100	187900
Hamilton Greenfield	15000	37000	60000	60000
Future Hamilton Greenfield			3000	29700
Hamilton City Total	134400	173400	224100	277600
Cambridge	13225	17500	23200	25145
Te Awamutu/Kihikihi	12625	15900	20100	21565
Huntly	6915	8940	10925	12275
Ngaruawahia	5120	8340	12375	15875
Raglan and Whaingaroa	3220	4340	5025	5200
Te Kauwhata	1020	3430	5825	7675
Waipa Rural Villages	2350	3300	4290	5330
Waikato Rural Villages	6725	9050	12400	15775
Waipa Rural	15500	18800	19410	21460
Waikato Rural	22400	24800	27350	29800
Future Proof Sub-regional Total	223500	287800	365000	437700
Morrinsville	6800	7700	8400	8600
Sub-regional Split by Settlement Type (excluding Morrinsville)				
City	134400	173400	224100	277600
Towns	42125	58450	77450	87735

Rural Villages	9075	12350	16690	21105
Rural	37900	43600	46760	51260
Sub-regional Split – Proportion of Total Population (excluding Morrinsville)				
City	60%	61%	61%	63%
Towns	19%	20%	21%	20%
Rural Villages	4%	4%	5%	5%
Rural	17%	15%	13%	12%

The total population growth, as set out in the table above, has been developed in accordance with the population forecasts prepared by the University of Waikato for the Future Proof sub-region. The allocation and staging of this residential growth has been influenced by the preferred settlement pattern set out in section 5 which is a blend of Scenarios 2 and 3.

In general, the rural towns align with Scenario 2 while the rural areas and villages align with Scenario 3. The population numbers for rural areas in order to achieve Scenario 3 have been allocated to Hamilton City.

Most of the growth has been allocated to the identified Future Proof growth areas. These areas focus on Hamilton City and the towns and rural villages of Waikato and Waipa Districts.

The majority of the growth is concentrated in Hamilton City which will contain 67% of sub-regional growth by 2061. Approximately 21% of future growth has been allocated to the larger rural townships.

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.

Table 4: Detailed Allocation and Staging of Residential Growth 2006 - 2061

Authority	Settlement Type	Location	Population					
			2006	2021	2041	2061	Change 2006-2061	
Hamilton	Hamilton existing urban		119400	136400	161100	187900	68500	57%
	Hamilton Greenfield		15000	37000	60000	60000	45000	300%
	Future Hamilton Greenfield				3000	29700	29700	N/A
	Hamilton Total		134400	173400	224100	277600	143200	107%
Waipa	Towns	Cambridge	13225	17500	23200	25145	11920	90%
		Te Awamutu/Kihikihi	12625	15900	20100	21565	8940	71%
		Waipa Towns Total	25850	33400	43300	46710	20860	81%
	Rural Villages	Pirongia*	1200	1500	1800	2130	930	78%
		Ohaupo*	400	500	650	830	430	108%
		Ngahinapouri*	200	350	500	620	420	210%
		Te Pahu*	100	150	220	270	170	170%
		Rukuhia*	100	150	220	270	170	170%
		Karapiro*	200	400	600	820	620	310%
		Te Miro*	100	150	200	220	120	120%
		Pukeatua*	50	100	100	170	120	240%
		Waipa Rural Villages Total	2350	3300	4290	5330	2980	127%
	Waipa Rural		15500	18800	19410	21460	5960	38%
	Waipa Total		43700	55500	67000	73500	29800	68%
Waikato	Towns	Huntly	6915	8940	10925	12275	5360	78%
		Ngaruawahia	5120	8340	12375	15875	10755	210%
		Raglan and Whaingaroa	3220	4340	5025	5200	1980	61%
		Te Kauwhata	1020	3430	5825	7675	6655	652%
		Waikato Towns Total	16275	25050	34150	41025	24750	152%
	Rural Villages	Glen Massey*	225	250	250	275	50	22%
		Glen Afton*	150	150	175	175	25	17%
		Pukemiro*	250	250	300	300	50	20%
		Waikokowai & Renown*	150	150	175	175	25	17%

	Matangi ¹	350	650	1050	1400	1050	300%
	Taupiri	500	600	750	900	400	80%
	Eureka*	150	600	1200	1800	1650	1100%
	Gordonton*	300	400	600	1000	700	233%
	Tamahere*	1150	1250	1400	1500	350	30%
	Tauwhare*	200	250	250	300	100	50%
	Tauwhare Pa*	150	150	200	200	50	33%
	Rangiriri	100	200	300	400	300	300%
	Maramarua	150	350	600	900	750	500%
	Meremere	500	550	600	700	200	40%
	Horotiu	700	1000	1250	1600	900	129%
	Te Kowhai	500	850	1300	1750	1250	250%
	Whatawhata*	850	1000	1500	1850	1000	118%
	Lake Rotokauri*	350	400	500	550	200	57%
	Waikato Rural Villages Total	6725	9050	12400	15775	9050	133%
	Waikato Rural	22400	24800	27350	29800	7400	33%
	Waikato Total	45400	58900	73900	86600	41200	91%
Future Proof Sub-regional Total		223500	287800	365000	437700	214200	96%
	Matamata Piako Morrinsville	6800	7700	8400	8600	1800	26%

¹Subject to Section 8.15.4 – Action 8

*Rural villages without reticulated wastewater

The Future Proof Strategy has been predicated on the three local authorities accommodating growth within their own boundaries rather than taking the total population and allocating it to each area across the sub-region. The Future Proof Strategy adopted this approach in order to ensure that there was a sense of understanding and ownership for allocating growth within each local authority. It also means that there is more local autonomy over the best place to locate growth and which towns and villages are most suitable for this.

This task has been relatively easy for Hamilton City and Waipa District. It has been more challenging for the Waikato District because of the small size of the existing towns. The Waikato District has a large number of small settlements, a number of which are in close proximity to Hamilton City.

A large portion of the growth in the Waikato District has been allocated to the four main towns. It will be a challenge to achieve these allocations. There will need to be a clear focus on improving the amenity of some of the existing towns as well as the timely provision of infrastructure and a strong attention to create additional local employment. Nevertheless there is a desire by Waikato District to control rural sub-division and provide urban living in its existing towns and villages.

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The uptake rates will need to be carefully monitored across the sub-region. If the growth allocations are not being achieved then the review provisions outlined in section 8.4 will be triggered.

6.3.4 Allocation of Commercial Business Land

► Retail focus for the sub-region recognises that:

- In the period to 2026 there is likely to be substantial capacity within existing commercial centres and zones to accommodate a high proportion of expected future retail floorspace demand.
- New growth should emphasise development around existing commercial centres and zones, and minimise development in new areas, with the exceptions being new community and suburban-scale centres in new growth cells/communities to meet the demand for local goods.
- In the longer term, reliable estimates of capacity needs are difficult to make due to uncertainties over the nature of retailing and spending growth. Assumptions on allocation have been made to support broad scale land-use and infrastructure planning.

► Key approaches by area are as follows:

► Hamilton City:

- Maintain an emphasis on the Hamilton CityHeart as the primary commercial centre for the Future Proof sub-region.
- Recognise the role of both The Base and Chartwell as major commercial nodes.
- Provide for new retailing in new growth cells through local town centre/suburban centres/neighbourhood centres as appropriate e.g. in Rototuna, Rotokauri, Peacocke, Ruakura.
- Given the high level of existing development capacity within established commercial centres, there is no need in the short to medium term to plan for any major new retail centre anywhere around the city beyond the provision for retailing in new growth cells.

► Waikato District:

- Retailing expansion in existing town centres and villages will have a key role in providing local services. However, existing retail centres especially in Hamilton City minimise the potential for any significant expansion, particularly in areas of specialist and large-format retail.
- Rural residential growth into village nodes will help create nucleus community centres that can support an improved offer in convenience-retail.

► Waipa District:

- The two main townships of Te Awamutu and Cambridge house much of the district's population, and future growth is expected to continue this trend. In terms of shopping, the two town centres are first preference shopping destinations for 85% of the district's population. Travel distances help maintain the independence of these two town centres from each other as well as from any stronger Hamilton influence.
- In the northern rural sector between Te Awamutu and Hamilton City, there is a strong reliance on Hamilton businesses for most retail needs including local everyday items. There is also a significant area of existing residential growth in this area, particularly surrounding Tamahere and Ohaupo, as well as planned future residential growth in the Peacocke area. The addition of a new local shopping centre, around 4,200m² GFA is part of a Plan Change at the Airport to provide for "local everyday" retailing for nearby residents and for the expected expansion of a business park and air passenger functions.

► Morrinsville:

- Businesses serve the northern half of the Matamata-Piako District which is to the east and south of town, with little influence westward towards Hamilton.
- Consequently, there is little change expected in terms of demand for new retail. Whatever demand does arise is likely to be accommodated within the established town centre precinct and existing zoning controls.

6.3.5 Allocation of Industrial Business Land

Industrial business land is an important component of future land-use, especially from an employment, infrastructure, and transport perspective. Table 5 on the next page sets out the location, capacity, staging, locational factors and potential activities for industrial business land.

Table 5: Industrial Business Land: Location, Capacity and Provisional Staging

Type	Location	Capacity (ha) ⁷	Timing			Locational Factors	Potential Activities
			2021	2041	2061		
Strategic Nodes	Rotokauri	270	130	140	0	Proximity to rail and arterial roads, builds on established industrial activity node.	Warehousing, logistics, storage, construction, manufacturing, general employment. ⁸
	Ruakura	310	20	120	170	Proximity to rail and arterial roads (Eastern Arterial and Waikato Expressway), builds on established industrial activity node and Innovation Precinct. Large site with a further 280ha beyond the planning period.	High technology and innovation precinct and a more general employment area.
	Te Rapa North	230	0	60	170	Proximity to rail and arterial roads - (Te Rapa Bypass), builds on established industrial and services activity node. Large site with a further 20 ha available beyond the planning period.	As per Rotokauri with additional potential for activities displaced from Auckland
	Horotiu North	150	70	70	10	Rail, arterial roads, established dairy industry node.	Dairy industry, logistics, warehousing, meat processing.
	Hamilton Airport	223	73	75	75	Arterial roads, Hamilton airport. First stage implemented.	Warehousing, logistics.

⁷ The quantum of land areas provided are estimates based on the best available information. They are closely tied to long-term council community plans and the ability to finance trunk services and fund the depreciation of assets. Many of the future industrial land areas are also closely related to the completion of State Highway projects. Land release dates will be influenced by the timing of these projects. The quantum areas of land, the suggested timing and the uptake rates will be carefully monitored by the Future Proof partners and the Future Proof Strategy will be updated accordingly. As a guide to making adjustments, particularly in terms of bringing land forward, there is an expectation that 80% of land would be used before additional land is released. Capacity refers to the net developable area.

⁸ The definition of 'general employment' will be further determined through the structure planning process.

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	Hautapu	90	20	35	35	Rail, arterial roads, builds on dairy industry node.	Dairy industry, local servicing.
	Huntly and Rotowaro	50	10	20	20	Proximity to rail, water supply, raw materials. A further 35ha is available beyond the planning period.	Aggregate, coal mining.
	Te Kowhai	15	3	6	6	Proximity to Te Kowhai airport.	Logistics, freight activities - airport.
	Taupiri	10	2	4	4	Proximity to arterial roads and rail.	Logistics.
	Strategic Nodes	1348	328	530	490		
Specialised Activities	Hampton Downs/Meremere	400	80	160	160	Proximity to rail, arterial roads, water supply, isolated from sensitive land-uses, raw materials.	Power station, timber, transport, aggregate assembly, land fill related - recycling/ processing.
Local Servicing	Te Kauwhata	25	5	10	10		
	Gordonton	20	4	8	8		
	Ngaruawahia	54	18	18	18		
	Whatawhata	10	5	5	0		
	Raglan and Whaingaroa	30	6	12	12		
	Rototuna	10	2	4	4		
	Peacocke	10	0	5	5		
	Te Awamutu - Bond/Paterangi	20	4	8	8		
	Local Servicing	179	44	70	65		
Total Industrial Business Land		1927	452	760	715		

Approximately 1930 hectares of potential industrial business land dispersed across the sub-region has been identified in the development of the settlement strategy. This is made up of:

- 1350 hectares in strategic nodes that will cater to a range of industrial activities and will underpin the economic development of the sub-region
- 400 hectares at Hampton Downs as a special site for specialised large footprint industrial uses that cannot be readily accommodated in other urban industrial nodes
- 180 hectares in smaller nodes for local area service activities.

The industrial land shortage that has previously been a major issue for the sub-region should not be an issue into the future. It is important to identify industrial business land locations well in advance of development to ensure that inappropriate sensitive uses do not aggregate in and around the area.

The starting point for determining probable need is the average consumption rate of industrial business land over the last 10 years of 18 hectares per year. It is noted that this consumption rate includes a wide mix of uses.

Looking ahead, an annual average consumption rate of 27 hectares has been assumed, given: the trend toward larger-footprint developments, a tendency for landowners to land bank, larger areas needed for low-impact stormwater management, and the need for surplus capacity to accommodate economic cycles.

This equates to a total land provision target of 1400 hectares over a 50-year period to 2061. The strategic nodes identified will meet this need.

The specialised activities and local servicing areas are there to help fill local demand and to grow local communities.

It is not sustainable from either a development or an efficient resource use perspective to provide for more land in strategic nodes than is likely to be consumed. The challenge will be of timing and the ability to economically service land development in a range of locations.

6.3.6 Density Targets

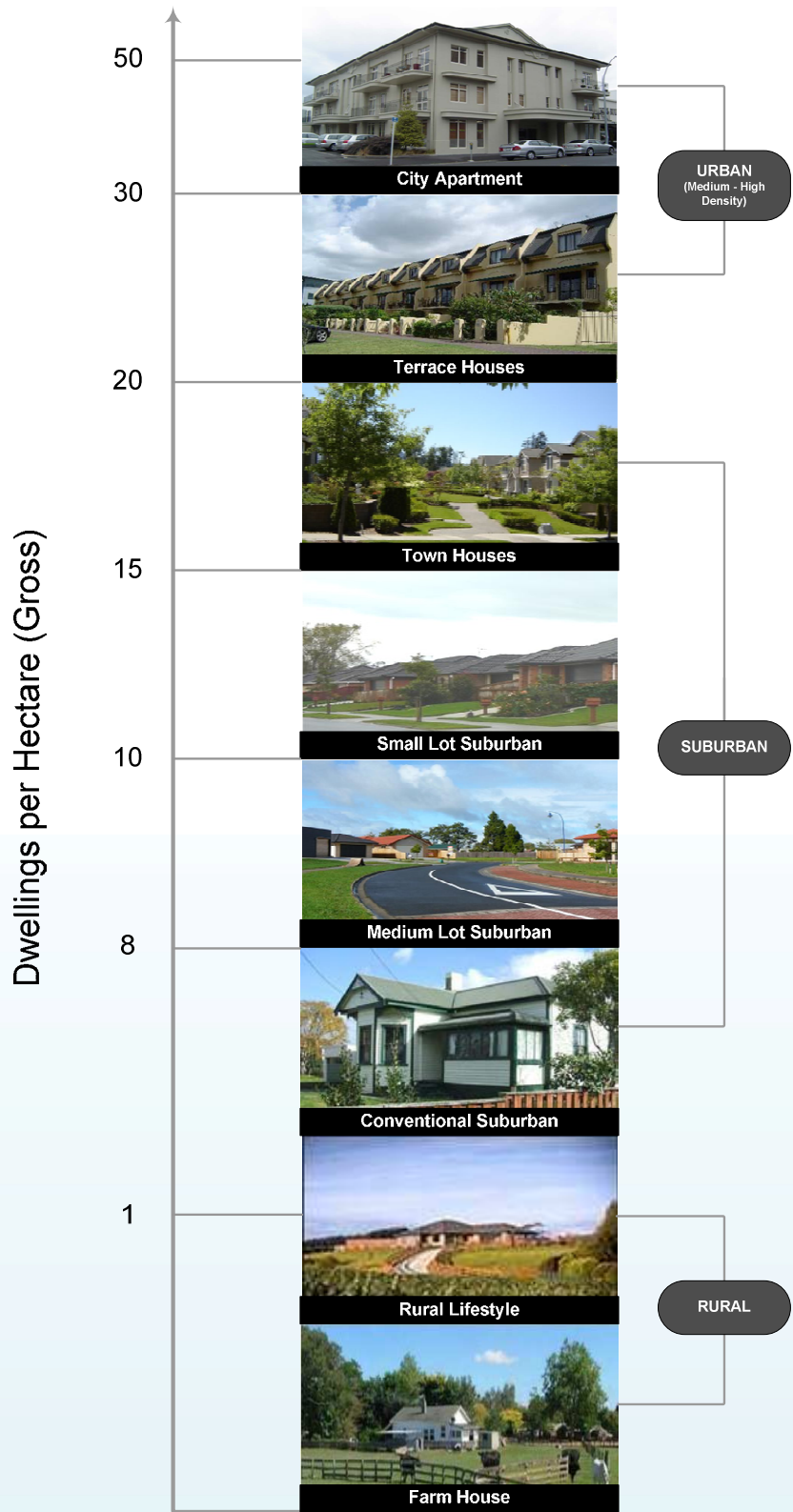
The Future Proof Strategy acknowledges that higher densities can help to support modal shift from the private car to more sustainable modes of transport. The New Zealand Transport Strategy and the Government Policy Statement on Transport support this approach.

This strategy has set the following general residential density targets which are to be achieved over time and not necessarily immediately:

■ Hamilton CityHeart	50 households per hectare
■ Hamilton Intensification Areas	30 households per hectare
■ Hamilton Greenfields	16 households per hectare
■ Waikato and Waipa Greenfields – Large Townships:	12 – 15 households per hectare
– Cambridge	
– Te Awamutu / Kihikihi	
– Huntly	
– Ngaruawahia	
– Raglan and Whaingaroa	
– Te Kauwhata	
■ Waikato Greenfields – Rural Villages:	8 – 10 households per hectare (assuming reticulated services)
– Matangi	
– Taupiri	
– Eureka	
– Gordonton	
– Maramarua	
– Meremere	
– Horotiu	
– Te Kowhai	
Whatawhata	
Note: The targets are gross density and exclude roads.	

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Figure 6: Examples of Density



6.4 Implementation of Settlement Pattern

6.4.1 Introduction

The preferred scenario for future growth and the targets needed to achieve this settlement pattern will require a significant shift from the current approach. A range of initiatives will be required in order to implement the settlement pattern.

6.4.2 Key Actions and Approaches

A detailed action plan for the settlement pattern is contained in section 8.15. Key actions contained in that section include:

- Amend the Waikato Regional Policy Statement and district plans to give statutory effect to the settlement pattern and establishment of urban limits
- Complete variations/changes to the Waikato and Waipa district plans
- Implement the residential and commercial land allocations
- Ensure that the Future Proof settlement pattern is reflected in the RLTS
- Include the Future Proof settlement pattern in LTCCP's and ensure that funding aligns with the direction of the settlement pattern
- A collaborative study of the area to the south of Hamilton City
- Develop comprehensive requirements for structure plans
- Develop and implement structure plans for new growth areas

6.4.3 Key Assumptions: Settlement Pattern

- The population of the Future Proof sub-region is projected to reach 437,700 by 2061.
- The Strategy provides for an additional 214,000 people in Future Proof sub-region from 2006 to 2061.
- Households are expected to grow from 79,100 to 164,400.
- The average number of persons per household is 2.66.
- The population is ageing but below average for the country.
- Residential densities are an essential part of containing urban development.
- An adequate supply of zoned land will be maintained.
- Commercial demand will increase with population growth.
- An additional 1,400 hectares of industrial land is required by 2061.
- The industrial land requirements are based on the last 10 years of consumption (an average of 18 hectares per year) plus 50% (27 hectares per year). This has taken into account larger footprint buildings and the propensity for land banking, among other things.
- Rototuna, Rotokauri Stage 1 and Peacocke Stage 1 will be the current residential greenfield growth cells for Hamilton City. Priority will be given to Peacocke Stage 2 ahead of Rotokauri Stage 2 as the next residential growth cell.

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- Ruakura will be developed as an employment precinct including leveraging off AgResearch and the University campuses.
- Higher greenfield residential densities occur.
- Rural-residential sub-division is limited.
- Growth emphasis is on Hamilton City CBD and town centres and nodes.
- The Waikato Expressway and key arterial routes are completed.
- There is increased public transport, park and ride, walking and cycling in urban areas.

6.4.4 Future Proof and Settlement Pattern Implementation

To effectively implement Future Proof and the associated settlement pattern, the following implementation actions have been prioritised. This is to ensure that the key foundations for implementation are put in place in a timely manner and that there is a clear focus on actions that need to be implemented in the initial period out to June 2010.

Priority Actions		Timing	Link to Strategy
1.	Establish a Joint Committee (Future Proof Implementation Committee "FPIC") at a governance level involving partner councils and tāngata whenua	August 2009	8.1.4 – Action 1
2.	Appoint an independent chair to the Future Proof Implementation Committee on the recommendation of the Mayors, Regional Chairman and tāngata whenua representatives.	August 2009	8.1.4 – Action 2
3.	Appoint a Future Proof Implementation Advisor	August 2009	8.5.4 – Action 5
4.	Develop and agree on an annual basis the Future Proof Implementation Budget	August 2009 and then by December each year	8.5.4 – Action 4
5.	Agree an implementation funding formula between the council partners for collaborative Future Proof implementation	August 2009	8.5.4 – Action 2
6.	Prepare a change to the RPS which will provide specific guidance on where growth will occur and include the concept of urban limits. The change will determine the overall extent of Future Proof through setting urban limits and working towards specific rather than indicative lines on the map: ▪ Greenfield growth areas – where council processes have established a clear boundary these will be included in the RPS change ▪ Rural residential – a list of criteria for assessing the location and form will be included, and ▪ Intensification areas ▪ Other matters as agreed The Change will also identify the significant issues for the sub-region such as large footprint retail/industrial land outside of the growth areas and the expansion of existing settlements. The RPS change is to assist in discouraging any proposed plan changes and resource consent applications for retail/industrial land that is outside of the agreed Future Proof settlement pattern.	September 2009	8.6.4 – Action 2 8.15.4 – Action 1 8.16.4 – Action 1
7.	Amend the RPS and relevant district plans to direct and restrict ongoing rural sub-division to identified areas. Ongoing rural sub-division occurring around the outside of agreed areas will compromise the Future Proof settlement pattern.	September 2009	8.16.4 – Action 1

8.	That changes or variations to Waipa and Waikato district plans be undertaken in parallel with the RPS change.	September 2009	8.6.4 - Action 5 8.15.4 – Action 2 8.16.4 – Action 1
9.	Take into account the loss of highly versatile land in determining the location and form of future urban development in the Future Proof sub-region to minimise the loss of highly productive land when amending the RPS and district plans to anchor the Future Proof Strategy.	September 2009 and ongoing	8.16.4 – Action 8
10.	That the Future Proof partners consider and adopt a process for the collaborative consideration of private plan change applications and resource consents that any of the partners may have submitted to them.	September 2009 and then ongoing	8.6.4 – Action 6
11.	Adopt and implement a formal risk management Strategy for managing resourcing and conflict.	October 2009	8.1.4 – Action 3
12.	Undertake and identify long-term land-use options through an integrated and collaborative study of the area to the south of Hamilton City (between Ruakura in the north, Mystery Creek Gully in the south, Matangi in the east and to the east of Temple View (southern links)).	November 2009	8.15.4 – Action 8
13.	Establish a Strategic Partner Forum for on-going input to implementation.	December 2009	8.1.4 – Action 4
14.	Establish a Future Proof tāngata whenua forum for ongoing input and to assist with Future Proof Implementation.	December 2009	8.1.4 – Action 5
15.	Define and agree on the programme and resources to implement the Strategy. Allocating adequate resources for successful implementation is essential.	December 2009 then annually	8.5.4 – Action 3
16.	Develop a communications strategy to maintain high levels of awareness of growth management issues in the community.	December 2009	8.1.4 – Action 8
17.	Review and complete the action tables in section 8 of the implementation plan with subsequent recommendations to be provided to the Future Proof Implementation Committee.	December 2009	8.5.4 – Action 6
18.	Develop and implement an annual briefing and engagement programme for central government including key Ministers and advisors. Prepare briefing papers on Future Proof matters for Ministers on a portfolio basis.	December 2009 then annually As required	8.2.4 – Action 3
19.	Develop a community engagement programme to take into account the principles of collaboration and to develop awareness and understanding of issues as a foundation for agreement, commitment and action.	December 2009	8.1.4 – Action 8
20.	Identify the specific actions and operational budgets necessary to implement the Strategy	December 2009	8.5.4 – Action 1
21.	Develop and implement regular reporting arrangements (including monitoring report format) on action implementation, strategy implementation risks and other relevant implementation matters for consideration by the Future Proof Implementation Committee	December 2009	8.4.4 – Action 5
22.	Discuss and confirm the roles and responsibilities of tāngata whenua, partner councils and the New Zealand Transport Agency, including a best practice engagement/participation model, that reflects the relationship and context of Te Tiriti o Waitangi/The Treaty of Waitangi and its principles.	December 2009	8.33.4 – Action 1

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23.	Determine which actions in tāngata whenua documents or noted in the Future Proof Strategy can be implemented or facilitated via Future Proof, structure plans, statutory and non-statutory instruments.	December 2009 for initial assessment phase then ongoing.	8.33.4 – Action 2
24.	Adopt and implement a formal protocol to identify, assess and mitigate issues around wāhi tapu and wāhi whakahirahira that may be impacted by development activity for the duration of the Strategy and that ensures the early engagement and participation of relevant tāngata whenua groups and stakeholders.	December 2009 for adoption of protocol and then ongoing	8.33.4 – Action 3
25.	Undertake a Future Proof project to determine the area of influence of Hamilton City and the sub-region's towns which is to include identification of those issues and matters that the council partners may wish to have input on.	December 2009	8.15.5 Action 11
26.	Consideration be given to the proposed Resource Management Act amendments and collaborative submissions made where appropriate.	2009	8.6.4 – Action 7
27.	Develop and implement a protocol to assist with the development of agreed sub-regional views on key growth management issues that may arise as a result of Future Proof implementation. The intention of the protocol is to provide a mechanism whereby an agreed single view on the key issues is determined and then provided to appropriate Ministers and agencies.	March 2010 and then ongoing	8.2.4 – Action 6
28.	Identify areas in and around existing towns that are appropriate for rural-residential living.	June 2010	8.16.4 – Action 3
29.	Develop an intensification transition plan (10 years).	June 2010	8.17.4 – Action 1
30.	Implement that staging plan for business land set out in section 6 and amend the RPS to reflect the proposed location of business land.	June 2010 (Staging Plan) September 2009 (RPS amendment)	8.18.4 – Action 1
31.	Align the Future Proof RPS change with the full RPS review.	June 2010	8.6.4 – Action 10
32.	Prepare briefing papers and undertake briefing of non-partner implementation agencies on those actions that require implementation by the non-local government agencies.	June 2010 and then ongoing	8.2.4 – Action 5
33.	Produce a Strategy Implementation Plan every three years as a basis for detailed growth management through agency plans (preceding the LTCCP).	June 2010 and then every 3 years	8.1.4 – Action 6
34.	Establish a joint research and shared information protocol between agencies playing a significant part in growth management.	June 2010	8.4.4 – Action 2
35.	Develop a definitive programme and protocol for papakāinga definition and successful development including facilitating the development of multiple owned Māori land.	March 2010 for phase 1 then ongoing	8.33.4 – Action 4
36.	Sign Memorandum of Agreement for Future Proof implementation.	July 2009	8.1.4 – Action 7
37.	Implement the individual growth strategies in line with the Future Proof Strategy.	Ongoing	8.6.4 – Action 9
38.	Implement the Strategic Transport Corridors.	Ongoing	8.24.4 – Action 8

Implementation Plan Components

7.1 Introduction

This section contains the implementation actions for the Strategy. They are grouped under the seven themes derived from the Strategy vision.

The aim is to clearly move beyond the ideals of the vision and strategic direction statements to a pragmatic programme of actions to implement the Strategy.

7.2 Format of the Action Information

Information provided in each implementation action area addresses:

Explanation	This outlines the information about why this particular action is being undertaken and how it may be carried out.
Growth Issues	This is a summary of the issues identified through Strategy research and consultation that have helped define actions.
Key Approaches	These are the approaches to be taken that will guide implementation of the actions.
Action	The table below shows the format of each of the action tables

7.3 Format of the Action Table

Action	Lead Agency	Support Agencies	Cost Implications	Implementation Tools	Linked to Strategy	Timing

7.4 Explanation of the Implementation Plan Components

Actions	Actions are the specific tasks that need to be carried out to implement the Strategy. A number of specific actions are subject to their own statutory processes, and the documents will be prepared in accordance with the legal requirements. Actions fall into different types. Specific actions are those that are generally one off or occur over a period of time at specific dates. They may include research or policy development. Others may be actions to anchor strategy implementation or physical development including services and infrastructure. A third type of action may be more about process and working collaboratively over the longer-term such as setting up working groups to deal with a range of tasks.
Lead Agency	The lead agency is the organisation responsible for initiating and leading the action. It may be a local government organisation, government department or other external agency. Lead agency responsibilities do not provide for unilateral action. Policy direction will result from the lead and support agencies working collaboratively. Carrying out tasks as a lead agency involves an effective partnership and a collaborative approach.
Support Agencies	The support agency can be one or more organisations that will assist the lead agency deliver the action.
Cost Implications	This outlines funding sources/cost to implement the action. Costs are not necessarily additional costs as there may be a change in priorities within organisations to carry out actions. Often actions are already committed or are being undertaken from current resources of an organisation.
Implementation Tools	These are the mechanisms or processes put in place to implement the Strategy actions.
Linked to Strategy	Actions can be linked to other sections within this Strategy. They can also be linked to partner councils or other internal strategies or to support agency strategies as indicated.
Timing	The timing sets when the action needs to be completed. Those actions without times will be set by the Joint Committee as part of its implementation role.

Not all of the action tables have been populated with the relevant information relating to lead and support agencies, cost implications, implementation tools, strategy linkages or timing. It is intended that the Future Proof Implementation Management Group will review all of the action tables and complete them. The Implementation Management Group will then need to recommend the tables to the Future Proof Implementation Committee by December 2009 (section 8.5.4 – Action 6).

Implementation Plan

Effective Governance, Leadership, Integration, Implementation and Productive Partnerships

8.1 Governance, Collaboration, Partnership and Community Engagement

8.1.1 Explanation

The success of any strategy depends on an efficient and integrated planning process. It is essential that the community has full opportunity to participate and provide input into any decision making process to ensure an effective partnership. It is also important that the partnership between tāngata whenua, the Crown and local authorities embrace the concept of kaitiakitanga.

The key organisations providing support and services need to ensure effective co-operation so that outcomes are successfully co-ordinated. All actions need to be monitored to ensure that key assumptions and growth triggers are correctly anticipated.

Future Proof's success will be determined by the long-term, formal commitment to collaboration between the key agencies and authorities. Collaboration and liaison with Government Agencies will be implemented to ensure Future Proof's success.



A voluntary, co-operative approach built on understanding, agreement and commitment is proposed. The governance model maintains links to constituent communities through its broad membership and partner forums.

8.1.2 Growth Issues

- The need for a formal governance structure which is sufficiently inclusive to ensure that the principles specified are credibly implemented and reviewed.
- A governance structure that can anchor the continued implementation of the Strategy beyond the triennium election cycle, to ensure effective commitment and gaining of value from the Future Proof strategy development process.
- Growth management issues need to be viewed in a local, regional, and national context.
- The ability to adequately address growth issues requires a degree of awareness and understanding within the community. This provides the base from which initiatives to manage growth can be agreed and committed to.

- Community engagement is required to ensure that the growth needs of the community are understood and incorporated into the actions of growth management agencies.

8.1.3 Key Approaches

- The Strategy provides the strategic direction for growth and is used by all organisations within the community sector to co-operatively manage growth.
- Policies and actions of the strategy partners reinforce the agreed outcomes.
- Collaboration at the governance level continues to implement the Strategy and Implementation Plan.
- A voluntary co-operative and co-ordinated partnership to growth management and relevant community sector groups is continued and fostered.
- Memoranda of Understanding and agreements provide a basis for action reached by the four partner councils and others, regarding the implementation of the Strategy, particularly beyond the Local Government triennium.
- Organisations which provide services co-operate and co-ordinate their planning.
- The governance body has sufficient powers of delegation to ensure the implementation of the Strategy, including advice to the councils and other implementation partners on the actions and initiatives required.
- The role and responsibility of tāngata whenua in future governance is clearly defined.
- An environment is created that encourages community interaction on growth management issues.
- Community engagement takes into account the need to promote awareness and understanding of growth management issues as a platform for achieving agreement and commitment to action.
- Decision-making processes consider and determine the matters of significance that affect local communities.
- The level of regulation reflects the level of effects being managed.
- Indicators of community health are accepted as indicators of successful growth management.
- Adequate resources are provided to enable implementation of Strategy priority actions.
- Responsibilities beyond those of the partner councils are clearly defined and agreed upon prior to finalisation of the implementation plan. Those who have responsibility understand and agree with the defined implementation role.

8.1.4 Actions

Action	Lead Agency	Support Agencies	Cost Implications	Implementation Tools	Linked to Strategy	Timing
1. Establish a Joint Committee (Future Proof Implementation Committee "FPIC") at a governance level involving partner councils and tāngata whenua.	Mayors and Regional Chair	Waipa DC, Waikato DC, Hamilton CC, EW and tāngata whenua	Future Proof Implementation Budget	LTCCP, LGA 2002		August 2009
2. Appoint an independent chair to the Future Proof Implementation Committee on the recommendation of the Mayors and Regional Chairman and tāngata whenua representative.	FPIC	Waipa DC, Waikato DC, Hamilton CC and EW,	Future Proof Implementation Budget	LTCCP, MOA		August 2009
3. Adopt and implement a formal risk management Strategy for managing resourcing and conflict.	FPIC	Waipa DC, Waikato DC, Hamilton CC and EW	Future Proof Implementation Budget			October 2009
4. Establish a Strategic Partner Forum for on-going input and to assist with Future Proof implementation.	FPIC	Strategic Partner Organisations	Future Proof Implementation Budget			December 2009
5. Establish a Future Proof tāngata whenua forum for ongoing input and to assist with Future Proof Implementation.	FPIC	Ngā Karu Atua o te Waka	Future Proof Implementation Budget		Section 8.3.3	December 2009
6. Produce a Strategy Implementation Plan every three years as a basis for detailed growth management through agency plans (preceding the LTCCP).	FPIC	Council Partner Organisations, Strategic Partners Forum	Future Proof Implementation Budget			June 2010 and then every 3 years
7. Sign Memorandum of Agreement for Future Proof implementation.	HCC, Waipa DC, Waikato DC and EW, Tainui Waka Alliance, Ngā Karu Atua o te Waka	FPIC	Existing resources	Memorandum of Agreement	Future Proof Implementation	July 2009

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8. Develop and implement a community engagement programme to take into account the principles of collaboration and to develop awareness and understanding of issues as a foundation for agreement, commitment and action.	FPIC and Implementation Advisor	HCC, Waipa DC, Waikato DC and EW, Tainui Waka Alliance, Ngā Karu Atua o te Waka	Future Proof Implementation Budget	Community Engagement Programme	Section 8.1, Section 8.4, Section 8.5 and Section 8.6	December 2009
9. Establish a joint research and shared information protocol between agencies playing a significant part in growth management.	FPIC and Implementation Advisor	HCC, Waipa DC, Waikato DC and EW, Tainui Waka Alliance, Ngā Karu Atua o te Waka	Future Proof Implementation Budget	Protocol		June 2010

8.2 Central Government Engagement and Commitment

8.2.1 Explanation

Engagement with central government is primarily about positive long-term relationships with government to assist with implementation of the Future Proof Strategy. Councils and strategic partners will be unable to fully implement many policy and funding programmes of the Strategy without these relationships.

The identified strategy, policy and funding areas are primarily the responsibility of central government. They have, for example, a significant impact on the viability of sub-regional intensification that the Strategy seeks to implement. The partner councils and strategic partners have little or no jurisdiction over those policy and funding areas. They lack the immediate power to bring about change in key areas, but have an ability to exert influence.

8.2.2 Growth Issues

- Continuing the development and implementation of long-term relationships with central government and government agencies.
- The need to influence government policy and funding if required for successful strategy implementation.

8.2.3 Approaches

- Continue to demonstrate united leadership in strategy implementation with a focus on ongoing collaboration and partnership on behalf of this area.
- Continue to undertake engagement and relationship building with Central Government at the senior ministerial and official level around Future Proof implementation. They are part of the suite of ways to achieve influence and highlight the national policy and funding needs of the area.
- Speak with a single sub-regional voice, particularly on the significant growth issues, to ensure the successful implementation of Future Proof.
- Ongoing briefings and updating of Government Agency Regional Managers based in Hamilton on Future Proof implementation issues and achievements.
- Co-ordinate approaches to conservation and recreation reflected in open space and recreation actions

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8.2.4 Actions

Action	Lead Agency	Support Agencies	Cost Implications	Implement-ation Tools	Linked to Strategy	Timing
1. Advocate to central government on behalf of the Future Proof sub-region to ensure national legislation and national funding policy frameworks meet local needs and provides a framework for local action.	FPIC	Waipa DC, Waikato DC, Hamilton CC, EW and NZTA and RTC	Future Proof Implement-ation Budget	MOA, Briefing Papers, submissions on legislation and policy changes		Ongoing
2. Ensure the RLTS, RLTP and NLTP reflect the Strategy objectives.	FPIC	NZTA, HCC, Waikato DC, Waipa DC & EW	Future Proof Implement-ation Budget	RLTS, RLTP		Ongoing
3. Develop and Implement an annual briefing and engagement programme for central government including key Ministers and advisors.	Independent Chair and Implement-ation Advisor	FPIC, Mayors and Regional Chair, Waipa DC, Waikato DC, Hamilton CC	Future Proof Implement-ation Budget	MOA		December 2009 and then ongoing
4. Prepare briefing papers on Future Proof matters for Ministers on a portfolio basis.	Implement-ation advisor	Independent Chair, IMG	Future Proof Implement-ation Budget	Briefing papers		Ongoing
5. Prepare briefing papers and undertake briefing of non-partner implementation agencies on those actions that require implementation by the non-local government agencies.	Implement-ation advisor	Independent Chair, IMG	Future Proof Implement-ation Budget	Briefing papers		June 2010 and then ongoing
6. Develop and implement a protocol to assist with the development of agreed sub-regional views on key growth management issues that may arise as a result of Future Proof implementation. The intention of the protocol is to provide a mechanism whereby an agreed single view on the key issues is determined and then provided to appropriate Ministers and agencies.	FPIC	Implement-ation Advisor and IMG	Future Proof Implement-ation Budget	Protocol		March 2010 and then ongoing.

8.3 Funding

8.3.1 Introduction

A crucial component of the success of Future Proof is identifying the costs of growth and determining the main sources of funding, especially for major community infrastructure such as roading, water, wastewater, stormwater, recreation and cultural facilities.

The ability to fund this infrastructure in a fair and timely manner will be one of the key challenges for implementation of Future Proof and ensuring its success.

If funding is not structured in a controlled and organised manner, there will be unintended growth impacts that will negate Future Proof objectives. Unwanted traffic congestion, reduced amenity values and lack of community resources are a few of the possible detrimental results.

An assumption has been made that the capital costs for on-going improvements to the water and waste-water systems arising from growth can be funded from development and financial contributions. While final figures have yet to be established, evidence suggests there will be a considerable gap between the funding required and the ability of current income sources to deliver these over the planning period.

The approach taken by Future Proof to costing is one of gap analysis rather than identifying absolute costs, with an emphasis on capital costs. Maintenance and depreciation are also excluded.

The risk of not implementing a sound planning strategy for funding is that by taking no action there will be significant long-term impacts, such as the possibility of passing on costs to future generations. Admittedly there is often a reluctance to identify and pay for the true costs of growth, and existing communities are averse to fund new facilities as the community grows. However, when such costs are ignored or delayed, this results in large amounts of capital being utilised for restitution works.

Costs pertaining to infrastructure are not limited to local government; rather there are financial implications for other infrastructure providers such as gas, energy, and communication companies that will benefit from the certainty of a formal growth strategy.

8.3.2 Growth Issues

- Being able to fund the required infrastructure in a fair and timely manner.
- Traditional funding sources are inadequate and alternatives are required to be developed and further implemented.
- Lack of government policy/legislation to permit innovative funding arrangements.

8.3.3 Key Approaches

- Ensure all infrastructure, which underpins the location and timing of growth (such as transportation corridors), is funded in a fair and timely way.
- Accept that rating, financial, and development contributions will continue to be the main methods of funding the costs of growth, but that alternative methods also need to be pursued to meet expected shortfalls.
- Develop and implement a package approach in respect of funding resources (unlikely to be single source funding for major projects).

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- Ensure development contributions are supported by adequate investment in growth forecasting and services planning and that there is consistency in the basis of development contributions policy across the area.
- Ensure development contributions are appropriately applied to mitigate the fiscal effects of growth.
- Ensure financial contributions are appropriately applied to mitigate effects of growth including the timing of infrastructure provision where required across boundaries.
- Rating will continue to fund the maintenance of growth-related infrastructure enabled by an increasing rating base.
- Identify the costs of growth in a transparent manner.
- Keep growth related issues in front of central government to ensure timely budget funding for critical community infrastructure facilities particularly in the areas of health, education and transportation.
- Support central government legislative and policy initiatives which result in wider funding opportunities, especially for telecommunications network infrastructure.
- Use innovative funding and administrative methods to provide key infrastructure, such as areas of open space and community facilities.

8.3.4 Actions

Action	Lead Agency	Support Agencies	Cost Implications	Implementation Tools	Linked to Strategy	Timing
1. Establish the likely quantum of capital needed to support larger scale Future Proof area infrastructure.	FPIC	HCC, Waipa DC, Waikato DC and EW and NZTA	Future Proof Implementation Budget	LTCCP's, RLTP, RLTS		June 2011
2. Identify the costs of growth, in particular the secondary network infrastructure costs arising from consolidation at the neighbourhood level.	HCC, Waipa DC and Waikato DC	Waipa DC, Waikato DC and EW	Existing resources	LTCCP's, RLTP		To be determined
3. Implement a financial/development contribution policy for growth-related expenditure. This may also include a sub-regional development contribution policy for key infrastructure and also ensure alignment across the partner councils.	HCC, Waipa DC and Waikato DC	EW, NZTA	Existing Resources	LTCCP		December 2011
4. Development and consideration of a policy position in respect of a sub-regional approach to the funding of recreation, arts, and cultural facilities and open space.	FPIC	HCC, Waipa DC, Waikato DC and EW	Future Proof Implementation Budget	LTCCP's		December 2011
5. Development and consideration of a policy position on the use of a targeted "green rate" for the purchase and protection of land, such as open space, protection of ecological areas, and significant landscapes. This will include consideration of alignment with the Natural Heritage Fund with Future Proof priorities.	EW	HCC, Waipa DC and Waikato DC	Existing Resources	LTCCP's		December 2011
6. Engage with and seek formal commitment from government to widen the existing funding base of local government where there are on-going growth related costs. Also seek Government commitment to fund "roads of national significance" as a national priority.	FPIC	HCC, Waipa DC, Waikato DC and EW, NZTA, MoT	Future Proof Implementation Budget	Memorandum of Agreement		December 2012
7. Investigate the potential use of sub-regional funds held by various agencies, for growth related infrastructure provision.	FPIC	HCC, Waipa DC, Waikato DC and EW	Future Proof Implementation Budget	Memorandum of Agreement		To be determined
8. Develop through the RLTP funding plans for the development of strategic transport infrastructure in the sub-region.						

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8.4 Monitoring and Review

8.4.1 Introduction

Monitoring provides an effective mechanism to inform Future Proof decision-makers and those who have implementation responsibilities about the consequences of actions, and changes in the community and the environment, in order to determine effectiveness of the implementation of Future Proof actions. For monitoring to provide meaningful information, it needs to have good quality data.

Developing indicators helps to focus monitoring efforts. Once indicators are developed it is important to check that the information generated will be directly useful for measuring the outcomes desired.

Monitoring the implementation of Future Proof is a key activity to gauge its effectiveness and to determine whether, over time, there needs to be a review or a change in particular actions or approaches.

It is important that there is a regular review of the information used, particularly in the forecasting of growth, funding of infrastructure and assumptions to ensure the Strategy is kept up to date and relevant.

8.4.2 Growth Issues

- Develop a sound platform of information on which to base growth management policy development.
- Having up to date information that is relevant to the issues that may emerge over time.
- Ensure indicators are kept relevant through indicator feedback. If a desired outcome is achieved, then monitoring efforts might be transferred to something else that requires attention.
- Co-operation and ongoing communication between key agencies is critical.

8.4.3 Key Approaches

- The Strategy develops sound information on which to base growth management policy. It is important that the information used for growth management be kept up to date.
- Commitment to the establishment and on-going implementation of a sub-regional state of the environment monitoring approach by combining regional and territorial authority monitoring and reporting. This is to include social, economic, environment and cultural monitoring.
- There is regional consistency in monitoring and the integration of information.
- There is consistency of data used (particularly growth forecasts) across the partner councils.
- Any change to the base data which has been used for strategy development and/or implementation is confirmed with the Future Proof Implementation Committee.
- There is continuous improvement in the understanding of the drivers of growth to ensure informed planning and decision-making occurs.
- Key risks to strategy implementation are identified and managed effectively.
- Develop Key Performance Indicator reporting processes to be identified as part of the implementation plans.

8.4.4 Actions

Action	Lead Agency	Support Agencies	Cost Implications	Implement-ation Tools	Linked to Strategy	Timing
1. Monitor growth management drivers and trends in demographics, growth and development, including: - Uptake rates and land availability - Migration to determine its relationship to growth rates and growth impact in the area - Rural-residential sub-division, - Community well-being - Traffic volumes and report on such monitoring on a regular basis.	FPIC	HCC, Waipa DC, Waikato DC and EW and Statistics New Zealand	Existing resources and Future Proof Implementation Budget	LTCCP	8.7.4 – Action 1 & 2	Ongoing
2. Establish a joint research and shared information protocol between agencies playing a significant part in growth management.	EW	HCC, Waipa DC, Waikato DC and EW and NZTA	Existing resources	MOA		June 2010
3. The outcomes of detailed investigations, central and local government policy decisions and Court decisions that may affect the assumptions underpinning the Strategy will be assessed on an annual basis and a decision made on the need for amendment to the Strategy.	FPIC	HCC, Waipa DC, Waikato DC and EW and NZTA	Existing resources			Ongoing
4. A review of the Strategy actions will commence in 2011 or at the discretion of the Strategy partners if there is a substantial change affecting the assumptions that underlie the Strategy.	FPIC	HCC, Waipa DC, Waikato DC and EW	To be determined			December 2011

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5. Develop and Implement regular reporting arrangements (including monitoring report format) on action implementation, strategy implementation risks and other relevant implementation matters for consideration by the Future Proof Implementation Committee.	Implement- ation Advisor	Independent Chair and IMG	Future Proof Implement- ation Budget		8.7.4 – Action 1 & 2 and 8.4.4 – Action 1	December 2009
6. Implement arrangements for the monitoring of growth as allocated in Table 4. This involves strategy partners being able to reallocate growth. If growth is to occur then such a reallocation will need to be considered and approved by the Future Proof Implementation Committee.	IMG	HCC, Waipa DC, Waikato DC and EW	Future Proof Implement- ation Budget			December 2010

8.5 Implementation Management

8.5.1 Introduction

Governance and leadership on growth issues must be implemented through the management structures and systems of the partner agencies.

Each organisation has its own way of working and organisation culture. The aim is to provide for efficient, effective joint delivery of outcomes while maintaining the strength that diversity brings.

8.5.2 Growth Issues

- Lack of resources.
- Lack of effective co-ordination.
- Unless implementation is sufficiently resourced, recommended actions will not be implemented.

8.5.3 Key Approaches

- Sufficient resources are directed to implementing strategy actions.
- Sufficient cross council resources exist to implement, monitor and review strategy outcomes.
- There is collaborative and timely implementation of agreed policy.
- Recognition that councils are only one component of implementation and that there is a need to maintain on-going links with other lead or support agencies.
- Recognition that the costs of Future Proof implementation will fall where they lie apart from the collaborative implementation arrangements.
- Agreement is reached on a strategy implementation funding formula in respect of the implementation arrangements for Future Proof. The current agreed cost sharing formula between the four partner councils is Hamilton City and Environment Waikato (35% each), and Waipa and Waikato District Councils (15% each).

8.5.4 Actions

Action	Lead Agency	Support Agencies	Cost Implications	Implementation Tools	Linked to Strategy	Timing
1. Identify the specific joint actions and operational budgets necessary to implement the Strategy.	IMG	HCC, Waipa DC, Waikato DC and EW	Future Proof Implementation Budget	Relevant LTCCP's		December 2009
2. Agree an implementation funding formula between the council partners for collaborative Future Proof implementation.	FPIC	HCC, Waipa DC, Waikato DC and EW		Relevant LTCCP's		August 2009
3. Define and agree on the programme and resources to implement the Strategy. Allocating adequate resources for successful implementation is fundamental to strategy implementation.	FPIC	Waipa DC, Waikato DC, Hamilton CC and EW	Costs shared across the partner councils in accordance with Future Proof funding formula	LTCCP's		December 2009 then annually
4. Develop and agree on an annual basis the Future Proof Implementation Budget.	IMG and Partner Council Chief Executives			LTCCP's		August 2009 and then by December each year
5. Appoint a Future Proof Implementation Advisor.	IMG and Partner Council Chief Executives		Future Proof Implementation Budget		Appendix 10.2.6	August 2009
6. Review and complete the action tables in section 8 of the implementation plan with subsequent recommendations to be provided to the Future Proof Implementation Committee.	IMG	FPIC	Future Proof Implementation Budget	Future Proof Strategy	Section 8 (Future Proof Implementation Plan)	December 2009

8.6 Development and Integration of Plans and Policies

8.6.1 Introduction

The Strategy provides the framework and processes to ensure that integration is treated as a high priority from the inception of policy formulation.

Opportunities for joint action need to be given serious consideration for any new policy initiatives.

The Strategy provides a single point of reference for the community to understand the approaches being taken to growth management across the area.

8.6.2 Growth Issues

- Inconsistencies between planning documents. It is important that all planning documents are in alignment to provide both certainty and development direction.
- Compliance costs for councils. This can be controlled through avoidance of duplication and conflicting approaches to development management.
- Ensuring that all councils recognise that they have an obligation to align their strategies.
- Integrating council planning documents with iwi and hapū management plans. These need to be recognised and taken into account by the local and regional councils as useful planning tools.

8.6.3 Key Approaches

- Common issues are addressed through joint plans or documentation alignment.
- Preparation, notification, hearing and decision-making in respect of changes and amendments to policy and planning instruments to align the Strategy are carried out jointly between the partner councils where there are issues of sub-regional significance that are identified in Future Proof and/or have been so identified by any of the Future Proof partners.
- Integration is sought between Long Term Council Community Plans, Regional Policy Statement, Asset Management Plans, Regional Land Transport Strategy, Regional Land Transport Programme, regional and district plans.
- For areas subject to intensification, regulation must provide developer certainty, create good urban design and generate minimal compliance costs in gaining resource consents. Development incentives including bonuses and reduced impact fees should be explored in detail as part of the regulatory approach.
- Development and integration of plans and policies.

8.6.4 Actions

Action	Lead Agency	Support Agencies	Cost Implications	Implementation Tools	Linked to Strategy	Timing
1. Integrate implementation policy instruments. This will include the development and implementation of a co-ordinated approach including an agreed protocol, across the partner Councils in respect of the management, preparation and processing of plan changes, plans and policy initiatives, through the pooling of resources, co-ordination of time frames and processes, and any other associated actions.	HCC, Waipa DC, Waikato DC and EW	FPIC	Within existing resources	RPS, RLTS, RLTP, LTCCP's, District Plans, and other plans and strategies		September 2009 (8.6.4 – Actions 2 & 5) Ongoing
2. Prepare a change to the RPS which will provide specific guidance on where growth will occur and include the concept of urban limits. The change will determine the overall extent of Future Proof through setting urban limits and working towards specific rather than indicative lines on the map: - Greenfield growth areas – where council processes have established a clear boundary these will be included in the RPS change - Rural residential – a list of criteria for assessing the location and form will be included, - Intensification areas, and - Other matters as agreed The change will also identify the significant issues for the sub-region such as large footprint retail/commercial/industrial land outside of the growth areas and the expansion of existing settlements. The RPS change is to assist in discouraging any proposed plan changes and resource consent applications for retail/industrial land that is outside of the agreed Future Proof settlement pattern.	EW	HCC, Waipa DC and Waikato DC.	Within existing resources	RPS		September 2009
3. Develop consistent approaches to policy and plan preparation, e.g. common review dates to facilitate alignment of LTCCP, RLTP and NZTA highway funding	HCC, Waipa DC, Waikato DC and EW	FPIC	Within existing resources	LTCCP's		Ongoing

4. When preparing or reviewing any strategy and planning document, consider alignment and consistency with the Strategy and its implementation plan.	HCC, Waipa DC, Waikato DC and EW	FPIC	Within existing resources	All relevant plans, strategies and policies		Ongoing
5. Changes or variations to Waikato and Waipa district plans be undertaken in parallel with the RPS change	Waipa DC and Waikato DC	HCC and EW	Within existing resources	District plans		September 2009
6. Future Proof partners adopt a process for the collaborative consideration of private plan change applications and resource consents that any of the partners may have submitted to them.	HCC, Waipa DC and Waikato DC	EW	Within existing resources	Submissions		September 2009 and then ongoing
7. Give consideration to the proposed Resource Management Act amendments and collaborative submissions made where appropriate.	FPIC	HCC, Waipa DC, Waikato DC and EW	Future Proof Implementation Budget			2009
8. Continue to engage and discuss with Matamata-Piako District Council, and other adjacent councils, matters related to managing growth across the territorial boundaries and develop appropriate policies and plans to deal with relevant issues.	FPIC IMG	HCC, Waipa DC, Waikato DC and EW	Future Proof Implementation Budget			Ongoing
9. Implement the individual growth strategies in line with the Future Proof Strategy.	HCC, Waikato DC, Waipa Dc	EW	Within existing resources	RPS District Plans LTCCPs	Hamilton Urban Growth Strategy, Waipa 2050, Waikato District Growth Strategy	Ongoing
10. Align the Future Proof RPS change with the full RPS review.	EW	HCC, Waipa DC, Waikato DC	Within existing resources	RPS		June 2010

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8.7 Strategy Adaptability

8.7.1 Introduction

The Strategy over time is working towards a more sustainable urban form with efficient use of resources.

Long-term growth management is susceptible to changing circumstances. It is important that this Strategy is adaptable when things change significantly. This includes excessive growth rates, a slowing of the growth rate, cataclysmic world events and other global changes. The Strategy needs to be kept current and relevant.

8.7.2 Growth Issues

- Data uncertainty, particularly when forecasting growth out 50 years.
- Infrastructure has a long life span but may not meet the changing needs of the area in the future.
- There are many unpredictable factors that could affect the Strategy, such as climate change, instability of the global economy, security of energy supply and changes in the political environment.

8.7.3 Key Approaches

- Use the 'precautionary principle'.
- Use risk assessments to identify the area's vulnerability to change.
- Monitor and review strategy actions to account for change affecting the area.
- Ensure risk management strategies are in place.

8.7.4 Actions

Action	Lead Agency	Support Agencies	Cost Implications	Implement-ation Tools	Linked to Strategy	Timing
1. Assess the area's vulnerability to change factors.	FPIC	HCC, Waipa DC, Waikato DC and EW	Future Proof Implement-ation Budget	LTCCP's		When Future Proof Strategy reviewed
2. Undertake a risk assessment for the Strategy. This should be undertaken in year 2 of the Strategy's implementation. The assessment should cover mitigation, adaptation and resiliency where necessary.	FPIC	HCC, Waipa DC, Waikato DC and EW	Future Proof Implement-ation Budget	Risk assessment		December 2010

Protection of Natural Environment, Landscapes and Heritage and Healthy Waikato River

8.8 Natural Environment and Biodiversity

8.8.1 Introduction

By protecting and enhancing our indigenous biodiversity, New Zealand can make a unique contribution towards the maintenance of global biodiversity.

Coastal areas and lowland bush fragments in particular are vulnerable to pests and degraded habitat, dry land ecosystems to unsympathetic sub-divisions, and waterways to pollution and pests.

Biodiversity contributes directly toward making the Future Proof sub-region a pleasant place to live. Urban areas with healthy and abundant green space can support biodiversity. Biodiversity underpins the viability of aspects of the area's agricultural industry and contributes to the area's rich rural and landscape heritage.



Areas of particular importance emerging from Future Proof include:

- No further degradation of the environment, indigenous biodiversity is no longer under threat, and there is active enhancement and improvement.
- Recognise the indigenous and statutory right of tāngata whenua to exercise kaitiakitanga over taonga, which includes the retention of land in tāngata whenua ownership.
- The quality of the sub-region's water resources is improved.
- The sub-region's fisheries, indigenous plant cover and animal habitat are improved.
- A successful balance between the use, development and protection of the coastal landscape is achieved.
- Cultural heritage resources are protected and enhanced.
- The visual integrity of important landscape features are protected, including ridgelines and other key landforms.
- The protection and enhancement of the natural and cultural environment is recognised as a cornerstone of sustainable development. Significant emphasis has been placed on protection of significant natural and physical resources in the formulation of plans under the Resource Management Act since 1991. This provides a solid foundation for the Future Proof Strategy.
- The high community priority for protecting highly versatile land.

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- The scarcity of indigenous ecosystems particularly in the coastal plain and harbour edge and the importance of protecting remnants and restoring degraded areas.
- The importance of preserving the natural character of the Waikato River and improving the quality of its waters.
- The particular importance of protecting significant cultural heritage sites, area and resources of tāngata whenua.

8.8.2 Growth Issues

- Biodiversity continues to decline in the Future Proof sub-region. This is most obvious from the continuing loss of quality of habitats, particularly due to poorer water quality, sedimentation in water bodies and increasing weed and pest infestations of natural areas. But there is also a continuing loss of habitat quantity in some areas. The only area where there may have been a reversal of development impacts on biodiversity has been in dune ecosystems due to beach care activities.
- Climate change will change natural habitat conditions, some of which will be particularly important for rare and endangered species. Some species of plants and animals may, over time, move to different locations. Development should not prevent this movement, where particularly sensitive species are present.
- The life supporting capacity of the environment can be sustained by maintaining healthy and fully functioning ecosystems. Healthy systems are dependent on maintaining biodiversity and ecological processes.
- The effects of growth and development on ecosystems depend on where and how a particular land-use is carried out.
- Biodiversity and associated ecosystems are important but are often undervalued and misunderstood.
- How to maintain water quality to support biodiversity and be safe for recreation.
- No control of street and hard surface run-off eventually leads to a build up on contaminants in waterways that reduce biodiversity.
- The installation of some types of traditional stormwater infrastructure can lead to the diversion of water from natural springs and waterways affecting biodiversity.
- Biodiversity continues to decline because of urban development and land-use fragmenting habitats and ecosystems.
- Loss of the smaller habitat patches with limited natural values often leads to cumulative biodiversity loss within an ecosystem type.
- Urban activities and development and rural land-use are causing a reduction in surface water quality and quantity.
- In situations where limited natural values exist, opportunities to improve the situation are not often taken and are not always supported by information and/or funding.
- Access to the coast and waterway margins is important to social and cultural well-being; however, there can be conflicts with ecological and recreational values that need to be protected.
- Ensuring indigenous flora and fauna are valued.
- Removal of vegetation from undeveloped areas before the new replacement vegetation is sufficiently mature fails to provide interim habitat and ecosystem services.

- Growth and development, including rural lifestyle developments in areas with existing natural values can be detrimental to the indigenous elements, depending on the type of management that the owner instigates. Small lots can be difficult to manage in a way that supports existing natural values, especially where extensive grazing is required.
- Areas of high ecological significance are those with remaining indigenous vegetation and habitats (including harbours, wetlands, freshwater streams and rivers, remaining areas of indigenous vegetation and protected areas). The areas most constrained for intensive development are lakes, rivers and streams. Areas of moderate significance are degraded natural areas with restoration potential, vegetation comprised of a mixture of indigenous and exotic species, and degraded drainage systems. Intensive development adjacent to natural areas will need to address threat-related issues noted above. This may impose some limitations on the types of activities allowed or encouraged. There are areas that it may be feasible to develop for residential housing, but ecological issues would need to be addressed.

8.8.3 Key Approaches

- All development and land-use change should as far as possible result in a positive biodiversity gain.
- Biodiversity is perceived as an expression of local character.
- Establish biodiversity corridors and jump-stations.
- Support pest control in natural areas.
- Support the use of Environment Waikato's criteria for the identification of significant areas of indigenous biodiversity value.
- Encourage the promotion and enhancement of linkages between areas of indigenous vegetation. Uncommon/ rare habitats, such as indigenous forests, are re-established.
- Biodiversity protection is holistically integrated across the area.
- Ecosystem processes that cross boundaries are managed in a co-ordinated way.
- Efforts by partner councils for biodiversity protection include recognition of biodiversity strategies and capital and operational works.
- Partnerships are formed to foster biodiversity.
- Surface water, public open space, and biodiversity initiatives are integrated and designed to maximise collective benefits
- Raise awareness of biodiversity issues and opportunities.
- Urban form is developed in a sympathetic and integrated way with natural landform, waterways and associated indigenous biodiversity remnants.
- Protection and enhancement of green infrastructure contributes to the overall ecosystem health biodiversity.
- Provisions within district plans are strengthened to ensure ecosystem-friendly green space is integral to urban development, and core habitats are protected.
- Encourage all landowners to contribute to biodiversity with incentives and grants and to undertake biodiversity initiatives.
- Ensure existing biodiversity is protected and enhanced.
- Multiple values of open space are recognised, planned for and managed.

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8.8.4 Actions

Action	Lead Agency	Support Agencies	Cost Implications	Implement-ation Tools	Linked to Strategy	Timing
1. Ensure the Regional Policy Statement adequately addresses regionally and nationally important indigenous biodiversity including enhancement and retention of key habitat areas.	EW	Waipa DC, Waikato DC, HCC, DOC	Existing Resources	RPS		Ongoing
2. Support the implementation of national and regional biodiversity strategies and the use of EW's criteria for the identification of significant areas of indigenous biodiversity value.	EW	Waipa DC, Waikato DC, HCC	Existing Resources			Ongoing
3. Promote provisions within the New Zealand Coastal Policy Statement to adequately address nationally and regionally important indigenous biodiversity, and key habitat areas.	EW	Waipa DC, Waikato DC, HCC, DOC	Existing Resources	RPS, Regional Plans, District Plans		Ongoing
4. Complete the inclusion of provisions in city and District plans for the promotion, protection and enhancement of indigenous biodiversity.	HCC, Waipa DC, Waikato DC	EW	Existing Resources	District Plans		Ongoing when District Plans are reviewed
5. Identify, protect and create biodiversity sites that are part of growth areas via structure planning and sub-division processes.	Waipa DC, Waikato DC, HCC	EW, DOC	Existing Resources	District Plans, LTCCP's, Structure Plans		Ongoing
6. Develop partnerships with tāngata whenua to explore sustainable use and enhancement of biodiversity.	EW, DOC and Ngā Karu Atua o te Waka, Tainui Waka Alliance	Waipa DC, Waikato DC, HCC	Existing Resources			Ongoing
7. Ensure sufficient vegetation within urban areas to improve environmental, cultural, and aesthetic outcomes, particularly in intensification growth areas.	HCC, Waipa DC, Waikato DC	EW	Existing Resources	District Plans, Structure Plans		Ongoing
8. Through the RPS, regional plans, district plans, structure plans and any other methods, promote the concept of a positive biodiversity gain from all development projects.	HCC, Waipa DC, Waikato DC and EW		Existing Resources	RPS, Regional Plans, District Plans, Structure Plans, other methods		When such plans are developed and reviewed, and then ongoing.

8.9 Freshwater

8.9.1 Introduction

Climate and local weather patterns influence the water cycle which is a fundamental process that regulates, shapes and maintains landforms and soils, plant and animal communities and human society. Groundwater and surface water are part of a continuous system. When dealing with surface water there is the need to recognise the relationship between them.



Freshwater resources include groundwater, springs, waterways, wetlands, and ponding areas. The intrinsic value of freshwater and aquatic habitats requires protection to ensure water resources continue to provide natural functions and support habitats.

Water quality and quantity are key indicators of ecosystem health. Where water quality is high the natural values are also likely to be high. The management of waterways has changed from highly engineered works.

Wetlands contain a diverse range of flora and fauna and offer significant habitat for many rare and threatened species. For example, wetlands in the Future Proof sub-region are home to 13 threatened plant species and 11 threatened animal species. Wetlands enhance water quality by filtering nutrients, chemicals and sediment. They are important storage areas for flood waters.

Much of the Future Proof sub-region was originally wetland, so a key issue is the historic loss of wetland. Wetlands have been drained mainly for farming, but also for urban development.

8.9.2 Growth Issues

- Demand for water is likely to increase, and as a result, water availability needs to be carefully managed.
- Recognise climate change may decrease the availability of water due to expected decreasing rainfall and increasing droughts in the Hamilton basin.
- Urban streams are frequently degraded by urban development which increases peak flood flows (causing scouring of banks and habitat) and decreases low flows (decreasing quality and quantity of stream habitat).
- Stormwater discharges from urban development can cause drainage problems in surrounding rural areas. Due to low lying flat land in the vicinity of Hamilton City, drainage is already an issue for farmers in these areas.
- In general water quality of rivers, lakes and streams is continuing to decline in the Future Proof sub-region. This is mainly due to diffuse contaminant sources rather than point sources (although wastewater discharges to the Waikato River do have a continuing, although generally small, effect on water quality).
- Wetlands also continue to be degraded by land drainage activities, plant and animal pests, stock grazing and fragmentation.

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- Urban stormwater discharges can have localised effects on the Waikato River due to run-off of sediment, metals and animal faecal matter. This currently does not result in a major impact on the river, but the issue may increase with increasing urban development.
- Water quality of small urban streams and lakes is often degraded by stormwater discharges and other waste discharges (e.g. commercial waste, illegal household waste connections).
- Small urban streams are often degraded due to lower base flows (caused by stormwater running off impervious surfaces rather than being stored in the soil) which increases stream temperature.
- Lack of riparian vegetation can increase stream temperature and reduce organic material in streams needed for food and habitat for aquatic organisms. This is less of a problem in Hamilton where gully areas retain riparian vegetation.
- There are 46 lakes in the Waikato River catchment below Lake Taupo. Twenty eight of these have been surveyed using the Lake SPI health indicator. Of these, 22 are classed as having unsatisfactory quality. The main problems are invasive weed and pest impacts, intensive land-use and resulting nutrient inputs, loss of depth due to drainage activities in catchment, and stock impacts on the lakes and their tributaries.
- Development should not result in reduced hydrological linkages between wetland areas, lakes and rivers, and where possible, should result in these linkages being improved.
- Recognition of the intimate relationship between the dynamics of groundwater quality and quantity, surface water and importance to ecological, as well as open space and recreational, values.
- Ensuring the waterways are recognised for providing benefits such as landscape, ecological enhancement and recreational use and not just for stormwater disposal.
- The ecological values of freshwater and wetlands, and fish passage along rivers and streams, are factored in to developments.
- Ongoing investigation, monitoring and management of stormwater and wastewater contaminants, including sediments, nutrients and heavy metals.
- Wetlands are particularly sensitive to changes in wetting and drying cycles. Attention to flow management is needed to design urban developments which are sustainable when stormwater flows to the wetlands.
- Where land-use changes from rural to urban, the environmental impacts from increased flood flows impact on waterways.

The above issues are of particular importance to tāngata whenua with recent discussions around the Waikato River settlement focused on the protection and restoration of the river for future generations. This focus is likely to extend to settlement discussions on the upper Waikato River catchment, Waipa and Puniu rivers, tributaries and catchments.

8.9.3 Key Approaches

- Valuing waterways and wetlands for their unique recreational, aesthetic, cultural, and environmental health values.
- Protect natural values and aquatic ecosystems including the continued naturalisation of waterways and increasing connectivity and size of riparian habitats.
- Provide incentive-based approaches, including pricing and charging that reflect true environmental costs at the development stage.
- Use water-sensitive and low-impact urban design in forward planning and implementation of a stormwater system.
- Preserve existing topographic and natural features, including watercourses and wetlands.
- Improve the community knowledge and understanding of water conservation and water management issues.
- Integrate public open space with stormwater drainage corridors to maximise public access, recreational activities and visual amenity.
- Give special consideration to estuaries or waterways that are susceptible to increasing sediment loads.
- Managing coastal systems against the uncertainty of climate change in sea level rise, tsunami, storm surge and erosion.
- Preserve natural character of the coastal environment and outstanding natural features through appropriate sub-divisions and development controls.
- Ensure statutory and non-statutory documents and approaches align with settlement legislation.
- Strive to maintain important predevelopment hydrological characteristics of development areas, including wetlands, soakage areas, gullies, flood flow paths and stream channels.
- Ensure buffer zones and riparian planting is encouraged between development areas and water bodies through appropriate changes to the RPS, regional plans, district plans, development manuals and consent processes.
- Develop processes to ensure adequate source control of storm water contaminants, particularly from high risk sites such as restaurants, service stations and industrial complexes.
- Ensure adequate processes are developed with respect to water to actively protect tāngata whenua environmental, cultural, social, and economic well-being.

8.9.4 Actions

Action	Lead Agency	Support Agencies	Cost Implications	Implementation Tools	Linked to Strategy	Timing
1. Prepare Integrated Catchment Management Plans to assist with co-ordinated decision-making in relation to surface and groundwater management.	EW	HCC, Waipa DC, Waikato DC	Existing Resources	Integrated Catchment Management Plans, LTCCP's		Ongoing
2. Promote guidelines for controlled discharge of sediment to air and water, through controls on earthworks, vegetation disturbance, stream crossings, construction and provision of adequate riparian margins.	EW	HCC, Waipa DC, Waikato DC	Existing resources	Regional plans, Resource Consents		Ongoing
3. Promote the naturalisation of waterways and the connection of riparian and terrestrial habitats.	EW	HCC, Waipa DC, Waikato DC	Existing Resources	Regional plans, LTCCP's		Ongoing
4. Educate and inform the community and the private sector about good land management practices to improve natural waterways and ultimately estuary and harbour health.	EW	HCC, Waipa DC, Waikato DC	Existing resources			Ongoing
5. Provide information on sustainable planting, stream care and drought tolerant landscaping to increase the occurrence of planting consistent with biodiversity actions.	EW	HCC, Waipa DC, Waikato DC	Existing resources			Ongoing
6. Promote, collaborate, educate and encourage low-impact urban design to provide for efficient water use/re-use and land use that is appropriate to the surrounding natural values.	HCC, Waipa DC, Waikato DC and EW		Existing Resources			Ongoing
7. Provide incentives and mechanisms for effective water use.	EW	HCC, Waipa DC, Waikato DC	Existing Resources	LTCCP's, Regional Plan		Ongoing

8.10 Healthy Waikato River

8.10.1 Introduction

The Waikato River is New Zealand's longest and most significant river, running 425 kilometres from the eastern slopes of Mount Ruapehu, joining the Tongariro River system and emptying into Lake Taupo. It drains Taupo at the lake's north-eastern edge, creates the Huka Falls, then flows northwest, through the Waikato Plains. It empties into the Tasman Sea south of Auckland at Port Waikato. It gives its name to the Waikato region that surrounds the Waikato Plains.

The river's main tributary is the Waipā River, which has its confluence with the Waikato at Ngaruawahia.

In the past, Māori used the Waikato River in its entirety. It provided for spiritual and material needs, food, a source of cleansing and healing and a network for trade, travel and communication. An abundance of food such as tuna (eel), inanga (whitebait), koura (freshwater crayfish), kanae (mullet), waterfowl, and wild vegetables were harvested from the river and associated swamps and tributaries.

The Waikato River Settlement has an overarching purpose of the protection and restoration of the Waikato River for future generations and will have a key influence on Future Proof implementation initiatives.



8.10.2 Growth Issues

- The need to protect and restore the Waikato River.
- Requirement to balance the competing uses and values of the river.
- The river bed and water levels are lowering through a process of degradation aggravated by hydro dams.
- Hydro dams are an important source of power; however, their environmental effects need to be carefully managed.
- River banks in general are unstable for a range of reasons, including bank slope, groundwater flow, soil moisture and tree root prising.
- River bank protection works can enhance natural character and amenity values as well as detract from these values.
- The Waikato River is an essential source of hydropower. There is a need to recognise the presence of the hydro system and the contribution it has to regional and national social, environmental, and economic well-being.
- River bank protection works are very expensive and ongoing development of the riverbanks could result in substantial costs to the community.
- The effects of bank instability may threaten important infrastructure lifelines such as roads, rail, and pipelines.
- An increasing appreciation that the river, particularly in urban areas, is a major amenity and river banks face increasing pressures for development.

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- Erosion and bank instability may pose a risk to public safety. Communities may suffer property damage, economic disruption and risk injury or death if the erosion risk is not identified and mitigated.

8.10.3 Key Approaches

- Promotion of the Waikato River Vision and Strategy in order to protect and restore the Waikato River for future generations.
- Promotion, as appropriate, of the Vision and Strategy for the Upper Waikato River Catchment, the Waipā and Puniu Rivers, as those documents are developed to protect and restore these rivers for future generations.
- Public access to the river is maintained.
- Public safety is provided for as a priority.
- Existing urban development is protected together with essential assets and lifelines.
- River availability for a range of commercial operations is maintained.
- Future development is appropriately undertaken considering known risks.
- Natural character is retained in rural and semi-urban areas and retained as far as practicable in urban areas.
- Bank protection is actively undertaken in a consistent and visually pleasing way.
- Amenity and aesthetic values are protected and, where appropriate, enhanced in urban and semi-urban areas.

Support of customary activities on the Waikato River, its tributaries and lakes.

8.10.4 Actions

Action	Lead Agency	Support Agencies	Cost Implications	Implement-ation Tools	Linked to Strategy	Timing
1. Work with Waikato-Tainui to support customary activities and to align statutory and non-statutory documents that relate to the river with the Waikato River Vision and Strategy.	HCC, Waipa DC, Waikato DC and EW, Tainui Waka Alliance	Ngā Karu Atua o te Waka	Existing Resources			Ongoing
2. Develop and implement a Cultural Health Index (CHI) for the Waikato River and its tributaries. The CHI will be used together with other scientific methods to direct and prioritise resources to restore and protect the health and well-being of the Waikato River and its tributaries.	EW	Tainui Waka Alliance, Ngā Karu Atua o te Waka	Existing Resources			December 2010
3. Implementation of forums to enable the learning of national and international river enhancement experiences; sharing of experiences of river restoration and protection in the Waikato catchment.	EW	HCC, Waipa DC, Waikato DC	Existing Resources			Ongoing

8.11 Air

8.11.1 Introduction

Air in the sub-region is usually clean and visibility is high. However, there is concern that air quality is affected by emissions from motor vehicles, burning wood or coal to heat homes, agriculture and industry. Dust, odour and spray drift are common sources of complaints.

Emissions from home heating are the major cause of wintertime air quality issues, especially in Hamilton. The Waikato Lowlands are moderately exposed; with the main air issues being odours and greenhouse gases from intensive agriculture, and greenhouse gas emissions from home fires and vehicles. Hamilton has some sheltered areas where contaminants can build up where there is little wind. Odours from industry can occasionally be a nuisance. Greenhouse gases (including methane) are released from farming activities and peat fires, in vehicle emissions, and from other minor sources.



Coastal areas are generally exposed to strong winds off the Tasman Sea with air contaminants limited to natural sources such as sea spray and dust. However, sometimes there is vegetation burning and agricultural spray drift which can affect air quality.

National Environmental Air Standards have been set for particulate matter (PM₁₀), carbon monoxide (CO), nitrogen dioxide (NO₂), sulphur dioxide (SO₂), and ozone (O₃). Hamilton is one area in the sub-region identified as not currently meeting the PM₁₀ standard.

8.11.2 Growth Issues

- Use of wood and coal as a source of home heating leads to poor wintertime air quality in some of the sub-region, as well as motor vehicle emissions, industry and livestock farming.
- Urban intensification and the development of industrial areas can result in increased air pollution from traffic.
- Air quality is generally very good but is deteriorating in some urban areas.
- Growth and development can increase the production of greenhouse gases.

8.11.3 Key Approaches

- Urban design, land-use, infrastructure and transportation policies should promote fuel efficiency, energy efficiency and reduction in discharges.
- New activities are separated from existing activities where they are incompatible, including reverse sensitivity effects.
- Adverse effects from the discharge of contaminants to the air are avoided or mitigated.
- Ensure new major transport routes and industrial developments have appropriate buffer areas to protect residential areas.

- Direct heavy traffic away from built-up areas.
- Promote low emission, energy-efficient vehicles including human powered (e.g. bicycles) and motor vehicles (e.g. hybrid cars).

8.11.4 Actions

Action	Lead Agency	Support Agencies	Cost Implications	Implementation Tools	Linked to Strategy	Timing
1. Apply regulation to avoid or mitigate adverse effects of air discharges.	EW	MOH, WDHB, HCC, Waipa DC, Waikato DC	Existing Resources	Regional Plans		Ongoing
2. Promote energy conservation and efficient use of energy to mitigate the greenhouse effect.	EW	HCC, Waipa DC, Waikato DC	Existing Resources	RPS, Regional Plans		Ongoing
3. Consider the physical separation between land-use activities as a means of managing adverse effects in respect of air discharges.	HCC, Waipa DC, Waikato DC	EW	Existing Resources	District Plans		Ongoing
4. Ensure through changes to the RPS, RLTS, district plans, structure plans and other methods that new major transport routes and industrial developments have appropriate buffer areas to protect residential areas.	HCC, Waipa DC, Waikato DC and EW		Existing Resources	RPS, RPLS, District Plans, Structure Plans, Other Methods		When plans are reviewed and ongoing

8.12 Landscape

8.12.1 Introduction



The value placed on rural areas (particularly farmland) is changing and is not well understood. Where previously rural areas were looked to for their productive use, they are increasingly valued for purposes such as open space, landscape amenity, and locations for rural-residential lifestyle.

Rural areas are also increasingly seen as important for the ecosystem services they provide urban populations such as water supply, food production, flood mitigation, adaptation to climate change, biodiversity, and energy services.

The most attractive parts of the Future Proof sub-region are under increasing pressure for development, including coastal areas and margins of some rivers and lakes. These are also areas that often have high cultural heritage values due to historic settlement.

Many urban areas have been developed with little thought to the quality of the urban landscape that is being created.

Coastal areas are often particularly vulnerable to development pressures. They are usually highly esteemed for their amenity, recreational, landscape, heritage, and cultural values. They often contain important historical and archaeological/cultural features in coastal areas. Through tourism and holiday facilities, they are important to the sub-region economically. As recreational areas, maintaining high coastal water quality is vital. Coastal land is often highly erodible and coastal vegetation can be sensitive to human activities. In general, therefore, coastal areas are particularly sensitive to effects from development.

8.12.2 Growth Issues

- The most attractive parts of the sub-region are under increasing pressure for development, particularly coastal areas and margins of lakes and rivers.
- Urban and rural-residential development can reduce the attractiveness, naturalness, and openness of landscapes.
- Rural character can be compromised by rural-residential development.
- Many urban areas have in the past been developed without sufficient attention to the creation of an attractive urban landscape.
- Lack of landscape and amenity values of some older and poorer urban neighbourhoods.
- Infrastructure development, such as for high voltage power transmission and industrial development, can cause significant landscape impacts.

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8.12.3 Key Approaches

- Landscape character is actively considered during development planning.
- There should be special consideration of landscape values along heavily travelled routes such as State Highways 1, 2, 3 and 23.
- Urban and rural-residential development should augment local area landscape character
- Areas of high landscape character and highly visible landscapes should be actively protected from inappropriate development.
- New rural-residential development should not occur in areas of open farmland where there is currently no urban or rural-residential development.
- As far as practicable, new infrastructure should be located in existing infrastructure corridors.
- Promote collaborative long-term strategic infrastructure planning by network utility managers.
- Ensure new industrial development is visually attractive and appropriately screened.
- Ensure key view paths from marae are not compromised by development.

8.12.4 Actions

Action	Lead Agency	Support Agencies	Cost Implications	Implement-ation Tools	Linked to Strategy	Timing
1. Promote changes to the RPS, regional plans, and district plans to ensure: ▪ Existing landscape values are identified and understood ▪ The effect of development on landscape is appropriately managed ▪ High value landscapes and key view paths are protected ▪ New urban development is consistent with the New Zealand Urban Design Protocol ▪ Rural residential development is directed to locations where it will not detract from rural or natural character ▪ New industrial and infrastructure development does not compromise landscape character	EW	HCC, Waipa DC, Waikato DC	Existing Resources	RPS, Regional Plans, District Plans		September 2009 and then alignment when plans are reviewed
2. Develop guidelines for landscape and view path protection to apply in the sub-region.	HCC, Waipa DC, Waikato DC and EW		Existing Resources	District Plans, Structure Plans, RPS, Regional Plans		December 2010

8.13 Hazards

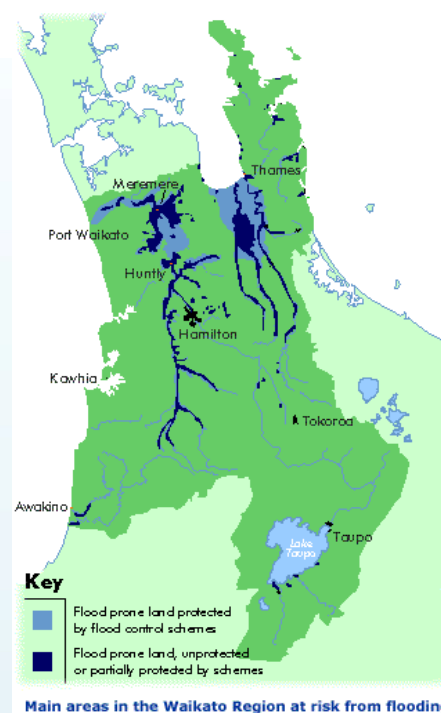
8.13.1 Introduction

The location and form of any development must take into account present and future natural hazards to avoid and minimise risks to health, property and the environment. Geological processes and climate change must be considered when taking a long-term view of urban development. The management of natural hazards in the Future Proof sub-region is addressed through many of the programmes and policies of the councils. A level of uncertainty surrounds identification and management of longer-term risks.

The western coastline of the region is exposed to high wind and wave energy conditions that dominate and shape the coastal environment. Furthermore, almost the entire west coast is subject to varying rates of erosion from both waves and wind. This has resulted in a rugged coastline dominated by cliffs and boulder beaches.

8.13.2 Growth Issues

- Increasing extreme events, e.g. coastal storm surges, storm flooding, drought.
- Impacts of climate change, e.g. sea level rise and more extreme events.
- Access to a sufficient flow and volume of water for fire fighting purposes.
- Resilience of the built environment to natural hazards, e.g. earthquakes and liquefaction.
- The value of property in hazard prone areas continues to increase (therefore the hazard is increasing), in part due to continued development in these areas.
- The frequency and intensity of severe weather events is expected to increase in the future due to climate change, which in turn will increase the potential for natural hazards such as flooding and landslide. Sea level rise may also increase flooding potential. The potential for flooding could also be exacerbated due to land clearing in the southern Waikato for forestry to farm conversions.
- Development decisions in areas subject to flood protection works sometimes do not take into account residual flood risk (risk from failure or overtopping of flood defences).
- There are some low risk but high damage potential hazards such as dam breaks, volcanic eruptions and tsunamis that may need to be considered in development planning.
- There is potential for damage from subsidence where development occurs in areas subject to past mining or geothermal activities.
- Some parts of the Waikato River are subject to bank instability problems.



8.13.3 Key Approaches

- Ensure hazard risks are appropriately assessed before development decisions are made.
- Ensure new development is in keeping with the natural hydrological fluctuations of the location.

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- In general, urban and rural-residential development should be directed away from flood plains, natural ponding areas, and poorly drained areas, including areas subject to flood protection schemes
- Proactively identify, avoid and mitigate natural hazards and establish systems and procedures of response.
- Educate the community about natural hazards and how to respond to them to increase community resilience.
- Use national legislation, standards and codes of practice for appropriate design, construction and land development.
- Link the growth projects of the Strategy with the Civil Defence Emergency Management plans.
- Avoid development in areas subject to high likelihood of natural hazards.
- Ensure strategic transport infrastructure is located away from hazard areas.
- Use sand extraction (such as that currently taken from Puni) in the management of flood effects from the Waikato River.

8.13.4 Actions

Action	Lead Agency	Support Agencies	Cost Implications	Implement-ation Tools	Linked to Strategy	Timing
1. Develop an agreed scenario for the Future Proof sub-region of the scale, timing and effects of climate change as a basis for planning policy development.	EW	HCC, Waipa DC, Waikato DC	Existing Resources			June 2011
2. Advocate for and apply a national policy framework that will reduce greenhouse gas emissions.	EW	HCC, Waipa DC, Waikato DC	Existing Resources	RPS, Regional Plans		June 2011
3. Investigate options for managing existing and future development in areas at risk from coastal flooding, general flooding and earthquake risk.	EW	HCC, Waipa DC, Waikato DC	Existing Resources	RPS, Regional Plans, District Plans		December 2011
4. Provide sufficient buffer zones to allow for natural coastal processes and inland migration of coastal ecosystems	Waikato DC	EW	Existing Resources	Regional Plans, District plans		
5. Upon adoption use this Strategy as a basis for Civil Defence Emergency Management planning.	EW	HCC, Waipa DC, Waikato DC	Existing Resources	Regional plans, district plans		
6. Implement a public awareness and education campaign to target new arrivals to the area to alert them to potential hazards.	EW	HCC, Waipa DC, Waikato DC	Existing Resources			
7. Promote the RPS, regional plans, district plans, and development manuals to ensure new development proposals are subject to a hazard risk assessment.	HCC, Waipa DC, Waikato DC and EW		Existing Resources	RPS, Regional Plans, District Plans, development manuals		

8.14 Cultural Heritage

8.14.1 Introduction

Cultural heritage gives us our identity as New Zealanders and is increasingly recognised as central to our identity, and to how we view ourselves.

The Resource Management Act defines historic heritage as those natural and physical resources that contribute to an understanding and appreciation of New Zealand's history and cultures and includes historic sites, structures, places and areas, archaeological sites, and sites of significance to Māori, including wāhi tapu, and associated surroundings.

A number of agencies have responsibilities for heritage within the sub-region, including Environment Waikato, New Zealand Historic Places Trust, territorial authorities, tāngata whenua, the Department of Conservation, historical societies, the New Zealand Archaeological Association and the Queen Elizabeth II Trust. It is therefore important to provide a comprehensive, co-ordinated approach to the protection and conservation of heritage as growth within the sub-region occurs. The Future Proof Strategy provides the opportunity to build a collaborative approach to Heritage management throughout the sub-region.



Tekoteko, Whaingaroa (Raglan)

8.14.2 Growth Issues

- Heritage values in urban and rural areas are constantly under threat of damage or removal as more intensive uses of land are sought in response to development pressures.
- A lack of awareness and understanding of cultural heritage values undermines appreciation of heritage and support for its protection. Promotion and protection of heritage places is important in promoting a strong identity and a sense of place.
- The cumulative impact of poorly planned change can adversely affect heritage. However, carefully managed change can maintain heritage while allowing for development.
- The loss of archaeological heritage can be significant when growth is occurring rapidly as archaeological sites are vulnerable to any activities involving earthworks.
- Management of heritage is occurring in an ad hoc manner, with councils and heritage agencies working independently. There is a need for an integrated approach to heritage management throughout the sub-region to ensure consistency.

8.14.3 Key Approaches

- Promote working partnerships, particularly amongst tāngata whenua, the Historic Places Trust, Environment Waikato, territorial authorities and the local community, to draw together resources and focus conservation efforts.

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- Outstanding or significant heritage places, which have already been identified, are protected through district plan policies and rules.
- Assess the significance of potential heritage places by appropriately qualified persons.
- The provisions of the Historic Places Act 1993 (HPA) relating to archaeological sites are given due regard when planning new developments in areas likely to contain archaeological remains.
- The process of identification, consultation and engagement of tāngata whenua in identifying Māori/tāngata whenua heritage that has a cultural and traditional significance.
- Commit to, and promote, accessibility to heritage, whilst ensuring that access does not jeopardise its integrity.
- Develop the use of information and communications technologies to better manage and communicate heritage values across the sub-region.
- Encourage voluntary protection options for heritage buildings, to supplement statutory protection mechanisms.
- Give consideration to the appropriate balance between retaining heritage buildings and seismic and fire safety standards.
- Encourage the use of regional and district plans, and heritage protection orders to protect identified places and conservation areas.

8.14.4 Actions

Action	Lead Agency	Support Agencies	Cost Implications	Implement-ation Tools	Linked to Strategy	Timing
1. Establish a cultural heritage technical working party to improve collaboration and consistency of approach to heritage management.	EW	HCC, Waikato DC, Waipa DC, HPT, tāngata whenua	Internal	RPS and District Plans		June 2010
2. Develop guidelines to better manage the sub-region's heritage on a day-to-day basis, including: - Heritage significance assessments - Resource consent assessment of effects.	EW	HCC, Waipa DC, Waikato DC, tāngata whenua	Existing Resources	RPS, LTCCP's, District Plans		
3. Develop an integrated sub-regional heritage database and GIS system that identifies and provides information on all heritage places and archaeological sites.	EW	HCC, Waipa DC, Waikato DC, tāngata whenua				
4. Use the RPS, Regional and District Plans, Conservation and Reserve Management Plans, Covenants, heritage protection orders, financial and other incentives and establishment of heritage trust funds to protect outstanding or significant sites.	EW	All	Existing Resources	RPS, DP, Reserve Management Plans		
5. Conduct cultural heritage and archaeological surveys of areas identify unrecorded sites of significance and confirm the details and extent of sites in the planned growth area.	EW, tāngata whenua	HCC, Waipa DC, Waikato DC	Existing Resources			
6. Promote awareness and appreciation of heritage across the sub-region through online resources providing information on heritage places and guidance for owners of heritage properties.	EW, tāngata whenua	HCC, Waipa DC, Waikato DC	Existing Resources			

Diverse and Vibrant Metropolitan Centre linked to Thriving Towns and Rural Communities and the Place of Choice – Live, Work, Invest and Visit

8.15 Future Proof Settlement Pattern

8.15.1 Introduction

The sub-regional settlement pattern is the cornerstone of the Future Proof Strategy. This section provides the implementation focus for the settlement pattern described in section 6. A key driver behind the Future Proof sub-regional settlement pattern is sustainable land-use. This requires a comprehensive and long-term approach to where, when and how development takes place. This provides certainty for the community and will help to deliver on the vision and principles of this Strategy.

The sub-regional settlement pattern implements the preferred scenario of a more compact and concentrated urban form. It aims to provide a holistic approach to land-use and infrastructure across the sub-region.

A number of factors have been considered in development of the settlement pattern. This includes reverse sensitivity, the need to protect landscape values such as forest and bush areas and productive soils, land suitability for development, infrastructure capacity and provision, servicing costs and cultural/ heritage considerations.

The settlement pattern aims to achieve the vision and outcomes of this Strategy in a way that is resilient and flexible to changing circumstances.

8.15.2 Growth Issues

- Urban sprawl in the Future Proof sub-region
- Significant amounts of rural-residential development which can impact on versatile soils and water quality
- Ribbon development
- Loss of productive rural land
- Difficulties in achieving timely and efficient infrastructure servicing
- Out of synch developments which cannot be adequately or efficiently serviced by councils
- Rising fuel costs
- Increasing travel distances
- The need for equitable funding
- Pressure on natural resources
- Unplanned development in rural areas adjacent to the boundaries of Hamilton City and other urban settlements

8.15.3 Key Approaches

- Low-impact urban design and development principles are an integral part of the design and development of new sites and those that are being redeveloped.
- Use of integrated planning to co-ordinate development in an effective and affordable way.
- Sending clear signals to the community about the preferred settlement pattern and the scale and extent of urban development.
- Urban limits in order to promote a more compact urban form and to integrate land-use with infrastructure.
- Provision of a clearly defined green belt/open space between the urban development within and around Hamilton City and the development of other settlements.
- Rural-residential development is to be focused in and around existing settlements.
- Higher densities in order to achieve a more compact urban form.
- Providing for a range of housing choices, including papakāinga housing.
- Monitoring land supply.
- “Live, work, invest and visit” opportunities.
- Having an agreed and defined settlement pattern which is supported by infrastructure.
- Ensuring that structure plans are provided prior to development occurring.
- Use of private plan changes, but only where consistent with Future Proof.
- Development in areas adjacent to Hamilton City, towns and villages is avoided unless in accord with Future Proof.
- Provision of network infrastructure and open space, green belts, parks and reserves.
- Integrating land-use, funding and infrastructure through tools such as structure planning.
- Use of the New Zealand Transport Agency Planning Policy Manual to provide guidance on development adjacent to or on state highways.
- Boundary agreement processes.
- Use of structure planning along with the use of other techniques such as the integrated planning model promoted by the New Zealand Transport Agency.

8.15.4 Actions

Action	Lead Agency	Support Agencies	Cost Implications	Implementation Tools	Linked to Strategy	Timing
1. Amend the Waikato RPS to give statutory effect to the settlement pattern and consider establishing urban limits.	EW	HCC, Waikato DC, Waipa DC		RPS		September 2009
2. Progress changes to Waikato and Waipa district plans in order to give effect to the RPS and the Future Proof settlement pattern.	HCC, Waikato DC, Waipa DC	EW, NZTA		District Plans		September 2009
3. Implement the residential and business land staging tables set out in section 6.	HCC, Waikato DC, Waipa DC	EW		LTCCPs RPS District Plans		
4. Undertake further detailed staging and timing work which aligns land-use, infrastructure and funding.	HCC, Waikato DC, Waipa DC	EW				
5. Investigate the potential for joint service agreements and any further boundary adjustments required.	HCC, Waikato DC, Waipa DC					
6. Ensure that the Future Proof Settlement Pattern is reflected in the RLTS and local transport strategies.	EW, HCC, Waikato DC, Waipa DC	NZTA		RLTS		
7. Include the Future Proof settlement pattern in LTCCPs and ensure that funding aligns with the direction of the settlement pattern (e.g. infrastructure and services that support the growth areas).	EW, HCC, Waikato DC, Waipa DC			LTCCPs		
8. Undertake and identify long-term land-use options through an integrated and collaborative study of the area to the south of Hamilton City (between Ruakura in the north, Mystery Creek Gully in the south, Matangi in the east and to the east of Temple View (southern links)	EW, HCC, Waikato DC, Waipa DC, NZTA			District Plan LTCCPs	Hamilton Urban Growth Strategy, Waipa 2050 and Waikato Growth Strategy	November 2009
9. Develop requirements for structure plans to ensure that they indicate all proposed land-uses, demonstrate "live,	HCC, Waikato DC, Waipa DC,	NZTA		RPS District Plans		

work, play” principles, show how the density targets will be met, show how provision has been made for public transport, walking and cycling, show all infrastructure, and include urban design plans.	EW					
10. Examine in further detail the growth allocated to rural villages from both a capacity and a timing perspective.	Waipa DC, and Waikato DC.	HCC, EW				December 2011
11. Undertake a Future Proof project to examine Hamilton’s area of influence together with that of the significant towns in the districts and agree appropriate processes and frameworks in respect of any development within those areas of influence in respect of planning and considering any development proposals.	FPIC	HCC, Waipa DC, Waikato DC	Future Proof Implementation Budget			December 2009

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8.16 Rural Issues

8.16.1 Introduction

In general, urban and rural-residential development should be directed away from high-quality versatile soils, unfragmented farmland, and existing factory farms.



The value of food production is increasing and will continue to increase internationally as demand from developing countries increases. The protection of land for food production is an important sub-regional issue given versatile soils are being lost to urban and rural-residential development.

Urban and rural-residential development can create reverse sensitivity with respect to current rural land-uses.

8.16.2 Growth Issues

- The attractiveness of rural-residential living which if unmanaged can compromise productive rural land, create reverse sensitivity issues, and increase infrastructure and servicing costs and lead to pressure to extend urban services or levels of service.
- Conflict between urban and rural activities.
- Protection of marae, papakāinga, wāhi tapu and wāhi whakahirahira from indiscriminate development.
- Continued encroachment on versatile soils by urban development.

8.16.3 Key Approaches

- Protect the capacity of versatile soils for food production which is essential to the economy of the Future Proof sub-region.
- Provide a balance between allowing some rural-residential living and protecting rural areas.
- Avoid indiscriminate sub-division of rural land.
- Rural residential living should be best located in and around existing towns and rural-residential nodes.
- The growth of rural towns and villages should be supported within agreed urban limits.
- Working with the rural sector and taking their views into account.
- Rural-residential development zones need to be identified. In general these should be near existing rural-residential areas (and existing public transport routes), and not result in fragmentation areas of versatile soils.
- Protection of versatile soils for food production from urban development.





8.16.4 Actions

Action	Lead Agency	Support Agencies	Cost Implications	Implementation Tools	Linked to Strategy	Timing
1. Amend the RPS and relevant district plans to direct and restrict ongoing rural sub-division to identified areas. Ongoing rural sub-division occurring around the outside of agreed areas will compromise the Future Proof settlement pattern.	EW, Waipa DC, Waikato DC	HCC	Within existing resources	RPS District Plans	8.15.4 – Action 1&2 and 8.6.4 – Action 2 and 8.6.4 – Action 5	Sep 2009
2. Assist the rural sector by providing for suitable support activities in rural areas.	Waikato DC, Waipa DC		Within existing resources	District Plans		Ongoing
3. Identify areas in and around existing towns that are appropriate for rural-residential living.	Waikato DC, Waipa DC	EW, HCC	Within existing resources	District Plans		Ongoing
4. Provide for compatible rural support activities in rural areas so that activities that support the rural economy are located appropriately in rural areas.	Waipa DC, Waikato DC	EW	Within existing resources	District Plans		Ongoing
5. Account for identified existing or potential ecological corridors in the Future Proof area when assessing areas suitable for rural development.	Waikato DC, Waipa DC	EW	Within existing resources	District Plans		Ongoing
6. Promote the provision of public transport in rural areas.	EW, Waipa DC, Waikato DC		Within existing resources	RPTP, LTCCP's		Ongoing
7. Provide guidance on the location of versatile/high quality soils to be protected from rural/residential and urban development.	EW	HCC, Waipa DC, Waikato DC	Within existing resources			Ongoing
8. Regulate for minimum lot sizes that enable the protection of versatile and high quality soils for primary production and monitor the effectiveness of such regulation.	Waikato DC, Waipa DC	EW	Within existing resources	District Plans		December 2010
9. Monitor and review district plan policies and rules on maintaining the rural character of the countryside and protection of rural areas from urban development	Waikato DC, Waipa DC	HCC	Within existing resources	District Plans		December 2010 and then ongoing

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8.17 Residential Development

8.17.1 Introduction



In general it is best to focus further growth in areas where residential development already occurs. For example, future urban development should centre on existing key urban areas.

Urban and rural-residential development should aim to be compact and located in a defined and designated area.

The aim of the Future Proof settlement pattern is to reduce the development footprint through increasing residential densities and to move over time to a situation where 40% of all new residential development will be intensified. This is to promote a more compact urban form. Strategy

management areas and density targets have been identified in order to facilitate this shift.

8.17.2 Growth Issues

- Negative impacts of urban sprawl.
- The need to provide housing choice across the sub-region.
- An ageing population leading to changing living requirements.
- Household size is decreasing generating greater housing choices.
- There is growing interest in higher density metropolitan living.
- Need to use resources more sustainably and reduce the impacts of growth.
- Development proceeding ahead of planned provisions resulting in pressures on infrastructure and potential for ad hoc development.

8.17.3 Key Approaches

- All development should follow the New Zealand Urban Design Protocol and maximise the potential to generate good urban design outcomes, including transportation considerations.
- Promote a range of residential living options.
- Identify key strategy management areas and timing for future greenfield and brownfield development (intensification) that will provide certainty and be more efficient from a servicing point of view.
- The market needs to be able to operate with a degree of flexibility. This helps to provide for diverse needs.
- Allow for more papakāinga housing.
- Intensified residential development should focus on areas in and around the CityHeart, transport hubs, suburban/town centres, and areas of high public amenity.
- Higher density development needs to be in suitable locations with good amenities.
- Promote live, work and play principles.

- Promote low impact design and development.
- Hamilton's CityHeart as the primary residential intensification area for the sub-region.

8.17.4 Actions

Action	Lead Agency	Support Agencies	Cost Implications	Implement-ation Tools	Linked to Strategy	Timing
1. Develop an intensification transition plan (10 years)	HCC	Waikato DC, Waipa DC, EW		LTCCPs District Plan Communi-cation Strategy	Hamilton Urban Growth Strategy Waipa 2050 Waikato District Growth Strategy	June 2010
2. Develop an intensification toolkit. Consider a range of options including CCOs.	HCC	Waikato DC, Waipa DC, EW		LTCCPs District Plan	Hamilton Urban Growth Strategy Waipa 2050 Waikato District Growth Strategy	
3. Detailed structure planning for all new developments which is to include urban design considerations, in particular transport (provision for public transport, walking and cycling connections).	HCC, Waikato DC, Waipa DC	EW, NZTA		LTCCPs District Plans		
4. Ensure policy and planning methods require that average density targets are achieved by making this a requirement for new developments.	HCC, Waikato DC, Waipa DC	EW		RPS District Plans		
5. Undertake an assessment of the accommodation needs of the elderly, which recognises that such accommodation can include specialist developments in the form of sheltered or extra care housing, and retirement villages with associated support services.	HCC, Waikato DC, Waipa DC			LTCCPs District Plans		

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8.18 Business

8.18.1 Introduction

The provision of adequate business land is a key aspect of growth management and growing the economy of the Future Proof area.



Business land comprises a broad range of commercial, industrial, research, and education activities. The commercial activities are made up of retailing, administration, office, finance, and commerce together with a range of leisure and entertainment activities. Industrial activities are generally made up of manufacturing, construction, transport and logistics, wholesale trade and utilities.

To ensure the local economy continues to grow, there needs to be an understanding and responses to medium and long-term trends and changes in the

business and commercial sectors.

The Hamilton CityHeart is the primary focus for commercial activity and has the greatest diversity scale and intensity of activities. The provision of business land must be sufficient to meet sub-regional needs yet at the same time not undermining the Hamilton CityHeart and rural towns.

8.18.2 Growth Issues

- Commercial and industrial development undermining the Hamilton CityHeart on the outskirts of Hamilton City, including the extensive development of retail/mall shopping in out of centre locations.
- Strong demand for business and industrial land.
- Conflict between industry and residential land-uses.
- People travelling long distances for employment
- Appropriate transport connections.

8.18.3 Key Approaches

- Focus on Hamilton CityHeart as the commercial and business heart of the Future Proof sub-region.
- Ensure commercial and industrial developments are not located in areas that undermine the areas of influence of the Hamilton CityHeart, including the extensive development of retail/mall shopping in locations not identified in the Future Proof Strategy.
- Strongly support the growth of defined rural towns and villages to provide adequate capacity for a good range of day-to-day services and activities.
- Ongoing work and analysis will be undertaken by the partners through Future Proof implementation to obtain a better understanding of the retail operating environment and when and where further development should be encouraged over time.
- Commercial activities should aim to maximise the use of existing areas and facilities.

- Business land will be provided for on an uptake basis, only in the areas agreed in the Future Proof Strategy.
- Business land should be developed with multi-modal transport systems, in accordance with the Future Proof Strategy.
- The amount of business land has to be sufficient to meet the sub-region's needs and it also needs to support 'live, work, play' principles.
- Locating future industrial land in suitable areas to avoid sensitivity issues and maximise efficient use of existing and planned infrastructure.
- Infrastructure and services are in place, or will be provided as part of planned extensions or upgrades, to support business land but only in accord with Future Proof.

8.18.4 Actions

Action	Lead Agency	Support Agencies	Cost Implications	Implementation Tools	Linked to Strategy	Timing
1. Refine future business land demand and supply and agreed locations to meet long-term needs – Section 6, Table 5.	HCC, Waipa DC, Waikato DC	EW	Existing Resources	RPS, District Plans, LTCCP's		March 2010
2. Implement the staging plan for industrial land set out in section 6.	HCC, Waipa DC, Waikato DC	EW	Existing Resources	RPS, District Plans, LTCCPs		As per timing outlined in Section 6, Table 5
3. Provide for suitable business and employment opportunities close to where people live (e.g. the promotion of mixed use developments).	HCC, Waipa DC, Waikato DC		Existing Resources	District Plans		Ongoing
4. Develop a Future Proof Office and Retail Study.	HCC, Waipa DC, Waikato DC	EW, FPIC	Existing Resources	District Plans LTCCP's		October 2009
5. Investigate appropriate locations and means of delivering sites for heavy industry.	HCC, Waikato DC, Waipa DC	EW NZTA		District Plans LTCCPs RPS		

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8.19 City and Town Centres

8.19.1 Introduction



Hamilton's CityHeart and suburban centres, along with the sub-region's town centres, perform a vital role as commercial, employment, cultural, social, and entertainment hubs of the sub-region. This has been reflected over time in considerable investment in public infrastructure, transport, footpaths, cycleways, open space, and community facilities. The success of the Future Proof Strategy is tied directly to how well the city, suburban and town centres are planned and revitalised.

Hamilton's CityHeart has a particular importance in both Hamilton and the sub-region as it functions as the primary business

and commercial centre of the region. Currently the CityHeart accounts for about half of all the retailing found around the city and offers the widest range of speciality shopping as well as large-format retail, restaurants/cafes and other entertainment activities. There are many other key business sectors, including central and local government functions and offices, the courts, education facilities, major sporting venues, recreational and cultural venues, professional offices, light industry, car sales and servicing, medical centres and specialist services, general business offices, and accommodation and other tourist/visitor activities. Customer support is drawn from city-wide as well as region-wide sources comprised of residents, workers and tourists/visitors. The city centre is also the largest employment centre, with around 50% of total city employment being located in the city centre or close vicinity.

The sub-region has a number of town centres, including Huntly, Ngaruawahia, Cambridge, Te Awamutu, Raglan, and smaller settlements such as Te Kauwhata, Pirongia, and Ohaupo. These centres serve not just the towns but also the rural catchments surrounding them. Encouraging diversity in services, and employment, and providing good public space and facilities in town centres, will provide a greater degree of self-sufficiency, positively contribute to developing and reinforcing community identity, and reduce traffic generation between the centres and Hamilton.

The most vibrant cities in the world have a high residential component within their centres. Increasing living options in the Hamilton CityHeart, suburban centres and town centres helps to provide a wider range of living options, meeting the differing needs of people in the sub-region. To be successful, residential intensification in these areas must offer a high quality of urban design and amenity across the market.

Hamilton initiated its CityHeart project in 2007, focusing on creating a vibrant and distinctive heart for Hamilton. The project aims to build a better non-financial business case for businesses locating in the Hamilton CBD (based on providing 'superior business settings'). The project involves a series of public space upgrades, redevelopment of several key sites, and establishment of new mixed-use areas. Encouraging residential development in the city centre is a key objective and further work on pricing, process and partnership levers for residential development is identified as part of the project. Transportation and car parking arrangements will also be key focuses of the CityHeart initiative.

The sub-regional retail study has identified that existing and planned provision for retail should be sufficient to cater for the growing population for the foreseeable future. Local retail facilities should be provided in new growth centres such as Gordonton, Te Kowhai, Matangi and Tamahere. Supporting the regeneration and growth of existing town centres may see the redevelopment of some existing space or the provision of new space to meet the local need in support of reducing distance commuting and car-based local trips.

8.19.2 Growth Issues

- Extensive development of retail/mall shopping can undermine the historic retail strengths of the city centre.
- Extensive development of office space in out-of-centre locations can compete to the detriment of established business centres and nodes.
- Hamilton's CityHeart's prominent role in the provision of economic, cultural, and social activities in the heart of the sub-region is recognised and promoted.
- Large scale, devolved retail development can undermine the viability of the CBD, neighbourhood centres, towns and villages.
- Retaining the character and identity of the established CityHeart, suburban and town centres in the face of potentially significant intensification and change to the built environment.
- In the past, there has not been a good balance in the design of streets between the needs of motorists, public transport, cyclists and pedestrians.
- Limiting urban sprawl helps to mitigate issues associated with fragmented land ownership, high refurbishment costs, investment risks and difficulties in converting older buildings within city and town centres hampers residential intensification.
- The market does not typically deliver good town centre development without a significant degree of intervention from local government, including special place making initiatives.
- Some parts of the city, suburban and town centres do not contain the quality public space around which private developers or businesses would choose to invest.
- The difficulty or perceived difficulty in navigating council consents and approvals for projects is often cited as a deterrent to redevelopment.
- The provision, cost and accessibility of public car parking are key issues for potential users of the city centre.
- Reliability of public passenger transport is negatively impacted by growing traffic congestion.
- Loss of ground level amenity, activity, and relationship to the street can occur through poor urban design and lack of active frontages.
- Design of public spaces and lack of active frontages may create unsafe environments for pedestrian movement.
- Inappropriate development, competing land-uses and higher value of land increase expense and can compromise the provision of new open space or the amenity of existing open space in city and rural towns and villages.
- Town centres may not provide the public open space and facilities which will support live, work and play requirements, especially as centres intensify.
- Lack of integration in planning within centres.
- Lack of a strong identity, sense of place, and pride for some centres.
- Regional transportation issues can affect the connectivity of city and town centres.

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8.19.3 Key Approaches

- The Hamilton CityHeart is recognised as the economic, arts, and social centre of the sub-region.
- Ensure the viability and vitality of existing town and village centres, and where possible encourage growth that will make these centres more self sufficient.
- Retail and services continue to play a prominent role for the city, suburban, town, and village centres.
- Discourage the development of big box retail outside of the Hamilton CityHeart, suburban and town centres.
- The maintenance and improvement of multi-modal accessibility to city and town centres shall be a priority.
- The improvement of the quality of urban design in city and town centres is a primary goal, ensuring that developments have good relationships to the street, adaptable built form and attractive public spaces and street frontages and include design principles that decrease crime while improving safety and social interaction.
- Bus priority measures implemented to improve service levels.
- Identify significant amenity, character, cultural, natural, or heritage features and values in city and town centres and show how they will be protected or enhanced.
- Councils continue to provide leadership in sponsoring and promoting festivals and events that contribute to the vibrancy of city and town centres.
- Under-utilised sites shall be identified for new development and a range of mechanisms and tools shall be used to facilitate redevelopment.
- Work with central government agencies to ensure community support services are well represented and strategically located in town centres.
- Continued improvement of the riverfront provides for enhanced people access and activity, whilst avoiding adverse effects on cultural, heritage, amenity, and natural values.
- New communities include accessible centres providing a range of local retail, service, and recreation facilities, including those in emerging greenfield growth areas.
- The design of public spaces receives a high priority in any development.
- City and town centres provide social and cultural values that go beyond the commercial interests of retailers and other businesses. There is a case for public investment to maintain and enhance these values.
- Existing parking spaces in the city centre and towns shall be managed to support the needs of retail and business services. Parking requirements need to align with urban design objectives, whilst recognising that an oversupply of parking creates travel demand.

8.19.4 Actions

Action	Lead Agency	Support Agencies	Cost Implications	Implement-ation Tools	Linked to Strategy	Timing
1. Implement the CityHeart revitalisation project.	HCC		LTCCP	LTCCP, District Plan, Business Improvement Districts	CityHeart revitalisation project	Ongoing
2. Advocate for and facilitate central city development.	HCC		LTCCP	LTCCP, District Plan	Hamilton City Council Creativity and Identity Strategy, and City Scope Strategy	Ongoing
3. Amend Hamilton City district plan to improve the design of new residential developments in the central city.	HCC		District Plan Review Budget	District Plan	Hamilton City Council City Scope Strategy	As part of District Plan review
4. Prepare parking plan for Hamilton central city and implement plan.	HCC	EW	LTCCP	Parking Plan, City Plan	Access Hamilton Strategy	
5. Ensure Structure Plans provide for activity centre development or redevelopment that enhances public space and facilities, promotes urban design principles, acts as a community focal point, and provides for convenient multi-modal access and local retail requirements.	HCC, Waipa DC, Waikato DC		Internal	District Plans, LTCCPs		As identified
6. Ensure intensification of existing areas incorporates public transport routes.	EW	HCC		RLTP	Access Hamilton Strategy	

8

8.20 Health and Education

8.20.1 Introduction

In a growing region, the provision of proper health and education facilities is essential.

The health of individuals is not just provided for by way of adequate health facilities. It is related to a wide range of other factors such as air and water quality, diet, safety, social and cultural well-being, and access to transportation, education, employment, and recreation facilities. The settings in which people live, work and play have a direct relationship to the health and well-being of the population.



Public health issues such as income, housing, education and employment are often beyond the control of the health sector and policy decisions made by local and regional government can have public health implications. Sustainable development highlights the importance of taking into account economic, environmental, social and cultural aspects when making policy decisions. It is important that the Future Proof Strategy promotes and enhances matters of relevance to public health in the settings in which people live, work and play.

Education facilities, including pre-school, primary, secondary, and tertiary institutions and community

and informal education, are a key part of a thriving community. Social and economic inequality can occur where people do not have access to education and knowledge. Libraries also play a key role in contributing to the well-being of the community through the availability of information and as an important focal point in the community.

The sub-region is home to top-class tertiary education providers. Over 30,000 students enrol each year at the University of Waikato, WINTEC and Te Wānanga o Aotearoa. Education provides one of the biggest employment bases in the sub-region accounting for approximately 9% of employees.

During Hamilton City Council's City Growth Enquiry by Design process in 2008, the Ministry of Education identified a number of schools throughout the city which have limited capacity for expansion or which, by contrast, have capacity for growth. The Ministry of Education plans for school provision in line with expected population growth. This Future Proof Strategy, along with the city and District Growth Strategies, will provide a foundation for Ministry of Education planning. Structure planning provides an important tool in planning for new education facilities in growth areas.

8.20.2 Growth Issues

- Growth in population and changing demographics can put pressure on education and health institutions to adapt.
- Education and health facilities are needed in new developments, but opportunities to establish new facilities may be compromised due to constraints such as the availability of suitable land.
- Without a clear settlement strategy education and health providers are unable to plan for provision of new or changed facilities as populations grow and change.
- Education facilities should be available in a timely fashion in new areas in order to help foster a sense of community.

- Tertiary education should be recognised as a key part of the sub-region's identity and also act as an economic driver.
- Urban form can influence the health status of the community through providing opportunities to work, live and play.
- Provision of infrastructure such as water and wastewater services are important methods for maintaining public health.
- Recent economic growth has led to skills shortages in some sectors, and with an ageing population, this is likely to be an ongoing issue.
- In health the move is towards a wider range of preventative policies rather than a continuance of an increased array of built tertiary facilities.
- There is a growing demand for private facilities which are taking up some traditional office space capacity. Specialised buildings are required for many of these facilities. A demand analysis is required to be undertaken.
- The ageing population will place considerable pressure on both tertiary health and education facilities as retirees are actively seeking out further education opportunities.



8.20.3 Key Approaches

- Facilitate opportunities for the provision of education and health facilities through appropriate mechanisms including district plans and structure plans.
- Facilitate and encourage the development of student accommodation in the Hamilton CityHeart.
- Plan for schools in new developments to ensure they keep pace with population growth.
- Build relationships with the Ministry of Education to ensure that the planning for capacity of existing schools is linked with population drivers and changes.
- Encourage life-long learning and ensure that the range of methods by which people learn is recognised and utilised in the delivery of education.
- All families and disadvantaged groups are able to access education opportunities.
- Public libraries strengthen links with other organisations and explore opportunities to work collaboratively with other information and education providers.
- Public libraries are provided by councils to best meet the needs of their local communities and to support learning. The need for additional or altered library facilities will be considered if required to accommodate the needs of new and changing populations.
- Early childhood education centres including Kōhanga Reo continue to be provided locally and their value is recognised.
- Education providers build relationships with one another, employers and learners to provide relevant and quality education.
- Recognise that different tertiary education providers have different areas of expertise and key strengths. This enables best use of limited resources and provides specialist education and research in specific fields.
- Continue to enhance employers' knowledge of the links between skills development and improved business.
- Promote active communities, particularly walking and cycling, for greater health and well-being.

8.20.4 Actions

Action	Lead Agency	Support Agencies	Cost Implications	Implementation Tools	Linked to Strategy	Timing
1. Structure Plans for all growth areas should recognise the need for education and health facilities.	HCC, Waipa DC, Waikato DC	Ministry of Education, Ministry of Health	Internal	District Plans, LTCCPs		Ongoing
2. Consider local and regional government policies for their potential impacts on health outcomes and their suitability for formal health impact assessment.	All					
3. Undertake a health impact assessment of the Future Proof Strategy and review and consider any recommendations from such an assessment in the review of Future Proof.	FPIC	HCC, Waipa DC, Waikato DC, EW, and WDHB	\$35,000.00			
4. Co-operation between health and emergency service providers and local authorities to ensure planning is integrated.	All	All				Ongoing

8.21 Open Space, Recreation and Leisure

8.21.1 Introduction

The range of open space makes a major contribution to the quality of life of residents in the Future Proof area. It helps provide for social, cultural and environmental well-being and economic prosperity.

Open space includes civic squares and parks, formal and informal sports, active and passive recreation, natural heritage and nature conservation. It includes space and corridors for surface water and indigenous vegetation. It also provides access to the coast, rural areas, ranges, rivers and forests.

Community expectations about open space are changing. Social and demographic changes, such as an ageing population, changes in household composition, greater life expectancy, changing leisure patterns and increasingly sedentary lifestyles, are altering both the needs for and demands placed on open space.

The open space network and associated facilities therefore need to meet these changes in order to remain relevant and sustainable.

Open space is a key mechanism to ensure that there is separation between Hamilton City and adjacent settlements. It therefore assists in providing a break between urban areas to minimise the risks and impacts of urban sprawl and loss of identity of existing urban areas. The concept of using open space as a greenbelt to achieve this is promoted and supported.

8.21.2 Growth Issues

- Creation and maintenance of space between urban and rural areas for productive rural land, conservation and environmental values as well as to give a sense of identity to urban settlements.
- Use of open space to both manage urban growth and provide a multi-purpose urban edge including recreational, ecological, landscape, and surface water drainage opportunities.
- Use of open space to maintain greenbelts between urban areas.
- Protection and provision of strategic open-space networks.
- Loss of accessibility to, and difficulty in acquiring, high quality open-space.
- Community facilities that are adaptable and multi-purpose to meet the requirements of the future.
- Recognising and building on the identity of existing towns and neighbourhoods.
- Protection of outstanding natural features and landscapes and providing a wide range of recreational opportunities that builds on the features of the landscape.
- Provision of leisure and recreational facilities that are sufficiently adaptable and multi-purpose to meet changing lifestyle patterns and expectations in the right location and at the right time.
- Retention of open space appropriate for intensification.



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8.21.3 Key Approaches

- Plan substantial facilities (new and upgraded) to ensure the most effective use of resources and allow for the sharing of benefits across the sub-region.
- Seek to support existing facilities in the sub-region rather than building competing facilities.
- Provide a wide range of types of open space.
- Design and provide appropriate open space in intensification areas.
- Implement a co-ordinated approach to the identification, planning and maintenance of a strategic open space network which integrates with and enhances ground and surface water and biodiversity resources.
- Promote the multi-functional use of large areas of open space.
- Use open space to provide green corridors between core habitats, which are designed to contain ecological and recreational values as well as providing walkways and cycleways.
- Use open space to assist in the provision of greenbelts between the city and other urban areas and between urban areas generally.
- Design parks, cycleways and walkways to encourage community use and to be safe.
- Encourage co-location of leisure and recreational facilities with other community facilities such as libraries, community halls and schools.
- Design future leisure and recreation facilities in ways that enable multiple uses and that allow them to meet changing demands.
- Use open space to reflect local ecological heritage.
- Carefully consider the location and timing of leisure and recreation facilities to meet current and future needs.
- Acquire land and open space well in advance of urban development and associated speculative land prices.
- Design open space to reflect the heritage and cultural history of the area and create a sense of place and identity.
- Build on the existing open space network and ensure accessibility for all residents.
- Linking habitat between natural areas.



8.21.4 Actions

Action	Lead Agency	Support Agencies	Cost Implications	Implement-ation Tools	Linked to Strategy	Timing
1. Investigate potential for a co-ordinated approach to the identification, planning, provision, use and maintenance of regional open space, including the development and implementation of a regional/sub-regional park network, and recreation and sports networks.	FPIC	EW, HCC, Waipa DC, and Waikato DC	Existing resources	LTCCP's, Regional Plans, District Plans		December 2012
2. Provide additional open space, active and passive recreational facilities and leisure facilities to meet the urban growth needs of the Future Proof area.	HCC, Waipa DC, Waikato DC	EW		LTCCP's, Regional Plans, District Plans	8.12, 8.15 and 8.16	Ongoing
3. Create a range and equitable distribution of high quality public spaces.	HCC, Waipa DC, Waikato DC	EW		LTCCP's		Ongoing
4. Initiate a process for the development of a regional policy on significant reserves, their use and location as an input into the implementation of the Future Proof Settlement Pattern.	EW	HCC, Waipa DC, and Waikato DC	Existing resources	LTCCP's		December 2012
5. Develop and implement a policy in respect of the definition and application of greenbelts as a method to ensure there is appropriate separation between distinctive urban areas.	FPIC	HCC, Waipa DC, Waikato DC and EW	Future Proof Implementation Budget	RPS, Regional Plans, District Plans, LTCCP's		December 2010

8.22 Affordable Housing

8.22.1 Introduction

Providing housing choice is a key outcome of the Future Proof Strategy.

Housing affordability is a complex issue. Contributory factors include the availability of land supply for new residential development, growth in wages compared to the increase in house prices, availability of credit, impact of growth in buy-to-let investors, and issues around low housing densities through large section developments.

The sub-region experienced considerable dwelling and section price inflation between 2003 and 2008. Price increases have been over and above the growth in incomes, making home ownership increasingly unaffordable to households on moderate to average incomes. Whilst not exclusively, new housing development has tended to be in the middle to upper end of the market, with fewer smaller homes or apartment style developments being provided by the market.

Home ownership is regarded as an important part of New Zealand's national identity. Falling home ownership levels are therefore a concern to the sub-region, particularly as the opportunity to own your own home helps to attract and retain workers. In addition, from a social development perspective, home ownership supports wealth generation and asset growth of lower to middle income households.

Housing affordability is a changing picture. The reduction in house and section prices over 2008 and 2009 coupled with lower interest rates should help improve affordability, particularly for first time buyers. Intervening in the market to provide lower than market value housing and sections would require careful assessment of housing affordability and partnerships with central government and various agencies.

8.22.2 Growth Issues

- Inability of the affordable housing market to compete for resources.
- The influence of employment, wage rates and transport costs on housing affordability.
- A shortage of zoned and serviced land potentially affects the affordability of housing, although this is only one aspect of the complex issue of affordability.
- Land banking by developers can prevent residential land from coming on to the market.
- Lack of subsidies or other tools means councils and developers must bear the full cost of providing infrastructure.
- The market does not provide a range of housing types, including smaller homes and apartments.
- Compliance and development contribution costs for developers.

8.22.3 Key Approaches

- Encourage the market to provide wider housing choice through the development of smaller homes and/or apartments.
- Engage with central government to secure investment in the redevelopment of and renewal of public housing.

8.22.4 Actions

Action	Lead Agency	Support Agencies	Cost Implications	Implement-ation Tools	Linked to Strategy	Timing
1. Advocate with Central Government and other Agencies in respect of the need for affordable housing provision in the sub-region.	HCC, Waipa DC, Waikato DC	FPIC	Existing resources	LTCCP's		Ongoing
2. Consider undertaking a housing needs assessment and affordable housing policy.	HCC, Waipa DC, Waikato DC	FPIC	Existing resources	LTCCP's		December 2010

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8.23 Community Development

8.23.1 Introduction

Community development involves both the provision of recreational, leisure, social, community, arts and cultural facilities and activities, and the ability for people to participate, collaborate and feel part of a safe, strong, caring, and connected community.

Community facilities contribute significantly to the community's quality of life.

The comprehensive improvement of the sub-region's social well-being will not be achieved by the actions of any one sector. Nor will a single layer of government action suffice. Collaboration and effective relationships are critical success factors.

The territorial authorities within the sub-region are involved in social well-being and building community capacity to varying degrees. Growth in the sub-region brings with it a number of risks for community development. The implementation of good urban design principles and practices in growth areas, and planning for appropriate community facilities and services, can help to ensure positive community outcomes.

8.23.2 Growth Issues

- High levels of growth and demographic changes lead to changes in community needs over time.
- The pace of development may mean that community facilities and structures may not develop at the same rate, leading to a lack of community cohesion or sense of place.
- Community development agencies may have limited capacity to cope with growth pressures.
- Territorial Local Authorities need to work closely with central government agencies to ensure that social services target the unique needs of their areas.
- Increased dependency on the volunteer sector and volunteer contributions of time and money.
- Community facilities are needed in new growth areas, but pressures for development can restrict the availability of suitable land.

8.23.3 Key Approaches

- Research and monitor demographic and social changes.
- Ensure collaboration between local authorities and other key social development agencies and build effective partnerships.
- Ensure equitable access to resources, services and programmes through the provision of funding, facilities and infrastructure.
- Ensure opportunities for the establishment of community services and facilities in new growth areas.
- Integrate facilities through collaborative projects with partner councils and key stakeholders.
- Involve the community in key decisions to avoid community displacement and severance.
- Research, monitor and review strategies that promote social well-being and community development to ensure they meet the changing needs of the community.
- Consider how community support services can meet the needs of growing and changing communities.
- Encourage civic participation.

- Foster a sense of place and local identity in new growth areas through the implementation of good urban design principles and provision of public spaces.
- Encourage and provide for a range of housing types that reflect and promote community diversity.
- Ensure that good transportation choices are available, including public transport and walking/cycling facilities, to improve connectivity and avoid social isolation.
- Ensure communication strategies are continually monitored, reviewed and developed.
- Work with local communities to ensure they are prepared for civil defence emergencies.
- Ensure Crime Prevention through Environmental Design (CPTED) principles are embraced in developments and re-developments in order to provide safe places and spaces.

8.23.4 Actions

Action	Lead Agency	Support Agencies	Cost Implications	Implement-ation Tools	Linked to Strategy	Timing
1. Review and agree the definition of community development, social well-being and social infrastructure.	IMG and FPIC	HCC, Waipa DC, Waikato DC	Existing resources	LTCCP's		June 2011
2. Undertake a stock take of current initiatives	HCC, Waipa DC and Waikato DC		Existing resources			June 2011
3. Identify the role which Future Proof has in terms of each of the areas of community development, social well-being and social infrastructure.	FPIC	HCC, Waipa DC, Waikato DC	Existing resources			June 2011
4. Identify commonalities in Territorial Local Authority community development or social well-being planning and work together to implement.	HCC, Waipa DC and Waikato DC		Existing resources			June 2011

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Affordable and Sustainable Infrastructure

8.24 Transport

8.24.1 Introduction

The Future Proof sub-region is growing rapidly. This has associated implications for transport, both private travel and freight. The aim of the transport component of Future Proof is to plan for growth and anticipated social and economic change in the sub-region that is well supported by a sustainable and resilient transport system.

The above-average population growth in the Auckland and Bay of Plenty regions also has a significant impact on the Future Proof sub-region and places increasing pressure on critical routes. By virtue of its central location between these two other population centres, the Future Proof sub-region carries a high proportion of through-traffic, particularly inter-regional freight traffic to and from the Ports of Auckland and Port of Tauranga and Taranaki.

There is an increasing desire to produce better land-use and transport outcomes that complement one another. Transport activities fully integrated with land-use plans is the preferred approach. The Future Proof Strategy puts in place the settlement pattern which enables integration with transport projects in a sustainable and co-ordinated manner.

A number of factors have converged in the last few years which have meant a much stronger focus on land-use and transport integration is now required. These factors include increased demands and pressure on transport infrastructure and the funding available, increasing traffic congestion in larger urban areas, and concerns about urban sprawl, climate change and higher fuel prices.

The above issues mean that a “predict and provide” approach to transport provision is no longer feasible. The Future Proof Strategy recognises a hierarchy of transport interventions, where solutions to transport issues are sought initially through land-use decisions which support the development and use of an efficient network. High-cost infrastructure options are only sought once low-cost interventions, including travel demand management and network optimisation, have been explored.

The key reasons for taking a more co-ordinated approach to land-use and transport planning include:

- Optimising the use of networks
- Extending the life of existing transport projects
- Achieving a shift from cars to more sustainable modes of travel
- Managing travel demand
- Achieving better transport outcomes
- The increasing cost of transport infrastructure, particularly roading
- Pressure on the national land transport fund
- Greater awareness of the costs of growth
- Move toward long-term planning and strategic thinking
- Move away from unsustainable land-use patterns
- An increased focus on urban design
- Achieving development densities which can support public transport, walking and cycling.

Transport planning is governed by the Land Transport Management Act 2003 (“LTMA”) and strongly influenced by the New Zealand Transport Strategy 2008, and the Government Policy Statement on Policy Funding (GPS). The purpose of the LTMA 2003 is to contribute to the aim of achieving an affordable, integrated, safe, responsive and sustainable transport system. The guiding objectives are:

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

The Future Proof land-use pattern will help to inform the requirements of section 77(d) of the LTMA 2003 which states that an RLTS must contain a statement of any relevant regional economic or land-use considerations, and the likely funding of any land transport infrastructure associated with those considerations. This is required over a 30-year period. It will also assist in terms of section 76(g) which requires that a regional transport committee take into account the region council’s function under section 30(1)(gb) of the Resource Management Act 1991 (“RMA 1991”) – the strategic integration of infrastructure with land-use.

The strategic approach of the Waikato RLTS, which Future Proof needs to align with, is based around strategic corridors (road, rail and passenger transport). Investment in these corridors is given priority. The other key component of the strategic approach is to manage demand and encourage alternative modes of transport. The aim is to move toward a more sustainable multi-modal transport network where a number of travel options are available. The Future Proof Strategy aims to facilitate this approach, while encouraging a more sustainable settlement pattern that is well integrated with transport.

In order to assist with land-use and transport integration, four growth corridors have been identified. These corridors form part of a wider sub-regional view of the settlement pattern and assist in achieving integration between land-use and infrastructure, particularly transport. By using a corridor approach, the aim is to take account of:

- Growth areas as identified by Future Proof
- Key settlements
- Industrial land
- Rural land-use
- Transport requirements, including implementation of the strategic transport corridors.
- The Waikato Expressway being the pre-eminent and key transport project for both the sub-region and the Waikato region.
- Linkages between the Future Proof sub-region and other districts and regions

Ensuring that development does not occur in an indiscriminate manner along corridors.

This gives a wider spatial view of growth in the sub-region and enables a more integrated approach to land-use and transport.

Packages of transport activities can be closely tied to this corridor approach.

The growth corridors are as follows:

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► **Northern:**

- Waikato Expressway
- State Highway 1 and the North Island Main Trunk line
- Connections to Auckland
- Growth areas of Ngaruawahia, Huntly, Te Kauwhata, Hamilton existing urban, Hamilton Greenfield and Future Hamilton Greenfield
- Industrial Land at Rotokauri, Rototuna, Te Rapa, Horotiu, Te Kauwhata, Huntly, Ngaruawahia, Gordonton, and Taupiri
- Hampton Downs
- Potential future passenger rail between Hamilton and Auckland
- Increased freight between Hamilton and Auckland (road and rail)

► **Southern:**

- Future link to airport
- Hamilton into Waipa via State Highways 1 and 3 and the North Island Main Trunk
- Connections to Taranaki
- Growth areas of Cambridge, and Te Awamutu
- Managing rural land-use in Waipa
- Tamahere Quadrant and Southern Links – detailed integrated land-use and transport planning required
- Industrial land at the Airport, Hautapu, Te Awamutu – Bond/Paterangi
- Hamilton International Airport
- Waikato Expressway

► **Eastern:**

- Waikato Expressway
- Hamilton and Waikato District into Matamata-Piako via State Highways 1, 2 and 26/27 and the East Coast Main Trunk
- Morrinsville
- Links to the Bay of Plenty and to the Port of Tauranga – State Highway 29
- Main route to Auckland from the Bay of Plenty to be via the Waikato Expressway

► **Central:**

- Hamilton ring road.
- Includes the growth areas of Hamilton existing urban, Hamilton Greenfield and Future Hamilton Greenfield
- Intensification Areas: Hamilton CityHeart central city, around transport hubs, suburban centres and areas of high public amenity
- CityHeart – commercial, arts, and social heart for the sub-region
- Employment area and high technology innovation precinct at Ruakura
- Hamilton Western Corridor (Te Rapa Bypass)

- Cross city connector
- Increased public transport and walking and cycling links
- Links west to Raglan and Whaingaroa

8.24.2 Growth Issues

- Undesirable impact of ribbon development or sprawl on key strategic corridors, including impact on access
- High car dependence
- Dispersal of urban growth has increased travel distances and increased the cost of transport infrastructure
- High traffic volumes on key inter-regional routes and congestion in and around Hamilton City
- State Highway 1 passes through many urban centres
- Keeping pace with the growing demand for travel
- Uncertainty over future oil supply and cost
- SH1, passing through the Waikato, is a road of national significance. All travel north (Auckland and beyond) to south (eg Taranaki, Taupo) and vice versa must pass through the Waikato region. The Waikato region has a high proportion of heavy commercial vehicles. This has a significant impact on the roading network
- Growth in vehicle use for both freight and passenger purposes has been most notable in the golden triangle of Auckland, Waikato and Tauranga
- Significant amounts of funding are required for transport
- Reverse sensitivity issues where development encroaches on key transport hubs or routes (e.g. the airport and key transport corridors)
- Changing demographic patterns which influence demand and the type of transport required.
- Public health and environmental issues as a result of growing traffic volumes
- Affordability concerns and equitable funding
- High road safety crash toll
- The employment area and high tech focus at Ruakura

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8.24.3 Key Approaches

- A more compact urban form aims to promote reduced dependence on cars with more opportunity to walk, cycle and use public transport. Providing employment, facilities and services close to where people live will also reduce travel demand.
- Ensure that Hamilton City is well connected with comprehensive public transport routes.
- Suburban areas should have well planned transport networks with high connectivity, including comprehensive walking and cycling links.
- Ensure that there is good transport access and services for key rural townships.
- Transport routes support new areas as they grow and new areas are planned to make optimum use of the existing transport network.
- Good passenger connections between Hamilton and Auckland (road and rail).
- Integration with different modes of transport that have good connections.
- Ensure that there is efficient access to and from the Hamilton International Airport.
- The continued implementation of noise contours, obstacle limitation surfaces and other land-use restrictions including controls on the types of development permitted on land at the ends of the main runway, in order to ensure that development does not adversely impact on the operation of the Airport.
- Higher densities will allow the use of more efficient and affordable forms of public transport.
- Managing travel demand.
- Recognising the link between energy (fuel) and transport. Reduce domestic transport emissions through various initiatives including encouraging lower emission transport and managing travel demand.
- Protection of key transport corridors (road and rail).
- Innovative transport funding solutions that consider all methods available.
- Land-use and transport solutions are consistent with the New Zealand Urban Design Protocol.
- Continued development of the strategic transport network as identified in the Regional Land Transport Strategy and Regional Land Transport Programme.
- Meeting the targets of the GPS⁹:

Action	Target
Increase patronage on public transport	by 3% per year through to 2015
Increase the number of walking and cycling trips	by 1% per year through to 2015
Reduce kilometres travelled by single occupancy vehicles, in major urban areas on weekdays	by 10% per capita by 2015
No overall deterioration in travel times and reliability on critical routes by 2015	Target is to reverse the current trend
Increase the mode share of transporting freight by coastal shipping and rail by 2015	Target is to reverse the current trend (note: NZTS long-term target is 30% for coastal shipping and 25% for rail by 2040)

⁹ Note that the GPS contains short-medium term translations of the longer term targets of the New Zealand Transport Strategy

8.24.4 Actions

Action	Lead Agency	Support Agencies	Cost Implications	Implement-ation Tools	Linked to Strategy	Timing
1. Progressive implementation of the Waikato Expressway as the highest priority strategic transport corridor, and roads of national significance.	NZTA, EW	HCC, Waikato and Waipa DC		RLTP, NLTP	WESE, RLTS	
2. Ensure that settlement patterns do not adversely impact the benefits of the Waikato Expressway.	NZTA, HCC, Waikato and Waipa DC, EW			RPS, District Plans, RLTS, RLTP	WESE, District Growth Strategies	
3. Align Future Proof and the RLTS, RLTP and RPS.	EW/RTC and JIC	HCC, Waikato and Waipa DC, NZTA		RLTS, RPTP, RLTP	RLTS, RPTP	
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).	EW	HCC, Waikato and Waipa DC, NZTA		RLTP, LTCCPs	RLTS	
5. Develop integrated land-use and transport strategies for the growth corridors (Northern, Southern, Eastern, Central).	EW, HCC, Waikato and Waipa DC, NZTA	ONTRACK KiwiRail		RLTP, LTCCPs		
6. Develop multi-modal transport packages which support the growth areas identified by Future Proof.	EW, HCC, Waikato and Waipa DC, NZTA			RLTP, LTCCPs	RPTP,	
7. Early protection of regionally significant transport corridors (road and rail).	NZTA, EW, TAs, ONTRACK			District Plans	See action A 7.5 of RLTS	
8. Implementation of the Strategic Transport Corridors (as per the RLTS and RLTP).	HCC, Waipa DC, Waikato DC, EW and NZTA			RLTP	RLTS WESE	
9. Ensure that appropriate levels of development contributions are in place for all transport infrastructure.	HCC, Waikato and Waipa DC			LTCCPs		
10. Consider issues of connectivity between the key settlements (both residential and business areas) and the Waikato Expressway.	NZTA	EW, HCC, Waikato and Waipa DC		RLTP, NLTP, District Plans, LTCCPs	WESE, RLTS	
11. Work with the Regional Transport Committee and	EW, HCC, Waikato and			RLTP, LTCCPs,		

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councils to develop and implement a programme of action for meeting the GPS targets.	Waipa DC, NZTA			NLTP, RPTP		
12. Work with the Regional Transport Committee and EW on implementing relevant actions from the Waikato Regional Rail Strategy 2009.	EW, ONTRACK, KiwiRail	HCC, Waikato and Waipa DC		ONTRACK capital programme, NLTP, RLTP, LTCCPs		
13. Investigate potential funding mechanisms to ensure that transport projects are completed on time, including: National Land Transport Fund (including the Crown Grant), government grants, rates and other council revenue, and tolling.	EW, HCC, Waikato and Waipa DC, NZTA	MoT, ONTRACK		LTMA 2003, RLTS, RLTP		
14. Ensure the use of the Waikato Regional Transport Model and the recommendations from the Waikato Inter-regional Transport Study are appropriately integrated into the relevant strategies and plans.	EW	HCC, Waipa DC, Waikato DC, NZTA				Ongoing
15. Continued implementation of noise contours, obstacle limitation surfaces and other land-use restrictions for the Hamilton International Airport to ensure that its operations are not compromised by development.	EW, HCC, Waikato and Waipa DC	Hamilton International Airport		RPS District Plans Structure Plans		
16. Establish a Future Proof Transport forum/team for ongoing input into Future Proof implementation which ensures integration between long-term land-use planning and transport strategies.	EW	HCC, Waipa DC, Waikato DC, NZTA		RPS, RLTP, RLTS, LTCCP, DP		December 2009
17. Review the RLTS to incorporate Future Proof .	RTC, EW					June 2011
18. Ensure projects to support the implementation of Future Proof are included in the Regional Land Transport Programme.	RTC, EW					June 2009

8.25 Utilities and Infrastructure

8.25.1 Introduction

The implementation and maintenance of network infrastructure is an essential component to the successful functioning and well-being of a community. By ensuring the availability of efficient and effective services, the community will be provided with access to affordable and competitive services.

8.25.2 Growth Issues

- Development can adversely affect the efficient and effective functioning of infrastructure. For example, increasing population density and increasing spread of urban areas increases traffic congestion.
- Development can affect the ability to operate, maintain or expand infrastructure, such as roading and electricity generation and transmission.
- Rural residential development results in demands for new infrastructure in new locations.
- Some infrastructure, such as stormwater pipes, culverts and sea defences, may become inadequate for the task they were designed for due to climate change impacts.
- Some transport (and other infrastructure) corridors may also become more frequently subject to flooding, landslide and erosion due to climate change.
- Increasing value of land due to development makes establishing new infrastructure in these areas more expensive.
- Growth in population correlates directly with the need to expand and extend network infrastructure.
- Clear strategies for managing growth can provide a sound basis for investment in network infrastructure.
- Opportunities to share growth corridors for service installation can be promoted which will result in reduced costs and impacts of network development.
- Compact forms of development and sequential logical expansion promotes more efficient provision of network infrastructure.
- Network infrastructure can have adverse environmental effects.

8.25.3 Key Approaches

- Encourage and promote compact forms of development that lead to more efficient infrastructure utilisation and investment.
- Ensure development is in keeping with Transpower's Transmission Corridor Management Guidelines and other relevant national regulations and that growth is generally directed away from the transmission corridors.
- Ensure new infrastructure development takes into account potential future climate change effects.
- Ensure the settlement pattern and development decisions allow for expansion and upgrading of infrastructure.
- Advocate for long-term strategic infrastructure planning by network utility managers.
- New urban and rural-residential development should aim to maximise the use of existing infrastructure where this is an efficient and viable approach.

- The security, safety, affordability and reliability of infrastructure are accorded priority in the assessment of development.
- Corridors are provided for protection of pipes routes and cables.
- Services are co-sited where feasible and practical.
- Ensure recognition and protection of existing and future electricity transmission corridors.

8.25.4 Actions

Action	Lead Agency	Support Agencies	Cost Implications	Implement-ation Tools	Linked to Strategy	Timing
1. Review codes of practice for sub-division and development to accommodate changes as a result of the adoption of Future Proof to ensure an integrated and consistent approach across the sub-region is undertaken	HCC, Waipa DC and Waikato DC	EW	Existing Resources	LTCCPs, Regional Plans, District Plans, Resource Consents		To be determined
2. Provide for the effective sharing of information on growth and development trends with network utility providers on a regular basis.	HCC, Waikato DC and Waipa DC	EW	Existing Resources	Regional Plans		Ongoing
3. Ensure there are appropriate rules in district plans to enable the development of utility services, whilst ensuring any adverse effects are mitigated.	HCC, Waipa DC and Waikato DC		Existing Resources	District Plans, LTCCP's		
4. Advocate with central government, network utility managers and infrastructure providers for a collaborative, comprehensive, long-term strategic infrastructure development plan for the sub-region.	EW	HCC, Waipa DC, Waikato DC	Existing Resources	LTCCP's, Regional Plans		

8.26 Water Supply

8.26.1 Introduction

Water is the most common substance on earth; however 99.06% of water is unusable. Unpolluted fresh water is therefore a scarce resource.

The process of recycling water happens through the natural water cycle.

Water can become contaminated at various stages of the water cycle. As droplets of water pass through the atmosphere they pick up very small air-borne particles such as fumes from cars and industries and carry them to the earth's surface.

The way people utilise water can have a huge impact on water quality and availability. Water is essential to our survival.

8.26.2 Growth Issues

- Balancing water supply and demand.
- Increasing demand on water resources from ongoing urban development and need for sufficient water to support ongoing demand, particularly for urban growth, agriculture and horticulture.
- Increasing water supply standards.
- Increasing demand for the water resource from ongoing urban growth along with increased demand on systems for the treatment and disposal of wastewater. A sustainable water supply requires a long-term balance between the supply of water and the demand of users. Both reduction in water supply and potential increases in demand can affect this balance.

8.26.3 Key Approaches

- An integrated, sustainable approach to the three urban waters (water supply, wastewater and stormwater) so that the use or discharge of one does not impact negatively on the other.
- Water, wastewater, and stormwater management is developed with protection of ecological values a key outcome. Integrated systems should ensure that natural environment can assimilate waste without negative impact.
- Monitoring progress on agreed targets and performance standards.
- Increasing emphasis on water conservation methods and efficient use of the water resource.
- Sufficient drinking water supply planning and investment to support intensified growth in a planned, rather than reactive, manner.
- Potential contamination of water supply from geothermal uses.
- Undertake a collaborative approach to the identification and use of alternative water supplies in the sub-region.
- Emphasis on sustainable development aimed to give better effect to Government's strategies for action on water resources.
- Public information and education to increase awareness of issues and strategies.

8.26.4 Actions

Action	Lead Agency	Support Agencies	Cost Implications	Implement-ation Tools	Linked to Strategy	Timing
1. Develop a Water Supply Strategy across the Future Proof area.	HCC	Waipa DC, Waikato DC and EW	Existing resources	LTCCP		To be determined
2. Develop a protocol for cross boundary water supply infrastructure management.	HCC,	Waipa DC, Waikato DC	Existing resources	Protocol		To be determined
3. Develop Terms of Reference for a technical group involving the partner councils and tāngata whenua that: - Comprises officers from each council - Includes shared funding of joint projects - Has a shared funding regime where appropriate and cost effective to provide joint infrastructure to consider sub-regional water supply matters, including the consideration of alternative supplies, joint infrastructure provision and other water supply matters.	HCC	Waipa DC, Waikato DC, EW and tāngata whenua	Existing resources	Terms of Reference		Timing to be determined
4. Educate and inform the community and the private sector about good land management and appropriate conservation practices to improve water supply.	EW	HCC, Waipa DC, Waikato DC	Existing resources			Ongoing

8.27 Wastewater

8.27.1 Introduction

Wastewater is the liquid which drains from showers, sinks, washing machines, baths, toilets, and industrial premises and is mostly water.

8.27.2 Growth Issues

- Increased development is generating larger volumes of wastewater which needs to be managed.
- Waste and water can be separated by appropriate effluent treatment plants, resulting in the water again being usable with the waste and pathogens removed. Long term the need to recognise and accept this will be an important factor which will lead to consideration of the disposal or use of the waste only.
- Tāngata whenua have a cultural objection to the disposal of human and other waste directly to surface water.
- There is a large existing investment in wastewater infrastructure in the sub-region. In most cases existing infrastructure is subject to ongoing improvement aimed at increasing capacity and reducing environmental and cultural effects.
- There is general acceptance that reducing the inputs to the wastewater system through water conservation strategies has significant long-term benefits in terms of reducing cost and adverse environmental and cultural effects.
- Alternative technologies that avoid disposal to water are available, can be expensive and can result in other risks to human and environmental health.
- Innovation in technology may arise in future that may enable alternative methods to be adopted.
- New technology is likely to have greater application to areas of new development. It is unlikely that existing areas of development will be practically capable of being re-engineered for alternative methods on a large scale.
- Stormwater infiltration of wastewater networks, which can lead to poorer wastewater treatment, is becoming less prevalent due to new technologies and ongoing replacement programmes.



8.27.3 Key Approaches

- Sufficient forward planning and investment in reticulated waste water systems to support intensified growth areas and to ensure adequate maintenance of existing wastewater infrastructure.
- A reduction in wastewater volumes by adopting a water conservation approach, reduction in wastewater contaminant loads, and integrated sustainable urban water approaches.
- All future growth areas meet acceptable health, safety and environmental standards for wastewater treatment and disposal.
- Where treated wastewater discharges are to surface water, the water quality is maintained.

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- Where practicable, development should be located to make the best use of existing wastewater infrastructure.
- Ensure development does not get ahead of wastewater infrastructure needed to service it.
- Emphasis on sustainable development aimed to give better effect to Government's strategies for action on wastewater.
- Public information and education to increase awareness of issues and strategies.

8.27.4 Actions

Action	Lead Agency	Support Agencies	Cost Implications	Implement-ation Tools	Linked to Strategy	Timing
1. Ensure through the LTCCPs of territorial authorities that adequate budgets are available for wastewater infrastructure upgrades, maintenance and expansion.	HCC, Waipa DC, Waikato DC	EW	Existing Resources	LTCCP's, Regional plans, District plans		
2. Ensure through structure planning and other development planning processes that wastewater servicing keeps pace with expanding populations.	HCC, Waipa DC, Waikato DC	EW	Existing Resources	LTCCP's, Regional Plans, District Plans		
3. Work closely with tāngata whenua in the development of proposals for wastewater, treatment servicing and disposal.	Tāngata whenua, HCC, Waipa DC, Waikato DC		Existing Resources	Protocol		
4. Consider the development of a sub-regional wastewater strategy.	HCC, Waipa DC, Waikato DC	EW, FPIC	Existing Resources	LTCCP's, Regional Plans, District Plans		

8.28 Stormwater

8.28.1 Introduction

Urban development significantly increases the volume of run-off to, and increases the intensity and volume of peak flows within, waterways. This increased run-off causes frequent local flooding, erodes streambeds and banks, and washes contaminants and sediments into waterways, wetlands, harbours and beaches. Where land-use changes from rural to urban the amount of impervious surfaces, such as roofs, sealed roads and paths, increases. This results in higher intensity flow events and greater risk of flood. Degradation of waterways can start at relatively low levels of imperviousness. Roads and backyards also contribute to an increase in the concentrations of heavy metal contamination, organic nutrients and sediments that end up in waterways. Roads contribute to sediment entering waterways particularly where roads have been cut into banks.



8.28.2 Growth Issues

- Urbanisation increases the volume and decreases the quality of stormwater run-off increasing levels of heavy metals, sediment, chemicals and organic nutrients in waterways that encourage weed growth and hydrocarbons, heavy metals, sediment and chemicals.
- Erosion increases through the disturbance of soil during sub-division, redevelopment, land filling and road works.
- Erosion and sedimentation, due to a previous lack of understanding of environmental effects from stormwater can result in flooding, reduced water quality, damaged aquatic systems and degradation of the integrity of riparian zones.
- Litter from surrounding land-use can block drains thus increasing maintenance and management costs.
- An absence of water sensitive urban design and development leads to increased stormwater run-off.
- Stormwater management measures include works that increase levels of service and respond to growth pressures.
- Intensification of development may lead to accelerated stormwater run-off.
- Catchment management plans are a key component of stormwater treatment and disposal.
- Low impact technology is available for stormwater treatment and disposal. However, this may require additional land and may counteract gains made from residential intensification.
- Stormwater assets can provide other benefits, such as landscape, ecological enhancement and recreational use.
- Where appropriate there may be opportunities to integrate stormwater (roof water) with water supply.
- Climate change effects may affect stormwater outfalls (particularly coastal) and create additional flows in stormwater systems.
- Rural drainage schemes typically allow water to lie on paddocks for up to three days. Intensive rural-residential development can aggravate drainage problems due to more impervious surfaces and can lead to complaints on the adequacy of the drainage schemes.

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8.28.3 Key Approaches

- Support land developers to implement innovative and effective stormwater management approaches.
- Provide incentives to developers or development contribution off-sets for developments that meet low impact urban design sub-divisional guidelines.
- Continue upgrading existing systems and naturalisation of waterways.
- Catchments of waterways more susceptible to increasing sediment loads are managed to specifically reduce sediment loads from receiving waters.
- Adopting water-sensitive urban design as part of broader low impact urban development and design principles.
- Minimising the amount of impervious surfaces in developments.
- Encouraging rainwater collection and reuse.
- Using low impact technology for stormwater treatment and disposal.
- Introduce a region-wide litter approach that includes environmental education, at-source preventative measures and gross pollutant trapping.
- Upgrade control of point source discharges to meet the relevant water quality standards set by Environment Waikato.
- Introduce 'at-source' controls like water tanks, on-site retention and infiltration, and landscape measures.
- Stormwater is viewed as a resource, rather than something just to be disposed of, and is treated to protect the environment.
- Forward planning and implementation of a stormwater system with sufficient capacity to support intensified urban development.
- Pollution of the Waikato and other rivers is actively avoided.
- Flood protection meets or exceeds legislative requirements.
- Water quality in the coastal marine area is maintained and enhanced.
- Increasing quantities of sediments from stormwater ponds need to be disposed of in an environmentally acceptable manner.
- Greenfield development seeks to maintain predevelopment hydraulic conditions unless stormwater management planning can show adverse stormwater effects will be avoided.
- The adequacy of rural drainage schemes must be considered before decisions are made about rural-residential development in these areas.
- Emphasis on sustainable development aimed to give better effect to Government's strategies for action on stormwater.
- Public information and education to increase awareness of issues and strategies.

8.28.4 Actions

Action	Lead Agency	Support Agencies	Cost Implications	Implementation Tools	Linked to Strategy	Timing
1. Ensure stormwater catchment management plans are developed before greenfield development is authorised.	HCC, Waipa DC, Waikato DC	EW	Existing Resources	LTCCP's, Regional Plans, District Plans		
2. Review development manuals to ensure they provide for and encourage low-impact stormwater design methods.	HCC, Waipa DC, Waikato DC	EW	Existing Resources	Development Manuals		
3. Through Comprehensive Stormwater Consent processes and LTCCPs, ensure: - At risk facilities are regularly inspected to guard against discharge of contaminants to reticulated stormwater systems - All community stormwater systems are managed via a Community Stormwater Management Plan - Budgets are appropriate for maintenance and upgrading of stormwater systems.	HCC, Waipa DC, Waikato DC	EW	Existing Resources	Resource Consent, LTCCP's, Regional Plans, District Plans, Management Plans		
4. Develop and promote guidelines for low-impact stormwater design for new developments.	HCC, Waipa DC, Waikato DC	EW	Existing Resources	Resource Consent, LTCCP's, Regional Plans, District Plans, Management Plans		
5. Ensure structure plans clearly identify how stormwater for new developments will be managed.	HCC, Waipa DC, Waikato DC	EW	Existing Resources	Resource Consent, LTCCP's, Regional Plans, District Plans, Management Plans		
6. Promote rainwater collection for non-potable water supply through a range of techniques and methods.	HCC, Waipa DC, Waikato DC		Existing Resources	LTCCP's, Regional Plans, District Plans		

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8.29 Waste Minimisation

8.29.1 Introduction

With any growth development, there is a corresponding increase in waste generation and the need to carefully manage the waste stream. Currently the vast majority of resources extracted from the environment end up as solid, liquid, or gaseous waste.

Waste generation is closely linked to population growth and economic activity. Wastefulness can result in environmental degradation and impact on future generations.



8.29.2 Growth Issues

- Local Authorities currently have limited control of the solid waste stream.
- Approximately 20% of the region's solid waste is controlled by local councils through the kerbside collection, resulting in limited ability to obtain pertinent information required to support informed decision making.
- Inconsistent environmental standards for waste disposal sites distort the waste market and do not encourage waste minimisation.

8.29.3 Key Approaches

- The preliminary step in managing waste is to promote waste reduction, followed by waste re-use, recycling and recovery.
- Liaison with the community ensures participation and responsibility for sustainable waste management.
- Incentives are provided to encourage positive and proactive practices
- Inappropriate waste management practices are actively discouraged.
- All actions will support central government policy and agreed waste targets.
- All communities have access to solid waste removal facilities that meet or exceed environmental standards.

8.29.4 Actions

Action	Lead Agency	Support Agencies	Cost Implications	Implementation Tools	Linked to Strategy	Timing
1. All partner councils establish effective waste minimisation strategies to reduce waste disposal to landfill.	HCC, Waipa DC, Waikato DC and EW		Existing resources	LTCCP's		December 2010

Sustainable Resource Use

8.30 Land and Soils

8.30.1 Introduction

Land use and management practices can adversely affect water quality. Highly-versatile land provides the capacity to supply a large variety of product unequalled by other land, and without a high risk of serious soil loss or other damage. Soils on highly-versatile land have the greatest resistance to damage under intensive cropping and severe stock treading and are usually the most resilient in terms of their ability to recover.

There are strong community values that support the protection of highly versatile land because of their significant contribution to the sub-region's economic base. Beyond their exceptional production potential and economic value, soils on highly-versatile land contribute to the health of the ecosystem. They play a major role in the:

- Availability of water
- Retention and release of nutrients
- Absorption or degradation of toxins and pathogens
- Modification of water quality
- As a source of biodiversity.

The region (and the nation) will suffer permanent loss if the use of highly-versatile land is not planned and undertaken with a long-term sustainable view. Although it is sometimes possible to modify land of moderate and low versatility to match the capability of highly versatile land, the huge capital inputs required usually prohibit such remedies.

Land rated as having only slight constraints for urban development is generally the same land that is highly versatile for agriculture.

Good land management practices protect and maintain the productive characteristics of soil and enable land to achieve its sustainable productive capacities. The loss of highly-versatile land is actively minimised. Recently in the Future Proof sub-region there have been significant areas of production forest converted to pasture for dairying and further large scale conversions are anticipated. To date the organisational response to these changes have been reactionary.

8.30.2 Growth Issues

- Urban and rural-residential expansion can result in the loss of land available for primary production.
- Most of the land being used for population and lifestyle expansion tends to be high quality flatter lands surrounding existing urban areas.
- Increased demand for water for productive purposes.
- Water quality may deteriorate as a result of related discharges.
- Demand for increased productivity may result in some environmental impacts on soil health and erosion.
- Amalgamating land areas for larger production units may result in impacts on the social and economic structures of rural areas.

8.30.3 Key Approaches

- The loss of versatile land is actively minimised by increasing the density of urban development to minimise the need for Greenfield sites.
- Support for maintaining highly productive land for food production purposes.

8.30.4 Actions

Action	Lead Agency	Support Agencies	Cost Implications	Implement-ation Tools	Linked to Strategy	Timing
1. Take into account the loss of highly versatile land in determining the location and form of future urban and rural-residential development in the Future Proof sub-region to minimise the loss of highly productive land when amending the RPS and district plans to anchor the Future Proof Strategy.	EW	Waipa DC, Waikato DC and HCC		RPS, District Plans		September 2009 and ongoing

8.31 Mineral Resources

8.31.1 Introduction

The sub-region has significant mineral resources including coal, aggregate, sand and lime. In general, urban and rural-residential development should be directed away from key mineral locations (such as coal and aggregate), current quarries, and areas of current and previous mining activities.

Mineral resources are a growth issue. The resource needs to be protected from future development to avoid reverse sensitivity issues.

The effects of extractive industries also need to be recognised and managed.

8.31.2 Growth Issues

- Access to mineral resources can be compromised or restricted by development decisions.
- Extraction of mineral resources can have adverse environmental effects that require careful management.
- Costs of aggregate supplies are significantly increased by travel costs. Transporting aggregate can place a strain on roading networks. Ready access to aggregate supplies contributes to the affordability of development for the community.
- New and expanded quarries for aggregate extraction may be needed in the Future Proof area to provide raw materials to accommodate projected growth.
- Planning for future aggregate supplies requires information on where resources and areas with potential are located.
- The location of mineral resources should be taken into account in development decisions. Protection of resources and access to them may be warranted in some cases.

8.31.3 Key Approaches

- Areas with mineral resource potential are identified, and strategies are in place to protect supplies for continued production within the region.
- Conflict between extraction activities and other activities has been reduced by forward planning and careful site management. Consideration has been given to the placement of sensitive activities relative to mineral resources and access routes to such mineral resources.
- Development occurs in a way that minimises the loss of access to important mineral resources.

8.31.4 Actions

Action	Lead Agency	Support Agencies	Cost Implications	Implement-ation Tools	Linked to Strategy	Timing
1. Investigate mineral demand and resource potential and, if necessary, prepare maps showing the location of areas of known or potential resources within the Future Proof area and develop management strategies that take into account the findings of this investigation.	EW	Waikato DC, Waipa DC	Within existing resources	RPS, District Plans		June 2011
2. Ensure that rural-residential and urban development avoids mineral resource areas and that conflict between extraction of the resources and associated activities has been reduced.	HCC, Waipa DC, Waikato DC, EW		Within existing resources	RPS District Plans		Ongoing

8.32 Energy

8.32.1 Introduction

Communities in the Future Proof sub-region, and elsewhere in New Zealand, are using increasing amounts of energy and becoming more reliant on the delivery of high quality energy services. A secure and reliable electricity supply is essential for the sub-region's economic well-being and for health and safety reasons. Affordable and sustainable energy solutions are required to meet the future energy needs of the sub-region and address climate change issues.



The Future Proof Strategy recognises that growth and development will increase the demand for energy, and has identified several principles to encourage energy efficiency. These include promoting responsible land-use practices, urban design, and infrastructure and transportation policies to make the best use of existing energy resources. Access to modern and reliable telecommunications systems is increasingly important in terms of economic competitiveness, social cohesion and education. Compact forms of development and sequential, logical expansion promotes more efficient provision of telecommunications infrastructure. Co-operation with gas, power and communication utility providers is promoted. Efficient provision of services is important to maintaining affordability and competitiveness of the sub-region.

In general, urban and rural-residential development should be directed away from potential renewable energy generation sites (such as potential wind sites)

8.32.2 Growth Issues

► Energy

- Widespread concern in securing a reliable long-term reliable energy supply
- There is a strong relationship between urban form and energy consumption, including electricity
- The potential decrease in accessibility to fossil fuels may be increasing the need for renewable energy production
- Growth and development will increase demand for energy
- Rising cost of electricity and transport fuels
- The rising cost of energy is increasing the cost of transport and energy use in homes and businesses
- Use of fossil fuels is a major cause of global warming
- Development has the potential to prevent the use of energy resources which may be required in the future such as coal, coal-seam gas, biofuel, wind and wave energy

► Electrical Energy

- Increasing levels of consumption
- Levels of consumption, awareness of issues, lifestyles and behaviour, quality of the built environment
- Security of supply

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- The level of consumption and population growth outstrips investment in infrastructure at present
- Management of the supply produced inequities across consumers
- Implications of relying on one source of electrical energy subject to natural variance and transmitted down one continuous line
- Current forms of electrical energy production may not be sustainable
- “Fuel poverty” and fuel equity
- Increasing cost of energy impacts quality of life and health as costs rise above 10% of household income

► Transport energy:

- Location of land-uses that create reliance on private motor vehicles
- Reliance of industry on road freight

8.32.3 Key Approaches

- The sub-region is an important route for gas and electricity transmission and generation to Auckland from the south. Increasing development limits options for new and upgraded transmission. There will also need to be new transmission lines from new generation sources, such as geothermal or wind farms.
- Increased energy efficiency, innovation, sustainable forms of energy production and use, and reduced environmental impacts.
- Emphasis on sustainable development aimed to give better effect to Government’s strategies for action on energy.
- While the residential sector is comparatively small in terms of energy used, it is important in terms of where energy use behaviour can be positively influenced or altered
- Addressing energy security and supply-demand issues within the framework of creating an affordable, reliable and sustainable energy system for the sub-region
- Public information and education to increase awareness of issues and strategies
- Strategies to improve efficiency
- Land use and transport planning that maximises energy efficiency
- Use of urban design principles in sub-division layouts and housing construction
- Research and development
- Collaboration and alignment between agencies and across strategies
- Implementation of the energy strategy aims to make it easier for people in the community to reduce their emissions
- The sub-region is a major sustainable energy provider with renewable energy generation based on the Waikato River hydro system and planned major wind farm complexes.

8.32.4 Actions

Action	Lead Agency	Support Agencies	Cost Implications	Implement-ation Tools	Linked to Strategy	Timing
1. Develop and implement a sustainable energy strategy that promotes energy efficiency and renewable energy for domestic and commercial users.	EW	HCC, Waipa DC, Waikato DC	Existing Resources	Regional Strategy		December 2012
2. Promote and advocate for infrastructure development that ensures security of electricity supply. Gas is also very important in homes for cooking, heating and water heating. Infrastructure utilities may include further transmission systems, electricity lines and gas pipelines.	FPIC	HCC, Waipa DC, Waikato DC and EW	Future Proof Implementation Budget			Ongoing
3. Ensure the location and form of future urban and rural-residential development in the Future Proof area promotes efficient transport energy use, such as by supporting compact design, public transport, walking and cycling, development of multi-function centres, and self sufficiency of rural towns.	HCC, Waipa DC and Waikato DC	EW	Existing resources	District plans, RPS, Regional Plans		Ongoing
4. Develop appropriate regional policy for the identification of areas for development of wind, hydro, offshore marine and other forms of energy, and the protection of these areas from the effects of sub-division.	EW	Waipa DC, Waikato DC	Existing Resources	RPS, Regional Plans, District Plans		Ongoing
5. Ensure that regional transport planning provides for an energy efficient transport system in the sub-region.	EW	HCC, Waipa DC, Waikato DC	Existing Resources	RLTS, RLTP, LTCCP's, District Plans		Ongoing

8

Tāngata Whenua

8.33 Tāngata Whenua

8.33.1 Introduction

Vision

Kia tuku atu ngā karu atua o te waka hei ārahi, hei arataki, hei tiaki

To enable the karu atua of the waka to guide, to lead and to nurture

Knowing our future by planning today

The partner councils and New Zealand Transport Agency sought independent advice on best practice to engage with and encourage participation of tāngata whenua in the Future Proof project. Tāngata whenua groups invited to participate in the Future Proof project included iwi authorities, tribal trusts, council reference groups and organisations representing environmental interests. (refer Appendix 10.5 for specific groups involved)

In the early stages, following written invitations, individual hui were held with tāngata whenua group representatives as requested. This was followed by an all up hui where tāngata whenua confirmed the engagement and participation process for the project.

Each tāngata whenua group was invited to select a representative to a reference group named by tāngata whenua as Ngā Karu Atua o te Waka. The group was so named because the karu atua of a waka are the feather covered 'eyes' out the front of the canoe to provide direction, guidance and protection. Additionally, tāngata whenua, as a project partner, appointed the same number of representatives to each level of the project's governance and management structure as the other project partners. The representatives were responsible for communication back to their constituent groups. All known representatives of tāngata whenua groups received regular email updates on the project regardless of whether they were available to attend any hui. The Waikato-Maniapoto Māori Land Court requested and received regular updates on the project.

Any future developments should give effect to the unique relationship that tāngata whenua have with their whenua, awa, moana, maunga, taiao katoa and other people. This encompasses a physical, mental, emotional, spiritual, and metaphysical relationship that may be unique to the tikanga (practices) and kawa (guiding principles) of each marae, hapū or iwi.

Ongoing capacity and capability building of tāngata whenua, supported by the settlement of outstanding claims regarding breaches of Te Tiriti o Waitangi, and an increasing population that identifies as Māori/tāngata whenua means that tāngata whenua will be a leading economic influence in the sub-region by 2061 further impacting the Future Proof area and beyond.

This will lead to strengthened, restructured or new tāngata whenua social, political, environmental, and economic structures that influence and impact the sub-region. This is particularly so for organisations, such as iwi authorities, that have been duly mandated by their constituent marae, hapū and/or iwi, have negotiated and settled claims on behalf of their constituents/beneficiaries and are charged with the governance and management of post-settlement assets and resources on behalf of their beneficiaries. For example, at the time of the development of the Future Proof Strategy iwi authorities such as Waikato-Tainui have already demonstrated significant successes in this area and will continue to have a growing influence over the economic, social, cultural, and environmental well-being of the region.

The place of the sub-region in the national and international community must be optimised and whilst acting locally, tāngata whenua support thinking globally. Branding the sub-region nationally and internationally will enable it to capitalise on its various strengths. Further, the opportunity to acknowledge, protect and enhance the biodiversity and cultural aspects of the sub-region is a critical issue.

Tāngata whenua support the development of a sustainable transport infrastructure that considers best use of road, rail, air, water, cycle, horse, pedestrian, public and private transport modes. Similarly a sustainable community infrastructure, including the ongoing servicing and maintenance of such infrastructure is supported. This includes residential, hospitals, schools, sports facilities, event hosting, recreation, parks and reserves, and general community amenities. It is noted that access to or the incorporation of sustainable transport and community infrastructure is a measure of a successful papakāinga.

Papakāinga may, by definition, be one of the last places where tāngata whenua can live as tāngata whenua or people of their lands. It is necessary to understand the relationship of tāngata whenua, according to their tikanga and kawa, with their papakāinga including their economic, social, cultural, and spiritual relationships. It will also be necessary to allow for the relationship of the wider community with papakāinga.

Papakāinga are part of development planning and aligned to thoughts around nodal and rural clusters. The access to or inclusion of transport and community infrastructure should be considered a measure of successful papakāinga. Therefore, the extent of individual papakāinga, including any unique design and architectural elements, should be determined in consultation with tāngata whenua.

Papakāinga may strengthen and arise from the settlement patterns of taura here who wish to have a place to live, work and play as Māori within the Future Proof area.

The demographics of papakāinga will change. For example, it may be that papakāinga populations will become younger with growing opportunities from hapū and iwi economic development encouraging younger people to move back to papakāinga. This will enable tāngata whenua to have the choice to live, work and play in the environs of papakāinga. This may also encourage the establishment of new papakāinga and marae while putting pressure on the current resources available for papakāinga use. Processes should be in place to facilitate the use of multiple-owned Māori lands for papakāinga.

8.33.2 Growth Issues

- Tāngata whenua consider the restoration, maintenance and protection of the health and well-being of wāhi tapu (sacred sites) and wāhi whakahirahira (sites of significance) critical to sustainable development. This allows for the relationship of tāngata whenua, according to their tikānga and kawa, with their wāhi whakahirahira and wāhi tapu including their economic, social, cultural, and spiritual relationships. Additionally, this allows for the relationship of the wider community with wāhi tapu and wāhi whakahirahira.
- There are areas that adjoin or are nominally within the Future Proof area but are of significance to tāngata whenua. An example of this is Tikapa Moana (Hauraki Gulf) and its catchments which are significant for a number of reasons including its rural value, ecosystem, biodiversity and significance to iwi such as Hauraki.
- Success in restoring, maintaining, and protecting the health and well-being of such sites includes, but is not limited to the retention, revival and use of historical place names; view lines/shafts to wāhi tapu and wāhi whakahirahira; appropriate buffer zones around wāhi tapu, wāhi whakahirahira and papakāinga; the protection of the peat lakes and their surrounds; and an increase in biodiversity.

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8.33.3 Key Approaches

- It is expected that appropriate monitoring and evaluation measures will be put in place to assess for ongoing relevance of outcomes, action steps, and processes.
- Future Proof needs to align with current tāngata whenua documents, such as Hapū and Iwi Management Plans, and have the flexibility to reasonably consider and align with other core documents that, from time to time, may be developed by tāngata whenua groups. This currently includes documents such as Whakatupuranga Waikato-Tainui 2050, Waikato-Tainui's Environmental Strategy, Waikato River Vision and Strategy, Whāia te Mahere Taiao a Hauraki – Hauraki Iwi Environmental Plan and Hauraki Strategic Blueprint, He Mahere Taiao – The Maniapoto Iwi Environmental Management Plan 2007, Raukawa Trust Board's Strategic and Environmental Plans and relevant Acts such as the Waikato Raupatu Settlement Act. In recognising that tāngata whenua documents are part of the context of the Strategy they should be put alongside and have the same status as council plans.
- Councils to maintain a register of key documents kept by tāngata whenua groups.
- Determine which actions in tāngata whenua documents can be implemented or facilitated via Future Proof.
- Determine any amendments to or the development of new key documents.
- Te Tiriti o Waitangi obligations between the Crown and hapū continue to guide the manner in which tāngata whenua, regional and district councils, and other government agencies exercise their roles and responsibilities. The relationship and context for Te Tiriti/The Treaty has been reflected in the engagement and participation of tāngata whenua in the development of the Future Proof Strategy. This relationship and context will be further reflected in the Future Proof Strategy implementation governance and management structures.
- Best practice has shown that engagement and participation is successful where a sustainable, culturally safe, proactive process exists between tāngata whenua and other parties that recognise the tāngata whenua structures and organisations in place and the specific engagement processes as determined by respective tāngata whenua groups.
- Discuss and confirm the best model for implementation of Future Proof that reflects the relationship and context of Te Tiriti/The Treaty.
- Discuss and confirm roles and responsibilities of tāngata whenua, partner councils and the New Zealand Transport Agency under the articles and principles of Te Tiriti o Waitangi/The Treaty of Waitangi.
- Discuss and confirm a best practice engagement/participation model for Future Proof that aligns with the implementation structure and recognises the roles and responsibilities of all parties.
- Adopt and implement a formal protocol to identify, assess and mitigate issues around wāhi tapu and wāhi whakahirahira that may be impacted by development activity for the duration of the Strategy and that ensures the early engagement and participation of relevant tāngata whenua groups.
- Protocol should include early engagement and assessment so that undue pressure is not put on tāngata whenua or development plans. For example:
 - Future Proofing transport corridors should include a comprehensive assessment of affected areas to ensure that current and future designations are appropriate.
 - Similarly Future Proofing intended urban, residential, and industrial development areas.
 - Additionally, the protection of resources must be balanced with the development of those resources by tāngata whenua.

- Protocol is to have resourcing, monitoring and evaluation measures to ensure biodiversity is progressively improving.
- Align protocol with tāngata whenua consultation, engagement and participation processes.
- Correct spelling of Māori names within community (such as the spelling of street names).
- Management Plans developed for peat lakes and their surrounds.
- Identify potential areas for new papakāinga and further development of existing papakāinga.
- Ensure other development initiatives align with existing and proposed papakāinga development.
- Develop a programme for papakāinga definition and successful development including facilitating the development of multiple-owned Māori lands.

8.33.4 Actions

Action	Lead Agency	Support Agencies	Cost Implications	Implement-ation Tools	Linked to Strategy	Timing
1. Te Tiriti o Waitangi Discuss and confirm: ▪ the best model for implementation of Future Proof ▪ roles and responsibilities of tāngata whenua, partner councils and the New Zealand Transport Agency. ▪ a best practice engagement/participation model for Future Proof that reflects the relationship and context of Te Tiriti.	FPIC	HCC, Waipā DC, Waikato DC, EW, Tainui Iwi Authority tāngata whenua	Future Proof Implementation Budget	RPS, LTCCP's, District Plans, Environmental Plans etc.		December 2009.
2. Alignment with core iwi and hapū documents. Councils to ▪ maintain a register of key tāngata whenua documents (including amendments or development of new documents). ▪ work with tāngata whenua to determine what support/resourcing is available to develop and maintain relevant documents. Determine which actions in tāngata whenua documents or noted in the Future Proof Strategy can be implemented or facilitated via Future Proof, structure plans, statutory and non-statutory instruments.	HCC, Waipā DC, Waikato DC, EW, Tainui Iwi Authority, tāngata whenua		Future Proof Implementation Budget	RPS, LTCCP's, District Plans, Environmental Plans etc.		December 2009 for initial assessment phase then ongoing

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3. Wāhi tapu, wāhi whakahirahira. Adopt and implement a formal protocol to identify, assess and mitigate issues around wāhi tapu and wāhi whakahirahira that may be impacted by development activity for the duration of the Strategy and that ensures the early engagement and participation of relevant tāngata whenua groups and stakeholders. Protocol to include: ▪ Early enough engagement and assessment so that undue pressure is not put on tāngata whenua or development plans. For example: ▪ Future proofing transport corridors should include a comprehensive assessment of affected areas to ensure that current and future designations are appropriate ▪ Similarly future proofing intended urban, residential and industrial development areas ▪ Additionally, the protection of resources must be balanced with the development of those resources by tāngata whenua ▪ Align protocol with tāngata whenua consultation, engagement and participation processes ▪ Monitoring and evaluation measures to ensure biodiversity is improving. ▪ Correct spelling of Māori names within community ▪ Management Plans developed for peat lakes and their surrounds.	FPIC,		Future Proof Implementation Budget	RPS, LTCCP's, District Plans, Environmental Plans, Protocol etc.	December 2009 for protocol and then ongoing
4. Papakāinga ▪ Develop a programme for papakāinga definition and successful development including the effective maintenance of existing papakāinga and marae, and facilitating the development of multiple owned Māori land. ▪ Identify potential areas for new papakāinga and further development of existing papakāinga. ▪ Ensure other development initiatives align with existing and proposed papakāinga development.	HCC, Waipa DC, Waikato DC	FPIC	Future Proof Implementation Budget	RPS, LTCCP's, District Plans, Environmental Plans, protocol etc.	June 2010 for phase 1 then ongoing.

Strategy Implementation and Mechanisms

9.1 Introduction

A range of mechanisms will be utilised to implement the Strategy. These include tools underpinned by legislation, non-statutory agreements and local and central government initiatives. The key mechanisms are outlined below.

9.2 Legislative Mechanisms

9.2.1 Resource Management Act 1991

The RMA 1991 is concerned with the *sustainable management* of natural and physical resources. In particular managing these resources to provide for the community's social, economic, and cultural well-being, and for their health and safety, whilst ensuring the needs of future generations and the life-supporting capacity of air, water, soil and ecosystems are not compromised¹⁰.

Section 5 of the Act confirms the importance of sustainability in the environmental sense as well as in its broader purpose of social, economic, and cultural well-being. Consequently, the Act also requires any adverse effects on the environment to be avoided, remedied or mitigated.

To enable sustainable management, the Act provides key implementation tools e.g. regional policy statements and regional plans at the regional level, and district plans at the local level.

Regional councils have integrated planning obligations under section 30, such as:

- Section 30(1)(a) relating to integrated management of the natural and physical resources of the region
- Section 30(1)(b) relating to the effects of the use and development of land on matters of regional significance
- Section 30(1)(gb) the strategic integration of infrastructure with land-use through objectives, policies and methods.

▶ Regional Policy Statement

The Waikato Regional Policy Statement ("RPS") covers land, soil, water, coast, air, geothermal, natural hazards, wastes, hazardous substances, biodiversity, energy, structures (infrastructure), minerals, and heritage. The section on infrastructure covers maintenance of regionally significant infrastructure and links to the RLTS for transport. At present there is no growth management component to the RPS.

The RPS is viewed as a key implementation mechanism for the Future Proof Strategy. The principles of a sub-regional growth strategy and spatial frameworks are matters that require cross boundary consistency and co-operation. The Regional Policy Statement is an appropriate umbrella document for seeking this consistency.

¹⁰ Section 5 Resource Management Act 1991.

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The rigours of the background analysis and process of consultation required under the RMA will ensure the RPS provides an effective empirical basis for strategy implementation at a local level.

Any change to the RPS in order to implement the Future Proof Strategy is likely to include:

- Sub-regional growth limits
- Growth sequencing
- Infrastructure integration
- Land use and transportation corridors
- Sub-regional open space framework
- Key strategy elements and principles of live work and play
- Environmental limitations
- Methods of implementation, and
- Anticipated environmental results.

An outline of matters to be included in any Change to the RPS to implement Future Proof is contained in Appendix 10.6

► District Plans

The purpose of a district plan is to assist territorial authorities in carrying out their functions under the RMA 1991. District plans address land-use matters at the local level through objectives, policies and rules. Territorial authorities must give effect to a regional policy statement through their district plans.

District plans are seen as a key implementation mechanism for Future Proof. It is anticipated that the Waikato RPS will be changed to include growth management objectives, policies and methods, including the Future Proof Strategy. District plans will then give effect to this approach.

9.2.2 Local Government Act 2002

Local government activities are governed by the provisions of the LGA 2002. Local government must promote sustainable community well-being and make democratic local decisions on behalf of their communities. Within this framework, sections 11 and 12 of the LGA 2002 confer wide powers of general competence on regional councils and territorial authorities to give effect to this purpose.

► Implementation Mechanisms:

The LGA 2002 provides some useful growth management implementation mechanisms, including:

- Triennial Agreements
- Co-ordination of partner council roles and responsibilities
- Long-Term Council Community Plans
- Community Outcomes
- Funding and Financial Policies (including Development Contributions Policy)
- Activity and asset management
- Policies on incentives for development which meet growth management strategy goals (e.g. development contributions and rating relief).

► Long Term Council Community Plans

The LGA requires the preparation of a plan that records the outcomes a community seeks and details how the activities of the council contribute towards achieving the community outcomes. This plan is the LTCCP.

Co-ordination of responsibilities of local authorities is facilitated through triennial agreements. The LTCCP can provide a useful framework for integrated sub-regional growth management, provided there is a high degree of co-operation and agreement between partner councils on the outcomes being sought and the actions to be taken.

The LGA provides the scope for raising revenue for growth related infrastructure and all the partner councils have in place a Development Contributions Policy (with the exception of Environment Waikato which does not currently have the legal mandate). Key issues are the appropriate allocation of costs between new and existing communities. There are risks in funding programmes from development contributions as cash flows are determined by development activity. This risk is greatest in areas where development cycles have a wide swing.

The relationship between the activity and the development contribution needs to be clear. The introduction of large increases needs to take into account mitigation of potentially adverse social, health, cultural, and financial/economic effects. Close attention needs to be given to the requirement to carry out consultation with affected parties.

End outputs for development contributions should be considered in the development of the Strategy. Tools that enable robust development contributions include good forecasts, allocation of growth both spatially and over time, and detailed asset management plans and services policies that define levels of service.

The process of strategy formulation has had regard to the procedural requirements of the LGA so as to provide a robust strategy.

9.2.3 Land Transport Management Act 2003

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.

The Land Transport Management Amendment Act became law in 2008. These amendments have involved some significant changes including reserving fuel excise duty for land transport purposes, providing for a 6 year Government policy statement on transport priorities, changing to a 3 year funding cycle, introducing 3-yearly regional land transport programmes, increasing the term of an RLTS to 30 years, and merging Land Transport NZ and Transit New Zealand into a single Crown entity (the New Zealand Transport Agency).

Central aspects of the LTMA are the five criteria that permeate through the Act. These criteria are the Government's five transport objectives as set out in the NZTS as below:

- assisting economic development
- assisting safety and personal security
- improving access and mobility
- protecting and promoting public health
- ensuring environmental sustainability.

The Strategy will provide the 30 year land-use pattern required by section 77(d) of the LTMA 2003. It will also assist with the integration of infrastructure with land-use as required by section 76(g) of the LTMA 2003.

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► Government Policy Statement on Transport Funding

The Government Policy Statement on transport funding ("GPS") is a requirement of the LTMA. The GPS covers the period 2009/10 to 2014/15 and indicatively out to 2018/19. The policy statement takes effect from 1 July 2009. It details the government's desired outcomes and funding priorities for the land transport sector. The GPS is intended to guide the National Land Transport Programme.

The seven components described under the NZTS are also a feature of the GPS. The GPS translates the long-term targets of the NZTS into short - to medium - term targets. These targets represent what the land transport sector is to achieve by 2015.

► Waikato Regional Land Transport Strategy 2006

The RLTS has a vision for: "A safe, sustainable and integrated transport system that really works and enhances the environmental, economic, social and cultural well-being of the region". The preferred option is a strategic corridor approach which recognises the region as an important inter-regional freight corridor.

The Strategy also promotes alternative forms of transport and greater focus on travel demand management. The key outcome areas are economic development, safety and personal security, access and mobility, public health, environmental sustainability, integration, responsiveness, energy efficiency, funding.

Integrated land-use and transport planning is identified as a critical success factor for the RLTS.

The LTMA 2003 now requires that every regional council, through its Regional Transport Committee, has a 30-year Regional Land Transport Strategy which is reviewed every six years. The Waikato RLTS is to be reviewed in 2009.

An outline of matters to be included in the RLTS to assist with Future Proof implementation can be found in Appendix 10.7.

► Regional Land Transport Programme

Under the amended LTMA 2003, every region must have a regional land transport programme (RLTP) in place by 1 July 2009. RLTPs are completed every three years and have a 10-year planning horizon. An RLTP sets out the region's proposed transport activities for three years, an indication of significant activities for a further three years, and a 10-year financial forecast.

The RLTP activities and combinations of activities from each region will feed into the National Land Transport Programme (NLTP) for the same period.

► Joint Officials Group Report and Crown Grant

In 2006 a Joint Officials Group ("JOG") comprised of officials from Environment Waikato, Waikato territorial authorities, the Ministry of Transport, Transit New Zealand, Land Transport New Zealand (now the New Zealand Transport Agency) and the Treasury completed an assessment of the Waikato region's transport system. The report found that there were further opportunities available in the areas of safety improvement, economic development, urban mobility in Hamilton and to a lesser extent in Taupo, and access to services by rural residents.

The report recommended additional investment in the regional transport system with the top priorities being rural State highways primarily driven by safety objectives and optimising the existing network of long haul State highway routes and rail. The report states that integrated transport and land-use planning are essential within the following 10 years to preserve and allow for greater future development. Other priorities in the report included a package of urban Hamilton access and mobility solutions, development of more rural public transport, and some investment for freight movement on rail.

The Crown Grant associated with the JOG report is \$215 million. This includes funding for rail. This funding is to be spent by 2017/18. The local contribution is \$20 million.

There has also been a Government commitment to fund and build the Waikato Expressway within the next 10 years. The Waikato Expressway is part of the Government's 2009 infrastructure package.

9.3 Non-Statutory Tools

9.3.1 Implementation Approaches

- In addition to statutory approaches, there are numerous ways of achieving implementation through non-statutory means. These include:
- Central government partnerships
- Utilising the growth management strategy as an advocacy/engagement tool to highlight Waikato issues and raise the region's profile
- Using the growth management strategy and the RLTS to continue to engage with Government on transport matters, including accessing the Crown Grant
- Public-Private Partnerships
- Joint ventures between partner councils and developers (e.g. private plan changes and development agreements)
- MOU's/Agreements
- Terms of engagement
- NZTA – developer – local authority agreements on land-use and transport infrastructure funding
- Urban Design Strategy
- Urban design initiatives including non-RMA 1991 land-use and building design criteria
- Development implementation agencies
- CBD revitalisation and intensification projects
- Pilot/demonstration development projects

9.3.2 Sustainable Urban Development

Mechanisms for achieving a more compact urban form, particularly higher densities in key areas, include:

- Local intensification strategies
- A strong focus on consultation (focus groups, interviews, workshops)
- A good understanding of the market
- Developing housing for empty-nesters and seniors
- Community impact studies
- Community improvement programmes
- Feasibility studies
- Targeted investment in infrastructure, services and facilities that support higher density areas
- Land assembly

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- Joint ventures between government and iwi or development companies
- Long-term market interventions (eg land assembly, pilot projects, financial incentive programmes)

9.4 Strategy Implementation

A range of agencies will be involved in strategy implementation beyond the Future Proof partners. These include government agencies, community organisations, strategic partners and others.

► Joint Implementation Committee

It is proposed that a Joint Implementation Committee be established comprising the four partner councils and tāngata whenua representatives to overview and drive the strategy implementation. The committee would be formally constituted under the provisions of the LGA 2002 and would be established initially for a period of six years until 2015 (Appendix 10.2.2)

► Partner Council Joint Hearings Panels

The partner councils and tāngata whenua representatives will consider the establishment of Joint Hearings Panels for matters to be considered under the Resource Management Act (district plan matters, plan changes, resource consents, notices of requirements), where there are likely to be a sub-regional impact or the consideration on a sub-regional basis in relation to strategy implementation matters.

► Strategic Agreement

Hamilton City Council and Waikato District Council have developed a Strategic Agreement on Future Urban Boundaries (2005). The Strategic Agreement identifies the areas for long-term expansion of the city, provides a basis for future planning by the city and district, and informs communities and the wider market of the agreed intentions of both councils.

Appendices

10.1 Memorandum of Agreement: Future Proof Implementation

AGREEMENT

This Agreement establishes the principles and approach of the parties in respect of the implementation of the Future Proof Strategy

BETWEEN

HAMILTON CITY COUNCIL,
WAIPA DISTRICT COUNCIL,
WAIKATO DISTRICT COUNCIL
ENVIRONMENT WAIKATO
TAINUI WAKA ALLIANCE
NGĀ KARU ATUA O TE WAKA

► Objective

The objective of this Agreement is to:

- Establish the principles and approach to implementation, monitoring and review between the parties in order to facilitate co-operation, collaboration and co-ordination of growth management responsibilities in the Future Proof sub-region.

► General Principles

The parties to this Agreement:

- SUPPORT the aim of Future Proof to provide a comprehensive sub-regional framework for growth management to address a wide range of key regional issues relative to economic, social, cultural, environmental and developmental objectives for the sub-region.
- RECOGNISE AND SUPPORT the established voluntary, co-operative and co-ordinated approach (Future Proof) to growth management in the Future Proof area and that such an approach between regional and local government and relevant community sector groups must be continued and fostered.
- ENDORSE the continued use of Future Proof strategies as the primary sustainable strategy for the sub-region and to be used by regional and local government and community sectors to co-operatively manage growth.

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- RECOGNISE that the Future Proof strategies provide a policy and planning framework which will guide growth management in the Future Proof sub-region over the next 20 years but within the context of a 50-year period.
- COMMIT to the implementation of sub-regional approaches to the funding of growth related infrastructure that will use a number of funding mechanisms, including regional public wealth throughout the Future Proof area on an equitable basis together with appropriate sub-regional and district funding mechanisms.

The parties to the Agreement also acknowledge:

- The benefits of growth management planning and the need to share responsibility for such planning between the parties in consultation with key sector groups and in consultation with the sub-regional community.
- The Future Proof Implementation Committee has been established to ensure that the approved recommendations and associated actions are taken up by each party both on an individual and collective basis as defined by the Strategy.
- The Future Proof Growth Strategy and Implementation Plan provides for more effective strategic planning on a regional and sub-regional basis and will facilitate co-ordination between the parties in terms of infrastructure and service provision, public works, policy development, environmental management and general planning activities.

► Future Proof Approach

The parties to this Agreement will continue to support the implementation, monitoring and review of the Future Proof strategies. All parties have a responsibility both collectively and individually to:

- Acknowledge the agreed outcomes of the Future Proof process in the development and application of policy and programmes as they affect the Future Proof sub-region and commit to the implementation of outcomes as appropriate through statutory planning instruments and policy processes as well as capital works and service delivery programmes.
- Have regard to the objectives and principles contained in Future Proof in undertaking programmes and activities.
- Nominate representatives to participate in Future Proof Implementation Committee activities on the basis of providing a co-ordinated response from each party.
- Undertake co-operative and co-ordinated delivery of programmes
- Act in accordance with the co-operative spirit of the Future Proof Implementation Committee and contributing to the implementation of agreed Future Proof outcomes.
- Promote a co-ordinated approach to sub-regional development consistent with the agreed outcomes of Future Proof.
- Integrate social, economic, cultural and environmental management of their areas within a sub-regional context.
- Develop a sub-regional decision-making process amongst the parties to deal with matters of sub-regional significance which affect local communities.
- Consider private plan changes in a collaborative manner when they have potential to impact on strategy implementation.

► Implementation, Monitoring and Review

The parties to this agreement have:

- Endorsed the Future Proof Strategy as the primary growth management strategy for the Future Proof sub-region and each agency will have regard to in its planning, budgetary, and programme activities, and infrastructure provision.
- Endorsed Future Proof as the basis for co-operative management of growth in the Future Proof sub-region by all local government in the sub-region, tāngata whenua, relevant community sector groups and government agencies.
- Committed to participate in implementation, monitoring and review of Future Proof in accordance with the arrangements outlined in the approved Future Proof Strategy.
- Initiated action to enable the implementation of the agreed principles and priority actions contained in Future Proof strategies and associated implementation plan.
- Commitment to timely implementation as it is significant to the establishment of the statutory policy framework.
- Committed to not adopting policies or actions which are inconsistent with the outcomes sought by the Future Proof Strategy, without them being negotiated with the other partners.

► Interpretation

- **Local government** means the Hamilton City Council, Waipa District Council, Waikato District Council and Environment Waikato
- **Future Proof** means the Future Proof Growth Management Strategy as approved by the partner councils and supported by tāngata whenua.
- **Future Proof Implementation Committee** is the committee tasked with overseeing the implementation of the approved strategy. It comprises of two representatives of each council, two tāngata whenua representatives, together with an independent chairman.
- **Future Proof sub-region** means all of the land within the administrative areas of Hamilton City, and Waipa District and Waikato District and includes that part of the administrative area of Environment Waikato as it relates to the three territorial local authorities.

Any questions of interpretation are to be raised with the parties to the agreement and collectively resolved. The parties agree to act in good faith in respect of implementing this agreement.

This agreement takes effect on the date it is signed by all parties and will continue until changed or modified by the partners on the recommendation of the Future Proof Implementation Committee.

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Waipa District Council

Mayor: _____ Date: _____

Chief Executive: _____ Date: _____

Hamilton City Council

Mayor: _____ Date: _____

Chief Executive: _____ Date: _____

Waikato District Council

Mayor: _____ Date: _____

Chief Executive: _____ Date: _____

Environment Waikato

Chair: _____ Date: _____

Chief Executive: _____ Date: _____

Tainui Waka Alliance

Chair: _____ Date: _____

Chief Executive: _____ Date: _____

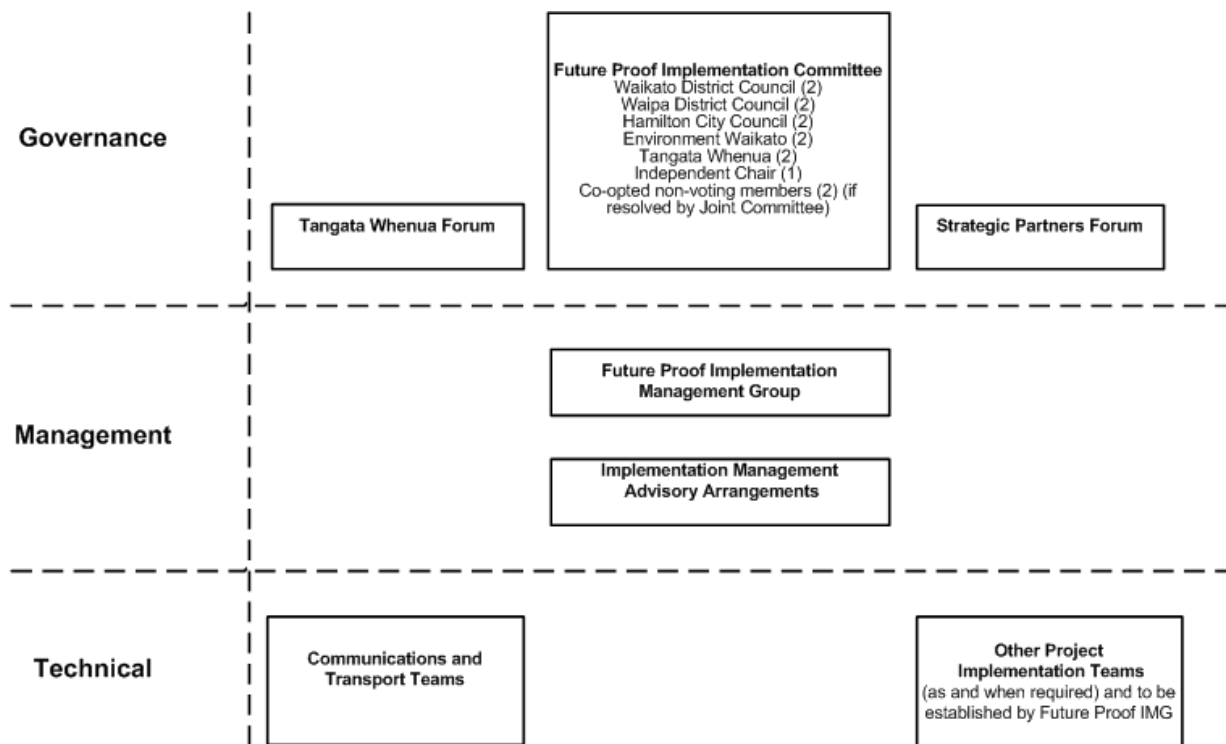
Ngā Karu Atua O Te Waka

Chair: _____ Date: _____

Chief Executive: _____ Date: _____

10.2 Terms of Reference: Implementation Arrangements

10.2.1 Proposed Governance, Management and Technical Arrangements



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10.2.2 Future Proof Implementation Committee

Terms of Reference	Membership
A joint committee of the Hamilton City Council, Waipa District Council, Waikato District Council and Environment Waikato be established to implement the Future Proof Joint Sub-regional Growth Strategy Committee The joint Strategy Implementation Committee be delegated authority to implement the Strategy Action Plan in accordance with the following functions: ▪ Growth management leadership ▪ Overseeing implementation of the Strategy ▪ Ensuring organisation systems and resources support the strategy implementation ▪ Taking responsibility for progressing those actions specifically allocated to the Strategy Implementation Committee in the Strategy and ensuring implementation occurs ▪ Monitoring and reporting progress against milestones ▪ Overseeing management of the risks identified in implementation ▪ Reviewing and recommending adjustments to the Strategy ▪ Identifying and resolving any consultation inconsistencies between the Strategy and subsequent public consultation processes of the partner councils ▪ Facilitating consultation with the community ▪ Establishing the Strategic Partners Forum ▪ Selecting and appointing an Independent Chairman, ▪ Implementing a Memorandum of Understanding as adopted by the Committee to provide a basis for developing working relationships and the resolution of any conflict	▪ Two elected members from each partner council. ▪ Two representatives of tāngata whenua ▪ Independent Chair who is not an elected member. This person to be recommended by the partner council Mayors, regional Chair and tāngata whenua representatives and appointed by the Future Proof Implementation Committee. ▪ That the standing membership be limited to 11 members (including Independent Chair), but with the power to co-opt up to a maximum of two additional non-voting members where required to ensure effective Future Proof implementation
	Meeting Frequency
	▪ Monthly for the first 12 months then bi-monthly
	Timeframe for Committee
	▪ It is proposed that the Future Proof Implementation Committee would be in place for an initial six year period through to June 2015.

10.2.3 Future Proof Independent Chair

Terms of Reference	Skills
The Independent Chair should perform the role in a manner that ensures full participation by all Implementation Committee members and others (Implementation Advisor and Partner council staff) so as to achieve implementation of the Strategy. Role - The role of Chairman is one of facilitation, leadership and advocacy with an emphasis on consensus decision-making and anchoring strategy implementation effectively through the partner councils. Activities include: ▪ Chair meetings of the Future Proof Implementation Committee ▪ Provide key advice on courses of action to progress the committee in its deliberations and outcomes ▪ Manage public communication processes in relation to implementation strategies that are related to governance matters ▪ Co-ordinate joint approaches to central government in relation to growth management issues ▪ Manage meeting agendas in conjunction with Future Proof Advisor ▪ Provide a facilitative style of chairmanship that enables quality participation and outcomes ▪ Ensure that timeframes/targets set by the Committee are achievable and achieved ▪ Other responsibilities as may be decided by the Future Proof Implementation Committee Liaison with other people or groups as is appropriate ▪ Facilitate the provision of additional specific information and expert advice to the Committee if required; ▪ Chair the Strategic Partners Forum ▪ Maintain effective working relationships with the appropriate tāngata whenua and taura here groups ▪ Provide key advice on matters to enable progress of the Committee in its deliberations and outcomes ▪ Provide specific advice to the Committee as is appropriate to facilitate successful implementation of the Strategy ▪ Manage public communication processes in relation to strategies being developed ▪ Prime responsibility for all public communication in relation to the governance aspects of implementation ▪ Special liaison with partner council Mayors and regional Chair in relation to specific issues that may arise ▪ Operate in a manner that recognises political sensitivities and the communication of issues to the public	▪ Ability to run meetings ▪ Knowledge of Hamilton region and issues ▪ Knowledge of council process(es) ▪ Interpersonal skills ▪ Possess a “presence” ▪ Skilled at co-ordinating view points of meeting attendees ▪ Sufficient meeting experience to achieve decision making ▪ Media skills.

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▪ Liaise with the Future Proof Advisory arrangements in relation to development of documents for public information	
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10.2.4 Future Proof Strategic Partners Forum

Terms of Reference	Membership
▪ Provision of information and input to the Future Proof Implementation Committee to enable sound decision-making. Work collaboratively with FPIC to utilise respective agency skills and knowledge or if required collective knowledge of Strategic Partners Forum to identify solutions to issues related to Future Proof implementation. ▪ Monitor, by acting in a community audit role in respect of the implementation of Future Proof, against milestones. ▪ Raise issues for discussion within the Strategic Partners Forum meetings to be taken to the FPIC. ▪ Develop issues/recommendations that have not been solicited by the FPIC and present these to the committee. ▪ Provide feedback and/or recommend actions to the FPIC including all of the opinions and positions of the Strategic Partners Forum participants. Strategic Partners Forum participants will be able to present, in person, their differing views to the FPIC to ensure their position is appropriately articulated.	▪ To be determined
	Meeting Frequency
	▪ Bi-monthly

10.2.5 Future Proof Tāngata Whenua Forum

Terms of Reference	Membership
- Responsible for ensuring tāngata whenua values, principles, traditions and customs are taken into account and maintained throughout implementation of the Strategy - Provide a self-named reference group to support the future growth management and development needs of hapū and Iwi. - Provide an audit on the implementation of the Strategy as a key monitoring function for tāngata whenua in assessing the outcomes of the Strategy. - Provide strong leadership and direction to the Future Proof Implementation Committee on specific and generic actions affecting tāngata whenua - Provide collective knowledge and experience from a tāngata whenua perspective - Provide leadership in the implementation of some actions solely, shared as a member of the Future Proof Implementation Committee, or as a support to other lead agencies. - Provide tāngata whenua engagement in the implementation and monitoring which will provide confidence in the growth and development processes. - Provide a regional forum for tāngata whenua and taura here to raise implementation issues. The use of Marae and specialist workshops to provide an effective communication tool in engaging tāngata whenua. - Ensure the momentum of the Strategy is maintained by utilizing internal networks and techniques.	To be determined
	Meeting Frequency Bi-monthly

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10.2.6 Future Proof Implementation Advisor

Terms of Reference	Purpose
- Leading and planning the implementation of the Strategy and managing the resources that are employed to achieve the agreed objectives. - Day to day project management, including planning, organising and control of the physical and financial resources provided by the four principal partners for the implementation of the Strategy. - Prepare tender briefs and provide the FPIC with a detailed evaluation and recommendation on all proposals received. - Convene meetings of the Future Proof Implementation Committee. - Manage the budget for the Strategy, with accounting assistance from the appointed partner council. - Report to the Future Proof Implementation Committee on key issues arising from actions and on the risk profile. - Provide input in to the community engagement strategy. - Liaise between Strategy Partners Forum, Tāngata Whenua Forum, the Future Proof Implementation Committee and the IMG. - Convene and provide support to the Strategic Partners Forum. - Liaise as and when necessary with the Chairperson and members of the Future Proof Implementation Committee. - Brief partner councils, Strategic Partner Forum, Tāngata Whenua Forum and other agencies on implementation progress on at least an annual basis. - Facilitate forums and encourage community participation - Promote the aims of this study within the context of sustainable development outcomes. - Establish and maintain administrative and information support systems and resources. - Make submissions on central and local government and other agencies policies and plans to promote alignment with the Future Proof Strategy. - Manage the communication plan and lead communication on issues as they arise. - Support the independent chair on governance issues.	Skills and Attributes
	- To co-ordinate and support the activities and objectives of the Strategy, assist in the management of and overseeing strategy implementation and ensuring it becomes anchored in the partner organisations. - Have an understanding of the nature and processes of growth management. - Have effective communication and relationship building skills, including ability to present confidently to audiences. Need to engage with a range of groups and individuals. - Show commercial awareness and sound judgement and have excellent operational and administrative skills. - Have strong planning and organisational skills.

10.2.7 Future Proof Implementation Management Group

Terms of Reference	Membership
- Oversee the Implementation Plan in particular the action milestones with the Future Proof Implementation Committee. - Receive regular reports from the Future Proof Implementation Committee. - Undertake and report on action monitoring and risk management issues via the Future Proof Implementation Committee - Maintain close links between Future Proof and any other related strategies for implementation to help achieve a broadly based sustainable development outcome. - Review all action outputs prior to Future Proof Implementation Committee presentation. - Ensure that systems and resources are functioning effectively. - Ensure that any related studies and investigations are drawn to the attention of the Future Proof Implementation Committee in order to avoid duplication of effort. - Promote the Strategy within the culture of each of their organisations. - Assess the impact on their organisations of requests for internal resources. - Support the setting aside of sufficient funding to complete the Strategy. - Review achievement of action milestones. - Focus on inter-organisation process and document alignment. - Advise the Future Proof Implementation Committee where necessary. - Assist with effective and consistent internal communication.	- Two Partner council representatives (Chief Executive and one other nominated by the Chief Executive) from each partner council - Two representatives (tāngata whenua) - Two representatives from NZTA, including regional director - One representative from each of the Transport and Communications Project Teams - Others as co-opted from time to time by the Implementation Management Group - Future Proof Implementation Advisor (Chair)
	Meeting Frequency
	Monthly

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10.3 Statutory Compliance

Resource Management Act 1991	Local Government Act 2002	Land Transport Management Act 2003
Outcomes and Planning	Outcomes and Planning	Outcomes and Planning
Section 5: The purpose of this Act is to promote the sustainable management of natural and physical resources. Section 6: Matters of National Importance Section 7: Other Matters Section 8: Treaty of Waitangi Section 30(1)(a): Every regional council shall have the function of giving effect to the establishment, implementation, and review of objectives, policies, and methods to achieve integrated management of the natural and physical resources of the region. Section 30(1) (gb): Every regional council shall have the function of giving effect to the strategic integration of infrastructure with land-use through objectives, policies and methods. Section 31(a): Every territorial authority shall have the function of establishing, implementing, and reviewing objectives, policies and methods to achieve integrated management of the effects of the use, development, or protection of land and associated natural and physical resources of the district for the purpose of giving effect to the RMA in its district.	Section 4: Treaty of Waitangi Section 10: purpose of local government...enabling democratic decision making... promoting social, economic, environmental and economic well-being of communities in the present and for the future Section 15: Triennial Agreement Section 91(2): process for identifying community outcomes, "...allow communities to discuss the relative importance and priorities of identified outcomes to the present and future social, economic, environmental and cultural well-being of the community..." Section 91(3): Identify other organisations and groups and if practicable, secure their agreement to the process Section 93: Long-term Council Community Plan	Section 3(1): Purpose "...to contribute to the aim of achieving an affordable, integrated, safe, responsive and sustainable land transport system". Section 4: Treaty of Waitangi Section 12: Regional land transport programmes need to include all activities (including local activities and State highways), objectives to be achieved by each activity, a statement of priorities over 6 years, activities in order of priority over the first 3 years, indication of costs, proposed starting date and duration for all activities, other sources of funding, and a 10 year financial forecast. Section 73(1): A regional land transport strategy must be prepared every 6 years and cover a period of at least 30 financial years to enable a regional council to provide guidance on the land transport outcomes sought by the region. Section 77(d): A regional land transport strategy must contain a statement of any relevant regional economic or land-use considerations and the likely funding of any land transport infrastructure associated with those considerations. The timeframe for the land-use consideration is 30 years.

Decision-Making and Community Views	Decision-Making and Community Views	Decision-Making and Community Views
Section 32: Duties to consider alternatives assess benefits and costs	Section 14(1)(h): Principles relating to local authorities: sustainable development – take into account social, economic and cultural well-being; quality of the environment and the foreseeable needs of future generations Section 77(1)(b)(i): Benefits and costs of each option in relation to a decision Section 81(1),(a) (b) and (c): Contributions to decision making by Māori Section 82(1): Principles of consultation Section 83: Special consultative procedure	Section 18: When preparing a regional land transport programme, a regional transport committee must consult every affected regional, territorial authority and approved public organisation. They must also consult the New Zealand Transport Agency, affected district health boards, Māori of the region, and the public in the region. Section 78: When preparing a regional land transport strategy, a regional transport committee must consult, adjoining regional councils and territorial authorities, approved organisations in the region, the New Zealand Transport Agency, affected communities, Māori of the region, and the public of the region.
Implementation	Implementation	Implementation
Section 31: Duty to gather information, and monitor and keep records Section 79: Review of policy statements and plans, not later than ten years after the statement or plan becomes operative.	Section 91(1): Identify community outcomes every six years. Section 92: Obligation to report against community outcomes Section 93: Review of long-term council community plan	Section 14: Core requirements of regional land transport programmes. Section 75: Core requirements for regional land transport strategies.

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10.4 Reports and Information Used to Develop Future Proof

Organisation	Report Title and Date	Summary
Strategic Risk Analysis Ltd for Future Proof	Developer Perceptions: Intensification of Greenfield Residential Sub-divisions, 2008	Report findings: - Left to themselves developers will do conventional Greenfield sub-divisions - Councils should give consideration to approving new sub-divisions subject to developers achieving specified intensifies - Encourage sub-divisions with smaller average section sizes by providing a range of section sizes within a sub-division - There are one or two medium to higher density housing options that may work in Hamilton but not elsewhere in the sub-region
Strategic Risk Analysis Ltd Future Proof	Developer Perceptions: Greenfield Residential Sub-divisions, 2008	- Councils should consider rezoning land as residential in several areas in addition to Rotokauri - Most developers would prefer future development to be in the north east of Hamilton and the Rotokauri growth cell
Strategic Risk Analysis Ltd Future Proof	Developer Perceptions: Greenfield Industrial Sub-divisions, 2008	- There is a view that Auckland is running out of industrial land and that the sub-region, especially North Hamilton is well placed to meet demand - Research indicates that it is questionable whether the Hamilton market is competitively priced relative to South Auckland - There is a limited supply of industrial land - Lack of land and high prices are inhibiting growth of some existing businesses
Speer And Starr Consulting Limited	Waikato Regional Retail Strategy, March 2009	The retail study sets out information regarding the current retail shopping habits of households in the sub-region and assesses the existing retail network. It assesses the likely future growth demands influencing retailing around the region, and identifies likely retail space demands arising from such growth. It then considers where new retail growth needs to be provided. The study indicates that there looks to be substantial capacity within existing commercial centres and zones to accommodate a high degree of expected future retail floorspace demand. New growth should emphasise development around existing commercial centres and zones, and minimise development in new areas, with the exceptions being new community and suburban scale centres in new growth cells/communities to meet the demand for local goods.
Environment Waikato for Future Proof	Growth and Development Issues and Principles, 2008	Identifies a number of issues and principles for growth and development under the categories of rivers, lakes and streams, wetlands, biodiversity and habitats, productivity of rural land, natural hazards, landscape and heritage, coastal matters, infrastructure, energy, mineral resources, contaminated sites, air quality, water and wastewater.
University of Waikato for Future Proof	Population Projections until 2061, 2008	Provides population projections until 2061 for the Future Proof sub-region
Waikato District Council	Waikato District Draft Growth Strategy, 2008	- Sets out the strategic position, key issues and drivers, and opportunities - Identifies four key growth area: Northern State Highway 1 Corridor; Southern State Highway 1 Corridor, Raglan and the West Coast; and Hamilton Periphery - Also identifies areas for protection – versatile and high quality soils, productive lands and environmental assets

Future Proof	Scenario Booklet for public consultation, 2008	Sets out three scenarios for the future growth of the sub-region
Waikato District Council	Waikato District Long Term Council Community Plan 2006 - 2016	- Community outcomes are: accessible Waikato; sustainable Waikato; active Waikato; thriving Waikato; green Waikato; vibrant Waikato; educated Waikato; well Waikato; safe Waikato. - LTCCP identifies factors influencing growth and demand as the energy industry in Huntly; North Waikato and its proximity to Auckland; lifestyle properties. - Development contributions policy in place: water, wastewater and stormwater are district-wide; roading for Tamahere and Lorenzen Bay.
Waikato District Council	Proposed Waikato District Plan (Appeals version 31 June 2007). Operative Waikato District Plan 1995	The proposed plan includes Variations 1-3 and 5-10
Hamilton City Council and Waikato District Council	Strategic Agreement on Future Urban Boundaries, 2005	The Strategic Agreement on Future Urban Boundaries between Waikato District and Hamilton City identifies the areas for long-term expansion of Hamilton City and provides a basis for future planning by the city and district.
	Creating a Hamilton-Cambridge-Te Awamutu Urban Utopia, Regional Economic Bulletin, June 2005	Waikato Innovation Park adjacent to Ruakura Research Centre and further development of Hamilton International Airport – central to evolution of Waikato into one of NZ's most important industrial, research and residential regions. The Waikato region is at the centre of a market of 1.5 million people within a 90 minute drive. Part of the golden triangle – need to market this potential. Look towards attracting high profile achievers.
Waikato District Council	Waikato District Plan Review: Hamilton Extension Agreement, 2004	Agreement which sets up the staged transfer of land from Waikato District to Hamilton City.
Waikato District Council	Community Plans (various)	Community plans in place as follows: - Ngaruawahia Community Plan - Te Kauwhata Community Plan - Raglan Naturally - Te Kowhai Community Plan - Matangi Community Plan - Eureka Community Plan - Huntly Community Plan - Meremere Community Plan - Newstead Community Plan - Ohinewai Community Plan - Tamahere Community Plan
Hamilton City Council	Proposed Hamilton Urban Growth Strategy, 2008	- Focuses on improving the quality of the current living environment in the city and developing the land available in existing parts of the city more efficiently - Growth propositions include: - Over the next 10 – 20 years providing approximately 50% of Hamilton's new dwellings through regeneration of existing parts of the city. This will focus in and around key nodes including the CityHeart, transport hubs, town centres and areas of high public amenity.

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		- Commitment to developing the remainder of Rototuna and Stage 1 of Peacocke and Rotokauri - Prioritising the residential growth area of Peacocke in the longer term (beyond 2023) - Enabling the development of a high technology, innovation precinct in Ruakura
Hamilton City Council	CityScope (urban design project), 2006	Urban Design Strategy for Hamilton. Its intention is to raise the standard of urban design throughout the city and to actively plan toward the building of communities as Hamilton expands. As a rapidly growing city in the New Zealand context the issues of design, aesthetics, and community are increasingly apparent in the Hamilton.
Hamilton City Council	Hamilton 2006-16 Long -Term Plan, 2006	- Community outcomes are: sustainable and well planned; vibrant and creative; unique identity, safety and community spirit; healthy and happy; intelligent and progressive city; working together. - Identifies a new strategic framework for the city around “investing in our people; “identity and prosperity”; “protecting our future”. - Development contributions policy in place (greenfields and infill – residential, industrial and commercial). Covers community infrastructure, reserves, stormwater, transport, wastewater, water.
Hamilton City Council	Economic Development Strategy for Hamilton, October 2005	- Hamilton’s economic vision is: For Hamilton to be the export growth capital of New Zealand. - Key strategies contained in the document include: Development and growth of Industry clusters; Direct allocation of resources; Economic monitoring; Support a single economic development agency; Hamilton promotion.
Hamilton City Council	Report to Strategy, Planning and Policy Co-ordination Committee, 10 September 2003	- Rototuna Growth Cell: Hamilton’s principal greenfields area. Given the growth occurring, it is possible that the city may now run the risk of falling behind the market. - Industrial land demand: City is largely bereft of available industrial land. What land is there is subject to a variety of constraints? Identified options for Rotokauri (lighter industrial); Ruakura (hi-tech industrial park); Horotiu, Airport and Waipa (heavier industry). - Infrastructure: Next long-term phase of infrastructure planning needs to occur. Network duplication will be required rather than extensions. - City growth: 50-70ha pa of land for new housing. 20ha pa of land for industry. The city has a depleting urban land bank and no secure future for its growth beyond its present cells. There remains up to 36 years capacity within the city. - Ruakura: Earmarked since the 1960’s. Area is capable of future urban development but it is not entirely serviceable within the constraints of council’s present wastewater trunk capacity. - The Waikato Expressway provides a logical definition and practical boundary within which to scope the city’s longer term urban needs. - Working party set up – Hamilton City and Waikato District.
	Eastern Land Options Scoping Study Report, 2003 (Meritec)	
Hamilton City Council	Why Monitor Urban Growth? A Summary of Reasons, Beca, September 2002	- Summary of the reasons behind monitoring urban growth, which includes: - Legislative requirements - Best practice - Principles

Hamilton City Council	Hamilton City's Urban Growth Monitoring Strategy: Developing Indicators, October 2002 (Beca)	- Sectoral indicators should include: Population size and change; urban footprint; housing characteristics; infrastructure (including transport); changing character of population; business characteristics; employment; environmental impacts; North Island regional growth trends; regional growth trends; household characteristics; lifestyle patterns; services and facilities; education; other sectoral indicators (eg tourism; health; living standards; business innovation; transport). - There will be specific indicators within each sectoral indicator category.
Hamilton City Council	Proposed District Plan, 2001	- The Proposed District Plan comprises one volume of objectives, policies, and rules and one volume of maps. The maps specify the areas within the city where the particular policies and rules apply. - The objectives contained within the Proposed District Plan revolve around protecting and improving Hamilton's environment. - Council's focus on facilitating continued urban growth is being supported through the notification of a new structure plan - indicative locations of key infrastructure and land-uses within a new growth area of the city - for Rotokauri, the revision of the Rototuna Structure Plan, and the preparation of proposals for the Peacocke growth area.
Hamilton City Council	People, Well-being, The Community Development Plan 2000 – 2006	- Outlines council's planned intentions for the medium term future and includes the following key goals for community development: - Building Community Infrastructure ("Community Capital") - Building Community Strengths ("Social Capital") - Building Social Equity ("Social Justice") - The Community Development Plan outlines three key areas for significant achievements in relation to its goals. Each goal area has a set of objectives to reach the goal and a set of measurable performance indicators to measure progress over the next six years.
Hamilton City Council	Hamilton Integrated Transport Strategy, July 1999 and Access Hamilton	- Strategic directions: land-use and population; environmental and social; traffic and transportation. The Strategy contains the following key action areas: shape (of the city); land-use; zoning; population and transition; pollution; health and safety; community; choice of modes; passenger transport; cycling; walking; cars; transport infrastructure. - The Access Hamilton Plan forms the roading, cycling and walking implementation of HITS.
Hamilton City Council	Hamilton Strategic Plan, 1997	Hamilton's Strategic Plan (1997) contains 'Visions for a More Sustainable Community and City'. These visions formed the basis for development of the Strategic Plan (1997) and were also considered as part of the development of this HITS Strategy.
Hamilton City Council	Hamilton Urban Growth Strategy (to the year 2000), 1991	- Land recommended for zoning: - Rotokauri; Rototuna; Peacocke; Whatawhata Road; Riverlea.
Hamilton City Council	CBD Revitalisation Project	HCC has completed and adopted an indicative master plan for the upgrade of the CBD. This establishes the broad functional pattern of land-uses in the CBD and identifies key projects and priorities for improvement. Features include urban design, planning, architecture, landscape architecture, heritage and arts.
Waipa District	Waipa 2050 – Draft Growth Strategy, 2008	- Describes how each of the three Future Proof scenarios would work on the ground in Waipa - Key growth areas are Te Awamutu, Cambridge, Pirongia and the rural parts of the district.

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Hamilton City Council	Vista:	The Design Guide outlines Hamilton's expectations for better designed environments, highlighting fundamental urban design principles to ensure Hamilton's development as a dynamic, prosperous, memorable and sustainable city.
Waipa District	Waipa Long Term Council Community Plan, 2006	- LTCCP includes growth assumptions and predictions. - Development contributions policy in place (for residential and non-residential developments). Covers roading and transport; water supply; wastewater; stormwater; community infrastructure; parks and reserves.
Hamilton City Council	Creativity and Identity Strategy:	The Creativity and Identity Strategy seeks to nurture creativity in the city. The Strategy has a number of key strands: Attracting and growing talent; Enhancing the aesthetic experience; Reconnecting with the River; Making small effective. Community outcomes: Sustainable Environment; Quality of Life; Sustainable Economy; Culture and Identity; Participation and Equity.
Waipa District	Draft Waipa Urban Growth Strategy Discussion Document- Commercial Land (Harrison Grierson), 2006	- Commercial land study with a focus on large format retail (this was not covered in the original Waipa Urban Growth Strategy). The main findings are: - There is a steadily growing population forecast for Waipa and in particular Cambridge and Te Awamutu - Current District Plan focuses retail to town centres and generally does not provide for Greenfield developments. - Commercial Land supply is limited in the CBD - There is a significant leakage of spending out of the market is likely to be the best mechanism to provide for the specific location for this land area.
Hamilton City Council	Social Well-being Strategy	This Strategy is about positively changing the city that we live in, community safety, vibrant young people, improving quality of life, and building community capacity and pride. It sets out the key priorities and how we will respond to the needs, challenges and opportunities of the city.
Waipa District	Waipa Urban Growth Strategy 2003	Provides a framework for the consideration of resource consent applications and plan changes to rezone more land to "Residential Zone", "Industrial Zone", or "Rural Residential Policy Area" within the Rural Zone.
Hamilton City Council	Economic Development Strategy 2008	Projected growth for residential population and industrial. Identifies growth cell options and gives an indication of preferred growth areas. The Strategy sets out a partnership approach to deliver economic priorities for Hamilton, to ensure a thriving business environment, build on economic strengths, attract and grow talent, and develop an enterprising culture.
Hamilton City Council	Recreation and Leisure Plan 2002-2012:	Aims to help Hamilton's community and its visitors enjoy Hamilton at its best and build a happier, healthier and more vibrant community.
Hamilton City Council	Hamilton Urban Growth Strategy:	The Strategy will be the blueprint to deliver co-ordinated sustainable growth in Hamilton.
	Environmental Sustainability Strategy	The Strategy sets out the key principles to help shape a sustainable city, and looks at how we as a city strike the delicate balance between economic growth, land-use and the protection of important environmental resources
Waipa District Council	Operative Waipa District Plan	Objectives, policies and rules covering rural, residential (including deferred residential zoning), town centres, industrial, utilities,

	1997	transport. Operative District Plan does not include Plan Change 42 (Cambridge Park) which was made operative 16 October 2006.
Environment Waikato	Waikato Long-Term Council Community Plan 2006-2016: Delivering a Sustainable Future	- Community outcomes grouped under the following: sustainable environment; quality of life; sustainable economy; culture and identity; participation and equity. - Contains a transport group of activities. Objective is to maintain and enhance land transport in the Waikato, so that the region's transport system is accessible to everyone in the community and enhances the movement of people and goods. There are a number of key actions for transport including the improvement and upgrading of the passenger transport service.
Environment Waikato	Waikato Regional Policy Statement	The RPS covers: land, soil, water, coast, air, geothermal, natural hazards, wastes, hazardous substances, biodiversity, energy, structures (infrastructure), minerals, and heritage. There is no growth management component to the RPS yet. The section on infrastructure covers maintenance of regionally significant infrastructure and links to the RLTS for transport.
Environment Waikato	Regional Land Transport Strategy 2006	- The RLTS has a vision for: A safe, sustainable and integrated transport system that really works and enhances the environmental, economic, social and cultural well-being of the region. The preferred strategic option is a strategic corridors approach which recognises that nature of the region as an important inter-regional freight corridor. The key outcome areas are economic development; safety and personal security; access and mobility; public health; environmental sustainability; integration; responsiveness; energy efficiency; funding. - Integrated land-use and transport planning is identified as a critical success factor for the RLTS.
Environment Waikato	Waikato Regional Passenger Transport Plan	Sets out the current regional policy for funding and operating passenger transport services. Overall goal is to ensure that passenger transport services are available throughout the region. Specific services include Hamilton urban buses, buses in rural districts and total mobility schemes. The plan will be reviewed following the HARTS report and review of the RLTS.
Environment Waikato	Review of Passenger Transport Functions, 2006	- Hamilton City Council applied through the LTCCP process in 2006 to take over responsibility for passenger transport in the region. Passenger transport includes bus services, responsibility for the Regional Passenger Transport Plan, registration of commercially operated transport services, such as taxis, and total mobility functions for the Waikato region. About 80% of the region's bus services are provided in Hamilton. - In response to the city council's request, Environment Waikato commissioned a review in August to provide options for the provision of passenger transport functions in Hamilton City and the wider region. - The three options in the report – summarised as follows: - Status quo – “make no structural changes but look to strengthen the delivery of service between EW and HCC. On paper this is a sensible option – it is legally compliant, it is the traditional model and it facilitates integrated transport policy and delivery”. - Transfer Hamilton Passenger Transport Operations to Hamilton – “politically this might be an attractive proposal because it isolates the ‘problem’. It also strengthens financial accountability for passenger transport in Hamilton and it avoids Environment Waikato needing to levy a targeted rate in Hamilton City. However, it jars with the co-ordination and alignment objectives

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		of the NZTS and the LTMA; it is likely to cost more; it would require EW to retain PT skills for a very small operation; and potentially having PT responsibility sitting in two organisations creates public confusion”. - Transfer Regional Passenger Transport functions to Hamilton – “under this option, all passenger transport functions (including responsibility for the Regional Passenger Transport Plan, registration, and total mobility functions for the Waikato region) are transferred to Hamilton City. This would leave EW with responsibility for the regional land transport strategy and regional road safety. This option is attractive because it keeps the whole PT operation together and it provides potential opportunity for improved transport outcomes in Hamilton. It potentially strengthens political accountability and it removes a point of tension between the city and the region. So long as EW can be persuaded that the interests of the non-Hamilton Waikato community can be protected then there appear to be few disadvantages.” - After consideration of the report and listening to Hamilton City’s comments, Environment Waikato voted to keep responsibility for regional passenger transport operations because it provided the best solution for planning and delivering passenger transport services for the Waikato region.
Environment Waikato and Hamilton City Council	Hamilton to Auckland Commuter Rail Study, 2006 (Richard Paling and Ross Rutherford)	- Study to investigate a possible commuter rail service between Hamilton and Auckland. - Key findings: - Possible to provide a service which has access to central Auckland. - Numbers forecast to use the train from the Waikato range from about 50-100 per day - Costs include the provision of a refurbished train and the provision of supporting infrastructure at the stations. It is assumed that there would be some form of cost-sharing with ARTA. The incremental costs of the refurbished rolling stock and the cost of the supporting infrastructure would amount to about \$10 million. The incremental annual operating costs of the train over and above the costs assumed to be incurred by ARTA are estimated at about \$1.4 million. - A key element of the scheme is its potential importance as the precursor of a more general improvement in rail services between Auckland and Hamilton. This would result in a more effective integration of the two economies with consequent increases in economic output and choices for those living and working in the Waikato and Auckland regions. - It is likely that services would not be able to commence until 2009 at the earliest.

Environment Waikato, Transit NZ, Land Transport NZ, Hamilton City Council	Hamilton Alternatives to Roading Study ("HARTS"), 2005	- Includes the following modes: Commuter rail (light/heavy, monorail); bus and passenger transport; ferries; park and ride; integration/travel demand management; walking and cycling. - There are four stages to the HARTS study. Stage 4 included a report on: Urban Growth – Future Land Use Patterns for Hamilton City and surrounding district. Concludes that Hamilton's growth is mainly occurring in the growth cells to the north. Significant demand for residential land is being experienced in and around Cambridge and to a lesser extent Te Awamutu. Rural residential or lifestyle development is occurring sporadically through the Waikato District. This will create ongoing demand for roading infrastructure.
Environment Waikato	Waikato Regional Industry Transport Study, 2005 (Beca)	Industry/freight report, which investigates the nature and scale of freight movements and future transport needs of industry.
Joint Officials Group	Report of the Waikato Region Joint Officials Group on Land Transport, May 2006	- Waikato has 10% of New Zealand's population and is an important contributor to the wider North Island economy and the growth triangle of Auckland – Bay of Plenty – Hamilton. Transport issues in the region are dominated by roading, particularly SH's 1, 2 and 29. The Waikato has the largest state highway network of any region. Waikato's arterials are important for the nation's economy. - Top priorities identified: - Investment in rural state highways primarily driven by safety objectives - Optimisation of the existing land transport network and investment in specific long haul routes - Package of urban Hamilton access and mobility solutions - Rural public transport - Rail freight - Integrated transport and land-use planning are essential within the 10 years. - The RLTS will determine the overall transport strategy and this will inform the allocation of funds from Land Transport New Zealand. - Total package: \$235 million - Crown contribution: \$180 million (SH); \$20 million (local roading) \$15 million (ONTRACK) = \$215 M - Local contribution: \$20 million
All councils in the Waikato region	Triennial Agreement Waikato Region, 2008	Provides an opportunity for improved communication and co-ordination at all levels of local government in the Waikato region. The success of the Triennial Agreement will be demonstrated through expanded relationships that help local authorities to work co-operatively and collaboratively to advance community goals (outcomes). The agreement sets out principles; a general approach to consultation; significant new activities proposed by the regional council; resolving disagreement.

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10.5 Engagement and Participation of Tāngata Whenua in Future Proof

The partner councils and New Zealand Transport Agency sought independent advice on best practice to engage with and encourage participation of tāngata whenua in the Future Proof project. Tāngata whenua groups invited to participate in the Future Proof project included iwi authorities, tribal trusts, council reference groups and organisations representing the environmental interests of tāngata whenua and were, in alphabetical order:

- Hauraki Māori Trust Board
- Huakina Development Trust
- Maniapoto Māori Trust Board
- Ngā Iwi Toopū o Waipā
- Ngā Mana Toopū o Kirikiriroa
- Ngaa Muka Development Trust
- Ngāti Korokī Kahukura Trust
- Ngā Uri o Māhanga
- Raukawa Trust Board
- Tainui o Tainui ki Whāingaroa
- Te Kōtuku Whenua
- Te Mana Taiao Environmental Trust
- Te Whakaminenga o Hauā
- Tūrangawaewae Trust
- Wāhi Whaanui Trust
- Waikato-Tainui (Waikato Raupatu Lands Trust)

The Waikato-Maniapoto Māori Land Court requested and received regular updates on the project.

10.6 Matters for Inclusion into the Environment Waikato Regional Policy Statement Change¹¹

The intention of this Appendix is to illustrate the scope, direction and purpose of how the Regional Policy Statement (RPS) could be changed to implement the Future Proof Strategy.

The suggested change is designed to put in place the overall urban and rural-residential land-use pattern for the Future Proof area, and to establish urban limits. It sits within the existing generic policies of the RPS so as to provide a more detailed and directive geographic based set of policies for the urban development of the Future Proof sub-region.

The process for any change to the RPS will be in accordance with the statutory requirements of the RMA which includes formal submissions, further submissions, hearing and appeal processes. Following adoption of the Future Proof Strategy, a proposed change to the RPS is likely to be notified for submissions in September 2009.

The change would deal with the following issues.

10.6.1 Issues

► Current urban growth trends are resulting in a low density urban form which results in:

- Increased energy use and air pollution through increasing vehicle use
- A larger urban carbon footprint
- The demand for more and higher capacity roads
- Greater road stormwater run-off
- Greater use of productive land for urban purposes.

► Unplanned urban growth can have a range of adverse effects on the environment and on people's ability to provide for their health and safety, including:

- Adverse effects on quantity and quality of urban water bodies (including wetlands) and their habitats
- Increased natural hazards and demand for infrastructure such as stop banks and sea walls
- Air pollution issues due to lack of sufficient separation between residential areas, industrial areas and transport infrastructure.
- Inability to provide a co-ordinated response to climate change

¹¹ Note: This section is not intended to affect or prejudice the duties, functions and powers of the councils under the RMA 1991 and the LGA 2002, in particular the obligation to consider matters with an open mind.

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- Adverse effects on biodiversity and existing communities of rural areas. Development in inappropriate areas can threaten the activities and viability of the physical resource investment made in urban centres such as the central business district of Hamilton City and other key centres.

► **Unplanned or piecemeal development can:**

- Create an urban form that is more energy intensive and less sustainable than more integrated land-use patterns
- Result in untimely, or inefficient provision of, supporting infrastructure, and create barriers to funding or provision of necessary infrastructure, and
- Limit the extent to which land-use patterns can be integrated with transport infrastructure and services that provide for a number of modal options.

► **Higher density development, if poorly designed, can:**

- Erode urban amenity including aesthetic quality, heritage, health and safety, access and liveability and result in communities with poor access to community, social and commercial facilities
- Un-coordinated growth across territorial authorities which is inconsistent with regional and national infrastructure
- Growth conflicts with regional strategies such as the Regional Land Transport Strategy (RLTS) and regional hazard strategies
- Unintended cross boundary effects from a territorial authority's growth management initiatives.

10.6.2 Objectives and Policies

To clearly define what is urban and what is rural in character, the change would set out urban limits within which residential and business development would occur.

In addition, the aim of the objectives and policies would be to give effect to the Future Proof settlement pattern. Consideration would also be given to achieving quality built environments that have a sense of identity and character.

The change would have a significant focus on integrating long-term land-use (the Future Proof settlement pattern) with the provision of strategic infrastructure and services and funding. The protection of strategic infrastructure corridors will also be an important consideration.

The provision of a clearly defined greenbelt/open space area between urban and rural developments will help to maintain rural character and ensure that urban areas do not sprawl in an uncontrolled manner and result in urban areas merging together. In summary a change to the RPS in order to implement Future Proof is likely to include:

- Urban limits for growth areas following further investigation and consultation (these would be defined on a map)
- Identification of the strategy management areas
- Average density targets
- Urban design policies
- Policies relating to reverse sensitivity
- Areas for protection (where development should not locate)

- Some form of staging for development (residential and business land) so that there is alignment with infrastructure provision and funding

Provision would be made for the policies for Future Proof to be reviewed where population or land-use change occurred beyond the assumptions on which the maps and sequencing were based. It is envisaged that the existing provisions of the RPS would continue to apply to the Future Proof area but only insofar as they did not conflict with the objectives and policies in the RPS change. If there was any doubt, the new provisions would take precedence.

While the change will refer to transport and the key networks, the RLTS is the key implementation mechanism for transport. The provision of infrastructure by local authorities will be provided for in the respective council LTCCPs.

The full RPS review in 2010 will integrate these changes with the other natural resource issues that will be addressed more comprehensively in the RPS such as water quality, soil quality and hazard management.

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10.7 Matters for Inclusion into the Environment Waikato Regional Land Transport Strategy Review

10.7.1 Anchoring the Strategy in the Regional Land Transport Strategy

The Regional Land Transport Strategy (RLTS) is a significant statutory document for the region. The RLTS has been identified as a key implementation tool for the Strategy because of the interrelationship between land-use and transport.

10.7.2 Role of the RLTS in Strategy Implementation

There is a critical synergy between the Future Proof Strategy and the RLTS. Transport infrastructure and services are a critical component for successfully implementing any longer term land-use strategy. The success of the Strategy will be reflected in the co-ordination of land release and transportation and other investment.

The Strategy has a strong focus on supporting the development of strategic industrial nodes, strong retail and commercial centres and residential intensification in the long-term with such development being primarily located around transport hubs, areas with high amenity and the CityHeart within Hamilton City. There will also be a need for effective transport connections between the metropolitan centre and adjacent urban settlements.

10.7.3 Possible RLTS Amendments to Anchor and Reflect the Strategy

- Reinforcing an integrated land-use/strategic transport system (including nodes and corridors) approach in order to meet the Government's requirements that key transport investments are supported by the RLTS and the Strategy.
- Expanding recognition of the key requirements of the Land Transport Management Act 2003 including describing the Government's approaches to transportation funding through:
 - Government Policy Statement
 - Regional Land Transport Programme
 - National Land Transport Programme
 - Crown Grant Implementation
 - Third party funding involvement.
- Taking account of the Future Proof Strategy, particularly the sub-regional settlement pattern.
- Developing integrated transport packages for the region along with funding sources.
- Further work on Demand Management through a Demand Management Action Plan.
- Reviewing and incorporating as needed new policy of government agencies and organisations into the RLTS.
- Incorporating intra and inter regional linkages into the RLTS.

The biggest challenge to the Strategy will be to not only complete key transport projects in a timely manner to meet the staged land development needs, but also better serve the future transport needs in a greater variety of ways than are available today.

10.8 Glossary of Terms¹²

Term	Description
Amenity	As defined in the Resource Management Act 1991
Biophysical	Means all physical, landscape and plant resources of the sub-region
Business Land	Land used for commercial or industrial activities
Commercial	Land that is predominantly used for office, retail and services
Governance	Strategy leadership and direction
Greenfield	Sub-division and/or housing development of previously undeveloped rural land
Growth management	A detailed analysis of all of the physical and environmental factors together with those economic and social factors which directly impact on the physical environment
Hapū	Sub-tribe, usually containing a number of whānau with a common ancestor
Hapū/iwi management plan	A plan relating to the development and protection of resources of significance to a hapū or iwi
Industrial	Land that is predominantly used for manufacturing, servicing and distribution activities It may include retail which services the needs of the specific industrial business land area
Infill	Sub-division and/or housing development of previously developed, or existing urban land

¹² Māori terms and concepts used in this Glossary of Terms are a guide only. How these concepts are given effect to at local level are matters for further discussion with the appropriate tangata whenua group(s).

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Infrastructure	All permanent installations of the sub-region and includes pipe, cable/wire, roading, electricity generation, waste management, open space and community facilities contributed to and accessible to the community
Intensification	An increase in the density (of dwellings, activity units, population, employment etc) over the current density of a given area
Iwi	This term refers to a Māori tribe. Iwi usually contain a number of hapū with a common ancestor
Kaitiakitanga	Means the exercise of guardianship by the responsibility of tāngata whenua of an area to ensure that the mauri, or vital life essence, of their taonga is healthy and strong, in accordance with their tikanga (traditional sustainable management practices) in relation to natural and physical resources; and includes the ethic of stewardship
“live, work, play and invest”	“Live, work, play and invest” is a concept that encourages the provision of housing, business, investment, community activities and recreation within a local area
Papakāinga	Means tāngata whenua communities, places where tāngata whenua live primarily clustered around marae and other places of significance. Also means contemporary or ancient marae sites with or without accompanying residences or buildings. The extent of individual papakāinga should be determined in consultation with tāngata whenua and is not necessarily confined to multiple owned Māori land. The definition may also extend to include taura here communities who establish modern/urban ‘papakāinga’.
Private public partnership	Partnership to provide public services jointly by the public and private sector
Rural villages	Areas that have a population of less than 5,000 people by 2061
Social	Includes all community development processes
Social housing	Housing provided by public and private agencies for those unable to afford market based rentals
Strategic transport corridors	Significant road, rail and/or passenger transport routes
Sustainable development	A series of sub-regional outcomes, which are the result of a process that takes account of all necessary environmental, ecological, economic cultural and community factors: and which uses this information to provide a sustainable future for the Future Proof sub-region and its people

Tāngata whenua	Māori and their whānau, marae, hapū and iwi that whakapapa, or have genealogical connections, back to the land by virtue of first or primary occupation of the land by ancestor(s) through a variety of mechanisms such as maintaining ahi kā roa (long-term occupation) or conquest
Taura here	Māori individuals and whānau who live within the Future Proof sub-region but are tāngata whenua to other areas
Tikānga	Describes practices followed by tāngata whenua based upon customary values
Transport demand management	Operates at the transport system level and seeks to achieve modal shift from the private car to more sustainable transport modes (eg public transport, cycling). It focuses on all transport modes and therefore takes a systems approach
Towns	Areas that have a population that is projected to reach approximately 5,000 people or more by 2061
Wāhi tapu	Are described as sacred sites/resources with cultural or spiritual importance for Māori and in particular the kaitiaki over the area. There are those sites that are important not just for their historical value but because they serve as reference points for direction and growth and ensure a stable cultural development The removal, destruction, inappropriate development, modification and damage of wāhi tapu causes great concern for Iwi/Hapū and threatens the integrity of the tribal/hapū identity, mana and growth and therefore the relationship of Māori with their culture and traditions with their ancestral lands, water, sites, wāhi tapu, and other taonga
Wāhi whakahirahira	A site of significance that may or may not be a wāhi tapu
Vision	A statement defining the qualities of the region in the future. An indication of regional values

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10.9 Abbreviations

Abbreviation	Description
AMP	Asset management plan
ASCH	Area sensitive to coastal hazards
CBD	Central Business District
DP	District Plan
DIA	Department of Internal Affairs
DOC	Department of Conservation
EW	Environment Waikato
FPIC	Future Proof Implementation Committee
GPS	Government Policy Statement on Transport Funding
HCC	Hamilton City Council
HPT	Historic Places Trust
IMG	Implementation Management Group
LGA	Local Government Act 2002
LTCCP	Long Term Council Community Plan
LTMA	Land Transport Management Act 2003
MSD	Ministry of Social Development
MLC	Māori Land Court
MOE	Ministry of Education
MfE	Ministry of the Environment
NLTP	National Land Transport Programme
NPS	National Policy Statement
NZTS	New Zealand Transport Strategy
Regional GDP	Regional Gross Domestic Product
RLTP	Regional Land Transport Programme
RLTS	Regional Land Transport Strategy
RMA	Resource Management Act 1991
RMP	Reserve Management Plan
RP	Regional Plan
RPS	Regional Policy Statement
RPTP	Regional Passenger Transport Plan
Waikato DC	Waikato District Council
Waipa DC	Waipa District Council
WDHB	Waikato District Health Board

10.10 Participants: Future Proof Strategy Development

► Future Proof Joint Committee

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- **Tainui Waka Alliance**
Tukuroirangi Morgan
- **Ngā Karu Atua o te Waka**
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- **Environment Waikato**
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Councillor Paula Southgate
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Mayor, Alan Livingston
Councillor Diane Sharpe
- **Waikato District Council**
Deputy Mayor, Clint Baddeley
Councillor Alan Sanson
- **Matamata Piako District Council (Observer and non-voting)**
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► Ngā Karu Atua o te Waka

- **Hauraki Māori Trust Board**
- **Huakina Development Trust**
- **Maniapoto Māori Trust Board**
- **Ngā Iwi Toopū o Waipā**
- **Ngā Mana Toopū o Kirikiriroa**
- **Ngāa Muka Development Trust**
- **Ngāti Korokī Kahukura Trust**
- **Ngā Uri o Māhanga**
- **Raukawa Trust Board**
- **Tainui o Tainui ki Whāingaroa**
- **Te Kōtuku Whenua**
- **Te Mana Taiao Environmental Trust**
- **Te Whakaminenga o Hauā**
- **Tūrangawaewae Trust**
- **Wāhi Whaanui Trust**
- **Waikato-Tainui (Waikato Raupatu Lands Trust)**

► Community

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Contact Us

For more detailed information and background papers see the website:
www.futureproof.org.nz

For information on specific growth strategies and related matters please see the following websites:

Hamilton City Council
www.hamilton.co.nz

Waipa District Council
www.waipadc.govt.nz

Waikato District Council
www.waikatodistrict.govt.nz

Environment Waikato
www.ew.govt.nz

Matamata Piako District Council
www.mpdc.govt.nz



Other Partners



Ngā Karu Atua o te Waka



