



Hei Awarua ki te Oranga  
*Corridor for Wellbeing*

# Hamilton-Auckland Corridor Plan & Implementation Programme



**Future Proof**  
*Te Tau Tītoki*



**Hei awarua ki te oranga**  
Hamilton-Auckland  
Corridor for wellbeing

November 2020

*Not government policy or the view of any one organisation  
This document reflects an update to the Shared Spatial Intent for the H2A Corridor 21 February 2019*

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# Executive Summary

## 1. Wāhi toitū & wāhi toiora - critical areas to protect

**Key finding:** *the corridor has enduring spatial limits to further urban growth.*

**The major spatial limits:**

- Flood prone areas
- Significant ecological sites
- Protected areas (including sites of significance to mana whenua)
- Steep slopes, land subsidence
- Highly productive prime soils
- The Waikato River

**Shared spatial intent:** protect wāhi toitū (places with enduring presence) from development in perpetuity, and only allow development on wāhi toiora (places sensitive to development) with greatest care.

**Key initiatives:**

1. Cross-regional blue-green open space and recreational network
2. Environmental credit markets and biodiversity offsetting
3. Tāngata whenua and marae aspirations

## 2. Awarua - transport corridors

**Key finding:** *the road network has become the dominant land use shaper – a more balanced approach is needed.*

**The core networks:**

- Southern Motorway-Waikato Expressway
- North Island Main Trunk Line and East Coast Main Trunk Line
- Te Awa Cycleway

**Shared spatial intent:** use rapid transit awarua (corridors) to shape and guide future urban growth towards more sustainable, resilient and affordable settlement patterns located in or near public transport centres, and supported by well-connected arterial road and active mode networks

**Key initiatives:**

4. Rapid intercity rail service business case
5. Start-up passenger rail service
6. Improved public transport between southern Auckland and northern Waikato
7. Introducing peak and more frequent off-peak bus services between towns
8. Rapid and frequent public transport network

### 3. Wāhi mahi & wāhi noho - priority development areas

**Key finding:** *the corridor has significant but specific development potential.*

**Shared spatial intent:** support and unlock the significant residential and employment development potential in the southern Auckland-northern Waikato and Hamilton-Waikato metropolitan areas, with a focus on creating well-functioning urban environments that are integrated, strategic and responsive. Support community and mana whenua-led revitalisation and targeted growth in the river communities that connect them.

**Key initiatives and priority development areas:**

9. Hamilton-Waikato Metropolitan Spatial Plan
10. Metropolitan economic corridor
11. Drury (also part of Council-Crown Auckland housing and urban growth programme)
12. Huntly
13. Northern metro corridor – Rotokauri, Te Rapa, Horotiu, Ngāruawahia, Hopuhopu, Taupiri
14. Central metro corridor – Frankton, Hamilton City centre, Hospital, University, Ruakura
15. Southern metro corridor – Peacocke, Airport, Te Awamutu, Cambridge

### 4. Whakamana - enabling infrastructure

**Key finding:** *ongoing development in each section of the corridor will require significant investment.*

**The major enablers:**

- Rail, motorway, arterial, active mode and public transport network and services improvements.
- New comprehensive and long-term three waters management solutions.
- Employment creation initiatives.
- Social, housing and utility infrastructure and services improvements.
- New partnerships.
- Flood protection and drainage infrastructure and services

**Shared spatial intent:** support the realisation of full development potential of priority development areas through utilising new and existing housing, social and network infrastructure planning, funding and financing tools and options for local authorities, iwi, central government, developers and land owners.

**Key initiatives:**

16. Waikato sub-regional three waters study
17. Waikato metro wastewater detailed business case project
18. New funding, financing and delivery options

**New transformative tools:**

- New growth management partnerships
- Increased Crown involvement to support pace and scale e.g. Specified Development Projects through Kāinga Ora
- Using Crown investment in social housing, health and education facilities to shape and guide urban development
- Attracting investment from new sources
- Potential new approaches to planning and three waters

## Background: context & purpose

The government's Urban Growth Agenda (UGA), introduced in 2018, is a shift in the approach to urban development and infrastructure in New Zealand. The main objective of the UGA is to improve housing affordability, underpinned by affordable urban land. This will be supported by wider objectives to:

- improve choices for the location and type of housing
- improve access to employment, education and services
- assist emission reductions and build climate resilience, and
- enable quality built environments, while avoiding unnecessary urban sprawl.

One of the five interconnected pillars of the UGA is 'spatial planning' – to build a stronger partnership with local government as a means of developing integrated spatial planning. The UGA identified the Hamilton-Auckland (H2A) corridor as a priority area, acknowledging its role as New Zealand's most significant transport corridor. The corridor connects two of New Zealand's fastest growing cities through an area of high natural and cultural importance and value.

In June 2018 a group of Ministers, Mayors and Chairs requested joint officials to undertake an enquiry into the H2A corridor, and to report back with:

1. A summary of 100+ year shared spatial intent for future urban growth and development along this cross-boundary transport corridor, and
2. A draft programme of possible key transformative projects.

The resulting 'Plan' for the H2A was completed in December 2018. The H2A Plan was presented to a bespoke meeting of H2A leaders in February 2019 where it received (informal) endorsement. It was made clear at the time, that this first version would need to be updated when the work programme had progressed.

The H2A Corridor Plan outlines the agreed spatial intent for the corridor and a work programme of six focus areas and 13 key initiatives. The purpose of the Plan is to develop an integrated spatial plan and establish an ongoing growth management partnership for the corridor which:

1. Accelerates identified transformational opportunities
2. Outlines key housing, employment, social, environmental and network infrastructure priorities for the corridor over the next 30 years to successfully accommodate growth and also address levels of service, remedial or renewal needs
3. Identifies planning, development, infrastructure, mitigation and restoration works required, and funding and legislative projects partners may take in the short term for implementation of a long term vision.

The UGA has also mandated a role for central government to partner with local government and iwi. This has led to the creation of Urban Growth Partnerships – a process of formalising and maintaining a long-term and enduring relationship between the Crown, local government, iwi and local communities to deliver the UGA objectives.

Instead of establishing a new partnership for the H2A corridor, the Future Proof partnership was expanded in 2019 to include central government, Auckland Council and Auckland iwi. The H2A Corridor Plan is now being implemented by the Future Proof partnership.

This 2020 H2A Plan updates the 2018 Plan. The 2020 Plan reflects a targeted update of the 2018 version to ensure the document is current. This is a living document and will be regularly updated.



## Background: the corridor

The corridor is a very special collection of green spaces, towns, marae and settlements that are connected by the Waikato River and the parallel inter-city road and rail connections; no other corridor contains such a valuable flow of water, people and goods.

***It is a nationally significant corridor to protect and grow.***

**It's significant and unique:** In terms of size, volume and value, this is New Zealand's most significant water, road and rail corridor.

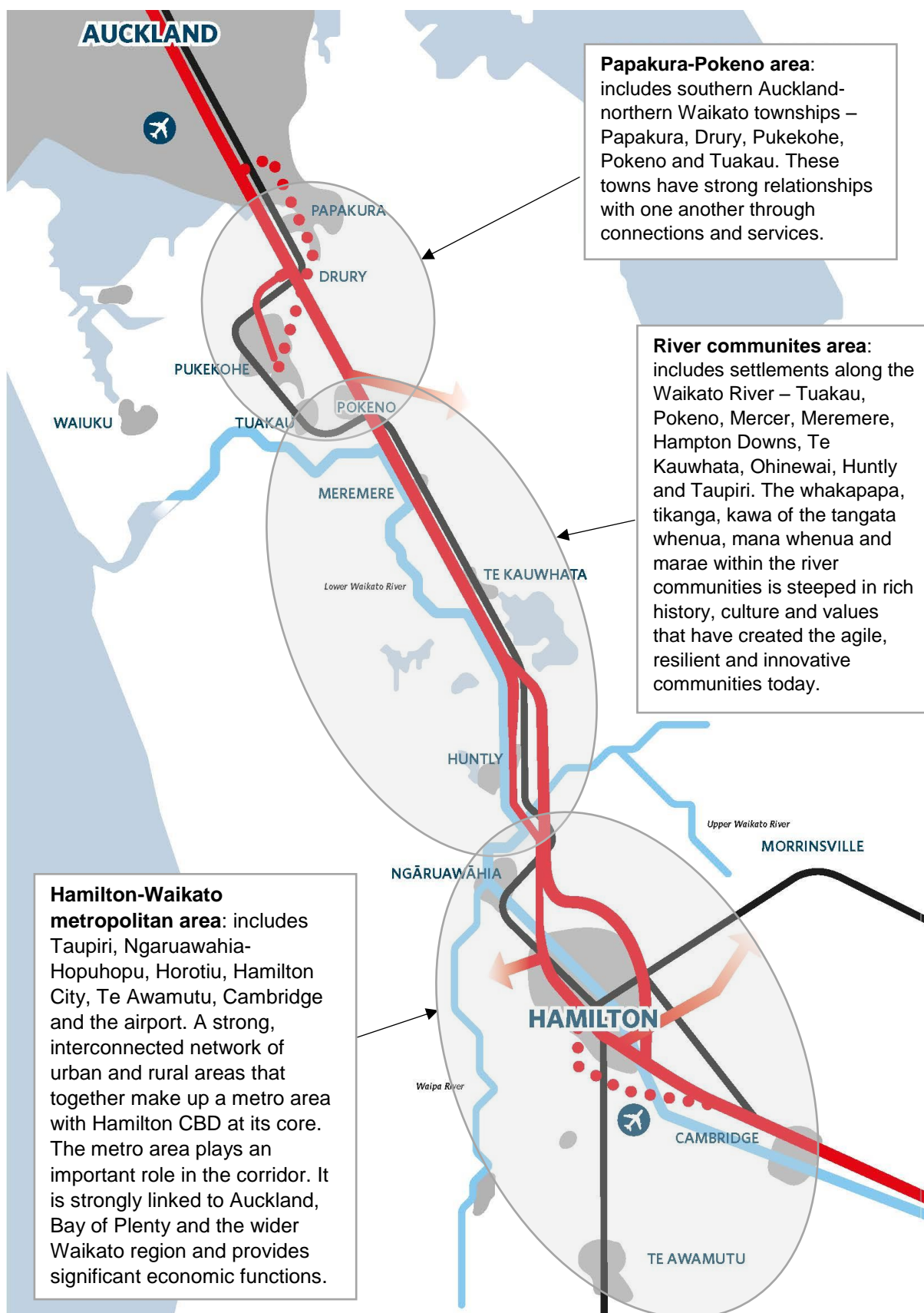
**It's dynamic:** The corridor connects two of New Zealand's largest and fastest growing urban areas along a corridor with high natural and cultural importance and value. In one low-growth scenario the population living along the corridor may increase by 100-130,000 over the next 25 years, whereas in a high-growth scenario the increase doubles to more than 250,000.

**It has significant potential:** There is significant housing and employment growth potential in the southern Auckland – northern Waikato cluster in the north, and in the greater Hamilton metro area that stretches from Ngāruawāhia in the north to Cambridge, Te Awamutu and Hamilton airport in the south.

**... but also challenges:** Existing corridor management issues - such as congestion on the Southern motorway and water discharge quality - have wide-reaching impacts across the Upper North Island and limit current and future potential unless addressed. There has also been a history of isolated ribbon development along the corridor that is not well connected to community facilities or employment.

**It has the right leadership culture:** Councils, government organisations and mana whenua along the corridor have a history of being willing to collaborate on land use and infrastructure planning.

**It cuts across territorial, iwi and government administrative boundaries,** providing an opportunity to create new shared insights, strategic thinking and frameworks to test current approaches build new alliances and partnerships. The corridor traverses four territorial and two regional boundaries.



# Background: spatial planning framework & growth management objectives

Layers	Meaning	Growth management objectives
<b>Critical areas to protect</b>		
<b>1. Wāhi toitū</b>	The places with enduring presence that should be protected from development in perpetuity e.g. rivers, places of significance to mana whenua, conservation estate.	To manage growth in a manner that: <ul style="list-style-type: none"> <li>protects and enhances the quality of the natural environments and cultural heritage</li> <li>anticipates the transition to a low-carbon future and builds climate resilience</li> <li>avoids increasing the impacts and residual risks of natural hazards</li> </ul>
<b>2. Wāhi toiora</b>	The places where change or development should only occur with greatest care e.g. places subject to floods and hazards.	
<b>Transport corridors</b>		
<b>3. Awarua</b>	The movement corridors that bind places together e.g. railways and motorways	To strengthen corridor connections that: <ul style="list-style-type: none"> <li>shape and guide future urban growth towards sustainable, resilient and affordable settlement patterns based around public transport nodes, and</li> <li>improve access to housing, employment, public services and amenities through, along and within the corridor</li> </ul>
<b>Future growth areas</b>		
<b>4. Wāhi mahi</b>	The places where we work and transact (and often live too).	To grow urban settlements and places that: <ul style="list-style-type: none"> <li>make efficient use of existing infrastructure and resources,</li> <li>are transit-oriented and connected</li> <li>provide affordable housing choices that respond to demand, including quality intensification, and</li> <li>provide high quality live-work-play settlements</li> </ul>
<b>5. Wāhi noho</b>	The places where we live (and often work too).	
<b>Enablers</b>		
<b>6. Whakamana</b>	The elements that enable and support development e.g. schools, health facilities, social housing, marae, potable water, wastewater	To support and underpin urban growth through investments and initiatives that are: <ul style="list-style-type: none"> <li>responsive and timely, so that growth and development does not result in a reduction of services</li> <li>delivered at the required pace and scale to fully realise development opportunities</li> </ul>



## Spatial Intent: wāhi toitū & wāhi toiora

***The corridor has enduring spatial limits to further urban growth.***

A shared objective for the corridor is to manage growth in a manner that protects and enhances the quality of the natural environments.

From a spatial perspective, **wāhi toitū** are the places with enduring presence that should be protected from development in perpetuity e.g. rivers, places of significance to mana whenua and the conservation estate.

The H2A corridor is connected by the **Waikato River**, the awa which has provided physical and spiritual sustenance for Māori for the past 800 years. Te Ture Whaimana o Te Awa o Waikato – Vision and Strategy for the Waikato River has a key role in shaping the future of the area, and that of the wider region. The vision for the river is a future where a healthy Waikato River sustains abundant life and prosperous communities.

**Wāhi toiora** are places where change or development should only occur with greatest care e.g. places subject to floods and hazards.

The implications of the need to protect and nurture these places is that the central 'river communities' section of the corridor has more limited urban growth potential than the northern and southern ends.

**Papakura-Pōkeno area:** outstanding natural features and landscapes, sensitive marine environments, flood prone areas, protected areas and highly productive soils are some of the enduring environmental constraints that determine suitable areas for quality future growth and well-functioning urban environments.

**River communities area:** overlapping constraints result in limited general potential for further urban development, however there are available opportunities (and strong cultural, social and economic imperatives) for targeted development in or around existing towns or some specific sites.

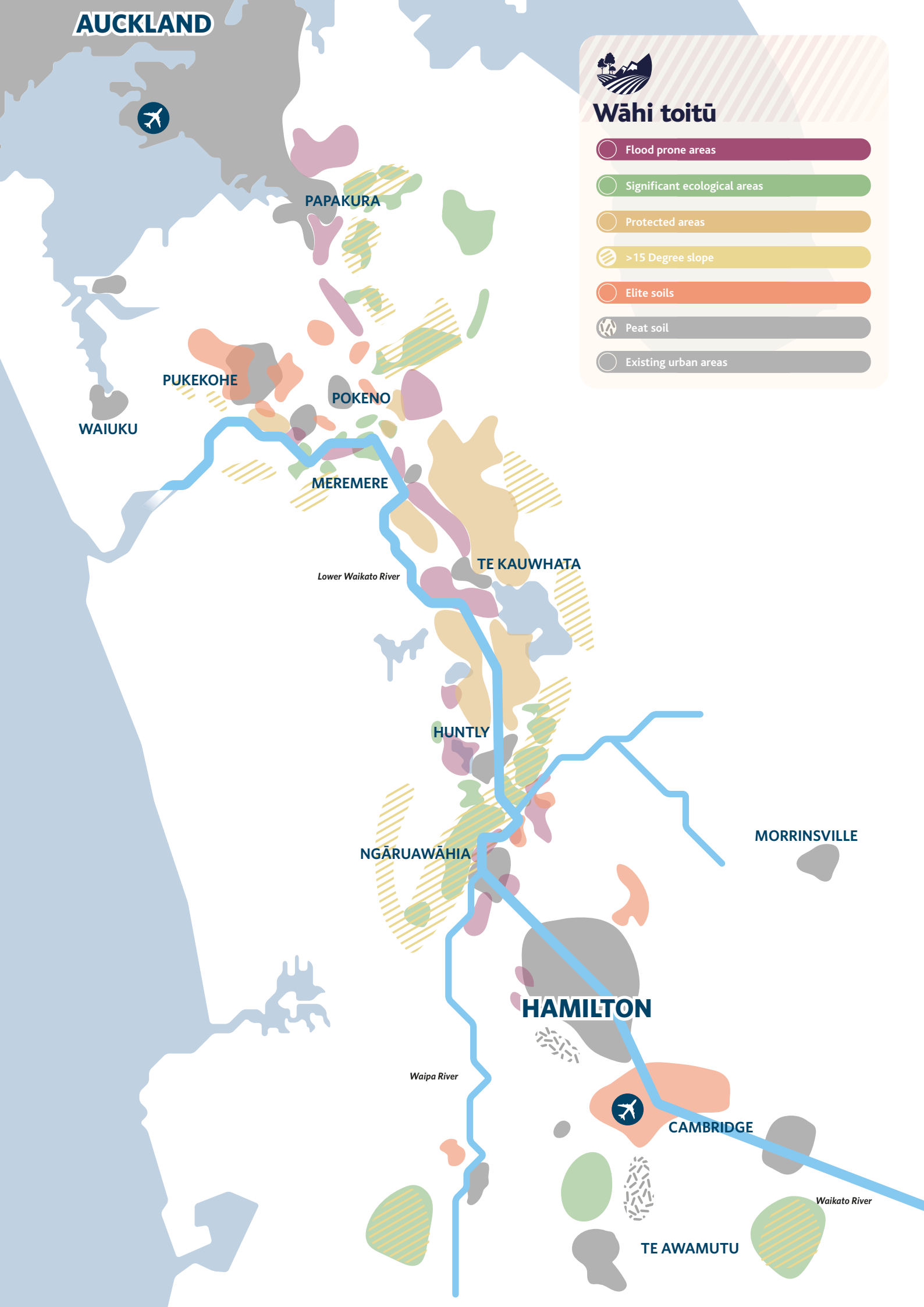
**Hamilton-Waikato metropolitan area:** there are fewer absolute limits on urban growth, but as in the rest of corridor most development would require specific environmental and hazard mitigation.

# AUCKLAND



## Wāhi toitū

- Flood prone areas
- Significant ecological areas
- Protected areas
- >15 Degree slope
- Elite soils
- Peat soil
- Existing urban areas



## Spatial Intent: awarua

**The road network has become the dominant land use shaper – a more balanced approach is needed.**

There is a lack of transport choice within the corridor. Significant investment in additional roading capacity in the Southern Motorway-Waikato Expressway has brought short term benefits such as temporarily faster travel times. However, in the absence of rapid transit along the corridor (or even basic public transport, in sections) this will further shift travel and land use patterns towards road-based travel options – unless there is a bold (re)introduction of public transport supported by concentrated development in centres.



**Papakura-Pōkeno area:** the Southern Motorway (4-5 lanes from Papakura to Pōkeno), the Main Trunk Line (double tracked), SH22 Drury-Pukekohe and Great South Road are the key transport corridors. The roading network experiences capacity issues at peak times. The NZ Upgrade Programme (announced in January 2020), along with other Government funding initiatives, is a key investment package that strengthens the H2A Corridor and enables urban development at increased pace and scale in and around Drury. The Programme will invest \$2.4bn to (1) extend electric metro rail services south to Drury (including the construction of two new stations) and Pukekohe, (2) construct the major Mill Road arterial from Manukau to Drury (as a new State highway) and (3) increase capacity on SH1 by building a third lane in each direction, upgrading the Drury interchange and widening three bridges to accommodate the extra traffic lanes. Investigations will be undertaken for opportunities for dedicated public transport lanes and/or for use by vehicles carrying multiple people.

**River communities area:** when completed the four-lane Waikato Expressway will extend from Pōkeno to Cambridge, offering a high level of service to all settlements along the way. River communities are heavily reliant on the expressway for most travel as there is very limited public transport between Pōkeno-Huntly, and no cycling tracks. The Main Trunk Line is mainly double-track apart from short sections around Meremere and Taupiri. About \$4m is being invested in the Huntly rail station as a key stop for the Hamilton-Auckland start-up passenger rail service. A park and ride facility is also being constructed adjacent to the station that will cater for private motor vehicles and buses.

**Hamilton-Waikato metropolitan area:** the area has extensive roading, walking and cycling networks, and an extensive regional and urban public transport network that however has a low mode share. The Main Trunk and Eastern Trunk Lines cross each other in central Hamilton and service key inland freight hubs. Hamilton airport is just to the south. The Hamilton-Waikato Metro Spatial Plan has proposed a place-shaping integrated rapid public transport network to link the major growth centres along with a comprehensive active mode network. A freight and movement road network is also proposed in order to provide convenient and reliable access for the region's economic activity hubs.

# AUCKLAND

## Awarua

-  State Highways
-  Significant future/improvement road links
-  Railway
-  Existing urban areas

## Rail

Average annual daily rail flows  
(2017, rounded)

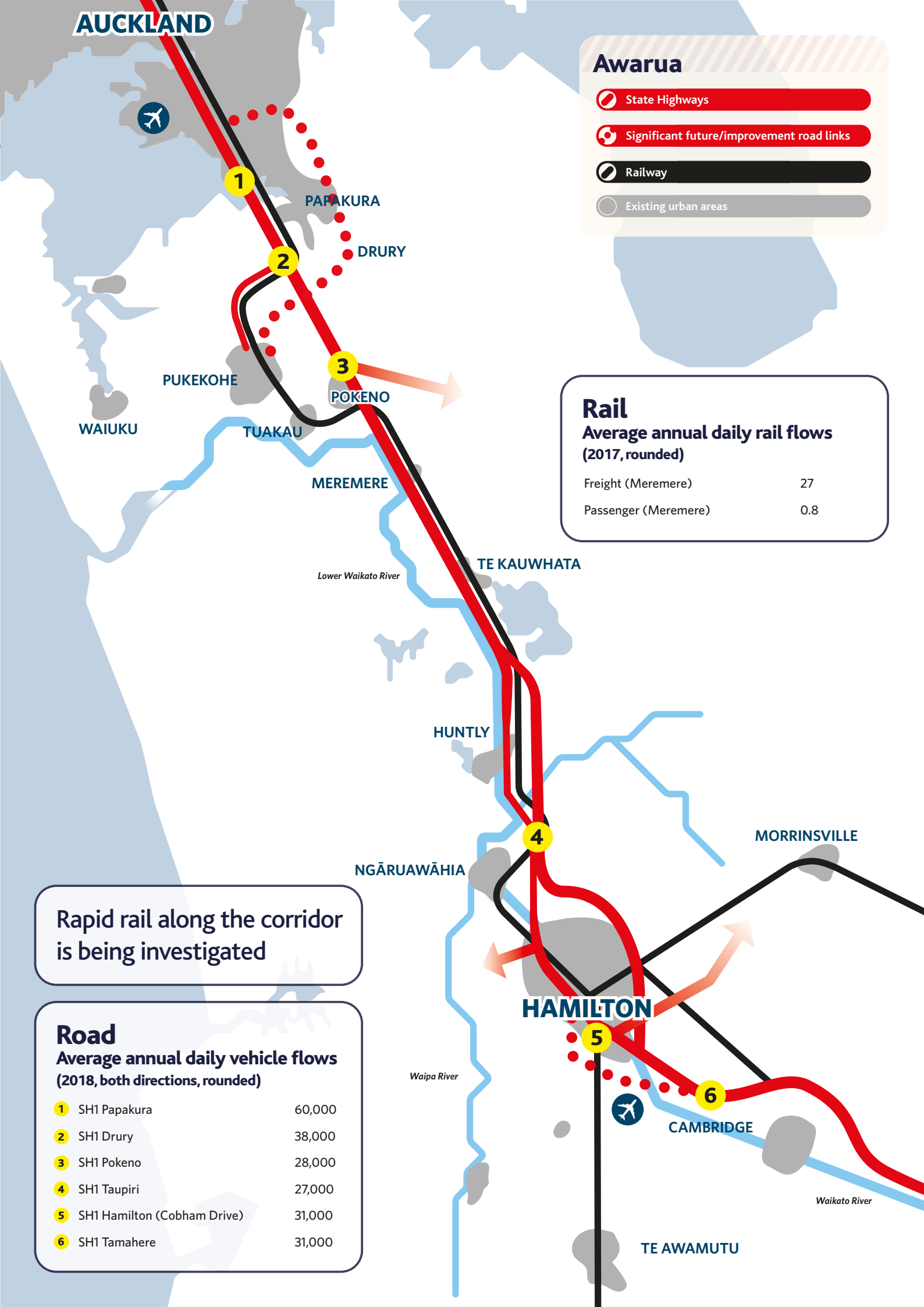
Freight (Meremere)	27
Passenger (Meremere)	0.8

Rapid rail along the corridor is being investigated

## Road

Average annual daily vehicle flows  
(2018, both directions, rounded)

1	SH1 Papakura	60,000
2	SH1 Drury	38,000
3	SH1 Pokeno	28,000
4	SH1 Taupiri	27,000
5	SH1 Hamilton (Cobham Drive)	31,000
6	SH1 Tamahere	31,000



PAPAKURA

DRURY

PUKEKOHE

POKENO

WAIUKU

TUAKAU

MEREMERE

Lower Waikato River

TE KAUWHATA

HUNTLY

NGĀRUAWĀHIA

MORRINSVILLE

HAMILTON

Waipa River

CAMBRIDGE

Waikato River

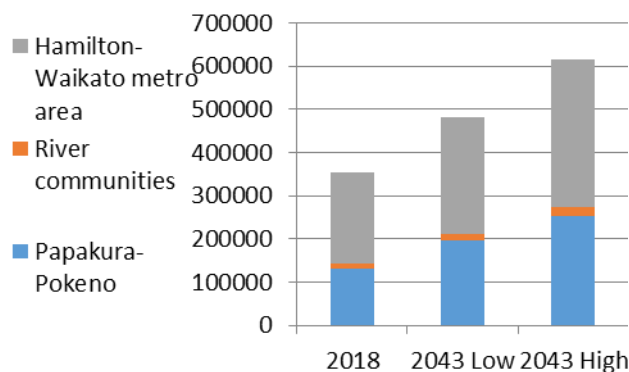
TE AWAMUTU

## Spatial Intent: wāhi mahi & wāhi noho

### The corridor has significant but specific development potential.

Within the frame presented by wāhi toitū and wāhi toiora – and underpinned by the significant transport networks – the corridor could accommodate significant housing and employment growth (in the short, medium and long term) at its northern and southern ends.

### Population growth scenarios (2018-54) (Statistics NZ)



**Papakura-Pōkeno area:** these well-defined settlements, with established motorway connections as well as significant passenger rail links from Pukekohe north, have land zoned for future urban development.

**River communities area:** these settlements have more limited population growth potential due to enduring natural constraints; however, all have potential and imperatives for revitalisation and more limited targeted development.

**Hamilton-Waikato metropolitan area:** this emerging metropolitan area (which spans across three territorial authorities) has significant employment and population growth potential both in its core and periphery.



# AUCKLAND



## Wāhi mahi & Wāhi noho

Potential future urban

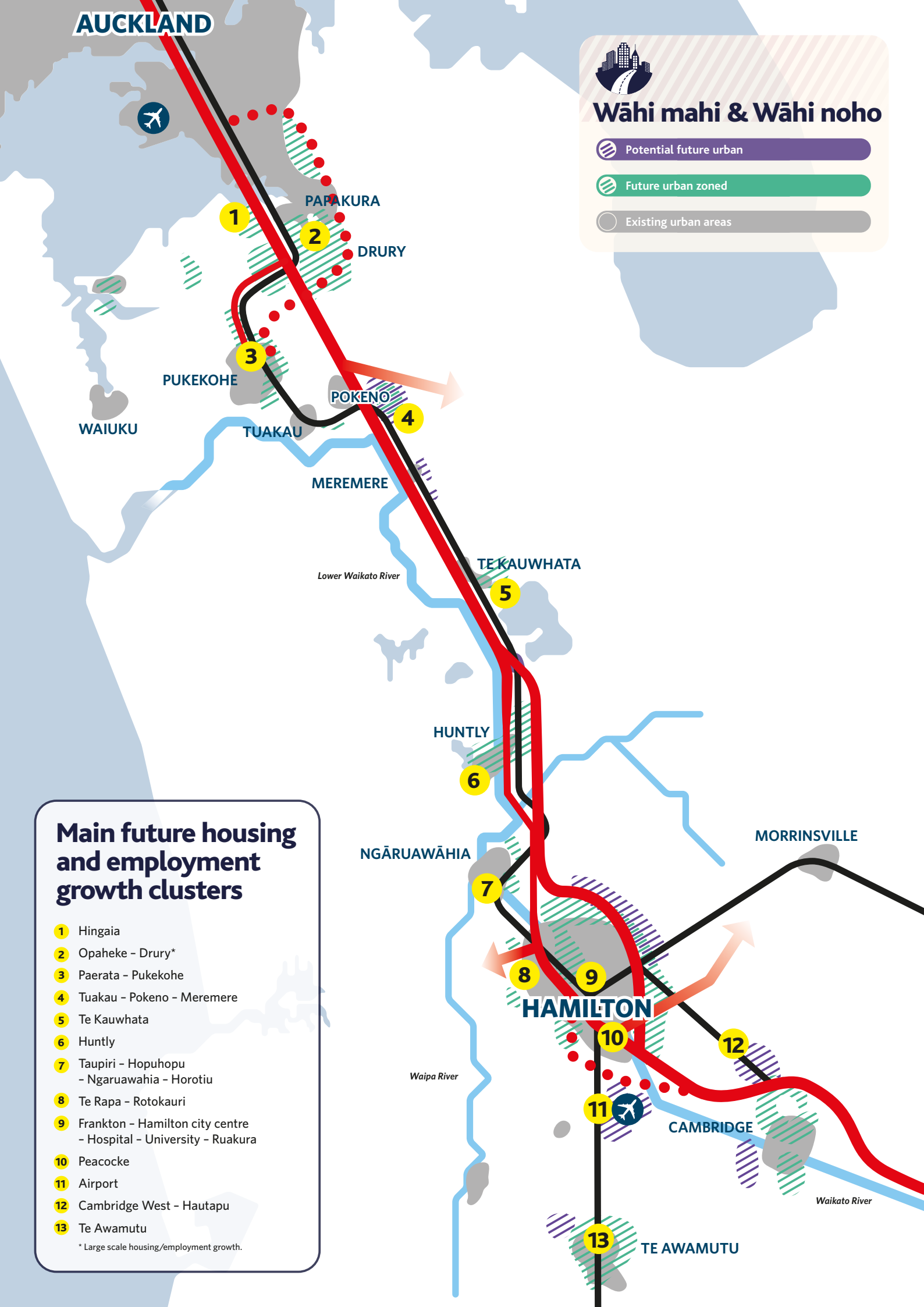
Future urban zoned

Existing urban areas

## Main future housing and employment growth clusters

- 1 Hingaia
- 2 Opaheke - Drury\*
- 3 Paerata - Pukekohe
- 4 Tuakau - Pokeno - Meremere
- 5 Te Kauwhata
- 6 Huntly
- 7 Taupiri - Hopuhopu - Ngaruawahia - Horotiu
- 8 Te Rapa - Rotokauri
- 9 Frankton - Hamilton city centre - Hospital - University - Ruakura
- 10 Peacocke
- 11 Airport
- 12 Cambridge West - Hautapu
- 13 Te Awamutu

\* Large scale housing/employment growth.



# Spatial Intent: whakamana

**Ongoing development in each section of the corridor will require significant investment.**

The full realisation of development potential will require whakamana or enabling investments in social and network infrastructure and services.

Water, wastewater, flood, drainage and a range of new regional, metropolitan and intercity public transport service improvements will be key.

Some enablers would be spatially transformative and market-leading, whereas others are required to support new development as, where and when it occurs.

## **Corridor-wide key future growth enablers**

- New comprehensive and long-term three waters management solutions for Auckland and the Waikato regions – including new allocation tools, efficiency gains and additional treatment capacity.
- Selective rail network capacity improvements to accommodate increased freight and passenger services in specific Auckland, Meremere, Huntly and Hamilton locations.
- Motorway, arterial, active mode and public transport network and services.
- Employment creation initiatives.
- Social, housing and utility infrastructure and services improvements.
- Place-making initiatives in key areas (eg public spaces, community facilities)
- New partnerships to facilitate the urgent need for local employment creation in southern Auckland, within the River Communities and selected Hamilton-Waikato sites to balance commuter flows and make the most of the corridor's potential.

# AUCKLAND



## Whakamana

-  Wastewater treatment plant
-  Water supply plant
-  Marae
-  DHB Main Site
-  Tertiary Institute
-  International Airport
-  Existing urban areas

PAPAKURA

PUKEKOHE

POKENO

WAIUKU

MEREMERE

Lower Waikato River

TE KAUWHATA

HUNTLY

NGĀRUAWAHIA

MORRINSVILLE

HAMILTON

Waipa River

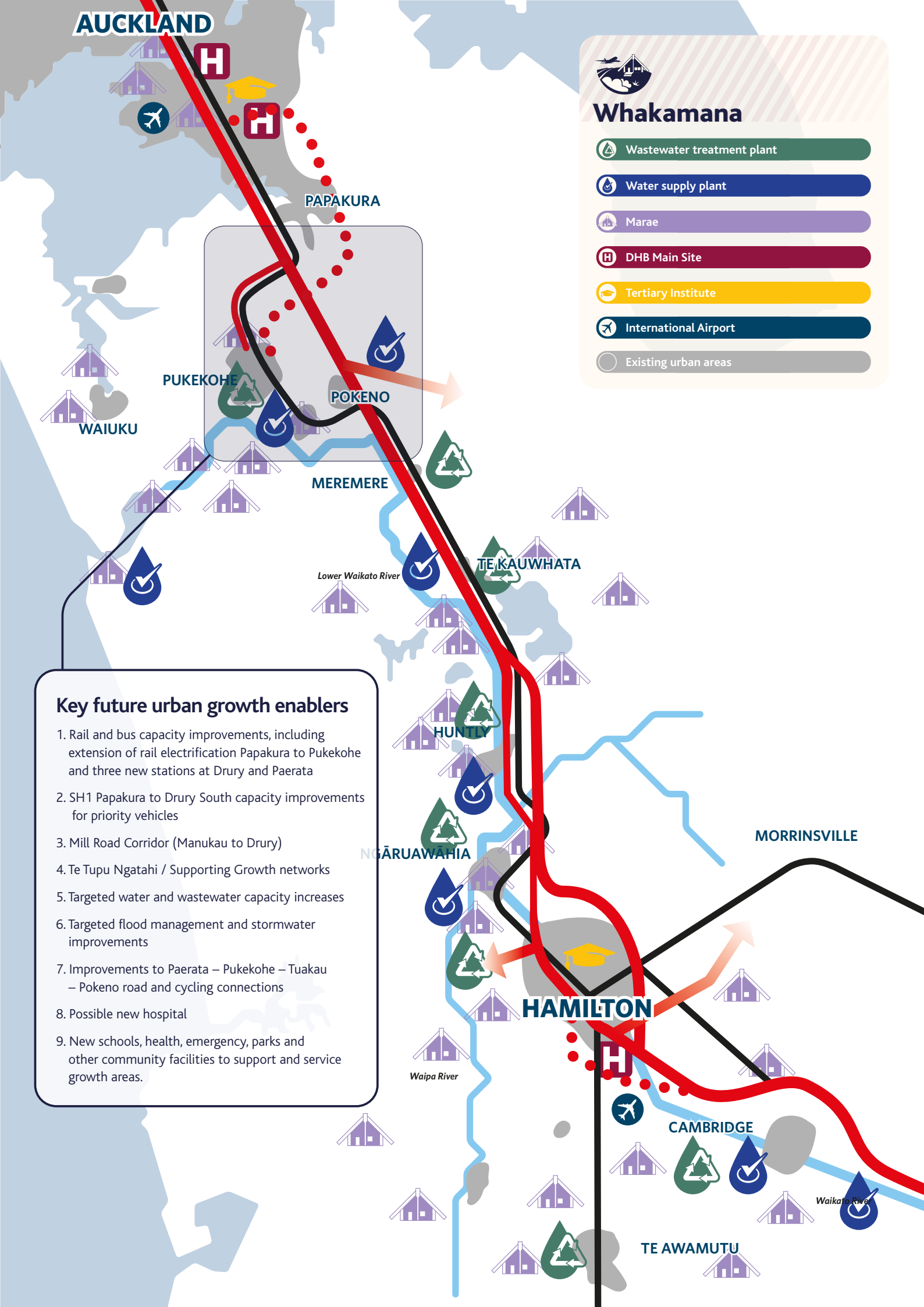
CAMBRIDGE

Waikato River

TE AWAMUTU

### Key future urban growth enablers

1. Rail and bus capacity improvements, including extension of rail electrification Papakura to Pukekohe and three new stations at Drury and Paerata
2. SH1 Papakura to Drury South capacity improvements for priority vehicles
3. Mill Road Corridor (Manukau to Drury)
4. Te Tupu Ngatahi / Supporting Growth networks
5. Targeted water and wastewater capacity increases
6. Targeted flood management and stormwater improvements
7. Improvements to Paerata – Pukekohe – Tuakau – Pokeno road and cycling connections
8. Possible new hospital
9. New schools, health, emergency, parks and other community facilities to support and service growth areas.



# AUCKLAND



## Whakamana



Wastewater treatment plant



Water supply plant



Marae



DHB Main Site



Tertiary Institute



International Airport



Existing urban areas

PAPAKURA

PUKEKOHE

POKENO

WAIUKU

MEREMERE

Lower Waikato River

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HUNTLY

NGĀRUAWĀHIA

MORRINSVILLE

HAMILTON

Waipa River

CAMBRIDGE

Waikato River

TE AWAMUTU

### Key future urban development enablers

1. New and appropriate water and wastewater solutions
2. Targeted SH1 and/or other solutions to improve access to Pokeno, Mercer, Meremere and Huntly
3. Targeted flood management and stormwater improvements
4. Redevelopment of schools, health emergency, parks, marae and other community facilities to support community revitalisation.

# AUCKLAND



## Whakamana

- Wastewater treatment plant
- Water supply plant
- Marae
- DHB Main Site
- Tertiary Institute
- International Airport
- Existing urban areas

PAPAKURA

PUKEKOHE

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Waipa River

CAMBRIDGE

Waikato River

TE AWAMUTU

### Key future urban development enablers

1. Rapid and frequent transport network
2. New and appropriate water and wastewater solutions
3. Targeted flood management, drainage and stormwater improvements
4. New schools, health, emergency, parks and other community facilities to support and service growth areas
5. Completion of the metropolitan roading network, including Southern links, Eastern Ruakura arterials, Northern River Crossing, and Western Rotokauri arterials



# Implementation Programme: overview

The work programme for the H2A Plan is broken into six focus areas. Each focus area has a number of key initiatives or implementation actions. The key initiatives will be a 'step change'. While some projects are already underway, managing growth along the corridor will be a 100+ year journey.

<b>Focus Area 1: Waters</b>
Unlock future urban growth and protect and enhance the natural environment through joint planning, integrated growth management and key transformational projects.
<b>Focus Area 2: Stronger Corridor Connections</b>
Direct and (re)shape future urban growth along the corridor through significantly strengthened green open space and rapid transit networks.
<b>Focus Area 3: Papakura-Pokeno Area</b>
Supporting and unlocking, where appropriate, the significant residential and employment development potential and iwi aspirations for well-defined, rail-linked settlements through continued integrated growth management, funding and financing and key transformational projects.
<b>Focus Area 4: River Communities Area</b>
Supporting community and iwi-led revitalisation and targeted growth that will realise the full value of the natural, transport, marae and recreational networks that braid the area together as an asset for its people and many others who can visit and travel through.
<b>Focus Area 5: Hamilton-Waikato Metropolitan Area</b>
Supporting and unlocking the residential and employment development potential and iwi aspirations of this fast-developing metropolitan area through joint planning, integrated growth management and key transformational projects.
<b>Focus Area 6: Implementation</b>
Supporting the realisation of full development potential in the identified growth clusters through the application of new planning, funding and financing tools and options for local authorities, iwi, central government, developers and land owners.

## Focus Area 1: waters

*Unlock future urban growth and protect and enhance the natural environment through joint planning, integrated growth management and key transformational projects.*

Key initiatives	
1	<b>Waikato sub-regional three waters study:</b> identify the most innovative, responsive and timely water, wastewater and stormwater solutions for the corridor necessary to achieve 'best for river' outcomes.
2	<b>Metro wastewater detailed business case project:</b> consider strategic wastewater treatment solutions for the Hamilton-Waikato metro area.
3	<b>Cross-regional blue-green open space and recreational network:</b> develop and implement a blue-green open space and recreational networks programme for the corridor that has restorative, protective, cultural and recreational aims. This would include new cycling and bridle trails along the river, possibly connecting Auckland and Hamilton.

## Focus Area 2: stronger corridor connections

*Direct and (re)shape future urban growth along the corridor in key centres through significantly strengthened green open space and public transport networks.*

### Key initiatives

Rail services between Auckland and Hamilton to integrate and strengthen the respective labour, housing and business markets of south Auckland and the Hamilton-Waikato metro area





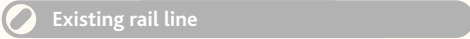
<b>1</b>	<b>Rapid intercity rail service business case:</b> investigate the introduction of a fast rail service between Hamilton and Auckland, in stages, starting with an interim service. Add tracks and improved alignment to achieve high speeds. Electrify the whole corridor.
<b>2</b>	<b>Start-up passenger rail service:</b> a start-up passenger rail service between Auckland and Hamilton will be launched in 2020.

### Other key enablers

- Extending Auckland metro rail services to Drury, Paerata, Pukekohe and Pōkeno.
- A new Hamilton-Waikato rapid and frequent transit network, possibly including metro rail.
- Public transport that connects all settlements along the corridor.
- Completing the respective metro arterial roading networks e.g. Mill Road and Ruakura Spine Road.
- Te Awa cycleway extension.
- Corridor protection investigations (transport, other infrastructure and open space).

# AUCKLAND

## Transport Connections

-  Intercity rail connection
-  Additional public transport services
-  Metro transit network
-  Extended transit network
-  Existing rail line

PAPAKURA

PUKEKOHE

POKENO

WAIUKU

TUAKAU

MEREMERE

1

TE KAUWHATA

Lower Waikato River

HUNTLY

NGĀRUAWĀHIA

MORRINSVILLE

HAMILTON

ROKOKAURI

3

CAMBRIDGE







TE AWAMUTU

Waipa River

Waikato River

## A possible integrated bus-rail transport solution

-  A new rapid intercity rail connection that would complement the soon-to-be completed Waikato Expressway and Auckland Southern Motorway capacity increases
-  Extend rapid transit from Papakura to Pukekohe and Pokeno
-  Introduce a metro rapid transit network that connect all the key growth nodes of the metropolitan area
-  Additional public transport services connecting Rotorkauri, Huntly, Te Kauwhata, Meremere, Mercer, Pokeno and Drury.

## Focus Area 3: Papakura-Pōkeno area

*Supporting and unlocking, where appropriate, the significant residential and employment development potential and iwi aspirations for well-defined, rail-linked settlements through continued integrated growth management, funding and financing and key transformational projects.*

Key initiatives	
1	<b>Priority development area – Drury:</b> support the development of this significant and strategic growth node through new partnerships and applying new tools. Possible site for major regional facilities and centres.
2	<b>Improved public transport between southern Auckland and northern Waikato:</b> further growth in Pōkeno and Tuakau requires the introduction of frequent public transport services north to Auckland and south to Huntly & beyond to provide much-needed transport choice.

### Other key enablers

- New Manukau-Drury-Pukekohe (SH22) arterial road corridor (underway)
- High frequency bus corridor from Manukau to Drury integrated with rail capacity improvements
- SH1 Papakura-Drury capacity improvements, with possible capacity improvements to Bombay-Pōkeno
- Targeted water and wastewater capacity increases
- Targeted flood management and stormwater improvements
- Improvements to Paerata-Pukekohe-Tuakau-Pōkeno road and cycling connections
- New schools, health, emergency, parks and other community facilities to support and service growth areas.



## Focus Area 4: River Communities area

**Supporting community and iwi-led revitalisation and targeted growth that will realise the full value of the natural, transport, marae and recreational networks that braid the area together as an asset for its people and many others who can visit and travel through.**

Key initiatives	
1	<b>Tāngata whenua and marae aspirations:</b> partner with tāngata whenua to support their social, cultural, environmental and economic aspirations.
2	<b>Improved public transport – introducing peak and more frequent off-peak bus services between towns:</b> investigate the introduction of regular bus services that connect all towns between Hamilton and Papakura, with high-quality interchanges and metro and intercity service integration.
3	<b>Priority development area – Huntly:</b> support the revitalisation of the town through a comprehensive social housing upgrade and redevelopment, and potential employment, skills and technology clusters.

### Other key enablers

- Appropriate water and wastewater solutions.
- Targeted transport solutions to improve access to Pōkeno, Mercer, Meremere and Huntly.
- Targeted flood management and stormwater improvements.
- Redevelopment of schools, health, emergency, parks, social housing, marae and other community facilities to support community revitalisation.

### Waikato-Tainui and marae aspirations

Waikato is the significant iwi that settled in the river communities area and worked the land since the arrival of the Tainui Waka almost 800 years ago. The area is home to some significant maaori landmarks in New Zealand history such as the Tuurangawaewae Marae in Ngaurawahia.

Within the river communities area there are 32 maraes out of a total of 68 Waikato Tainui marae that reside in the wider area. Marae continue to strive for *mana motuhake* – to enhance the wellbeing of their marae whanau, including social, cultural, environmental and economic aspirations.

In 2013, Waikato-Tainui engaged with their tribal members and marae to discuss their aspirations linked to the Raupatu settlement in 1995 and River settlement 2008. The collective aspirations were documented in *Whakatupuranga 2050* – a 50-year blueprint to build the capacity of iwi, hapuu and marae. Whakatupuranga 2050 will be integral part of the planning and development within the river communities area.

Waikato-Tainui has identified a number of aspirations within the river communities area for further investigation, including:

- The redevelopment of the existing Meremere township.
- The development of land for industrial/commercial purposes to the west of the Waikato Expressway and adjacent to Meremere (subject to a feasibility study).
- Long-term business and water storage opportunities in Huntly (Rotowaro).
- Long-term residential and industrial opportunities in Huntly (west).
- Enhancing the well-being of marae communities.

Marae aspirations will require further investigation. For some marae, aspirations will relate to land utilisation for activities such as water storage, food security and renewable energy.

**Planning for growth in the River Communities area**

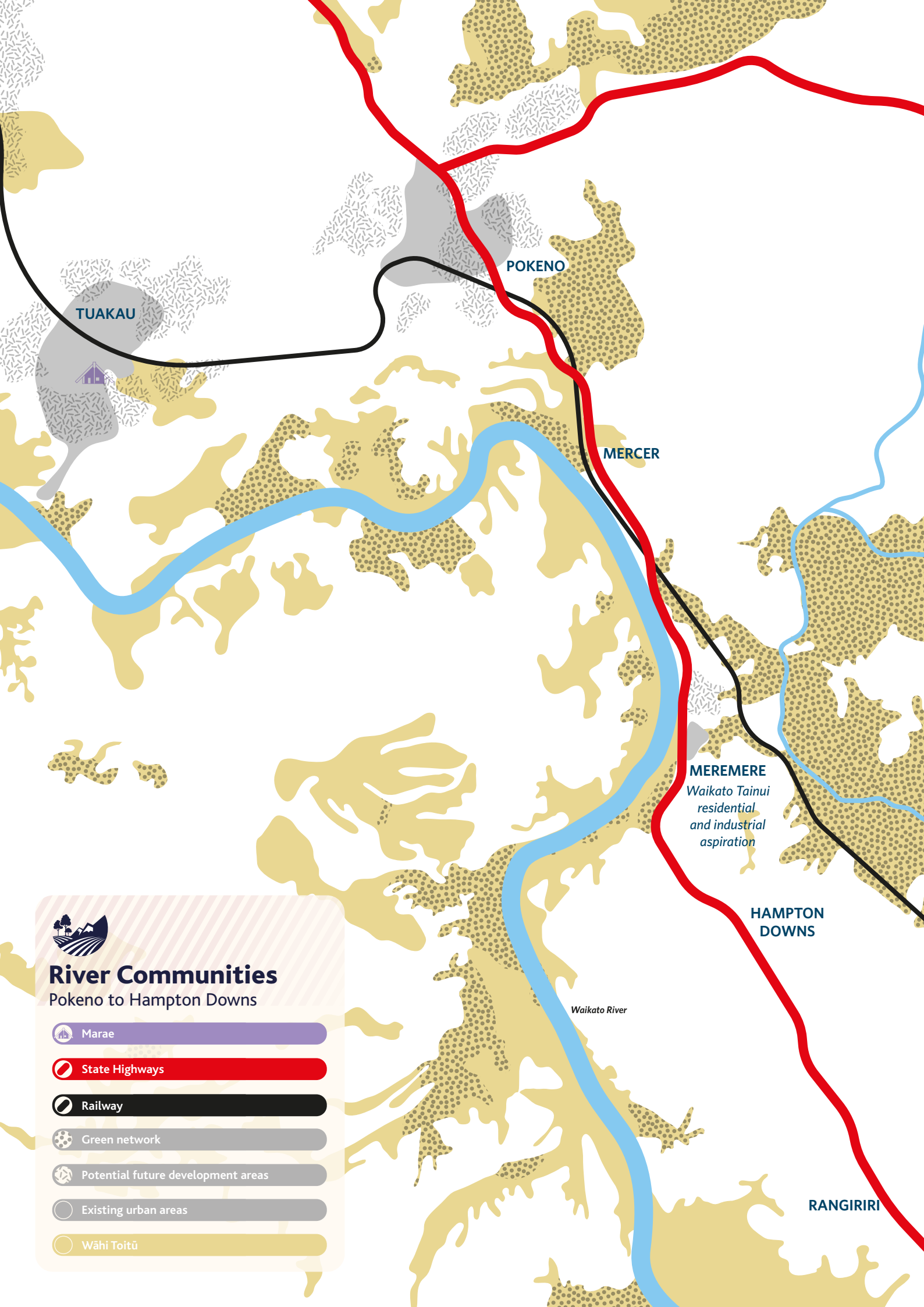
Waikato District Council has been shaping its approach to growth management through two guiding documents and a review of its District Plan. Waikato District has recently adopted 'Waikato District and Local Area Blueprints' and 'Waikato District Council Growth and Economic Development Strategy' (Waikato 2070). These documents were developed in consultation with the community and identify future growth areas across the district. The guiding documents have informed a review of the Waikato District Plan, which is currently at the hearings stage (decisions are expected in September 2021).

The documents have identified growth in and around Tuakau, Pokeno, Meremere (industrial only), Te Kauwhata, Huntly, Taupiri, Ngaruawahia, Hopuhopu and Horotiu. There are also state housing re-development opportunities in Huntly which will be explored with Kāinga Ora.

The growth in a number of these areas is still under consideration through the district plan process and will be referred to as 'potential future growth' in this document until the district plan process is complete.

Ohinewai is another area identified by Waikato District Council for growth but is not identified on the maps in this document as it is pending the outcome of the district plan hearing.

This Plan is a living document and will be updated when the district plan process is complete.



TUAKAU

POKENO

MERCER

**MEREMERE**  
*Waikato Tainui  
 residential  
 and industrial  
 aspiration*

**HAMPTON  
 DOWNS**



*Waikato River*

**RANGIRIRI**



## River Communities

Pokeno to Hampton Downs

-  Marae
-  State Highways
-  Railway
-  Green network
-  Potential future development areas
-  Existing urban areas
-  Wāhi Toitū



## River Communities

Te Kauwhata to Huntly



Marae



State Highways



Railway



Green network



Potential future development areas



Existing urban areas



Wāhi Toitū

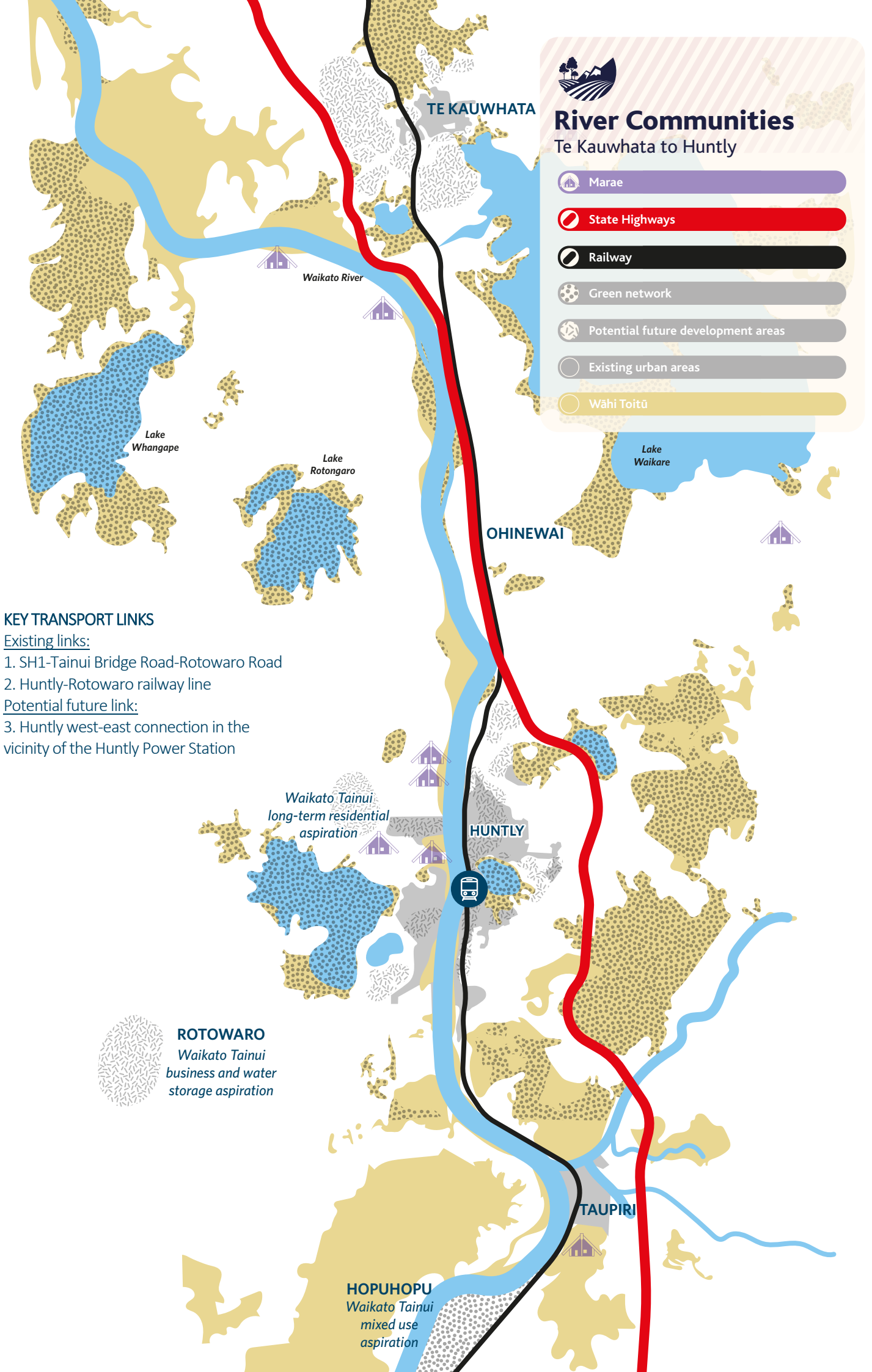
### KEY TRANSPORT LINKS

#### Existing links:

1. SH1-Tainui Bridge Road-Rotowaro Road
2. Huntly-Rotowaro railway line

#### Potential future link:

3. Huntly west-east connection in the vicinity of the Huntly Power Station



# Focus Area 5: Hamilton-Waikato metropolitan area

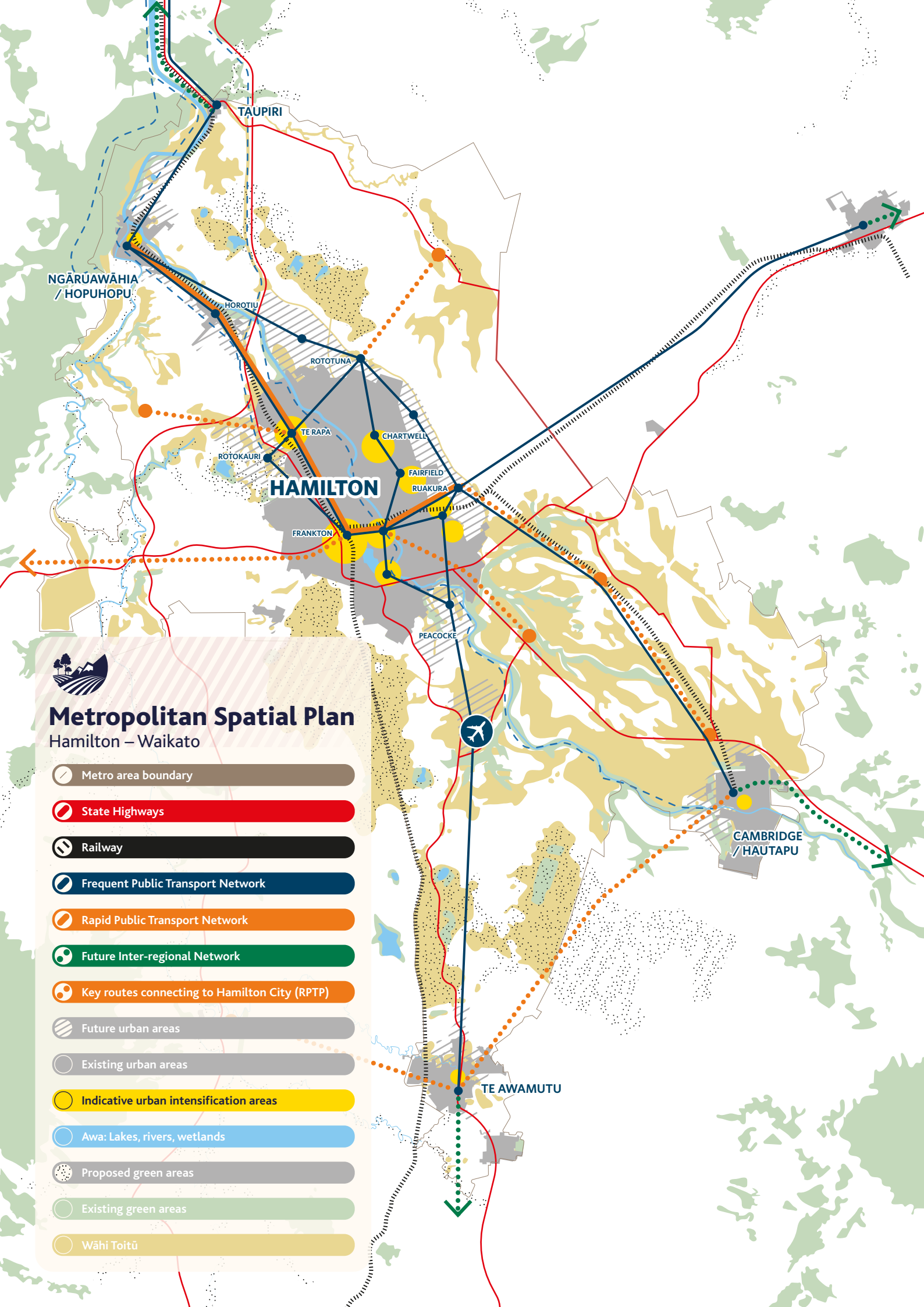
*Supporting and unlocking the residential and employment development potential and iwi aspirations of this fast-developing metropolitan area through joint planning, integrated growth management and key transformational projects.*

Key initiatives	
1	<b>Hamilton-Waikato Metropolitan Spatial Plan:</b> finalise and implement the joint Council-Crown-Iwi spatial plan for the metropolitan area which sets out the desired urban form and development priorities.
2	<b>Rapid and frequent public transport network:</b> the spatial plan will be underpinned by a new rapid and frequent transport network.
3	<b>Metropolitan economic corridor:</b> investigate alternative planning/financing and economic development frameworks to promote growth along the envisaged economic corridor from Ruakura through the Central City to Te Rapa and Horotiu.
4	<b>Priority development areas – northern corridor:</b> <ol style="list-style-type: none"> <li>Ngāruawahia-Hopuhopu-Taupiri cluster: precinct planning to determine transit-oriented development opportunities, urban structure layout and transport linkages between Ngāruawahia, Hopuhopu and Taupiri.</li> <li>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.</li> </ol>
5	<b>Priority development areas – central corridor:</b> <ol style="list-style-type: none"> <li>Hamilton Central City area: deliver central City place-making initiatives to support increased residential density and provide amenity.</li> <li>Ruakura: progress the rezoning of the Tramway Block to provide for initial re-purposing of industrial land for higher density residential development. Investigate alternate land use arrangements for the long-term development of Ruakura, including to the east of the Waikato Expressway.</li> </ol>
6	<b>Priority development areas – southern corridor:</b> <ol style="list-style-type: none"> <li>Cambridge West-Hautapu: complete infrastructure provision for western growth cells and Hautapu structure plans.</li> <li>Airport: complete northern precinct structure plans.</li> </ol>

## Other key enablers















- Targeted flood management, drainage and stormwater improvements
- New schools, health, emergency, parks and other community facilities to support and service growth areas
- Completion of the metropolitan roading network, including Southern links, Eastern Ruakura arterials, Northern River Crossing, and Western Rotokauri arterials
- New and appropriate water and wastewater solutions
- Freight and movement road network to provide access for the region's economic activity hubs
- Active mode network
- Mode shift plan
- Waikato River blue-green network





# Metropolitan Spatial Plan

## Hamilton – Waikato

-  Metro area boundary
-  State Highways
-  Railway
-  Frequent Public Transport Network
-  Rapid Public Transport Network
-  Future Inter-regional Network
-  Key routes connecting to Hamilton City (RPTP)
-  Future urban areas
-  Existing urban areas
-  Indicative urban intensification areas
-  Awa: Lakes, rivers, wetlands
-  Proposed green areas
-  Existing green areas
-  Wāhi Toitū

## Focus Area 6: implementation

*Supporting the realisation of full development potential in the identified growth clusters through the application of new planning, funding and financing tools and options for local authorities, iwi, central government, developers and land owners.*

Key initiatives	
1	<b>New funding, financing and delivery options:</b> pilot new funding and financing tools for developers and councils through the Urban Growth Agenda, for example making use of the Infrastructure Funding and Financing Act and the Urban Development Act.
2	<b>Environmental credit markets and biodiversity offsetting:</b> develop and pilot a coordinated biodiversity off-setting and environmental credit market approach as a new growth management concept that aims to achieve higher environmental outcomes if mitigation measures are directed to priority areas.

### Enablers that will make a big difference

- New growth management partnerships that strengthen collective ability to deliver successful growth management.
- Utilise any new funding and financing tools for developers and councils through the Urban Growth Agenda.
- Increased Crown involvement to support pace and scale, including KiwiBuild, Kāinga Ora and the Three Waters review.
- Using the corridor spatial planning and partnerships to support, unlock and guide planned Crown investment in transport, social housing, health and education facilities.
- Linking the corridor planning and partnership to the plans and initiatives of Te Waka and Auckland Tourism, Events & Economic Development (ATEED) and exploring opportunities for attracting investment from the Provincial Growth Fund and Covid19 recovery.
- Applying new approaches to planning and land use regulation as these become available from the Urban Growth Agenda.
- New tools to enable ease of water transfer within the corridor to support community growth.
- Innovative response to flood infrastructure and resilience to support community sustainability.

## Appendix 1: summary of key initiatives

Key initiative	
<b>Focus Area 1: Waters</b>	
1	Waikato sub-regional three waters study and business case
2	Waikato metro wastewater detailed business case project
3	Cross-regional blue-green open space and recreational network
<b>Focus Area 2: Stronger Corridor Connections</b>	
4	Rapid intercity rail service business case
5	Start-up passenger rail service
<b>Focus Area 3: Papakura-Pōkeno Area</b>	
6	Priority development area: Drury
7	Improved public transport between southern Auckland and northern Waikato
<b>Focus Area 4: River Communities Area</b>	
8	Tangata whenua and marae aspirations
9	Improved public transport: introducing peak and more frequent off-peak bus services between towns
10	Priority development area: Huntly
<b>Focus Area 5: Hamilton-Waikato Metro Area</b>	
11	Hamilton-Waikato Metropolitan Spatial Plan implementation
12	Rapid and frequent public transport network
13	Priority development area: northern corridor – Rotokauri, Te Rapa, Horotiu, Ngaruawahia, Hopuhopu and Taupiri
14	Priority development area: central corridor – Frankton, Hamilton City centre, Hospital, University and Ruakura
15	Priority development area: southern corridor – Peacocke, Airport, Te Awamutu and Cambridge
16	Metropolitan economic corridor
<b>Focus Area 6: New Tools and Options for Implementation</b>	
17	New funding, financing and delivery options
18	Environmental credit markets and biodiversity offsetting



## Appendix 2: supporting documents

BERL (2020). <i>Hamilton-Waikato Metropolitan Area – Role and function now and into the future.</i>
Future Proof Partners (2020). <i>Hamilton-Waikato Metropolitan Spatial Plan.</i>
Future Proof Partners (2020). <i>Summary of the Hamilton-Waikato Metropolitan Spatial Plan development methodology.</i>
Future Proof Partners (2020). <i>Case for Change: Shaping the Future Hamilton – Waikato Metro Area.</i>
Future Proof Partners (2020). <i>Industrial Land Study.</i> GMD Consultants Ltd.
Ministry of Transport (2020). <i>Hamilton to Auckland Intercity Connectivity: Interim Indicative Business Case.</i> WSP Ltd.
Future Proof Partners (2019). <i>Waikato sub-regional three waters strategic business case.</i>
Auckland Council (2019). <i>Drury – Opāheke Structure Plan.</i>
Future Proof Partners (2017). <i>Business Development Capacity Assessment 2017.</i> Market Economics
Future Proof Partners (2017). <i>Future Proof Strategy – Planning for Growth.</i>
Cameron and Cochrane (2016). <i>2016 update of area unit population, household, and labour force projections for the Waikato Region, 2013-2061.</i> National Institute of Demographic and Economic Analysis, University of Waikato
Waikato-Tainui (2013). <i>Waikato-Tainui Environmental Plan - Tai Tumu, Tai Pari, Tai Ao.</i>
Waikato River Authority (2010). <i>Te Ture Whaimana o Te Awa o Waikato – the Vision and Strategy for the Waikato River.</i>



**Future Proof**  
*Te Tau Tītoki*

