

Elected Member Briefing – 4 December 2019
Committee Room 1

Time	Topic	HCC Presenter(s)	Open / Closed	Time Req'd (mins)
11.45am	Theatre Surrounds (verbal update)	Community/VTME/Momentum	Open	30
12.15pm	Update on Climate Action Plan - cancelled	Strategy	Open	30
12.45pm	LUNCH			30
1.15pm	Metro Spatial Plan, 3 Waters and Mass Transit (2020)	Special Projects/City Growth	Open	90
2.45pm	MEETING ENDS			



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Hamilton-Waikato Spatial Plan

D-3161452



Future Proof
Te Tau Titoki

**Hamilton-
Auckland
corridor**

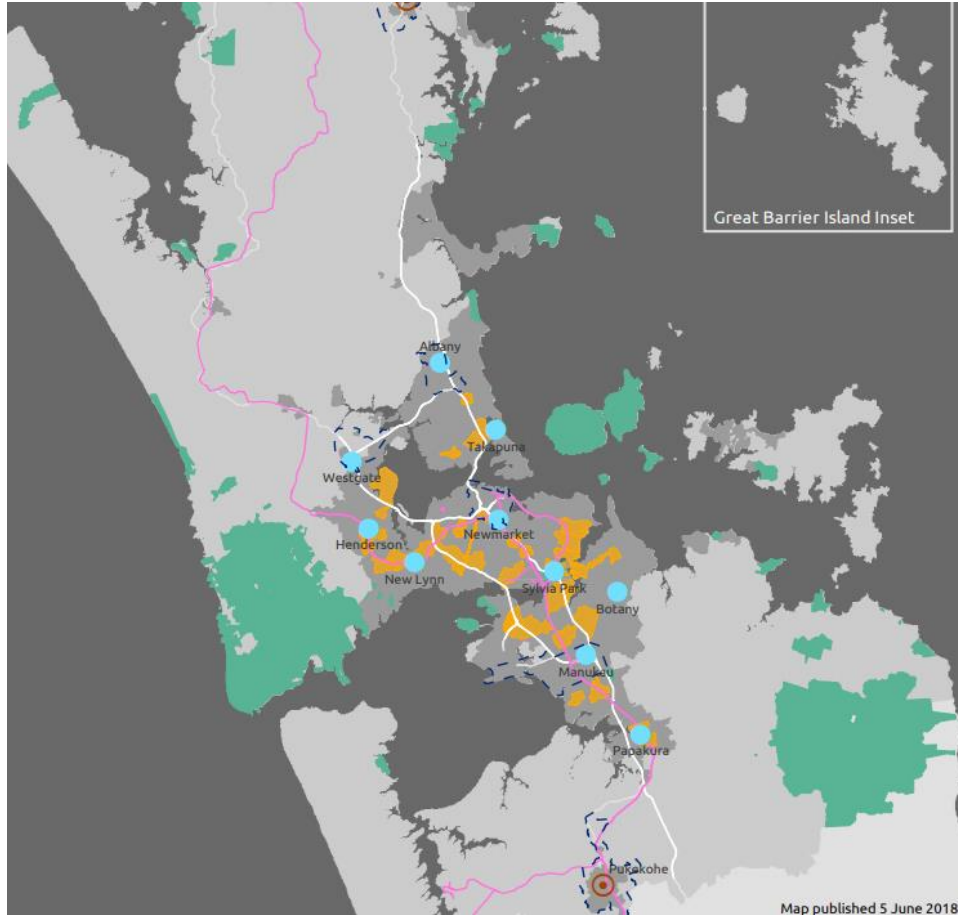
ki Awarua ki te Oranga

What is a spatial plan and what will it achieve?

*A strategic, future-focused, regional-scale
and evidence-based plan developed through
collaborative and participative processes that sets
the long term (30+ year) vision for a region across social,
economic, environmental and cultural dimensions
and a path to get there*

- Not a district plan!
- Not a zoning plan!

Standard planning practice in major centres

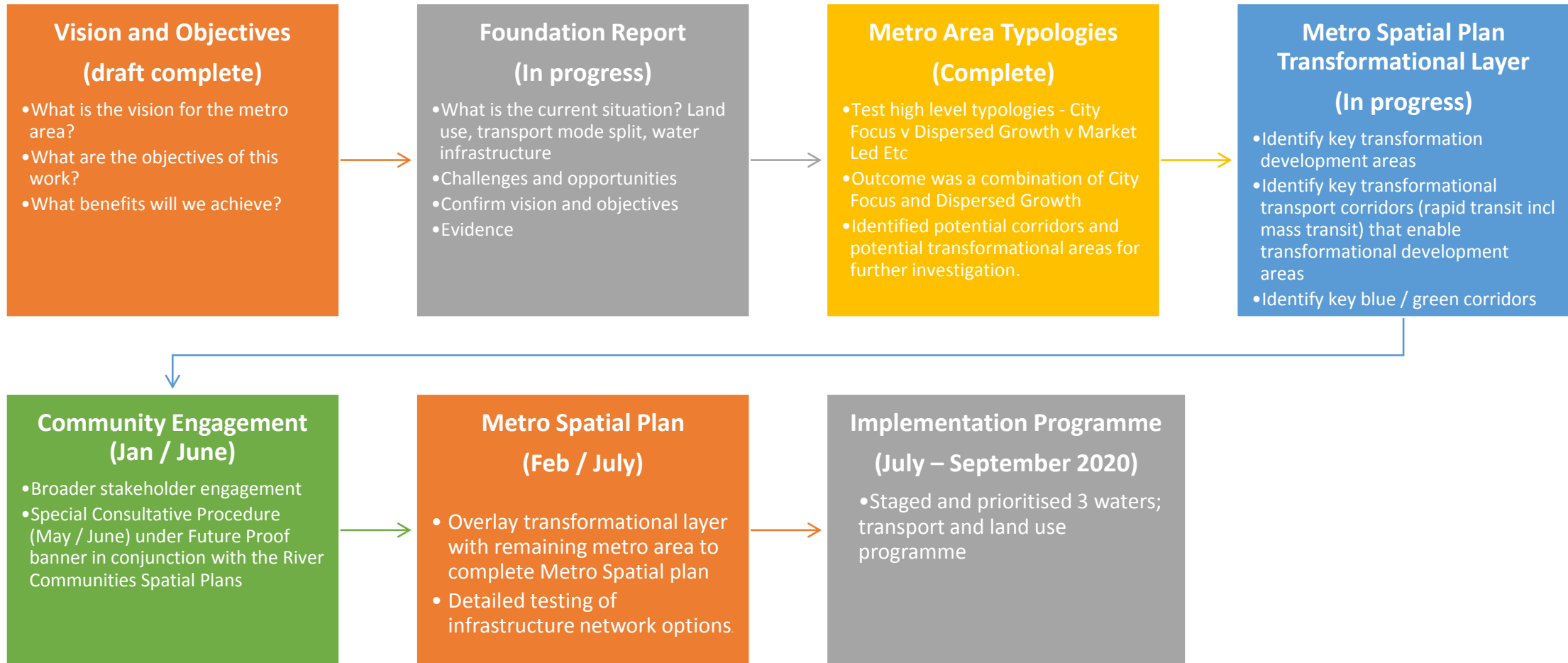


What's our focus?

Hamilton-Waikato Spatial Plan Purpose (from TOR and Project Plan)

The purpose of the Spatial Plan is to determine a shared 100 Year vision and spatial framework for the emerging Hamilton-Waikato area, with a 30-year plan for priority development areas and enabling investment, regardless of administrative boundaries

The development process



Vision

The Hamilton-Waikato Metro Area will be a sought-after place to live in New Zealand.

We want to develop into a modern, metropolitan area where the natural and built environment co-exist in harmony.

This means:

- We have a healthy river as the heart of the city
- The whole urban rural metro area is well connected by public transport and easy to get around
- We have a small environmental foot-print
- The metro area is smart and prosperous offering choices and opportunity.

Challenges and opportunities

What is stopping us from achieving our vision:

- Significant 3 waters constraints
- On-going growth
- Funding and financing constraints
- Cross-boundary planning
- Transport mode shift challenges

Opportunities for the future:

- Innovative thinking
- Delivering affordable housing
- Bring more responsive to growth
- Delivering on iwi aspirations
- Collaboration and a common direction
- A shift to transit orientated development
- Application of new planning funding and financing tools.

Transport story – future strategic transport network

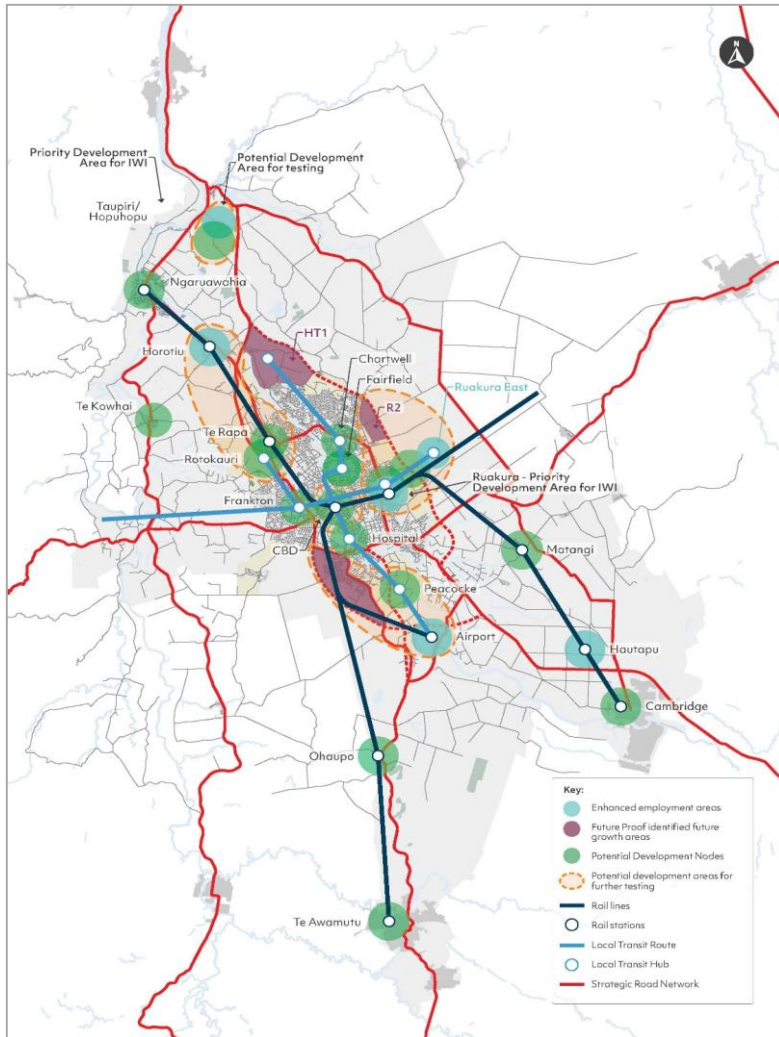
- The mass transit network layer has the largest influence on development patterns
- Must align with areas of development density

Mass/Rapid transit forms the backbone of the transport network. It provides fast, frequent and high capacity services along corridors separated from general traffic and is therefore not affected by road congestion

Transport programme has 3 phases (aligned to Hamilton-Waikato Spatial Plan):

1. Identification of existing corridors opportunities and constraints (including rail) + identification of key corridors
2. Developing future state mass transit and strategic corridor networks + programme of transport interventions aligned with development timing
3. Producing a programme business case and delivery programme (1-10, 10-20 and 20-30+ years)

Spatial Plan - What possibilities have we discovered?



Phase one outcome – A combination of city focussed growth and growth in other key towns

Stage two requires ongoing interrogation of the future urban form to identify:

- Critical areas for protection and restoration and ‘no go’ areas for development
- Core transport corridors
- Priority development areas where (if required) new planning, funding and financing tools could be piloted
- Required leading and enabling social and network infrastructure requirements.

Waikato Sub-Regional 3 Waters Study

Why are 3-Waters Important?

Hamilton City Council fined \$54k for overflow of wastewater, including human sewage, into Waikato River

New Zealand's looming 'three waters' crisis

Patrick Smellie - 05:00, Nov 22 2018



TEMPORARY
HEALTH WARNING



NO
SWIMMING

DUE TO RECENT WATER POLLUTION
THE PUBLIC ARE WARNED AGAINST
SWIMMING

The signs will be removed when water quality improves



Foam in Waikato River prompts warning



PROPOSED
WAIKATO REGIONAL
PLAN CHANGE 1 -
WAIKATO AND WAIPĀ
RIVER CATCHMENTS

TE PANONITANGA 1 | TE MAHERE
Ā-RŌHE A WAIKATO E MAROHITIA
NEI - NGĀ RIU O NGĀ AWA O
WAIKATO ME WAIPĀ



Essential
Freshwater

Healthy Water. Fully Abundant.



Havelock North gastro outbreak inspires new water regulator

26/10/2019 Dan Satherley Delphine Herbert

Unlocks economic potential of the corridor

Underpins environmental aspirations and goals

Major spend - opportunity to maximise and deliver greatest value for \$\$ invested

Enabler and dependency for other H2A initiatives



Restoring and protecting
the health and wellbeing
of the waikato river

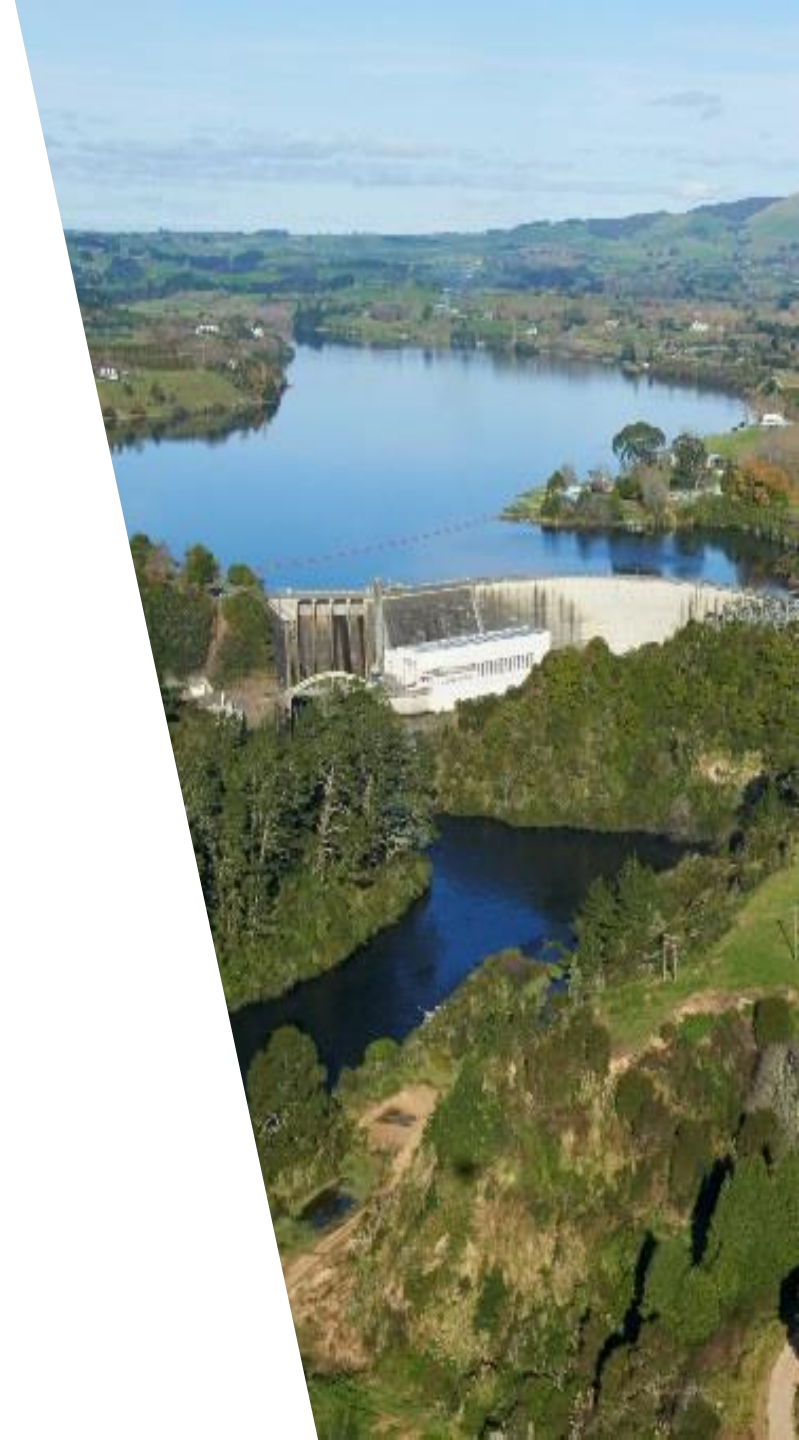
Tokei aua kōwhiri me tōu pūkanga he kōwhiri aua kōwhiri
The river of life, each curve more beautiful than the last

Vision and Strategy FOR THE WAIKATO

3 Waters - Project objectives

The Sub-Regional Three Waters Study is a collaborative piece of work to:

- deliver intergenerational 3-waters infrastructure investment plan unconstrained by territorial boundaries
- give effect to the Vision and Strategy for the Waikato River
- be a catalyst for paradigm shift in 3 waters management
- exemplify collaboration
- support tangata whenua aspirations
- identify candidate projects to showcase and pilot emergent central govt. tools
- inform Metro Spatial Plan and support delivery of Hamilton-Auckland Corridor Plan growth management objectives



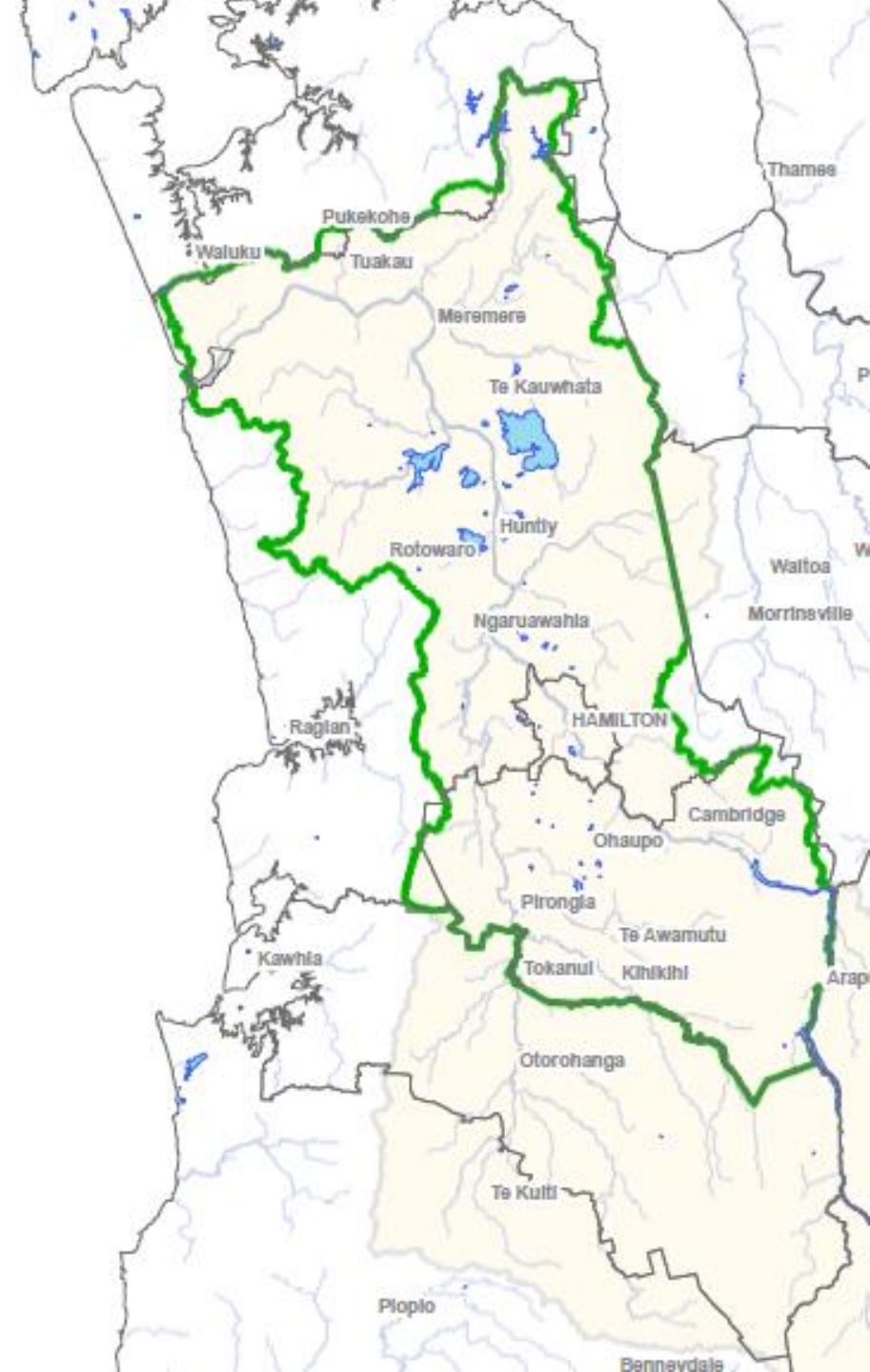
3 Waters - Project overview

Key principles

- Considering 10, 30 and 100-year planning horizons
- Taking an integrated, holistic and boundary-less approach that delivers the best for river and best for community outcomes
- Consideration of three waters infrastructure (water supply, wastewater and stormwater) but excluding rural drainage and flood management
- Focus on the Future Proof sub-region within the context of the whole Waikato River catchment

Project phases

1. Scoping and strategic case preparation (complete).
2. Full technical study and delivery of intergenerational investment plan (dependent on funding).
3. Implementation



3 Waters - Phase 1 milestones

1. Terms of reference
2. **Vision and objectives**
3. Evaluation methodology
4. **Strategic business case**
5. Current state of three-waters report
6. **Master planning sprint outcomes**
7. Inputs into Hamilton-Waikato Spatial Plan



3 Waters – Project vision

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

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

...a future where a healthy Waikato River sustains abundant life and prosperous communities who, in turn, are all responsible for restoring and protecting the health and wellbeing of the Waikato River, and all it embraces, for generations to come.

Key Project Objective:

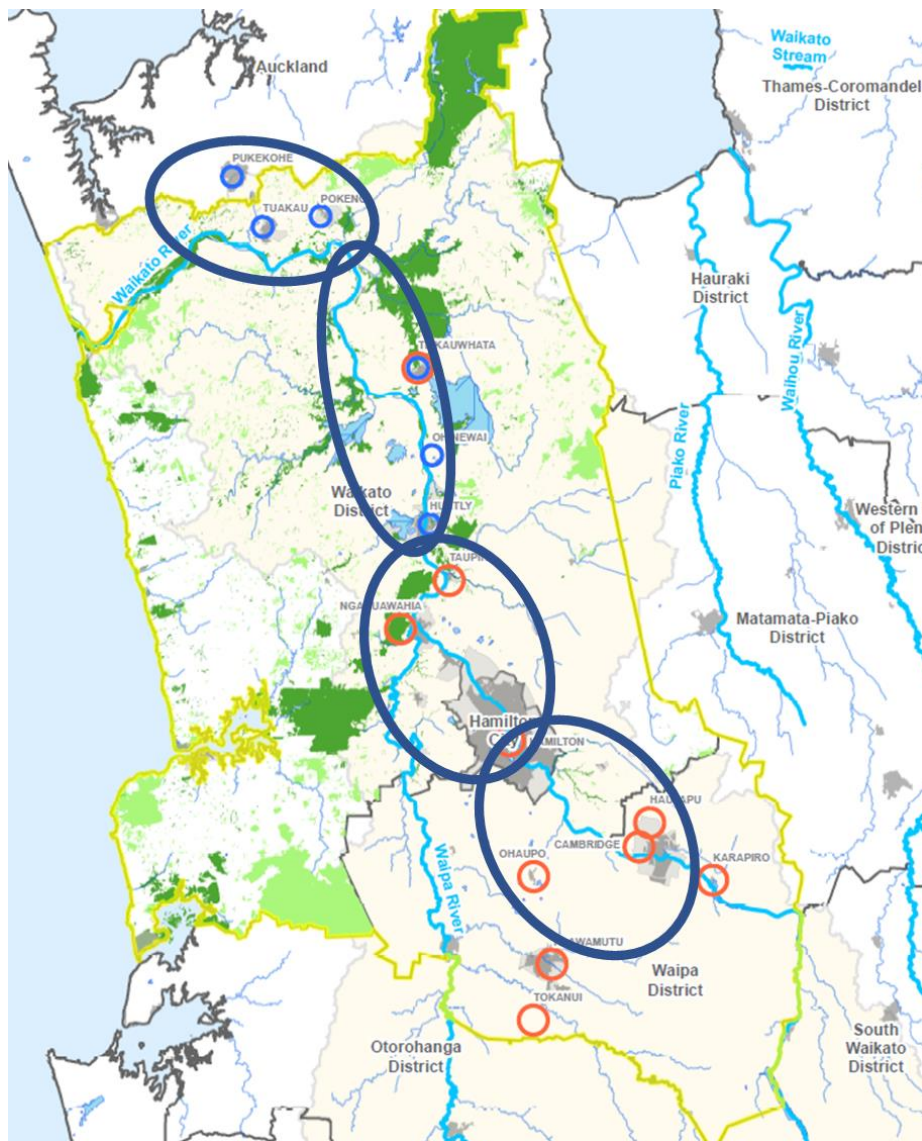
“give effect to the Vision and Strategy for the Waikato River”



3 Waters - Strategic case findings

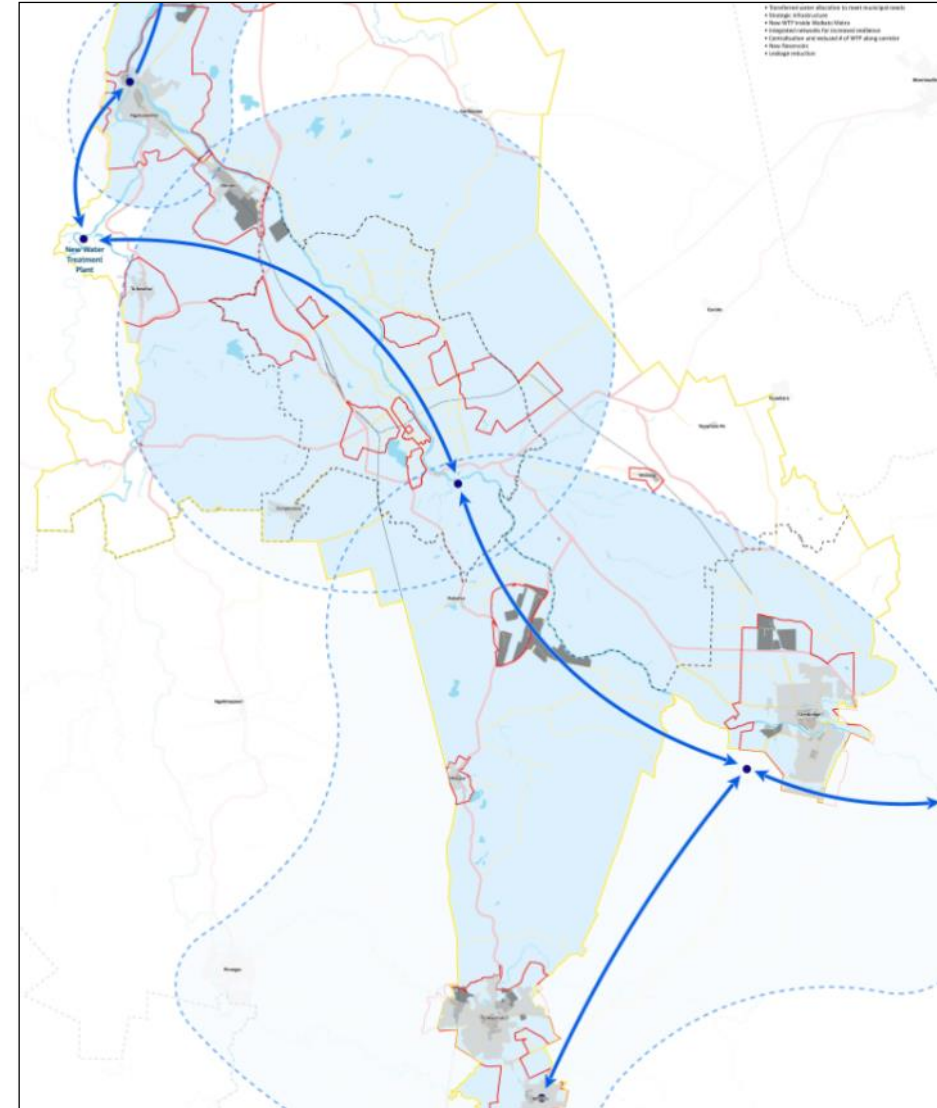
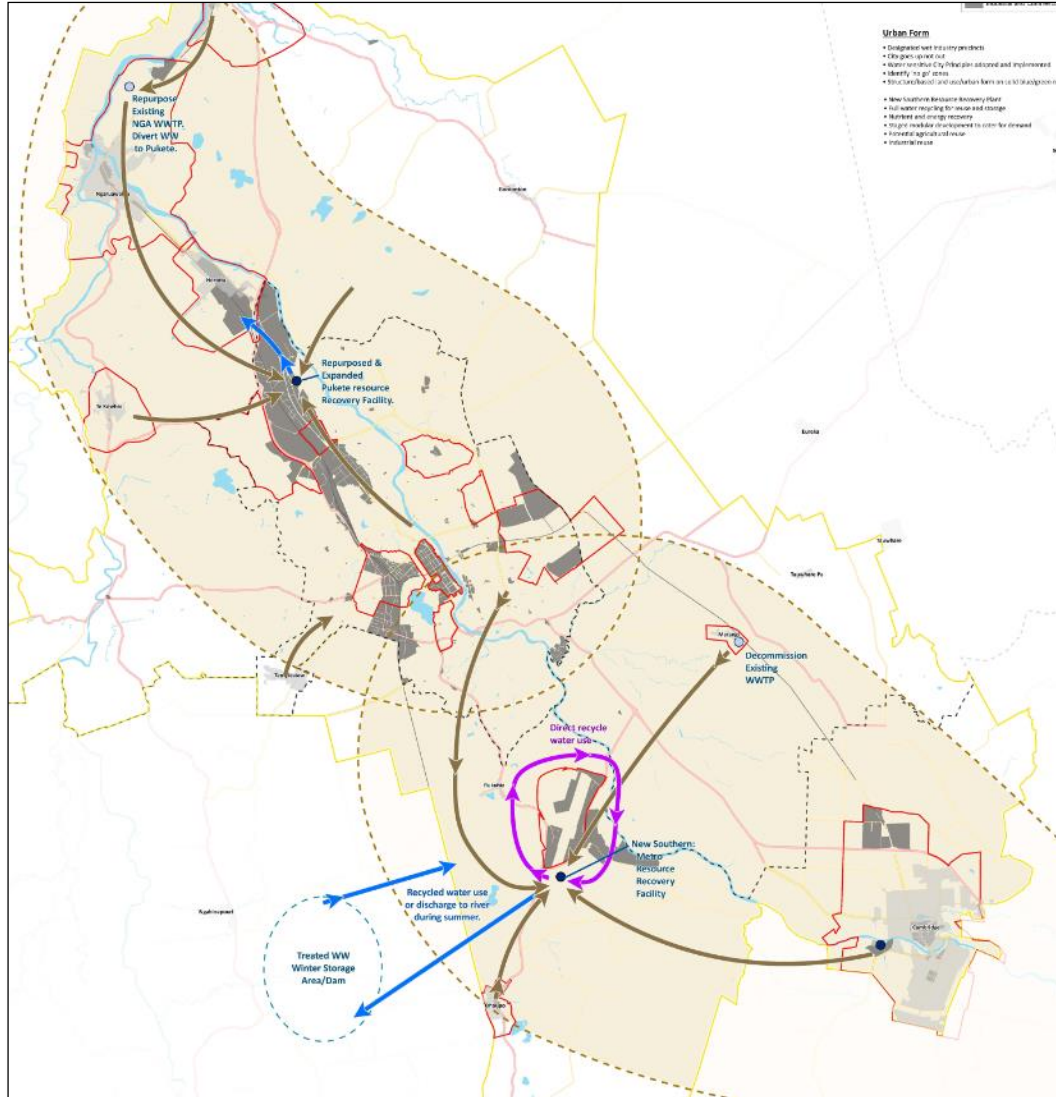
Key issues	Example opportunities
Lack of integrated management	Sub-regional approach to water and wastewater consenting
Historic decisions resulting in degraded environment and relationships	Centralised resource recovery facilities for southern metro and northern metro
Inadequate infrastructure planning	Agreed enhancement investment priorities and funding approach
Infrastructure deficit	Deliberate spatial planning and creating an environment that encourages and enables water use and reuse innovation
	Improved 3-waters infrastructure and sector resilience and capability through common and integrated solutions, scale and connected network

3 Waters - Master planning sprint agreed themes



- 4 distinct areas: North Waikato, Central River Communities, North Metro, South Metro
- Centralisation for North Waikato, North Metro, South Metro
- Both decentralisation & centralization identified for River communities
- Pursue resource recovery and reuse – water, nutrients, energy
- Siting industrial activity around resource recovery centres to maximise water re-use
- Adoption of water Sensitive City and Community Design Principles
- Investment in Cultural and Environmental Restoration to address impacts of urbanization
- Critical linkages with blue/green corridor; metro plan; transport
- **Cambridge WW identified as critical project. Need to secure funding to pursue and (if appropriate) commence implementation of Southern Metro facility**

3 Waters - Hamilton-Waikato Spatial Plan Area – Servicing Concepts



3 Waters – Phase 2 Funding

1. Phase 2 detailed project scope and funding proposal
2. Partner funding contribution principles:
 - 50% local / 50% central funding partnership
 - Multiple councils and iwi project partnership
 - Strategic projects that improve overall resilience
 - Consider options for water service delivery arrangements
3. HCC Phase 2 Funding Contribution = \$215,000 (30%)

Key issues	Local (\$000)	Central (\$000)	Total (\$000)
Phase 1 (completing)	*250	0	250
Phase 2A	0	250	250
Phase 2B	*750	750	1,500
Project total	1,000	**1,000	2,000

*Excludes an estimated \$275k cost in kind per phase.

**Contribution made on the basis of long-term management and operation being in scope

Spatial Plan - Key findings from design sprint

- What class of high productive soils are a reasonable area to exclude from future urban development (apart for those areas already identified for growth, are already zoned, or are highly fragmented)
- The nature, scope and extent of a blue / green network for the metropolitan area that builds on natural features and systems, but is also designed as a concept for areas where existing blue / green attributes are less defined
- The existing movement corridors in the metropolitan area that are of scale (such as the state highway network and existing rail corridors) provide a strong spatial anchoring element, although the function of these corridors may change in the future
- That any future rapid rail stop should terminate in the Hamilton CBD
- The Hamilton CBD is the core commercial, civic and administrative centre in the metropolitan area

Spatial Plan - Key findings from design sprint cont'd

- How to best achieve the signalled mode shift from private cars, including greater emphasis on walking and cycling and public transport must be a core factor in future land use planning
- That not all future development areas may be metropolitan in scale
- That future development in Hamilton and other centres should be denser but done differently – both for existing and future greenfield and brownfield areas
- There is the potential for greater self-sufficiency in terms of jobs in some towns within the metropolitan area (such as in Ngaruawahia and in Cambridge) and enhanced connectivity to the Hamilton CBD should be explored further
- Future industrial land development at Horotiu, the Airport, Hautapu, and Ruakura were confirmed as important and needing further investigation. In addition, the future industrial proposition of Taupiri in the draft Waikato District Growth Strategy was noted and will also be the subject of further examination.

Spatial Plan - Next steps

Design Sprints (completed):

- Explored the future and relationship between development areas – Emerging findings indicate possibility of high-density mixed-use connected development areas.
- High level principles for areas for protection and restoration and ‘no go’ areas for development discussed.

Investigation and analysis:

- Develop a metro form for further testing including identification and modelling of core transport corridors in conjunction with the Transport Story.
- Identification of ‘no-go’ or ‘go carefully’ areas in the metro context.

Engagement and consultation:

- Testing of results of above with the metro spatial plan partners, stakeholders and community
- Formal consultation planned for mid 2020.

Other growth subjects – time permitting...

- Planning, finding and financing tools
- Implementation – Australian Discovery Tour