

**Notice of Meeting:**

I hereby give notice that an ordinary Meeting of the Strategic Growth Committee will be held on:

**Date:** Thursday 20 August 2020  
**Time:** 9.30am  
**Meeting Room:** Council Chamber  
**Venue:** Municipal Building, Garden Place, Hamilton

Richard Briggs  
Chief Executive

---

**Strategic Growth Committee**  
***Komiti Rautaki Whakatupu***  
**Open Late Attachments under Separate Cover**

---

ITEM	TABLE OF CONTENTS	PAGE
10	Open Information Only Reports	
	Future Proof Update	2

# Council Report

**Committee:** Strategic Growth Committee      **Date:** 20 August 2020  
**Author:** Luke O'Dwyer      **Authoriser:** Blair Bowcott  
**Position:** City Planning Manager      **Position:** Executive Director Special Projects  
**Report Name:** Future Proof Update

<b>Report Status</b>	<i>Open</i>
----------------------	-------------

## Purpose

1. To inform the Strategic Growth Committee of recent Hamilton to Auckland Corridor Plan (H2A) progress
2. To inform the Strategic Growth Committee of recent progress of the Hamilton-Waikato Metropolitan Spatial Plan (HWMSP).
3. To inform the Strategic Growth Committee of recent progress of the Hamilton-Waikato Area Wastewater Detailed Business Case (DBC)

## Staff Recommendation

4. That the Strategic Growth Committee receives the report.

## Executive Summary

5. Good progress is being made on a number of key initiatives that are part of the Future Proof programme of works.
6. Environmental credit market investigations have progressed in terms of identifying the work required to develop a framework for enabling biodiversity offsetting to be established in the H2A corridor.
7. A draft Hamilton-Waikato Spatial Plan (HWMSP) was reported to the Future Proof Implementation Committee (FPIC) on 9 June 2020 and 3 July 2020 after numerous briefing sessions with HCC elected members. These briefing sessions have directly influenced development of the draft HWMSP, especially in relation to the transport elements contained in the plan.
8. On 3 July 2020 FPIC also resolved that the project team will develop material that will support highly effective stakeholder engagement on all the draft plan material, including supplementary versions of maps and diagrams such as the proposed strategic public transport network. The communication material used for stakeholder engagement is included as Attachment 1 to this report. The communication material relating to the transport network outlined in the HWMSP is currently still being developed and will be discussed with project partners and elected members.

9. The draft HWMSP reported on 3 July 2020 to FPIC was then reported to Cabinet on 10 August 2020 where Cabinet noted the progress made on developing draft joint spatial plans for the Hamilton-Waikato metropolitan area.
10. Furthermore, project team members have undertaken extensive stakeholder engagement throughout July 2020 and August 2020 to inform key stakeholders of the core directions contained in the draft HWMSP and to gauge their views.
11. The HWMSP project is close to completion and a final version will be reported to FPIC on 10 September 2020 to seek approval and finalisation of the plan.
12. The Hamilton-Waikato Area Wastewater Detailed Business Case (DBC) will investigate the broader wastewater treatment 'problems' within the Metropolitan Spatial Area. As part of this case, a capacity assessment will be undertaken for the existing plants and mapped against potential future growth scenarios, along with consideration given to the overall project objectives and KPI's. This work will build on the Waikato Three Waters Strategic case and include 'Best for River' objectives. The project is progressing well and is programmed for completion by the end of 2020.
13. Staff consider the matters in this report are of low significance and that the recommendations comply with the Council's legal requirements.

## Background

14. The Future Proof Partnership was reconstituted on [15 August 2019](#) and now includes new partner representatives from the Crown (including Ministers Twyford and Mahuta), Auckland Council, Franklin Local Board, and Auckland/Hauraki Iwi to reflect the Crown's commitment to the Hamilton to Auckland Corridor Plan that was completed in 2019.
15. Since the reconstitution of that partnership, the focus of effort has been on implementing the Hamilton to Auckland Corridor Plan, with emphasis on developing a draft Hamilton-Waikato Metropolitan Spatial Plan and a Waikato Sub-Regional Three Waters Project.
16. The Hamilton-Waikato wider metro area is growing fast, with the wider sub-region having the potential of growing to around 500,000 people. The result is an emerging metropolitan area that sits across local government boundaries.
17. Through the Hamilton to Auckland Corridor Plan (H2A), which sits under the Future Proof Partnership, there is an opportunity for partners to work together to support and unlock the potential of this area, through this joint Metro Spatial Plan.
18. The Plan will create a shared 100-year vision and spatial framework for the Hamilton-Waikato area, with a 30-year plan for priority development areas and enabling investment. It will identify:
  - Areas for protection and restoration that are 'no go' areas for development
  - Core transport corridors
  - Priority development areas, where (if required) new planning, funding and financing tools could be piloted
  - Social and network infrastructure requirements.
19. In simple terms, if 500,000 people lived in this sub-region in 100-years, what would that look like, where would they live and how would they get around.
20. The HWMSP will help determine where and how we fund some of the infrastructure needed to support this scale of development including detailed plans for three waters and transport.

21. This project is transformational in the fact that it requires a joint effort across central Government, local government and iwi and will likely require new planning and funding tools to implement.

## Discussion

### Hamilton to Auckland Corridor Plan

22. The objective of the Hamilton to Auckland Corridor Planning process is to better support growth and increase connectivity in a way that realises its social, economic, cultural and environmental potential by:
- Improving housing affordability and choices
  - Enhancing the quality of the natural and built environments, creating vital communities
  - Improving access to employment, public services and amenities.
  - Creating employment opportunities.
23. One of the key initiatives in the H2A Corridor Plan (Hei Awarua kit e Orongo) is to develop and implement a collective biodiversity offset pilot.

### ***What is biodiversity offsetting?***

24. The collective biodiversity offset schemes as envisaged in Hei Awarua kit e Oronga reflects a long-term ambition to direct environmental offsets to high priority locations and thereby achieving scale and impact while maintaining environmental efficacy. It reflects on some perceptions of current practice that biodiversity offsetting in New Zealand is ad-hoc and poorly coordinated, with offsets being uncoordinated with each other and with priority locations for restoration and enhancement.
25. It also draws on observations of practice in Australia – in particular a Strategic Assessment where the anticipated clearance of indigenous vegetation from the expansion of Melbourne's urban footprint are being offset collectively through the establishment and management of new conservation reserves – funded through a proportionate charge on developers. Conceptually this is attractive, however there are several potential criticisms about this scheme related to both its environmental and economic efficacy.
26. Environmental offsets are an increasing topic of conversation in other domains - particularly for water resources in light of the need to renew resource consents for several waste water treatment plants in the Waikato Region and as the Waikato and Waipa rivers approach full allocation of water quantity.
27. While environmental offsets are attractive, it is critical that they are not seen as an easy path to having an activity authorised. This is been a criticism of offsetting where they have become routine and highly systematised. Safeguarding against this relies in having robust instructional infrastructure and regulatory practices and clear and transparent metrics that provide the basis for offset liabilities to be determined. All three of these aspects must be grounded in the now well-established principles for environmental offsetting.
28. In respect of indigenous biodiversity, these have been well described most recently by:
- LGNZ: Biodiversity Offsetting under the Resource Management Act – a guidance document (2018).
- Biodiversity Collaborative Group: Report of the biodiversity collaborative group, part 2 Appendix 4: Principles for offsetting effects on indigenous biodiversity (2018).
  - Auckland Council: Auckland Unitary Plan, Appendix 8 – Biodiversity offsetting (2016).

### ***What offsetting work is underway now?***

29. On the back of existing guidance, environmental offsetting is already happening – it is enabled by national, regional and some local environmental policy. Major developers, including infrastructure providers, and their consultants are getting practiced at how to use offsets to improve the net environmental outcomes from their work.
30. Environmental offsetting practice builds off generally agreed principles that define an offset. Both principles and practice are best developed for the terrestrial biodiversity domain, though there is practice in other domains including for physical works in streams.
31. There is some concern, though currently untested, that the currently ad-hoc approach to environmental offsets is leading to sub-optimal environmental outcomes, that they are not providing a meaningful market signal which affects land/resource use and development decisions.
32. To address these concerns, a pilot project has been developed by Waikato Regional Council with input from H2A partners. Commencement of the pilot is contingent on securing additional Crown funding and discussions to secure this funding are under way.
33. Staff will prepare detailed report and briefing on this initiative at the next Environment Committee meeting scheduled for 10 September 2020.

#### **Hamilton-Waikato Metro Spatial Plan**

34. The HWMSP seeks to deliver on the central government's urban growth objectives by exploring how the metropolitan area centred around Hamilton can develop an urban form based around a rapid/frequent transit network, that protects and enhances the environment, improves wellbeing and ensure there is enough land for housing and jobs and high-quality urban development for the long term.
35. The draft HWMSP is a key initiative of the Hamilton to Auckland Corridor Plan. The terms of reference for the HWMSP project were approved by Future Proof in March 2019 and the project is the first Iwi-Crown Local Government spatial plan to be developed as part of the Future Proof Partnership. **Attachment 1** to this report contains a copy of a presentation used to outline and summarise the core aspects of the draft plan in stakeholder engagement discussions that have occurred over the last couple of weeks.

#### **Benefits of Spatial Planning**

36. The concept of spatial planning is well founded in many overseas jurisdictions and is key component of the Governments Urban Growth Agenda (UGA).
37. Spatial planning can address the growth management issues impacting the metropolitan area by:
  - Carefully targeting and managing growth to avoid or minimise adverse impacts from continued growth and development and create the demand thresholds required by new transformative bulk infrastructure such as rapid and frequent public transport and new three waters solutions.
  - Ensuring that the metro area provides opportunities for businesses to locate in locations that enable increased productivity, innovation and access to markets and labour, improving access to jobs, services and urban amenities
  - Better co-ordinating and responding to the variety of planning challenges impacting the metro region
  - Improving the effectiveness of population and economic growth to address pollution, sprawl, congestion, and housing supply
  - Supporting investment business cases where relevant

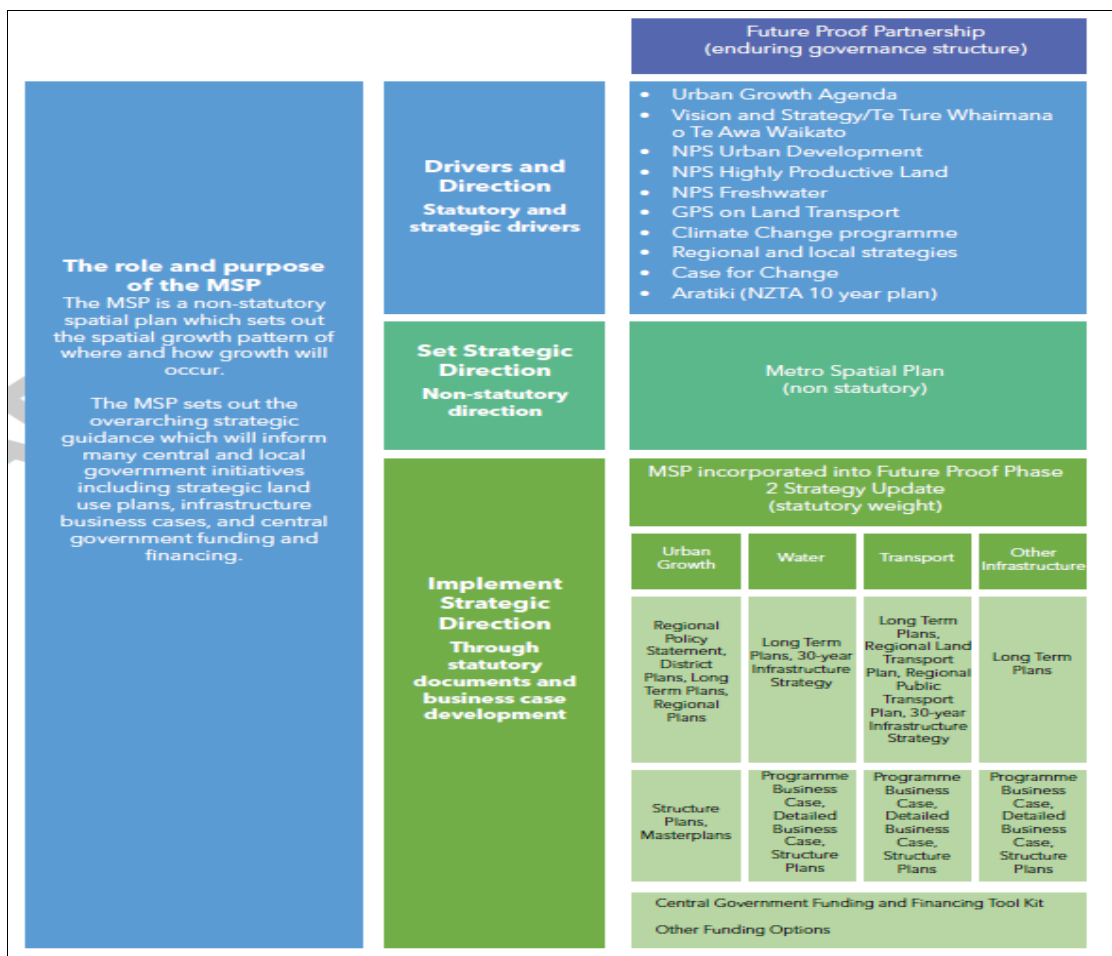
- Providing better guidance for infrastructure investment to enable long term growth
- Improving the alignment of land use and infrastructure planning and delivery timelines
- Telling a coherent story and prospectus to the outside world to optimise external investment and jobs;

38. Given the above, the draft metropolitan spatial plan builds upon the Future Proof strategy for this metropolitan sub-region. It applies the new UGA framework and longer term (30+ years) outlook and draws on other key documents like RLTP and Waikato Plan. This is the first spatial plan for this area that is jointly developed with the Crown (other than NZTA and the DHB) and builds on well-established Future Proof planning alliances between the four councils and iwi.

**How does it influence and shape other processes?**

39. The draft MSP will influence and shape subsequent planning and investment processes over the long term - not all the outcomes the MSP seeks to achieve can be delivered immediately – the transformational changes in urban form, competitive land markets, transportation networks and economic development will occur over multiple years, as has been the case with the implementation of the Future Proof Growth Management Strategy.

40. The diagram below conceptually illustrates how the MSP influences urban development through subsequent processes that are either delivered in partnership or by individual agencies.



**How does the HWMSP address recent COVID-19 related impacts on the economy?**

41. At the time of writing this report the scale of impacts that COVID-19 will have on the short-term growth for New Zealand and the HWMSP area generally are uncertain. While there will be undoubtedly significant impacts on economic activity, the scale and duration of these impacts are not known.
42. The project team acknowledges this and where possible will incorporate detailed analysis into the HWMSP as it progresses from a draft to a final document and adapt the draft where needed.
43. Notwithstanding the above, the HWMSP takes a long-term view on growth. The HWMSP identifies the key spatial elements and transformational outcomes that are enduring and will still be relevant even if growth slows over the short-term.
44. The key issues the HWMSP seeks to address, and the core focus of the plan remain relevant - that is to create competitive urban land markets to bring down the price of urban land; creating more compact urban forms across the HWMSP area which in turn supports the creation of transformational multi modal transport networks to give our communities the mobility that they need and to allow transport networks to accommodate growth pressures without the chronic congestion.

***Key elements of the emerging spatial plan***

45. The key elements of the draft MSP are:
  - Delivering on the aspirations of tāngata whenua including enhancing the environmental health of the Waikato River supporting iwi housing and economic priorities within the metro area
  - A framework to achieve mode shift to public transport, reduced carbon emissions, increased housing choice, more affordable housing and improved access to employment and key amenities.
  - Providing clarity on the location and nature of wāhi toitū areas that have influenced the location of future growth areas so that new development is directed away from constraints, avoiding hazards and risks now and in the future.
  - The inclusion of an extensive blue-green network to assist in improving the quality and quantity of public spaces and support numerous environmental outcomes
  - A framework for completing the road and rail freight network, such as rail sidings into inland ports that will improve connectivity and efficiency across the freight network.
  - Demonstrating how existing and all future larger-scale communities are connected by rapid or frequent public transport services along prioritised public transport corridors.
  - Within the existing urban areas of the sub-region, urban intensification is concentrated around the prioritised public transport corridors and hubs that allow people to move easily throughout the sub-region.
  - Greenfield growth is carefully added to the existing urban area or key towns on the rapid or frequent transit network; this helps to ensure an efficient use of existing infrastructure.
  - Enabling a wide range of urban development opportunities to enhance competitive land markets.
  - The development of an economic corridor will build on existing economic strengths in the metro area and drive higher value employment growth.

- Supplementing access, a network of safe and accessible cycling, walking, personal mobility routes are enabled to support connectivity to local shops, schools and other services as well as accessing neighbouring communities.

### ***Emerging settlement pattern***

46. The emerging settlement pattern builds upon the success of the Future Proof strategy and includes the following features
- A large urban core comprising of Hamilton. The Central City continues as the regional centre for the HWMSP area (for both employment and increasingly residential), supported by metropolitan centres such as Te Rapa and Chartwell. Residential development will need to be denser over the long term in greenfield areas such as Peacocke and Rotokauri (and future ones such as R2 and Ht1)
  - A focus on developing transit-oriented areas at Te Rapa, Frankton, Chartwell, the University, and Fairfield
  - The partial repurposing of industrial land at Ruakura to deliver on iwi aspiration and to provide additional housing capacity
  - Key employment nodes at Hautapu, Hamilton Airport, Ruakura, Horotiu / Te Rapa and Taupiri
  - Ongoing growth and development of towns such as Ngaruawahia, Te Awamutu and Cambridge (and Morrinsville, noting it is not part of the HWMSP), strongly linked to Hamilton through improved transport connections.

### ***Transport network and urban form***

47. Key transport moves in project include:
- Rapid and frequent transport networks that are both frequent and fast services supporting and connecting areas of higher density urban form, with a significantly higher level of service than standard commuter or coverage-based services. Rapid is a higher service level than frequent.
  - Hamilton-Auckland inter regional rail service is shown terminating in the long term in the Hamilton Central City.
  - The proposed network diagram includes interregional transport as well as metro scale rapid and frequent networks describing the future vision end state. The staging, phasing and mode will be determined through ongoing processes and updates.
48. A base assumption of the HWMSP is that significant improvement to walking and biking infrastructure and a supporting local public transport network would be required in all urbanised areas for success. This detailed transport network is the foundation for developing future frequent and rapid networks by delivering the requirements for the first and last mile of trips, and so its delivery will be required as part of the first tranche. Due to the fine-grained nature of this information, this network is very difficult to illustrate in a long-term scenario by mapping beyond capturing metro-scale connections.
49. The communication material relating to the Strategic Public Transport network outlined in the HWMSP is currently still being developed and will be discussed with project partners and elected members.
50. The Transport Story will be the next key piece of work to understand long term phasing, costs and how partners can implement the right solutions for the long term transport needs of the metropolitan region.

### ***Implementation***



51. The implementation section of the draft HWMSP will include key actions necessary to see change occur over the short to long term including (but not limited to):
- Progressing planning framework amendments that are necessary to support the emerging development pattern.
  - Planning and urban design investigations for transit-oriented development locations.
  - The identification of the first tranche of projects and investigation work required to deliver on the transport elements of the plan, including walking and biking, improvements to current public transport network, corridor protection.
  - The opportunities to apply new planning and funding tools to deliver the HWMSP.

#### ***Targeted stakeholder engagement***

52. In accordance with the resolutions made by the FPIC on 3 July 2020, the HWMSP project team have engaged with the following stakeholders throughout July 2020 and August 2020:
- Philanthropic groups (such as Momentum, Trust Waikato, WEL Energy Trust, Creative Waikato)
  - Iwi and mana whenua representatives through Nga Karu Atua O Te Waka
  - Utility providers (such as UltraFast Broadband, WEL Networks, Waipa Networks and Mercury)
  - Waikato Regional Airport
  - Te Waka Board and CEO
  - Property Council Executive
  - New Zealand Planning Institute
  - Waikato University (scheduled for 21 August 2020)
53. At each of these stakeholder events, staff have presented on the scope, purpose, benefit and outcomes from the project to date, and how stakeholders can continue to be involved in the project as it moves in to the implementation phase.
54. The response and feedback from each stakeholder have been positive. Stakeholders see the value in the project and how a plan of this nature can enable the public, for purpose and private sectors to understand that the metropolitan form being outlined in the draft MSP (and the spatial planning directions) can provide benefit for current and future residents, investors, businesses and the environment for the metropolitan area.
55. Notwithstanding the generally positive feedback, some feedback was also received about effective implementation of the HWMSP and securing the necessary Crown support to fund the requisite infrastructure need to support the metropolitan area.

#### **Next steps in the project**

56. The diagram below describes a pathway for completion of the project and how it will be incorporated into the broader review of the Future Proof Phase 2 review process.

July -  
September

- Continue to develop the draft MSP
- Targeted stakeholder engagement
- Report MSP to FPIC for completion

October -  
December

- Input into Future Proof Phase II review
- Begin implementing some aspects of the MSP
- Public consultation on Future Proof Phase II

57. The advantage of completing the project in September 2020 is that it allows for greater time for the HWMSP to be embedded in to the finalisation of Future Proof Phase 2, begin the implementation of the HWMSP while still provides for ongoing, detailed engagement for the MSP and Future Proof through any special consultative processes.

#### **Hamilton-Waikato Area Wastewater Detailed Business Case (DBC)**

58. The Southern Metro Wastewater DBC is now underway with governance and control groups established, the terms of reference confirmed, and the project team and consultants appointed. The Hamilton City Council representatives on the Governance Group are Mayor Paula Southgate and Councillor Dave McPherson (alternate). The HCC control group representatives are Blair Bowcott and Chris Allen (alternate).
59. Technical work to support the Southern Area DBC strategic case and the economic cases are underway, including confirming key assumptions to be used for the DBC, including appropriate growth assumptions and water quality parameters. This work is directly applicable to the full Metro Area (North and South).
60. At a high level, the strategic case will investigate the broader wastewater treatment 'problems' within the Metro Spatial Area. As part of this case, a capacity assessment will be undertaken for the existing plants and mapped against potential future growth scenarios, along with consideration given to the overall project objectives and KPI's. This work will build on the Waikato Three Waters Strategic case and include 'Best for River' objectives.
61. The DBC is taking a staged approach to the Economic Case. The first stage will develop a long list of options for the full Metro Area (North and South). The long list of options (including discharge routes) will be evaluated using a Multi-Criteria Assessment and reduced to a shortlist. The shortlist of solutions will include components for both the northern and southern Metro areas. The second stage (based on the current funding available) will focus on the Southern area only. Further investigation and development of the shortlisted southern area solutions will help identify a preferred solution for the Southern Metro Area.
62. The Financial, Commercial and Management Case workstreams have commenced. This work would typically start following confirmation of the preferred option. However, this work has started early due to project timeline constraints. A workshop with elected members and senior officials will inform the long list of options for funding, financing and governing shared (cross-boundary) wastewater facilities. The workshop is being planned to take place September.
63. The project team has received some interest from commercial entities on potential investment opportunities that may emerge from the Project. A formal protocol is in place to manage discussions/engagement with outside commercial interests. Any discussions with outside commercial interests do not constitute a formal procurement or investment process, such as

an expression of interest process. However, having these discussions will provide input into the consideration of a wide range of ownership, operation, funding and financing options for the Project. These discussions will also allow pre-market feasibility testing of the level of interest in investing and/or partnering in the Project.

64. The original scope of work was limited to addressing municipal wastewater servicing challenges. During the project initiation phase, Fonterra has confirmed their desire for servicing solutions for Fonterra Hautapu to also be considered in parallel with the DBC. The parallel work will require additional technical investigations and add some complexity (and cost) to the overall project delivery. Fonterra will fund the parallel workstreams needed to consider the Hautapu Plant. The Project Control Group confirmed the inclusion of Fonterra Hautapu plant in the initial phase of the Project, subject to several conditions, including ensuring that appropriate funding arrangements were agreed.
65. As noted at the 14 May 2020 Strategic Growth Committee Meeting delivery of the Northern Metro Area Waste Water DBC in parallel with or in close succession to the Southern Area DBC is recommended to enable HCC and others to make more informed investment decisions.
66. The recommendations to 14 May 2020 Strategic Growth Committee meeting were adopted at the 28 May 2020 Council meeting. The recommendations included delegating... “authority to the CE to determine the timing of the detailed business case for the Northern Metro Wastewater solution and a funding plan for that work and (to) report back to the Strategic Growth Committee.”
67. Funding discussions with Waikato DC has been ongoing since May 2020. The preferred funding plan for the full DBC is to use some of the initial stimulus funding that will be secured by signing the Three Waters Reform (Tranche 1) Memorandum of Understanding to fund the full DBC. There is a separate report to this committee meeting on the agenda titled “Water Reform” that outlines the reform programme and economic stimulus funding available to support three waters initiatives. The HCC Executive Director - Special Projects, Waikato DC CEO and Waipa DC CEO have agreed in principle to this funding plan for the DBC (subject to respective discussions within each Council, delegations and approvals, in the case of HCC by Council on 17 September 2020 determining the stimulus package of works to be proposed to Government). Note that the same approach is proposed to fund the funding short-fall for Phase 2 of the Sub-Regional Three Waters Project. The Future Proof Chief Advisors (31 July 2020 meeting) supported this approach. Both these funding proposals will be considered by the group of Elected Members and staff finalising the list of three waters economic stimulus projects, for reference to the Council meeting on 17 September 2020.
68. Overall the DBC is progressing well. However, the scope is significant, and timeframes within the programme are tight for delivery of a preferred outcome by the end of the calendar year. Reconfirmed delivery times are being worked through with the consultants currently to ensure smooth delivery and sufficient time to engage with project partner organisations collectively and individually.

### **Financial Considerations**

69. There are no financial implications in relation to the information provided in this report.

### **Legal and Policy Considerations**

70. This report is for information purposes only.

## Wellbeing Considerations

71. The purpose of Local Government changed on the 14 May 2019 to include promotion of the social, economic, environmental and cultural wellbeing of communities in the present and for the future ('the 4 wellbeings').
72. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report as outlined below.
73. The recommendations set out in this report are consistent with that purpose.

## Cultural

74. The HWMSP has been developed with significant and meaningful iwi input throughout all stages of the project.
75. Waikato-Tainui is an equal partner in the Future Proof Partnership, and the HWMSP has a core focus on ensuring that iwi aspiration is realised as a result of the project.
76. Representatives from Waikato Tainui are involved at a Governance, Steering and Project group level and have worked intimately with the project team over the past 12 months. The level of iwi engagement in the project has been recognised and the focus on iwi aspiration has been endorsed by Iwi representatives at the Future Proof Implementation Committee on 3 July
77. HCC senior staff have also made a number of representatives with Nga Karu Atua o Te Waka which is comprised of iwipi and hapu representatives from across the HWMSP region.

## Risks

78. There are no known risks associated with the decisions required for this matter.

## Significance & Engagement Policy

79. Staff have considered the key considerations under the Significance and Engagement Policy and have assessed that the recommendations in this report have low significance and no engagement is required.

## Attachments

Attachment 1 - Hamilton-Waikato Metro Spatial Plan - Stakeholder Engagement .



# HAMILTON- WAIKATO METROPOLITAN SPATIAL PLAN

100 YEARS AGO, WE COULDN'T  
HAVE IMAGINED WHAT OUR  
REGION WOULD BECOME.

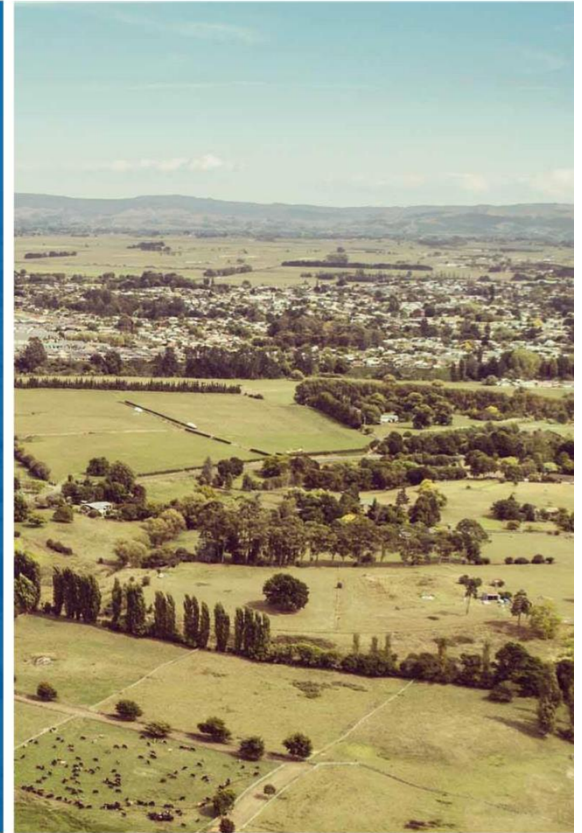
NOW WE HAVE THE CHANCE TO LOOK  
TO OUR FUTURE.





# WHAT WE'RE TALKING ABOUT TODAY

- Background and Urban Growth Agenda context.
- Why we're doing an MSP.
- Key opportunities and benefits of the MSP.
- Relevance to you and your organisation.
- Discussion and awareness of involvement in next steps.



# URBAN GROWTH AGENDA (UGA)

The Urban Growth Agenda (UGA) is an ambitious programme that aims to remove barriers to the supply of land and infrastructure and make room for cities to grow up and out.

## Five focus areas:

- infrastructure funding and financing
- urban planning
- spatial planning
- transport pricing
- legislative reform.

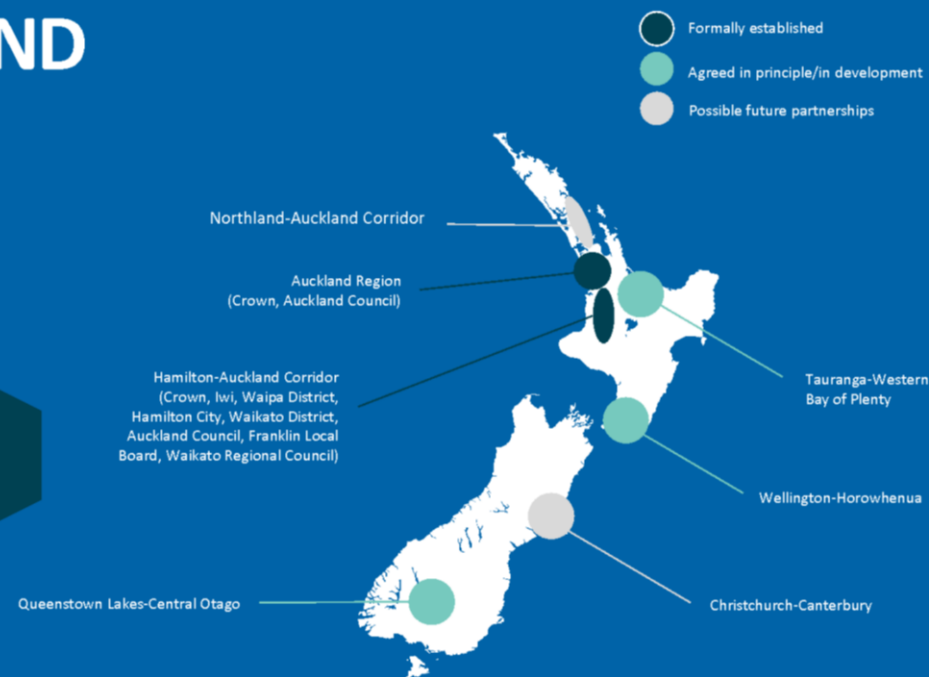


# THE CURRENT, PLANNED AND POSSIBLE FUTURE URBAN GROWTH PARTNERSHIPS

## Urban Growth Partnerships

Each partnership has three core components or deliverables:

1. An enduring growth management **partnership structure**.
2. A **joint spatial plan** which outlines how and where the region will grow over 50+ years.
3. A 'rolling' **urban growth programme** of key transformational initiatives that require new ways of working together.





# THE STRUCTURE OF 'UGA' JOINT-SPATIAL PLANS



## What is the current context and performance?

- Existing context, including urban form and quality.
- Key growth management challenges and opportunities.
- The need for a spatial plan and the NPS UD requirements.

## Why continue to grow and develop?

- The assumed growth scenario.
- Desired outcomes, objectives and KPIs.

## Where to successfully grow and develop?

### Five core elements:

1. Areas to protect in perpetuity (waahi toitu).
2. Public transport, active mode, road and rail freight networks.
3. Blue-green, transport and infrastructure corridors.
4. Future urban areas.
5. Centres and other key locations.

## How to successfully grow and develop?

- Growth management **principles** e.g. quality place making.
- **Priority initiatives** e.g. development areas, transport and mode shift, funding and environment.

# CRITICAL FEATURES OF THE UGA SPATIAL PLANS

1. To protect **what we value most**.
2. To achieve the **required transformational change**.
3. To successfully grow **well-structured and cost-effective areas**.
4. To enable **competitive land markets**.
5. To successfully **manage future growth at the required pace and scale**.

## KEY PRINCIPLE:

### **Transit-orientated development *only***

In the four emerging spatial plans future employment and housing at *scale* – and key tertiary facilities and other high trip generating activities – are located on significantly enhanced rapid and/or frequent public transport 'spines'.

## KEY PRINCIPLE:

### **Fully integrated planning**

The plans spatially integrate all planned or envisioned large-scale housing, business land, transport, open space and tertiary (or large trip-generating) facility developments.

# HAMILTON-WAIKATO METROPOLITAN SPATIAL PLAN (MSP)

If 500,000 people lived in the metro area in 100-years; what would that look like? Where would they live? How would they get around?

## What is it?

- 100-year vision and spatial framework.
- 30-year plan for priority development areas and investment.
- Integrated land use and transport strategy.
- First spatial plan for this area jointly developed with the Crown (other than Waka Kotahi NZ Transport Agency and the DHB), four councils and iwi.





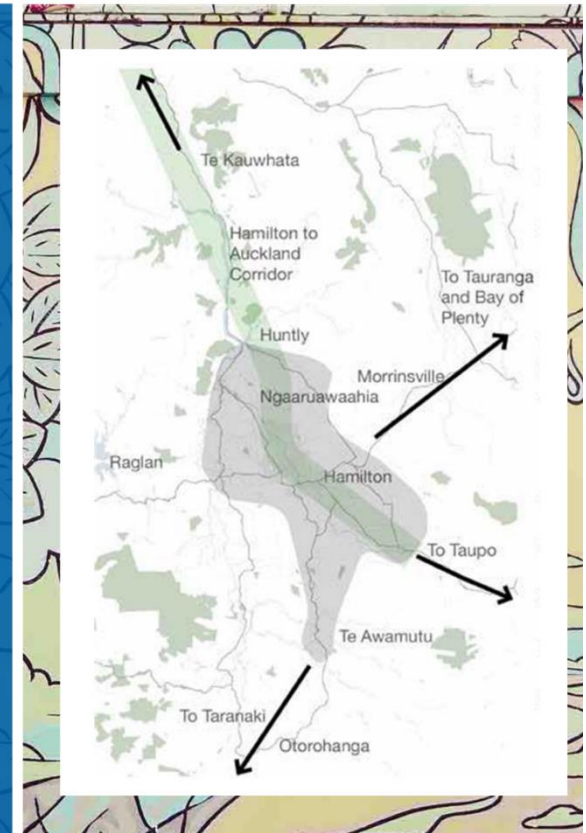
# HAMILTON-WAIKATO METROPOLITAN AREA

## URBAN GROWTH CONTEXT

Size (hectares)	76,515
Population (2018)	212,949
% Maaori	23.69%
% 65+	11.75%
Median age	32.2
GDP/capita (2018)	\$64,059
Deprivation index (10 highest)	6.1
Median dwelling price (2019)	\$542,000
Population growth (average last 5 years)	2.44%
Population growth (average last 20 years)	1.84%

## GROWTH MANAGEMENT PERFORMANCE

<b>Housing affordability</b>	Mean dwelling price / Mean household income...	<b>5.2</b>
<b>Housing choice</b>	% 1 and 2-bedroom dwellings...	<b>22%</b>
<b>Transport choice</b>	Public transport's share of trips (2014-18)...	<b>1%</b>
<b>Access to opportunities</b>	Estimated % of HH <30 mins travel to work or study...	<b>70%</b>
<b>Climate change</b>	Transport's estimated share of CO2 emissions...	<b>53%</b>



# KEY CHALLENGES

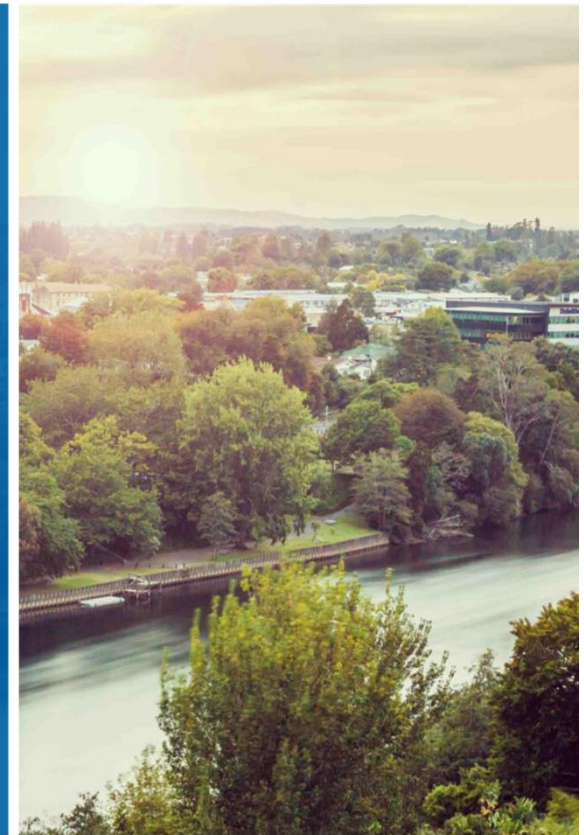
- Third least affordable housing market in New Zealand.
- **Infrastructure is limiting future land supply capacity.**
- Highest private vehicle dependency and poor safety outcomes for cyclists and pedestrians.
- **The economy is underperforming with lagging GDP per capita growth, high income disparities and low labour productivity levels.**
- The Waikato River is significantly degraded and valued ecological resources are being depleted.



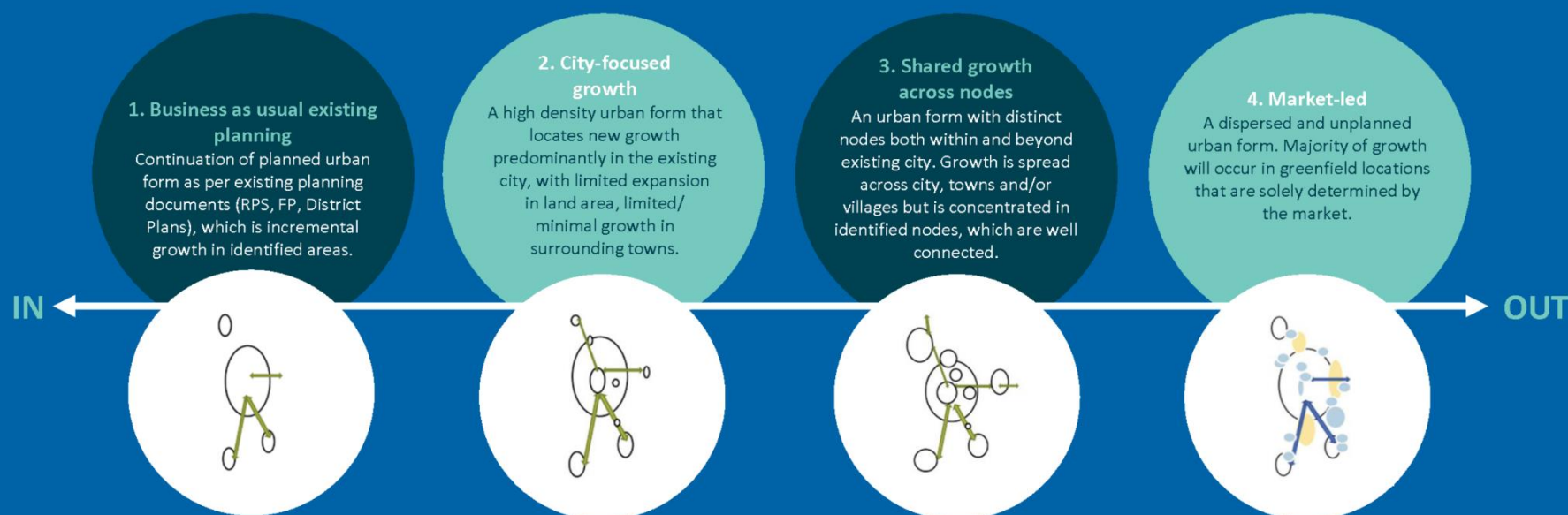


# WHAT'S IN IT?

Five focus areas for change



# HOW WE DEVELOPED IT

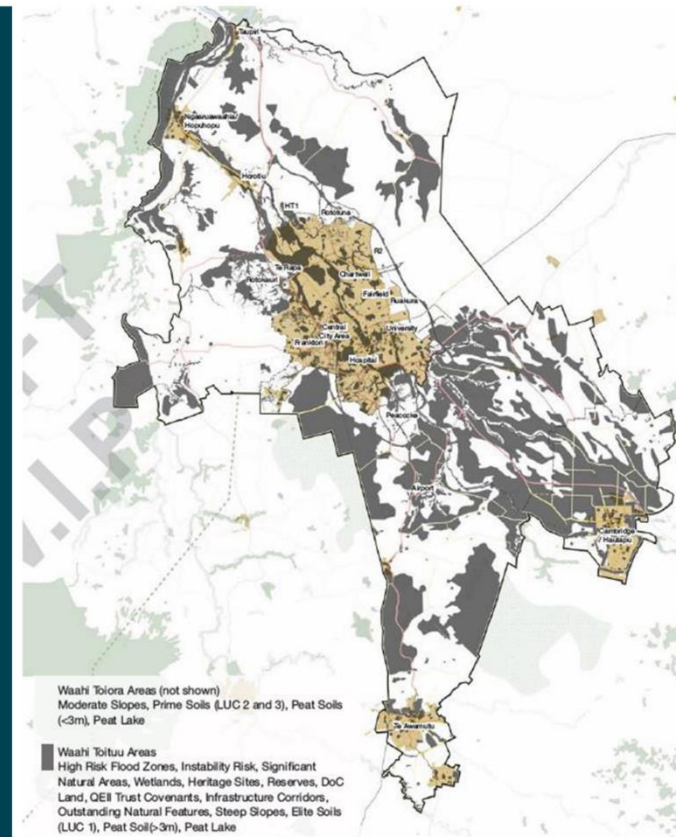


# WAAHI TOITUU

To ensure we protect what we value most we should avoid or mitigate any future development on these areas.

## Spatial planning direction

- The location and nature of waahi toituu areas will influence the location of future growth areas.
- New development will be directed away from constraints, avoiding hazards and risks now and in the future.
- Growth will be managed so that waahi toituu areas are safeguarded and their values enhanced.



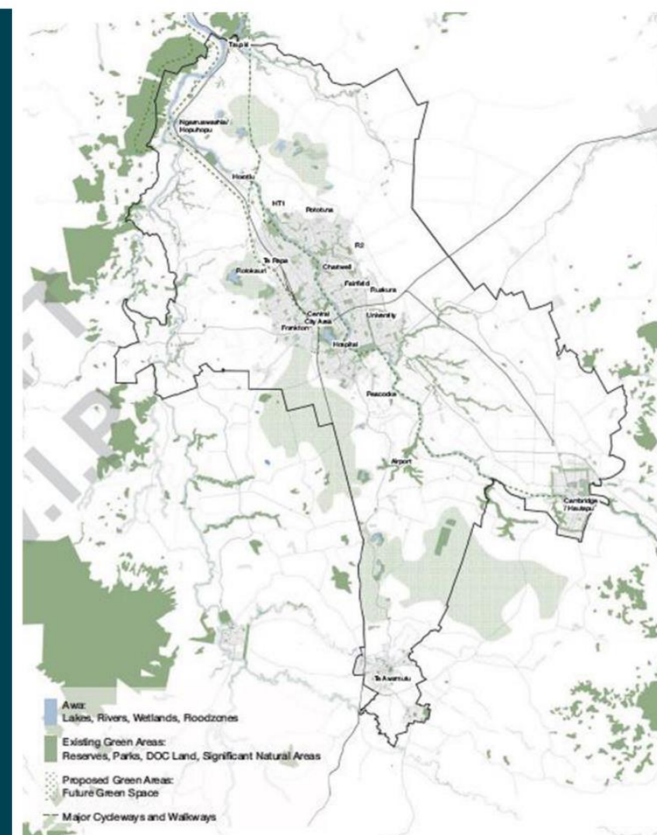


# WAIKATO RIVER AND THE BLUE-GREEN NETWORK

Identifying areas and corridors that may be required over the longer term as growth occurs.

## Spatial planning direction

- Buffering waterways with a riparian zone will improve water quality, protect banks and improve biodiversity.
- Further restoration of the peat lakes, their catchments and areas of peat dome will facilitate the establishment and enhancement of wetland ecosystems.
- A network of green space will improve the quality and quantity of public space. Green walking and cycling links through the city will improve connectivity and encourage mode shift and active transport use.
- New or redeveloped urban areas will benefit from increased tree canopy and increases in green connections.

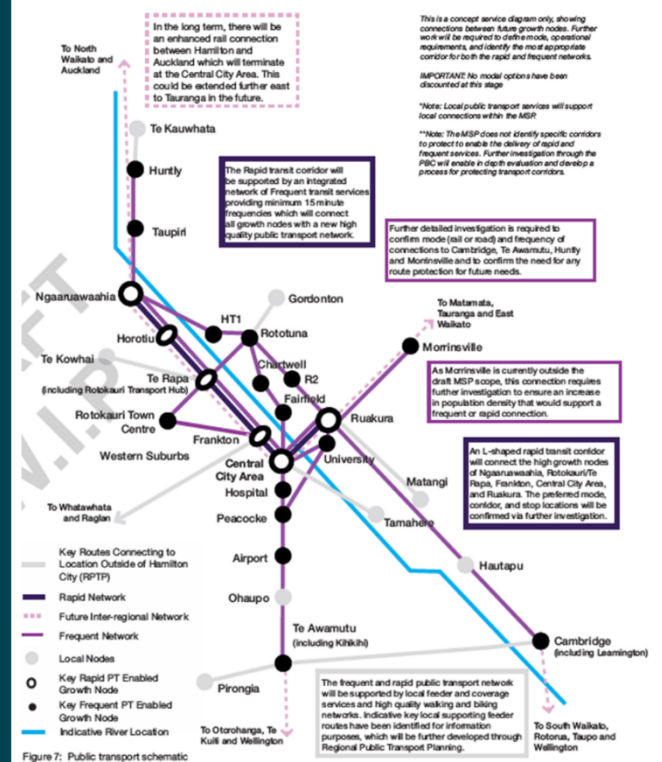


# PUBLIC TRANSPORT

Protect corridors and sites that may be required over the longer term as and when growth occurs.

## Spatial planning direction

- Reduces the need for more roads and parking spaces, creating space for quality public realm.
- The rapid and frequent networks will expand the reach of high-quality public transport.
- Mode-shift will have positive impacts on the environment and wellbeing of residents.
- An integrated public transport network increases daily levels of physical activity, improving the overall health of the community.

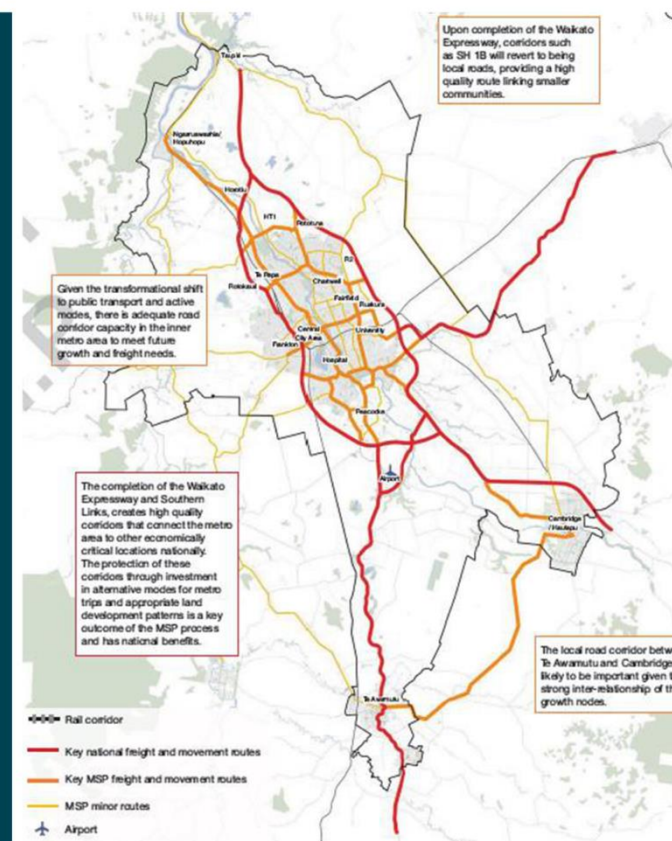


# STRATEGIC TRANSPORT

Protect corridors and sites that may be required over the longer term as and when growth occurs.

## Spatial planning direction

- Place-shaping networks will create the opportunity for a higher density and more diverse urban form.
- Completing the road and rail freight network, such as rail sidings into inland ports, will improve connectivity and efficiency across the freight network.





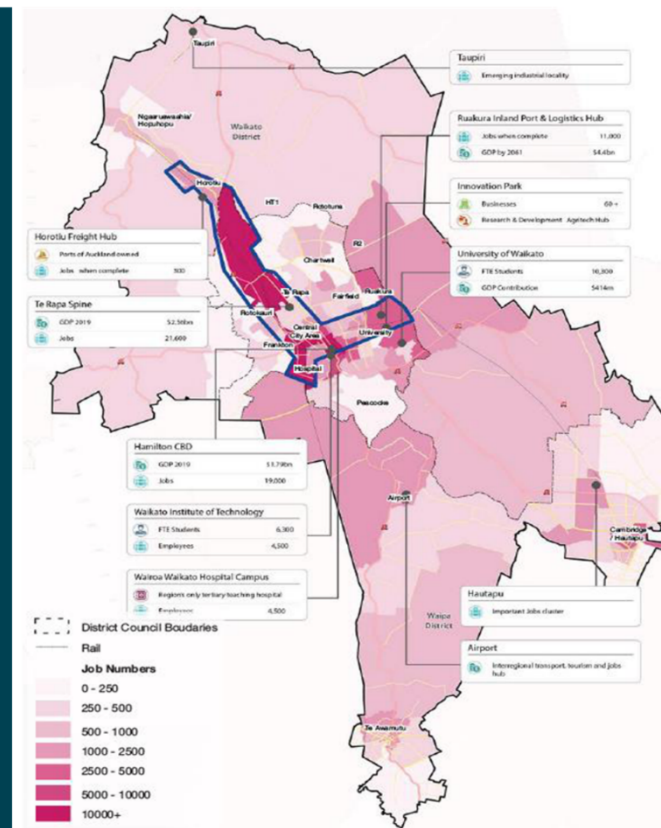


# GROWING JOBS

To successfully manage future growth at the required pace and scale, the MSP is underpinned by a programme of key lead and enabling initiatives – including economic development.

## Spatial planning direction

- Economic corridor will build on existing economic strengths in the metro area and drive higher value employment growth.
- Strengthening connections between business services and industries within the economic corridor will support the efficient movement of goods and services.
- The economic corridor will support improved productivity and economic performance.



# HOW WE'RE GOING TO DO IT

## KEY IMPLEMENTATION AREA

Priority development areas (PDA)

Key transport and waters initiatives

Land use planning and financing initiatives

Large-scale housing initiatives (outside priority development areas)

Urban growth-related economic development, jobs and skills initiatives

Table 5: Priority development areas - Northern corridor

**Northern Corridor (Rotokauri, Te Rapa, Horotiu, Ngaaruwaahia, Hōpuhōpu, Taupiri)**

**Ngaaruwaahia/Hōpuhōpu/Taupiri cluster**  
Precinct planning to determine TOD opportunities, urban structure layout and transport linkages between Ngaaruwaahia, Hōpuhōpu and Taupiri.

**Rotokauri/Te Rapa Metro Centre**  
Completion of the railway station, park and ride facilities and investigating alternative land use arrangements to support transit-oriented development.

Table 6: Priority development areas - Central corridor

**Central Corridor (Frankton, Hamilton city centre, Hospital, University, Ruakura)**

**Hamilton Central City Area**

Deliver central City place-making initiatives to support increased residential density and provide amenity.

**Ruakura**

Progress the rezoning of the Tramway Block to provide for initial repurposing of industrial land for higher density residential development.

Investigate alternative land use arrangements for the long-term development of Ruakura, including to the east of the Waikato Expressway.

Table 7: Priority development areas - Ruakura-Central City-Te Rapa-Horotiu Economic Corridor

**Ruakura-Central City-Te Rapa-Horotiu Economic Corridor**

Investigate alternative planning / financing and economic development frameworks to promote growth along the envisaged Economic Corridor.

Table 8: Priority development areas - Southern corridor

**Southern Corridor (Peacocke, Airport, Te Awamutu, Cambridge)**

**Cambridge West - Hautapu**

Complete infrastructure provision for western growth cells. Complete Hautapu structure plans.

**Airport**

Complete northern precinct structure plan.

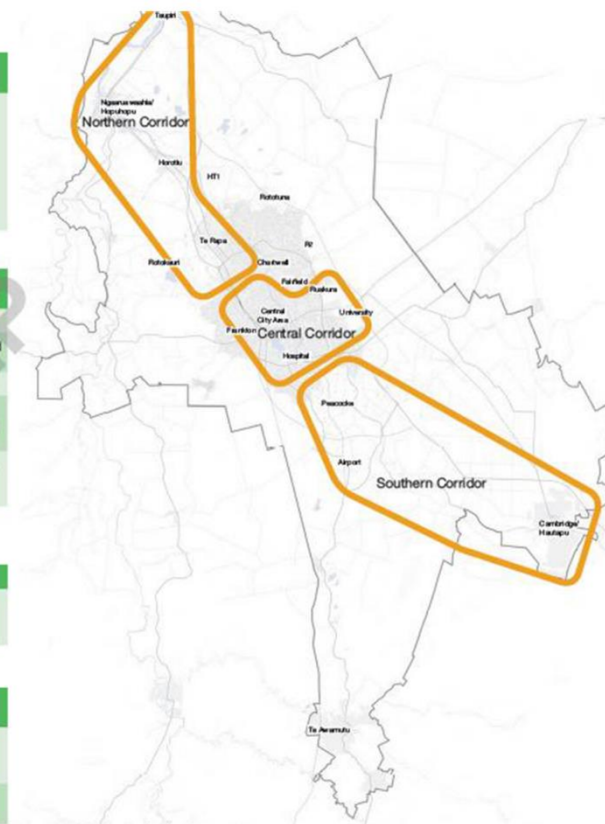


Figure 14: Priority development areas map



## NEXT STEPS

- **29 July 2020**
  - *Draft document to Cabinet for endorsement.*
- **Now – September**
  - *Document refinement.*
  - *Targeted stakeholder engagement.*
  - *Continued development of implementation programme.*
- **September 2020**
  - *Final approved at the Future Proof Implementation Committee.*
- **Early-mid 2021**
  - *Formal consultation as part of Future Proof phase 2 review.*

