



Hamilton to Auckland Corridor Study



December 2012

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1. Summary

Introduction

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

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

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

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

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

Context

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

Land Use

The land use pattern for the corridor is set by the RPS and the Future Proof Strategy. Development is to be concentrated in the main towns of Huntly, Ngaruawahia, Te Kauwhata, Tuakau and Pokeno, with a

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

Transport

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

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

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

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

Hamilton to Auckland Corridor Issues and Objectives

This Study sets out the following issues for the Corridor:

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

The following objectives for the Corridor have been identified:

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

Actions

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

2. Introduction

2.1. Purpose

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

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

The purpose of this study is to:

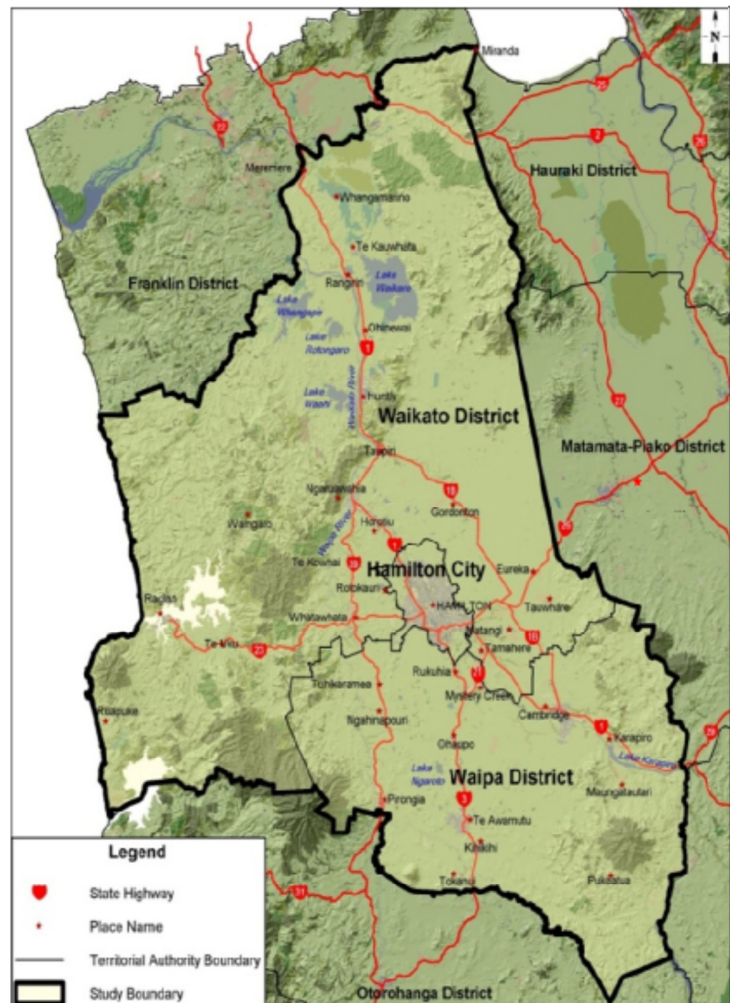
- Provide a strategic basis for incorporating the Northern Waikato into the wider Future Proof area and into the subsequent Future Proof review process.
- Establish a framework which can be used to influence future land use and infrastructure planning in the corridor between Hamilton and Auckland.
-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

The study is a Future Proof initiative.

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

- Encourage development to locate adjacent to existing urban settlements and nodes in both the Waikato and Waipa Districts and that rural-residential development occurs in a sustainable way to ensure it will not compromise the Future Proof settlement pattern or create demand for the provision of urban services.

Figure 1: Future Proof Sub-Regional Growth Strategy Area



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

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

2.2. Study Aims

The aims of this study are:

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

- To be able to remain informed and be a key player in relevant Auckland initiatives eg ‘the Southern Initiative’ which could have implications for the Waikato district and region as this is about encouraging social and economic activity towards the south.

2.3. The Hamilton to Auckland Corridor

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

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

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

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

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

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

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

2.4. Background Work

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

- North and Central Waikato Scoping Study (2012)

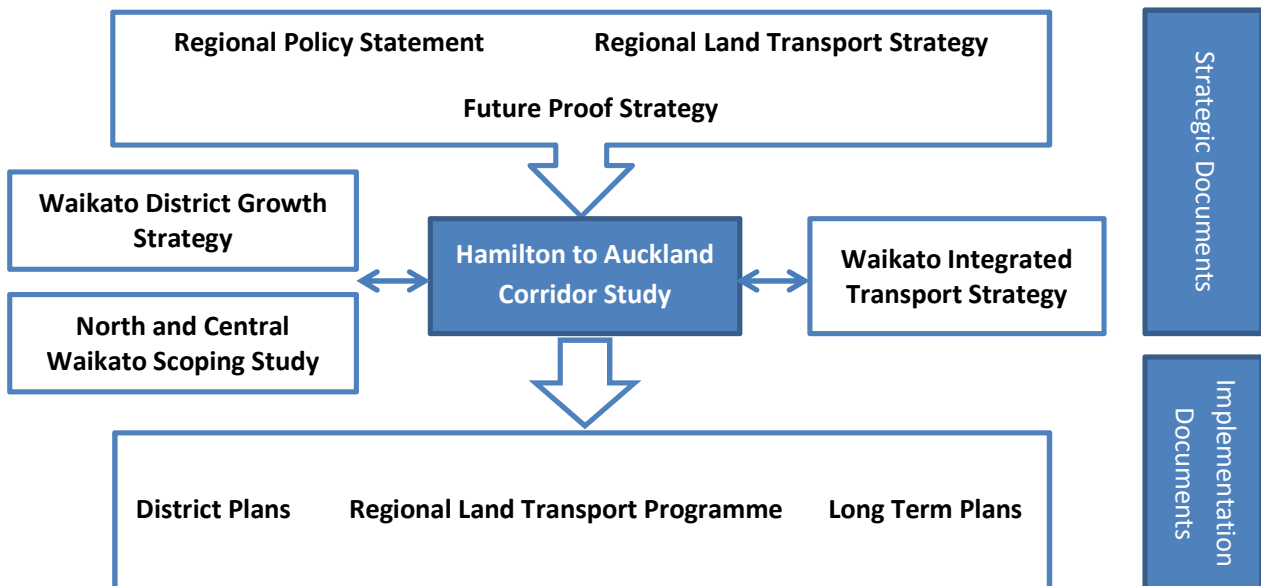
- Pokeno Structure Plan (2008)
- Te Kauwhata Structure Plan (2009)
- Waikato District Growth Strategy (2009)
- Waikato Expressway Network Plan (2012)
- Waikato Expressway Strategic Evaluation (2007)
- Waikato Integrated Land Transport Strategy Scoping Report (2012)

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

2.5. Document Relationships

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

Figure 2: Relationships between Key Documents



3. Context

3.1. National Framework

The Land Transport Management Act

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

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

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

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

Government Policy Statement on Land Transport Funding

The Government Policy Statement on land transport funding (“GPS”) is a requirement of the LTMA. The current GPS covers the period 20012/13 to 2021/22. It details the government’s outcomes and priorities for the land transport sector. The GPS is intended to guide the National Land Transport Programme.



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

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

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

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

Short to medium term impacts

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

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

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

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

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

National Land Transport Programme

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

- Achieve more efficient freight supply chains through integrated land use and transport planning across the Upper North Island in particular, and the rest of the country
- Reduce the number of deaths and serious injuries through the creation of a safe road system
- Ease severe congestion, and improve journey time reliability in our main urban centres
- Ensure that existing capacity is maximised to deliver value for money solutions to transport issues

- Offer more transport mode choices through multi-modal transport planning, including more effective public transport, and walking and cycling
- Realise the full benefits from investment in major network packages, including roads of national significance, through effective linking with the wider network.

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

The National State Highway Strategy¹

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

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

National Infrastructure Plan

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

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

National Freight Demands Study²

¹ New Zealand Transport Agency, *National State Highway Strategy*, 2007

² Ministry of Transport, Ministry of Economic Development & Land Transport NZ (now the NZTA), *National Freight Demands Study*, 2008

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

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

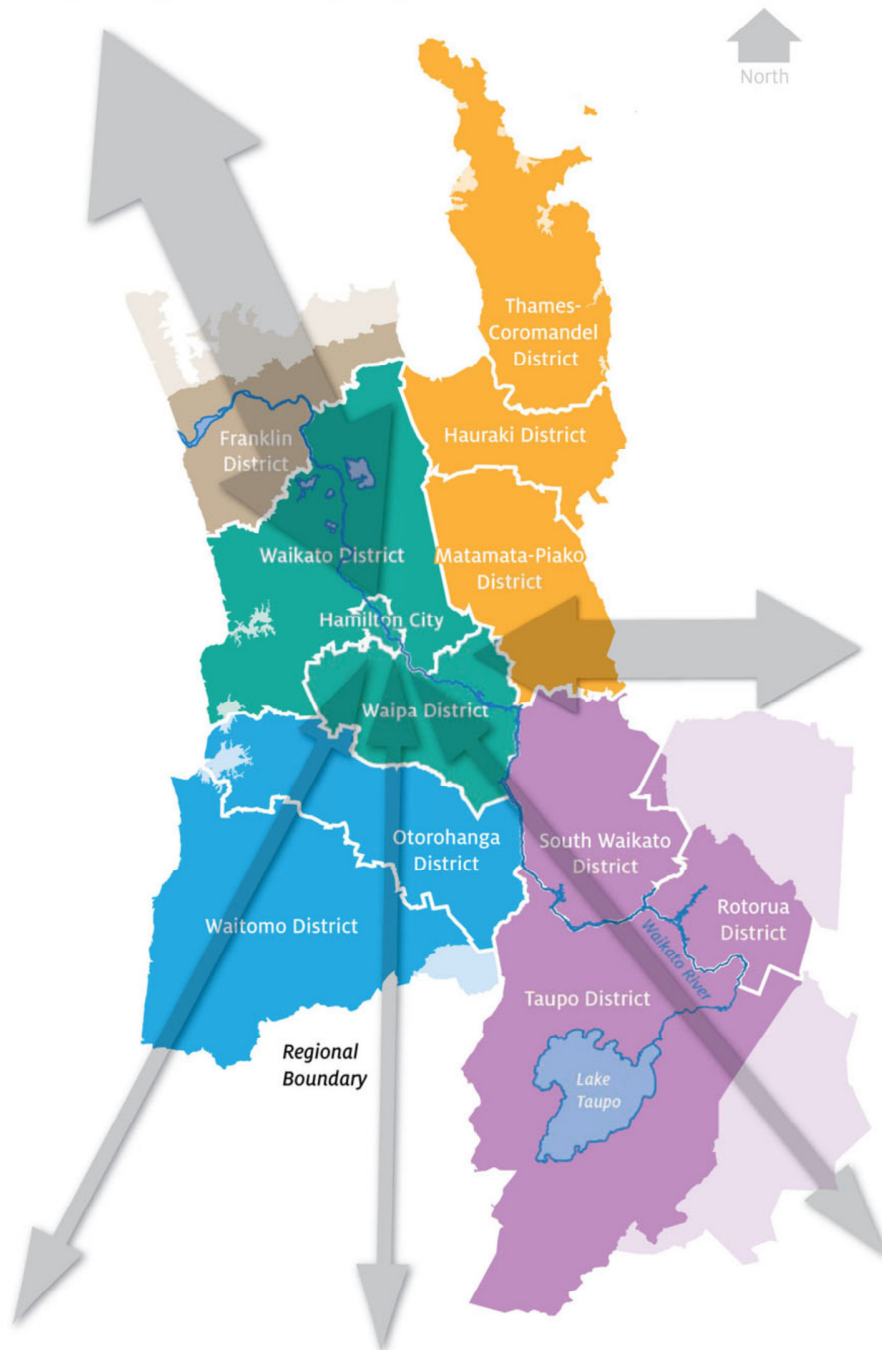
The forecast growth in freight traffic generated in the Waikato region is expected to increase from around 26 million tonnes in 2006/07 to just under 50 million tonnes in 2031. This represents a substantial increase for the region, reflecting growth primarily in aggregates as well as forestry and dairy.

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

Figure 3: Waikato Forecasted Volume of Freight

Forecasted volume of freight flows between the Waikato and neighbouring regions

(source National Freight Demand Study, 2008).



Other Strategies and Documents:

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

3.2. Upper North Island

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

- The three regions of Auckland, the Waikato and the Bay of Plenty are expected to grow at a greater rate than the rest of the country and by 2031 it is expected that together they will account for 53% of New Zealand's population.
- The three regions are responsible for the production and attraction of over half of all road and rail freight in New Zealand. The forecast growth in freight traffic generated in the Waikato region is expected to double by 2031. The majority of this freight traffic is between the Waikato and Auckland.
- Auckland, Waikato, and the Bay of Plenty currently generate over 45% of the nation's gross domestic product, this will continue to grow and is projected to account for half of New Zealand's total economic activity by 2025.
- The significant role played by the Port of Tauranga, the Ports of Auckland and their associated freight hubs, including the Crawford Street inland port in Hamilton.
- There is high growth forecast in retail trade for the Auckland, Waikato and Bay of Plenty regions.
- The integration of economic activity between Auckland and Hamilton is likely to increase as transport corridor improvements are completed and travel times reduced.

UNISA Agreement

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

The first order issues are identified as being:

- Economic development linkages

³ Completed by Saha for the New Zealand Transport Agency

- Transport, including rail, roads, freight
- Ports, including inland ports
- Tourism
- Emergency preparedness
- Waste
- Water
- Population and settlement patterns, liveability
- Commercial and industrial land development
- International connectivity and competitiveness – air, sea, broadband
- Energy security
- Climate change, including greenhouse gas emission reductions

Upper North Island Freight Story

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

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

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

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

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

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

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

3.3. Regional Framework

Waikato Regional Policy Statement

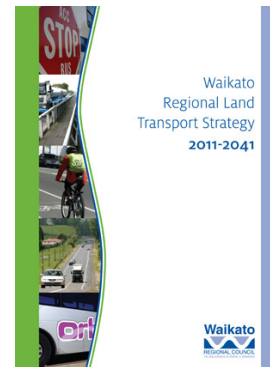
The Proposed Waikato Regional Policy Statement (“Proposed RPS”) was notified in 2010 and is a comprehensive review of the operative RPS. The Proposed RPS implements key aspects of the Future Proof Strategy, including:

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

Waikato Regional Land Transport Strategy and Programme

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

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



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

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

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

The RLTS is underpinned by a strategic approach based on strategic corridors, road safety and travel demand management and alternative mode interventions.

The RLTS was developed alongside the Proposed RPS in order to ensure that the two documents were consistent. The region's land use policies and sub-regional growth management strategies are an integral part of the RLTS. The RLTS relies on the Proposed RPS and the Future Proof Strategy for the land use pattern for the Future Proof sub-region.

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

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

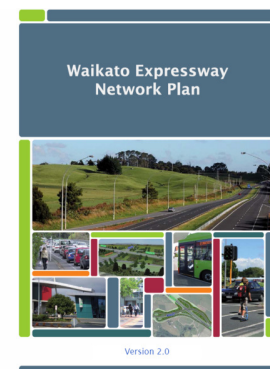
The Waikato Expressway is the highest priority transport package within the region and has been for the last 15 years.

Waikato Expressway Network Plan 2010

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

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

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



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

Northern: The Northern sector extends from the commencement of the Waikato Expressway at the Bombay Hills in the Franklin District to the interchange of Gordonton Road near Taupiri, Waikato District. This sector is predominantly rural in nature, and bypasses a number of rural towns and villages.

Central: Beginning at Taupiri in Waikato District and extending to the Tamahere Interchange south of Hamilton, this sector encompasses the majority of the urban areas affected by the Expressway, including Ngaruawahia and Hamilton.

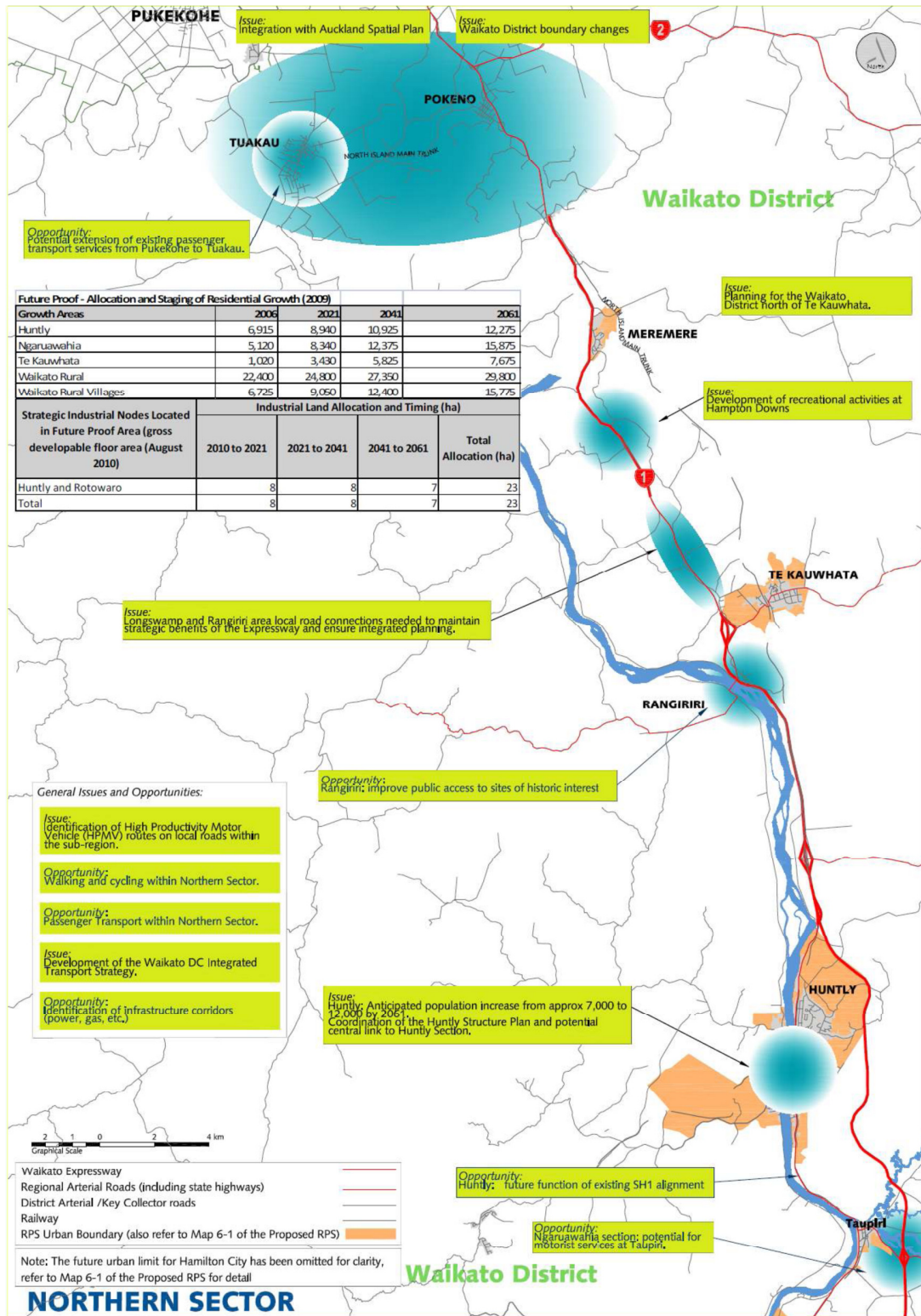
Southern: south of the existing Tamahere interchange, this sector is located mainly within Waipa District, and includes the remainder of the Waikato Expressway RoNS to south of Cambridge.

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

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

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

Figure 4: Northern Sector – Waikato Expressway Network Plan



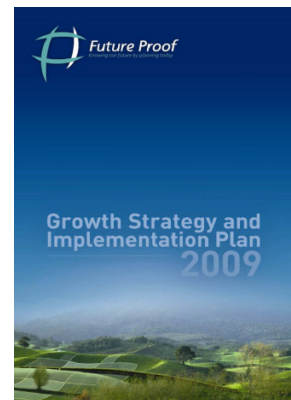
3.4. Future Proof

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

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

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

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



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

In terms of its scope, the Strategy seeks to:

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

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

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

contained in the Future Proof Strategy. This pattern of settlement represents a shift towards a more concentrated nodal form. Dispersed rural development will reduce from 17% to 12% of total settlement.



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

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

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

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

3.5. Local Strategies

Waikato District Growth Strategy

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

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

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

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

- The development of Te Kauwhata as the principal service centre
- Development opportunities for the Te Kauwhata / Hampton Downs area – short travel times to and from South Auckland, proximity to road and rail. Some development has already occurred

here such as the Springhill corrections facility, the equestrian centre and the Hampton Downs Motorsports Park. Potential for this to become an employment node.

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

Waikato Integrated Transport Strategy

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

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

This Study will aim to be consistent with these actions areas and objectives.

North and Central Waikato Scoping Study

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

The key observations of the Study are:⁴

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

Franklin District Growth Strategy

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

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

⁴ *North & Central Waikato Scoping Study*, 2012, Waikato District Council

Hamilton to Auckland rail line, relatively low property values and opportunities for development and re-development.

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

3.6. Relevant Auckland Documents

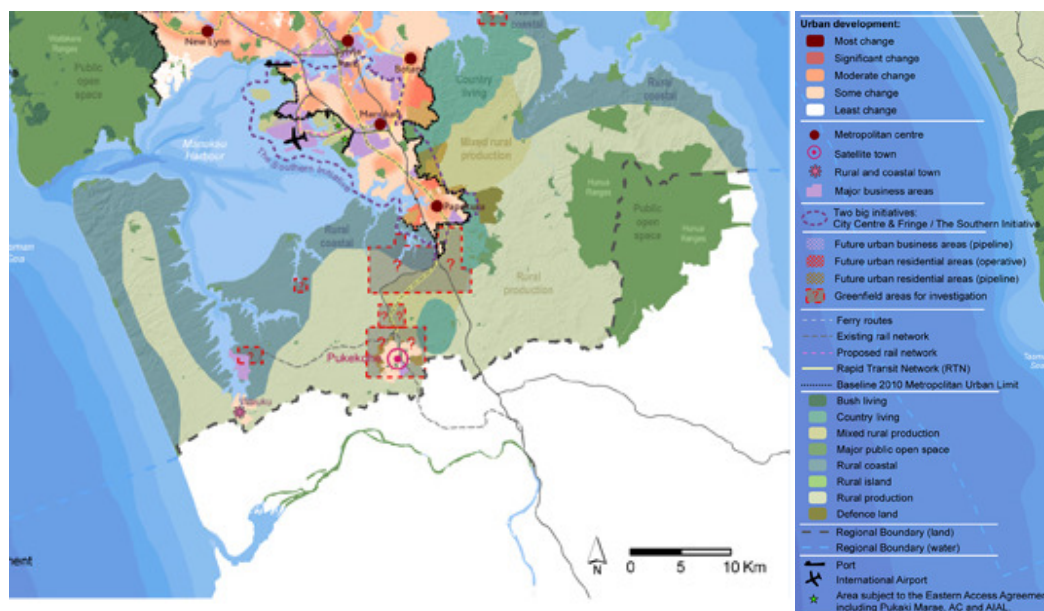
The Auckland Plan

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

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

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

Figure 5: Auckland Development Strategy Map – Area to the South⁵



⁵ Map D.1: Development Strategy Map (Auckland-wide), *Auckland Plan*, 2012

Of particular significance to the Waikato is that Pukekohe is identified as a satellite town which will provide an employment and service hub for considerable population growth. Pukekohe is expected to grow to a town of 50,000 by 2041. It is also one of nine priority areas for public investment to support growth and development.

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

Auckland Unitary Plan

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

Memorandum of Understanding between the Waikato District and Auckland

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

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

3.7. Labour Markets

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

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

⁶ Barrett, Cameron, Cochrane & McNeill, 2009, *Labour Market Areas in the Waikato Region*, University of Waikato

There has been growth in the number of people living outside of Hamilton and Auckland but having a workplace address within these cities.

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

3.8. Integration and Funding

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

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

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

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

4. Land Use

4.1. Future Proof Data and Targets

Population

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

Settlement Type	Location	Population					
		2011	2016	2021	2026	2031	Change 2011-2031
Towns	Huntly	6944	6967	7119	7267	7446	502
	Ngaruawahia	5259	5366	5573	5782	6034	775
	Pokeno	986	2195	3432	4652	5198	4212
	Te Kauwhata	1276	1566	2093	2756	3328	2052
	Tuakau	4139	4754	5463	6201	7089	2950
Waikato Towns (North) total		18604	20848	23680	26658	29095	10491
Rural Villages	Glen Massey	267	287	313	328	322	55
	Glen Afton	163	175	191	200	197	34
	Horotiu	634	670	718	768	828	194
	Mangatangi	40	42	45	47	50	10
	Maramarua	65	70	76	82	90	25
	Mercer	143	149	158	168	179	36
	Meremere	571	608	657	707	768	197
	Pukemiro	267	287	313	328	322	55
	Renown	122	131	143	150	148	26
	Taupiri	452	455	466	477	490	38
		2724	2874	3080	3255	3394	670
Waikato Rural Villages (North) total		3337	3508	3681	3840	3985	648
Waikato Rural (North) total ⁷		24665	27230	30441	33753	36474	11809

Residential Density

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

Residential Area	Density Target
Hamilton CityHeart	50 households per hectare

⁷ Note that the rural population for the Hamilton to Auckland Corridor is likely to be an underestimate given the difficulties in disaggregating the data.

Hamilton Intensification Areas	30 households per hectare
Hamilton Greenfields	16 households per hectare
Waikato Greenfields – Large Townships: <ul style="list-style-type: none"> ▪ Huntly ▪ Ngaruawahia ▪ Te Kauwhata 	12 – 15 households per hectare
Waikato Greenfields – Rural Villages: <ul style="list-style-type: none"> ▪ Taupiri ▪ Maramarua ▪ Meremere ▪ Horotiu 	8 – 10 households per hectare (assuming reticulated services)

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

Industrial Land⁸

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

Strategic Industrial Nodes (based on gross developable area)	Industrial land allocation and timing (ha)			Total Allocation 2010-2061 (ha)
	2010 to 2021	2021 to 2041	2041 to 2061	
Horotiu	56	84	10	150
Huntly and Rotowaro	8	8	7	23
Tuakau	116	0	0	116
Pokeno	92	0	0	92
TOTAL HA	272	92	17	381

⁸ Derived from the Staff Report Back version of Proposed RPS, June 2012

Hamilton to Auckland Corridor Land Use Summary

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

Area	Additional Population by 2031	Industrial Land
Horotiu	194	150 ha by 2061
Huntly	502	23 ha by 2061
Ngaruawahia	775	
Pokeno	4,212	92 ha pre 2021
Te Kauwhata	2,052	
Tuakau	2,950	116 ha pre 2021
Rural Villages	476	
Rural	648	
Total	11,615	381 ha

4.2. Towns

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



Huntly: The Future Proof Strategy has allocated growth of 5,360 people over the next 50 years to Huntly. Both Future Proof and the Proposed RPS have allocated industrial land at Huntly. Huntly is considered to be a satellite commuter town. Waikato District Council has outlined that the role and function of Huntly is for it to continue with its focus on mineral extraction and power generation as well as providing tourism and recreation opportunities associated with the river, lakes and Haka-rimata ranges. Huntly has a role as a service centre for the wider rural community. No major residential developments are planned for Huntly at this stage.

Ngaruawahia: Ngaruawahia has been allocated growth of around 10,000 people over the next 50 years. The Waikato District Growth Strategy envisages that residential development may occur in response to the employment hub at Horotiu. Any development will involve expansion of areas to the north and south of the town along with development alongside the rivers and around the town centre. The Growth Strategy also aims to strengthen and expand the town centre to provide a much wider range of goods, services and activities.



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



Pokeno: Pokeno is projected to grow by 4,627 people (2,060 households) by 2051. Development is to be focused around its centre with residential development achieving average densities of 10 dwellings per hectare. Industrial land has also been allocated to Pokeno to support the projected population and employment growth. Most of this land is located adjacent to the quarry. Plan Change 24 which gives effect to the Pokeno Structure Plan became operative in June 2011. The Plan Change provides for significant growth and expansion of Pokeno Village as outlined in the Franklin District Growth Strategy by zoning land for residential, business and industrial development. There is also a large lot residential development of 117 lots that has been put forward for Pokeno East known as Waterfall Park. This area was not covered by Plan Change 24 as the Franklin District Growth Strategy had concluded that due to severance of the community, the eastern side of State Highway 1 was not appropriate for residential development but should be considered for environmental restoration. However, this area is identified in the Franklin District Plan as a Village Growth Area requiring a concept plan for development.



Tuakau: Tuakau is identified as a rural service centre in the Franklin District Growth Strategy. Population growth of 2,700 people by 2051 is projected which equates to around 2,270 new dwellings. An increase in density to 10 dwellings per hectare by 2051 is anticipated in the Growth Strategy. Three new areas



for residential development have been identified in the Tuakau urban area. These are the first part of a staged release of residential land.

The second stage (2021-2051) involves intensification of rural residential lots and greenfields development. Industrial land has also been identified which will graft onto existing zoned land. These activities are likely to be manufacturing, distribution, light industry and supporting services. In 2010 a plan change was made operative

for the development of the Whangarata Industrial Park on the east side of Tuakau. This is part of the 116ha allocation as set out in the Proposed RPS.

4.3. Structure Planning for Towns

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

Structure Plan Area	Timing
Tuakau	2012 <i>Note: A project plan has been completed for this work.</i>
Ngaruawahia / Hopuhopu	2013
Huntly	2017

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

4.4. Rural Villages

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

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

- Limited rural lifestyle development close to towns and transport networks

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

4.5. Rural

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

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

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

4.6. Impact of the Proposed RPS

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

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

significant transport corridors and avoids the need for additional access points onto the defined significant transport corridors⁹

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

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

4.7. The Influence of Auckland



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

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

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

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

⁹ Note that *Significant Transport Corridors* include State highway 1, the Waikato Expressway and the railway

5. Transport

5.1. Strategic Direction

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

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

5.2. Hamilton to Auckland Corridor Transport Network

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

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

The Waikato Expressway

The objectives of the Waikato Expressway are:

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

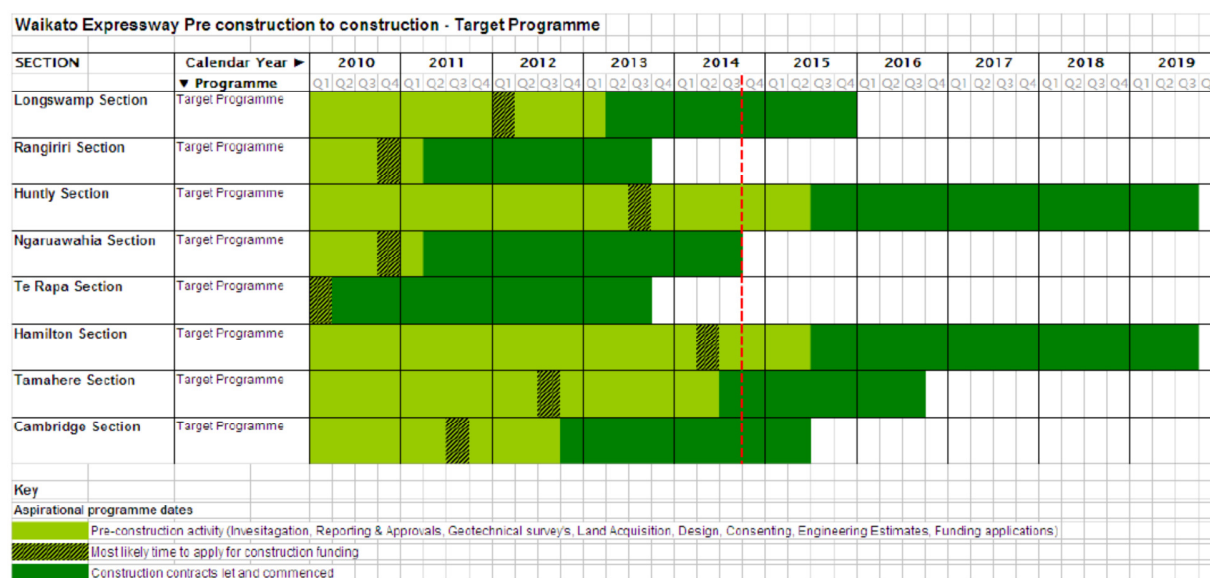


The Waikato Expressway project is expected to deliver significant growth benefits to the region when it is complete by:

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

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

Figure 6: Waikato Expressway Construction Programme¹⁰



The Local Transport Network

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

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

5.3. Rail

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

¹⁰Waikato Expressway Network Plan, 2010, at page 8

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



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

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

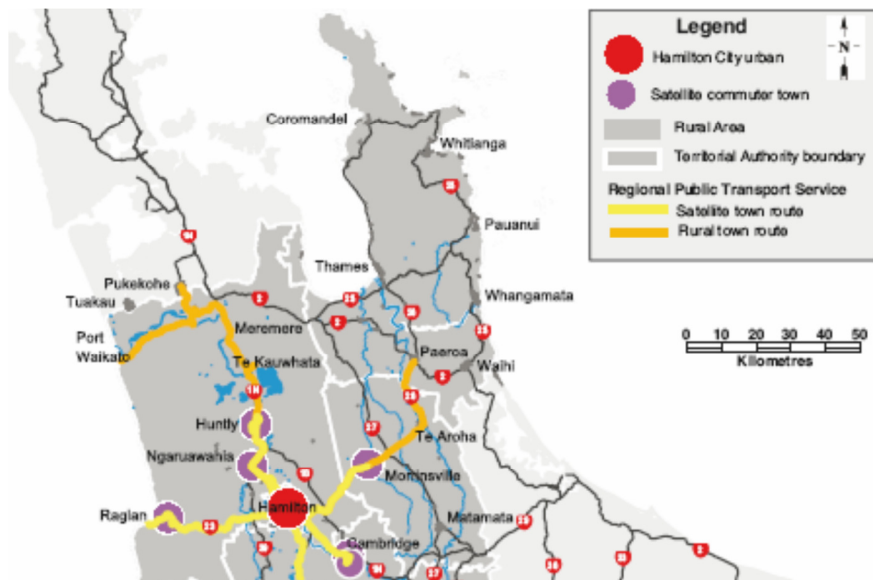
Protecting the rail corridor between Hamilton and Auckland is an important part of this Study. The corridor needs to be protected to ensure that capacity improvements can be made and that any future linkages between the North Island Main Trunk and freight hubs or industrial areas can be achieved. Further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

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

5.4. Public Transport

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

Figure 7: Hamilton to Auckland Corridor Satellite and Rural Bus Routes



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

6. Hamilton to Auckland Corridor Issues and Objectives

6.1. Issues

The issues for the Corridor are as follows:

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

6.2. Objectives

The objectives for the Corridor are as follows:

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

These issues and objectives will help to shape the framework for managing growth along the corridor and will also assist in taking an integrated approach to land use and transport.

7. Actions and Agency Roles

7.1. Actions

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

Action	Who*	Timeframe**
1. Using the Future Proof partnership, continue to monitor greenfields development to the south of Auckland and the cross-boundary impacts, noting that there are significant areas identified in the Auckland Plan as locations for investigation where future land use has yet to be determined. The aim is to work towards achieving a mutually beneficial land use pattern between the southern part of Auckland and the northern part of the Waikato. A workshop will be organised between the Waikato and Auckland in order to progress this.	Waikato DC and Future Proof to set up a workshop with the Auckland Council	Start immediately but this action will be ongoing
2. Work with Waikato District Council through the recently completed MOU, to input into the Auckland Unitary Plan. A discussion document is expected to be completed by March 2013, with the proposed plan being notified by September 2013.	Waikato DC, Future Proof	Immediate
3. Assess the potential impact of a completed Waikato Expressway on land use and travel patterns in the corridor (eg a reduction in the commute time between Hamilton and Auckland to 1 hour)	Future Proof , Waikato DC, NZTA	Immediate - Medium
4. In conjunction with the Waikato District Council, assess whether the rural provisions as a result of Plan Change 2 to the Waikato District Plan and Plan Change 14 to the Franklin District Plan are strong enough to manage the current and anticipated development pressures along the corridor	Waikato DC, Future Proof , Waikato RC, NZTA <i>Note that a small working group should be set up to progress this</i>	Immediate - Medium
5. Work with Waikato District Council to progress the following actions from the Waikato Expressway Network Plan for the Northern Sector: <ul style="list-style-type: none"> There is a need for Waikato DC to advance spatial planning for the north Waikato in light of progress made on the Auckland Spatial Plan. This planning is needed to confirm the preferred future land use pattern for the area and assess how this may impact the Expressway and its associated network. Note that this work will complement the Mayoral 	Waikato DC, Waikato RC, NZTA , Future Proof	Medium

<p>Forum initiative on spatial planning and provide a key input to that work.</p> <ul style="list-style-type: none"> ▪ Waikato DC and the Waikato Regional Council to engage with Auckland Region to integrate the wider area Auckland aspirations and identify gaps. ▪ NZTA to engage with Waikato DC and Waikato Regional Council on spatial planning processes. 		
6. Agree a position with the NZTA around connectivity to the Waikato Expressway	NZTA , Waikato DC, Future Proof	Medium
7. Model the land use effects on the Waikato Expressway. This will need to be completed in stages.	NZTA , Waikato DC, Waikato RC, Future Proof	Medium – Longer Term
8. Ensure that the current rail corridor is sufficiently protected for capacity improvements and that any future linkages that may be required are also protected routes.	Future Proof , KiwiRail , Waikato RC, Waikato DC	Medium
9. As a result of this Hamilton to Auckland Corridor Study and the future land use pressures which have been identified, a case be made to FPIC recommending that the northern boundary of Future Proof be extended to align with the Auckland Council and Waikato District Council boundaries, and that the Corridor Study provide the basis for the extension of the Future Proof Strategy when that is reviewed	Future Proof	Immediate

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

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

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

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

7.2. Agency Roles

Future Proof

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

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

Waikato Regional Council

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

New Zealand Transport Agency

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

Waikato District Council

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