

HAMILTON- WAIKATO METROPOLITAN SPATIAL PLAN



Future Proof
Te Tau Tītoki

This document presents version 1 of the Hamilton-Waikato Metropolitan Spatial Plan. This document has been prepared with every effort to map, understand, consider and record all constraints and opportunities. Much of the data is available at a regional level. What is proposed is subject to further investigation, analysis and business case development as well as stakeholder engagement and consultation.

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Executive Summary

Introduction

The Hamilton Waikato Metropolitan Spatial Plan (MSP) is a vision and framework for how Hamilton City and the neighbouring communities within Waipā and Waikato districts will grow and develop over the next 100 + years creating one of the most liveable places in New Zealand.

The Hamilton-Waikato metro area is an urban sub-region of the Waikato. Hamilton is at the core of this metropolitan area which extends from Taupiri in the north to Te Awamutu and Cambridge in the south.

The MSP sets out how and where Hamilton City and the neighbouring communities within Waipā and Waikato districts should grow, develop and move around long-term to ensure social, economic and environmental prosperity.

It celebrates a healthy Waikato River at its heart, connected to a vibrant metro core in Hamilton city and lively metropolitan centres all serviced by rapid and frequent public transport. It plans for a place where our natural and built environment coexist in harmony and our people thrive with easy access to recreational spaces, employment, education, health facilities and affordable homes.

Strategically located at the heart of the upper North Island our area is the third fastest growing urban centre in New Zealand. Over the next 50-100 years, the population of the metro area is expected to nearly double. Most people will live in Hamilton, but significant growth will also happen in Ngaaruawaahia, Cambridge and Te Awamutu.

The MSP is delivered through the Future Proof partnership between Waikato-Tainui, Tainui Waka Alliance, taangata whenua, Central Government, Waikato District Council, Waipā District Council, Hamilton City Council and Waikato Regional Council and ensures we are prepared for this growth.

Why is this plan being prepared?

The MSP is a tool to shape how Hamilton City and the neighbouring communities within Waipā and Waikato districts grow and develop in the long-term. It will help us address the current and future challenges faced by the metro area from declining water quality in the Waikato River and its major tributary the Waipā River, to environmental deterioration, increasing housing costs and demands placed on our infrastructure including from the number of cars on our roads to our public transport options.

Carefully planning how the metropolitan core and its centres grow means we can ensure a population scale and distribution that supports the delivery of transformative infrastructure for our area from metro-scale wastewater management solutions to a high-quality public transport network planned around where and how communities will grow. Carefully managed growth will also limit negative outcomes including further environmental deterioration, increasing housing costs and CO2 emissions from transport, and will contribute to restoring the health and well-being of the Waikato River and the environment

The MSP targets future population growth areas suitable for medium to high density housing and mixed-use areas. These are purposefully located alongside current and future transport infrastructure that can provide a high-quality transport network whether that be walking, cycling or by rapid and frequent public transport connections.

For the MSP to be realised we need reliable transport options that move people, goods and services efficiently to and through the metro area and a successful public transport network that is used by many people.

The MSP will also deliver on objectives outlined in the Government's Urban Growth Agenda (UGA) designed to remove barriers to the supply of land and infrastructure and allow cities to grow up and

out and the National Policy Statement on Urban Development 2020. It supports the Hamilton-Auckland Corridor (H2A) connecting two of New Zealand fastest growing cities and ensuring well-functioning urban areas for all people, communities and future generations.

Key features of the MSP

The MSP enables iwi aspirations through focussing on the Waikato River and supporting the ongoing recognition of the strategic economic and housing centres at Ruakura and Hopuhopu. It also includes recognition of the role marae play.

Important environmental attributes or constraints and hazards (waahi toituu) are identified so development can be directed away from them and a blue-green network is introduced with the Waikato River at its heart providing for environmental, recreational and place-making benefits, influencing the shape of future urban development in the metro area.

Development is shaped around a multi-modal rapid and frequent transport network and the MSP identifies a range of opportunities for both urban intensification and expansion, providing for population growth and development that is both up and out, addressing housing affordability and housing choice.

Centres for growth and a core economic corridor at the heart of the metro area support economic development and jobs while also recognising important business areas such as Te Rapa, Horotiu, Ruakura, Taupiri, Hautapu and Hamilton Airport.

Transformational Moves

There are six transformational moves for change:

- **Waikato River** - celebrating the Waikato River as the defining ecological feature connecting the metro area to the heart of a blue-green network supporting environmental and recreational use and creating a sense of place.

- **A radical transport shift** - a multi-modal transport network, connecting the metro area and facilitating a radical shift to using public transport through the establishment of a rapid and frequent public transport network shaped around where and how our communities will grow.
- **A vibrant metro core and lively metropolitan centres** - growing Hamilton central city as our civic, administrative, cultural and commercial metro core, alongside lively metropolitan centres, well connected by public transport and safe walking and cycling networks, where people can afford to live, work and play.
- **A strong and productive economic corridor** - establishing an economic corridor that links the highly productive employment areas between Ruakura, Hamilton central city and north to Horotiu and Ngaaruawaahia.
- **Iwi aspirations** - enhancing the environmental health and wellbeing of the Waikato River in accordance with Te Ture Whaimana o Te Awa o Waikato - Vision and Strategy for the Waikato River, while supporting iwi in embracing social and economic opportunities within the metro area with a specific emphasis on Hopuhopu and Ruakura.
- **Thriving communities and neighbourhoods** - enabling quality denser housing options that allow our natural and built environments to coexist in harmony increasing housing affordability and housing choice to meet the needs of growing and changing communities.

Implementing the MSP - making it real

The MSP will be brought to life through a comprehensive implementation approach which consists of an urban growth programme of priority actions designed to achieve transformational change. A further detailed programme of action will be agreed, updated and monitored through the Future Proof partnership.

Hamilton-Waikato Metropolitan Spatial Plan

The MSP is made up of a series of layers, as shown in the maps below. More detail on each of these layers can be found in Part 3.

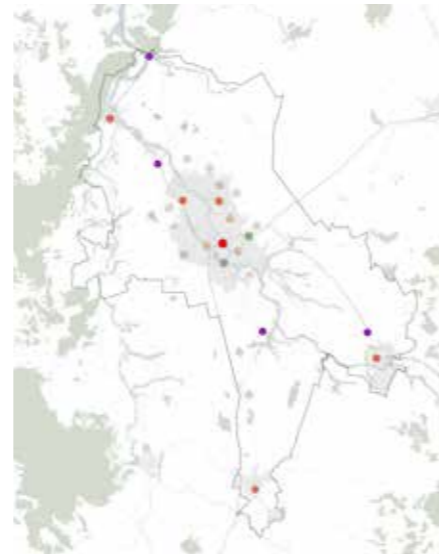


Waahi toituu - Part 3.1

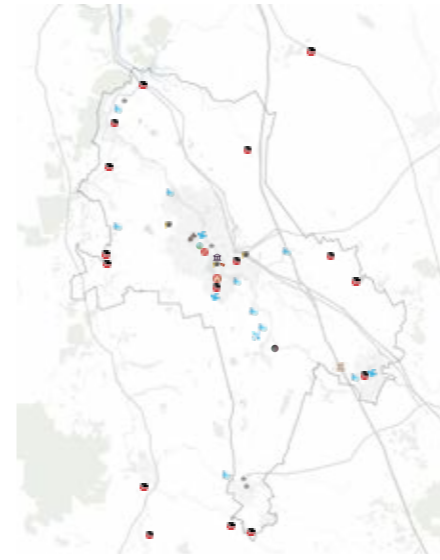
Note
Waahi Toituu, further defined in Part 3.1, are areas to protect / proceed with the greatest care.



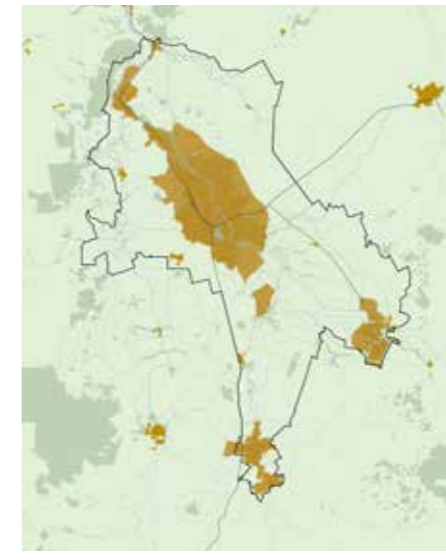
Strategic transport corridors - Part 3.3



Centres - Part 3.4



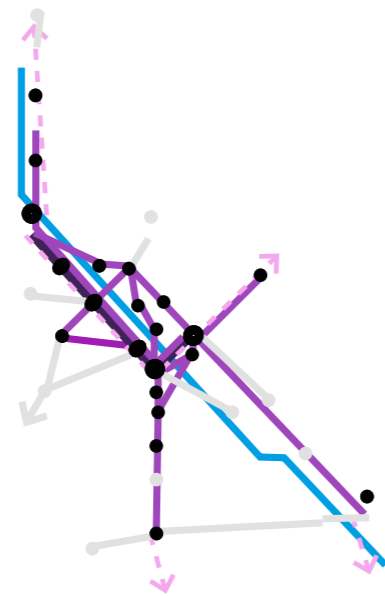
Three waters, community and other infrastructure - Part 3.7



Rural areas - Part 3.7

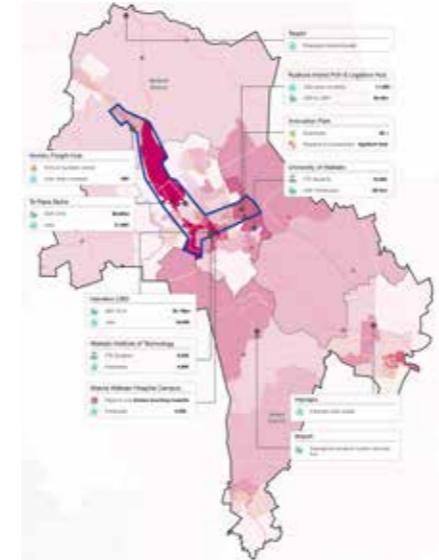


Blue-green network - Part 3.2

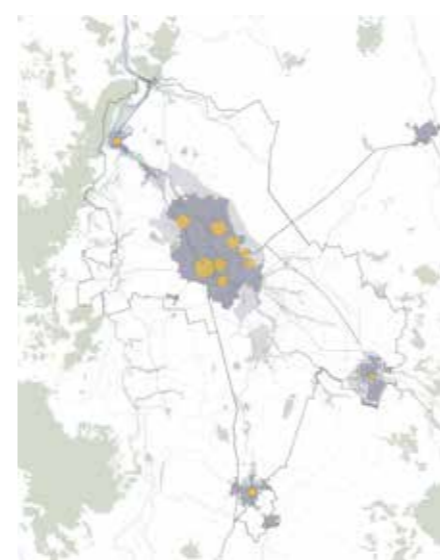


Public transport network scheme - Part 3.3

Note:
Public transport shown is a concept service diagram only, showing connections between future growth nodes. Further work will be required to define mode, operational requirements, and identify the most appropriate corridor for both the rapid and frequent networks.
IMPORTANT: No modal options have been discounted at this stage.



Growing jobs and an economic corridor - Part 3.5



Current and future urban areas - Part 3.8

Hamilton-Waikato Metropolitan Spatial Plan

Figure 1 provides the summary MSP map. Key features of the MSP are:

- Enabling iwi aspirations through focussing on the Waikato River and supporting iwi housing and economic priorities within the metro area.
- Providing clarity on the location and nature of waahi toituu areas that have influenced the location of future growth areas so that new development is directed away from valued natural areas, environmental constraints, 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.
- An urban form shaped around a multi-modal rapid and frequent transport network and the objective of a radical mode shift to public transport and active transport modes. This will support reduced carbon emissions, increased housing choice, more affordable housing and improved access to employment and key amenities.
- Enabling a wide range of urban development opportunities to enhance competitive land markets. The MSP identifies opportunities for both urban expansion and intensification.
- The development of an economic corridor (Ruakura - Ngaaruawaahia) that will build on existing economic strengths and drive higher value employment growth.

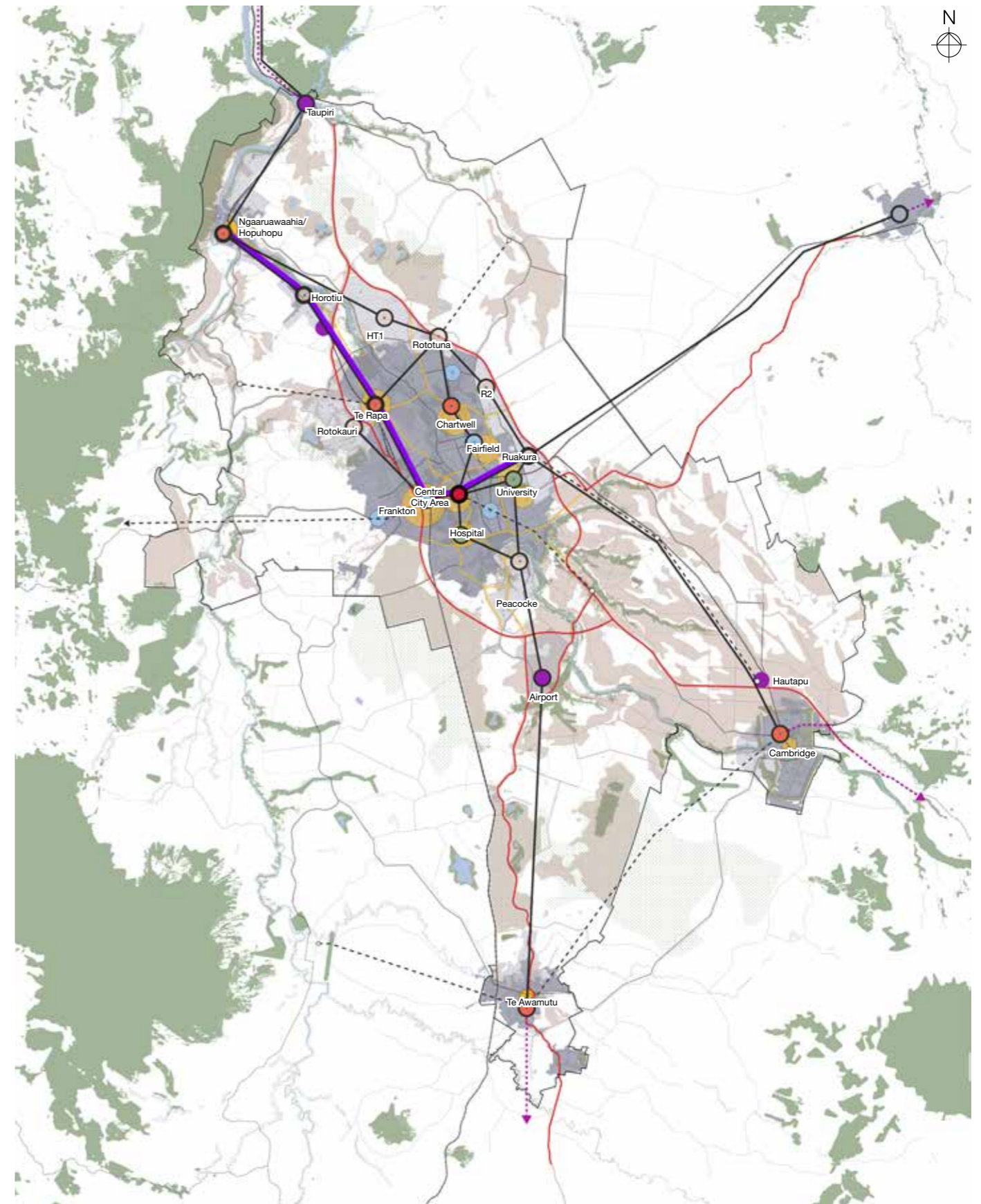
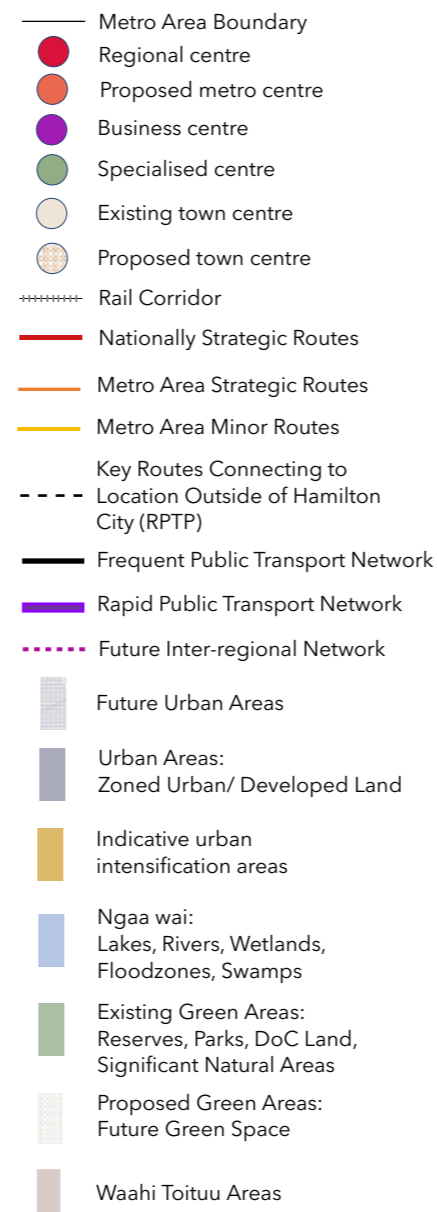


Figure 1: Metro spatial plan map



Part 1 Context, Challenges and Opportunities

Part 1 of the MSP discusses the present state, highlights the importance of iwi within the metro area and identifies key opportunities and challenges addressed by the MSP.

1.1 The metropolitan area in context

Regional context

The metro area plays an important role in the prosperity and productivity of New Zealand. It is strongly linked to Auckland, Bay of Plenty, and the wider Waikato region, as shown in Figure 2. It provides significant economic functions in terms of education, port and logistics, health, professional and technical services supporting the wider region. The metro area sits at the southern end of the Hamilton to Auckland corridor as shown on Figure 3.

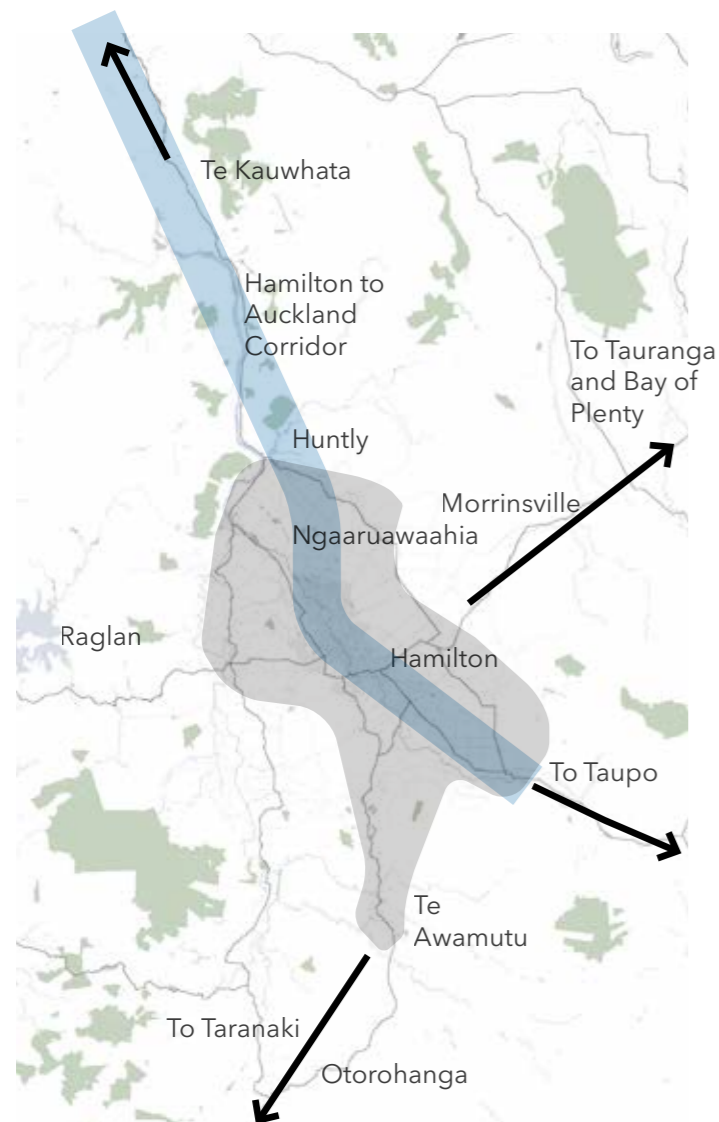


Figure 2: Metro area context map

What growth are we planning for?

The metro area's strategic location in the heart of the upper North Island means that growth has historically been strong, and this trend is expected to continue. Hamilton, Ngaaruawaahia, Cambridge, Te Awamutu and the villages and rural communities in between form the third fastest growing urban area in New Zealand. The population of this area is expected to double in the next 50-100 years.

Over the next 50-100 years, the population of the metro area is expected to nearly double. Most people will live in Hamilton, but significant growth will also happen in Ngaaruawaahia, Cambridge and Te Awamutu

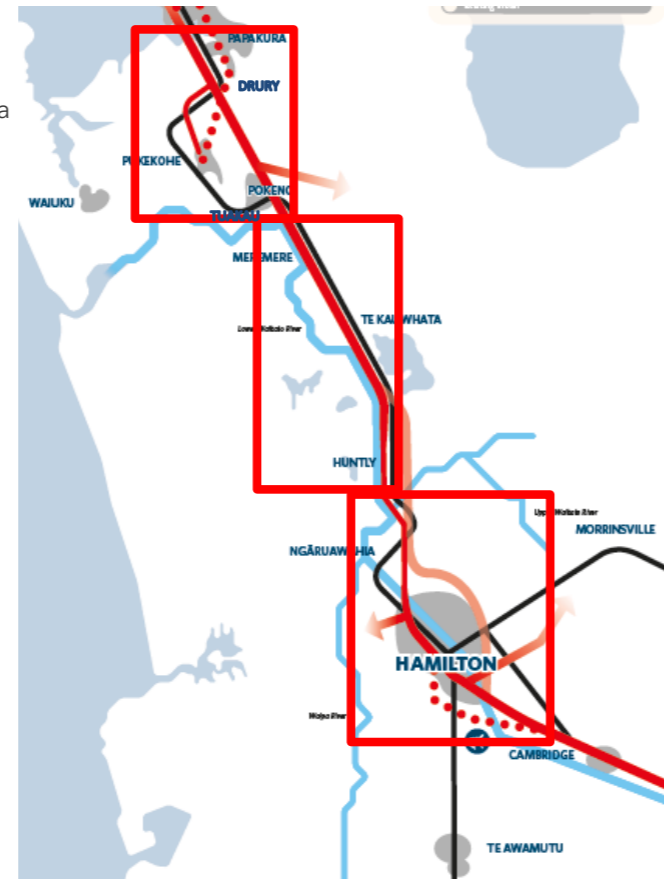


Figure 3: H2A corridor map from H2A

The MSP has been developed to proactively plan for and manage this future growth in a way that will deliver on the Government's Urban Growth Agenda (UGA), that aims to remove barriers to the supply of land and infrastructure, and the Hamilton to Auckland Corridor (H2A) objectives guiding development between two of New Zealand's fastest growing cities.

Current urban growth performance

Existing urban growth context parameters are shown in Tables 1 and 2. These parameters indicated that:

- This metro area is the third least affordable housing market in New Zealand.
- The transport system is underperforming with New Zealand's highest private vehicle dependency and poor safety outcomes for cyclists and pedestrians.
- There are challenges across the housing spectrum - from homelessness, to the rental market, and opportunities for first home buyers.

Table 1: Urban growth context

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%

Table 2: Growth management performance

Growth Management Performance		
Housing affordability	Mean dwelling price/mean household income	5.2
Housing choice	% 1 and 2 bedroom dwellings	22%
Transport choice	Public transports share of trips (2014-2018)	1%
Access to opportunities	Estimated % of HH <30 mins travel to work or study	70%
Climate change	Transport's estimated share of CO ₂ emissions	53%

Importance of iwi in the metropolitan area

Taahu Koorero / history

Taangata Whenua within the metro area descended from the Tainui waka, tracing their ancestry back 800 years. The metro area contains significant landmarks, including the sacred Taupiri mountain and the Waikato River. It is said that Taupiri lived near Tongariro until her marriage to the mountain chief Pirongia brought her to her new home near Ngaaruawaahia. The legend is that she then became ill and sent a message asking Tongariro to deliver healing waters. Tongariro sent a faithful dog to cut a pathway between Tongariro and Taupiri - said to be the origin of the Waikato River. Taupiri recovered once she was able to drink the healing waters.

In 1858 the Kiingitanga movement originated in the Waikato region under the first Maaori King Pootatau Te Wherowhero to unite iwi and halt land sales. The movement continues to this day with the

headquarters of the Kiingitanga movement located at Tuurangawaewae Marae in Ngaaruawaahia, on the eastern banks of the Waikato River. It is the official residence of the current Maaori King, Tuheitia Pootatau Te Wherowhero VII.

The British troops breached the Kiingitanga border that the second Maaori King Taawhiao had declared to be an aukati (a boundary not to be crossed), which started the New Zealand Land Wars in 1863.

Upon losing the final battle in 1865, Maaori were driven into exile in the King Country for 20 years. The Crown proceeded to confiscate 1.2million acres (approx. 500,000 hectares) of Waikato-Tainui tribal land (raupatu). Throughout the post-war period the issue of raupatu dominated dealings between the Kiingitanga and the New Zealand Government.

Waikato-Tainui began searching for redress in 1884 when Taawhiao led a party to England to petition Queen Victoria for a Maaori parliament and an independent inquiry into the land confiscations. However, his petition was referred back to the New Zealand Government who dismissed it. Nonetheless Taawhiao continued to help Maaori address their concerns and petition the government. He founded the Maaori parliament, Te Kauhanganui. Mahuta succeeded his father Taawhiao as the third Maaori king and leader of Te Kauhanganui.

Agreeing to a partial settlement in 1946, Mahuta's cousin Te Paea Heerangi accepted Prime Minister Peter Fraser's offer of £5,000 per year in perpetuity. The settlement would be administered by the newly established Tainui Maaori Trust Board. Although it was an inadequate settlement of people's losses, she considered it to be a vindication and the best deal available at the time. The Trust Board invested the money in education which was its priority.

In 1993 Hopuhopu and Te Rapa were returned to Waikato-Tainui. On 22 May 1995 the historic Deed of Settlement was signed, and the Waikato Raupatu Claims Settlement Act gained royal assent on 3 November 1995. The settlement package totalled \$170 million.

In 1998 the Waikato-Tainui Deed of Settlement for the Waikato River was signed, and it received royal assent in 2010. The Waikato-Tainui Raupatu Claims (Waikato River) Settlement Act 2010 established the Waikato River Authority and gave statutory recognition to Te Ture Whaimana o Te Awa o Waikato - Vision and Strategy for the Waikato River.

Iwi aspirations

There are six significant iwi/hapuu groupings: Ngaati Maahanga, Ngaati Hauaa, Ngaati Korokii-Kahukura, Ngaati Tamainupo, Ngaati Mahuta and Waikato-Tainui within the metro area boundaries. The southern towns of Cambridge and Te Awamutu also includes additional mana whenua Ngaati Maniapoto, Raukawa, Ngaati Apakura, Ngaati Hikairo, and Paretekawa.

A key driver of the MSP is to achieve the aspirations of taangata whenua. Importantly, this means enhancing the environmental health of the Waikato River in accordance with Te Ture Whaimana o Te Awa o Waikato - Vision and Strategy for the Waikato River, while supporting iwi in embracing social and economic opportunities within the metro area.

Marae are the social, cultural and political hearts of Maaori communities and are considered waahi tapu. At marae, taangata whenua hold traditional ceremonies, have intertribal encounters, debate significant issues and commemorate the deceased. They are the heart of Maaori communities and therefore a waahi tapu. Today, marae are often used for civil defence purposes and serve as a place to care for those experiencing hardship. Thirteen marae are located within the metro area and play a vital role in their communities, particularly in times of crisis, hardship, debate or celebration. The MSP recognises marae as an important cultural spatial element for the metro area.

Maaori play a significant role in the Waikato economy through participation in the workforce, contribution to GDP, economic partnerships and ownership of assets. The Maaori economy is one of the key pillars of the region's prosperity. There is a significant Maaori asset base in the metro

area including collectively-owned assets in trusts, incorporations and other Maaori entities. Spatial priorities for iwi include Ruakura, the central city area, and Hopuhopu/Taupiri.

While wishing to develop land in a way that sustains their economic capacity and provides opportunities for iwi members, retaining their historical role as kaitiaki of the environment is a primary aspiration of taangata whenua in the area. Taangata whenua envision a collective approach to sustainable land use which allows the mauri of ancestral land, waters, cultural sites, and taonga to be restored and enhanced.

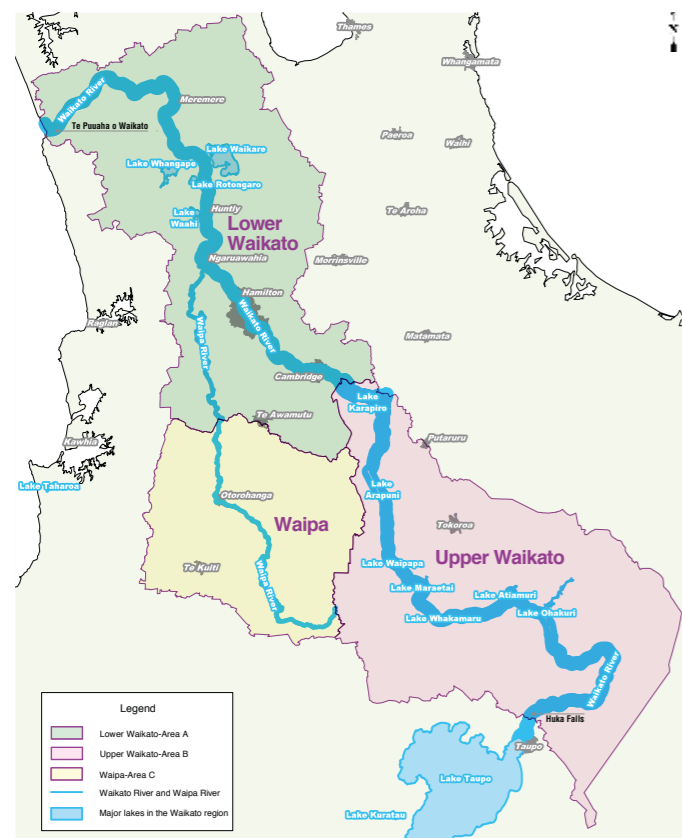


Figure 4: Extent of the Waikato River

1.2 Challenges and opportunities

The MSP responds to the metro area's present state - existing settlement patterns, environmental deterioration and growth pressures. These have been identified as critical areas that need to be addressed for the metro area to reach its full potential and for the MSP to be realised.

Challenges

Challenge: ongoing environmental deterioration

The Waikato River is already significantly degraded and valued ecological assets are being depleted.

Lack of action to protect and restore ecological assets constrains growth and impacts community wellbeing.

Challenge: poor housing affordability and inequitable high transport costs

Housing in the metro area continues to be unaffordable for many. People lack choice in the types of housing and its location.

Poor access to opportunities imposes additional transport costs on households.

Challenge: lack of integrated infrastructure and landuse planning impacts the design and delivery of infrastructure and the shape of our urban areas

Delivery of infrastructure (particularly three-waters and transport) and services currently follows the market demand for growth. This results in an inability to plan growth in a way that supports infrastructure, density and high-quality urban environments.

Opportunities for economic productivity gains are missed as growth is constrained due to infrastructure or land supply.

Opportunities

There is an opportunity to embrace the Waikato River and ecological areas as the heart of the metro area.

Through providing for growth in a way that protects and enhances valued water bodies; elevates the consideration of three waters infrastructure and restores and enhances ecological assets.

There is an opportunity to harness growth to make our urban areas more affordable and attractive.

Through providing for a quality, vibrant metro area where communities have choices and easy connections to jobs, affordable homes and recreational opportunities.

There is an opportunity to improve our transport choices and the success of our urban environment.

Through the delivery of infrastructure services (particularly three waters and transport) in a way that supports liveable neighbourhoods, community wellbeing and targeted increased density and high-quality urban environments.

Planning for a transformative future

To embrace the opportunities and address the challenges identified, the metro area needs a transformational shift in the approach to urban development and infrastructure planning, and the mix of instruments and levers available.

A shift in urban development planning outlined in the Government's Urban Growth Agenda and National Policy Statement on Urban Development, puts spatial planning at the centre of successful urban growth management. Well-planned and managed urban growth should result in improved environmental, employment, transport and housing outcomes.

The benefits of spatial planning include:

- Better co-ordination between planning and funding agencies to identify and respond to the planning challenges impacting the metro area.
- Provides a combined case for investment to all levels of Government and the private sector.
- Provides better guidance for infrastructure investment to enable long-term growth.
- Provides a coherent story and prospectus to the outside world to optimise external investment and jobs.
- Creates a long-term approach to growth to avoid changes to policy from one electoral cycle to another, deterring private investment.

Through spatial planning, the MSP seeks to ensure growth is well-planned, compact and connected. Experience from around the world indicates that planning for this type of growth can contribute to:

- Higher value economic sectors and increased productivity for businesses as a result of grouping activities.
- Better access to amenities and services and reduced economic costs of time spent travelling.
- More efficient use of existing infrastructure and improved viability of public transport services.
- Improved health outcomes through more walking and cycling and less use of cars leading to greater physical activity and health benefits.
- Enhanced competitive land markets and the preservation of green spaces within urban development.
- Cost savings due to reduced land, infrastructure, and energy demands and more efficient use of urban land, reducing the need to grow into greenfield areas.
- Concentrations of knowledge and innovative activity in the core of the city.
- Greater social connectedness and vitality, lower crime and greater safety.
- Reduced runoff from vehicles to water and emissions to the air and atmosphere (though air emissions may be more locally concentrated).
- Greater access to housing and jobs where demand is high, in locations with good access and amenities.



Part 2 Desired Future State

Part 2 of the MSP covers future growth as well as the objectives, outcomes and indicators in order to take advantage of opportunities. Importantly there is a strong focus on people, place and community.

2.1 The growth scenario

A growing metro area

The MSP uses a growth scenario where the population of the metropolitan area is expected to double to 500,000 people. While there is uncertainty as to when, how and at what rate the metro area could reach this population figure, the MSP provides for an urban structure that could accommodate this population size. It is important to note this is not a growth target.

The MSP growth scenario has been developed recognising that the metro area is one urban system where development and resources are connected and are not limited by local government boundaries.

Components of the growth scenario

The MSP proposes an urban environment that is a mix of higher density growth primarily around centres, and growth along key public transport corridors, with increasing densities in greenfield areas.

Approximately 70 percent of growth will be focussed in Hamilton, with around 30 percent of growth in key townships in the Waikato and Waipā districts. Of this growth, around 50 percent will be provided through infill or intensification of existing urban areas. While the MSP directs growth to these areas it is important to note that the plan assumes a limited amount of ongoing growth will occur outside of these identified areas, in line with district growth strategies and Future Proof.

Employment areas will be focussed on corridors that can be easily accessed for the movement of people and goods, with most employment focussed on existing centres, job corridors and identified greenfield industrial areas.



2.2 Objectives and outcomes







The objectives of the MSP reflect the Government’s Urban Growth Agenda (UGA) that aims to remove barriers to the supply of land and infrastructure - making room for cities to grow up and out. Also at the core is the Hamilton to Auckland (H2A) Corridor, guiding development between two of New Zealand’s fastest growing cities.

The project objectives are:

- Improve choices for the location and type of housing.
- Improve access to employment, education and services.
- Assist emission reductions and build climate resilience.
- Enable quality-built environments, whilst avoiding unnecessary urban sprawl.
- Improving housing affordability and choices.
- Enhancing the quality of the natural and built environments and the vitality of Auckland and Hamilton and the communities within the corridor.
- Improving access to employment, public services and amenities.
- Creating employment opportunities in the corridor.
- Piloting new finance and funding tools to pay for infrastructure.
- Trialling new urban planning tools to coordinate growth development.
- Planning in an integrated way based on communities of interest rather than existing council boundaries.

How do we know if we are successful?

Indicators for the MSP are outlined below. Monitoring progress towards achieving these targets is important not only for understanding the effectiveness of the MSP but also to inform the Government’s Urban Growth Agenda. The indicators provide success areas the MSP will be measured against. Refining the indicators below and developing and agreeing targets will be necessary to understand if we are being successful. This will be an implementation action for the MSP.

<p>Environment</p>		<p>Transport emissions in the metro area are reducing per capita.</p>
		<p>The health and wellbeing of the Waikato River and its catchment within the metro area is improving year on year.</p>
<p>Housing</p>		<p>Housing affordability (as measured by the ratio of average income to average dwelling purchase price / rent) in the metro area is improving.</p>
		<p>There is an increasing range of housing sizes and types within the metro area.</p>
<p>Accessibility</p>		<p>The proportion of the metro area population living within 30 minutes of work, education and other services is increasing by using a range of modes.</p>
		<p>The proportion of trips being made by public transport and active modes (walking and cycling) is increasing.</p>

2.3 People, place and community

The MSP sets out critical spatial elements that will help to create well-functioning, 'liveable' urban environments where people want to live, work and play, and where they have easy access to recreational spaces, employment, education, health facilities and affordable homes.

Liveability and placemaking

*"The liveability of urban areas stems from unique combinations of amenity values (open space, design features and urban vegetation); historic and cultural heritage; location; and intangibles such as character, landscape, and 'sense of place'."*¹²

Liveable urban areas can make a major contribution towards people's quality of life. Well-planned urban development can meet housing needs, provide affordable housing choices, improve access to employment, education and services, and support healthy, connected and cohesive communities. Liveable areas are resilient and can adapt to changes over time.

Placemaking contributes to liveability by creating great places which strengthen local character and diversity and help develop a sense of place for each area. This is done through prioritising people-friendly open spaces and walkable neighbourhoods and improving access to social infrastructure and amenities. Placemaking applies as much to enhancing existing communities as it does to developing new ones.

MSP approach to liveability and placemaking

The MSP seeks to ensure that new urban development contributes to liveability and placemaking through implementing the spatial planning layers in Part 3 and the growth principles and spatial planning directions in Part 2.4. In summary, the key elements of this approach include:

- Providing high-quality settings for community life using open spaces as a core spatial feature - including the blue-

green network, with the Waikato River at its core, supporting both environmental and recreational use and creating a sense of place for communities.

- Planning for a future where all new developments are focussed around walking and cycling and access to frequent and rapid public transport providing choice and access to jobs, services and amenities.
- Ensuring waahi toituu areas (areas to protect or proceed with the greatest of care) are considered in all new development - as a way of creating resilient communities where the risk of hazards is reduced and where local context - such as culturally and historically important features, is respected.
- Placing the Waikato River at the heart of planning for the sub-region, enhancing the health and well-being of the River and people's connection with the river as a key aspect of placemaking in the metro area.

Housing affordability and choice

Housing for all people will be critical to creating a liveable metro area. This includes meeting people's housing needs and providing for affordable housing choices.

At present, there is a lack of sufficient housing choice and diversity, in the right locations. Demographic changes, such as projected increases in numbers of single-person households, mean that housing needs will change over time.

Enabling a range of locations for housing, at a range of densities and providing for different housing types, is an important direction of the MSP to improve housing outcomes. This also builds on the Waikato Plan's Regional Housing Initiative vision for every person and every family in the Waikato region to be well-housed.

Affordable housing can be provided through a range of types including private, public, community, and emergency housing.

Enabling papakaainga housing and other housing options that enable Maaori to express their cultural traditions and norms is another key element in providing for housing choice which aligns with the National Policy Statement on Urban Development.

MSP approach to housing affordability and choice

The MSP will contribute towards reducing the cost of supplying housing and increasing housing affordability and choice. The plan primarily addresses housing affordability through land supply and housing development in the appropriate places. In summary, the key elements of this approach include:

- Enabling a range of locations for housing, at a range of densities, which will provide the opportunity for a diverse range of housing types.
- Providing opportunities for housing and lifestyle choice, including papakaainga, within defined locations, with greater emphasis on good urban design.
- Identifying a range of urban development opportunities to enhance competitive land markets which can contribute to more affordable housing.
- Social housing will continue to be explored through the already established Waikato Housing Initiative.



2.4 Growth management approach and directives

The growth management approach sets the Spatial Plan directives for the MSP. The directives integrate a variety of spatial elements including blue-green, transport and centres. They shape the future of the metro area to achieve the desired environmental, social, cultural and economic outcomes.

Waahi toituu

The location and nature of waahi toituu areas influences the location of future growth areas, with new development directed away from constraints, minimising hazards and risks and protecting assets now and for the future.

Growth is managed so that waahi toituu areas, including culturally important sites, are safeguarded and their values enhanced.

Spatial plan directives:

- Identifying and planning future growth areas to ensure that they avoid waahi toituu areas.
- Protect existing waahi toituu areas from urban development.
- Avoid areas which are, in the foreseeable future, either infeasible or undesirable for urban development.
- Culturally important sites will be safeguarded and their values enhanced.



Hayes Peat Lakes, Waikato



Waikato River Flooding (1998), Waikato



Landslip, Waikato



Wetlands, Waikato

Waikato River and blue-green network

The blue-green directives aim to provide an approach to designate, restore, enhance, connect and improve the environment and open public space within the Hamilton-Waikato metro area that meets the needs of a growing population and promotes healthy communities.

Spatial plan directives:

- Connect, protect, enhance and integrate the natural environment in new urban development, promoting positive biodiversity outcomes.
- Utilise methods such as Water Sensitive Urban Design, Low Impact Design and integrated catchment planning to promote clean and sustainable water outcomes in masterplanning and urban design.
- Recognise and respect mana whenua values in masterplanning and urban design, upholding and fostering kaitiakitanga and custodianship of urban ecosystems.
- Apply regenerative, sustainable design techniques and principles in urban and residential developments.
- Promote healthy communities in corridor and network planning and management, supporting active travel in blue-green corridors and maintaining and enhancing public access to regional and local open space assets.



Waikato River, Hamilton



Waikato River, Waikato

Transport

The provision of rapid and frequent public transport networks offers viable and attractive alternatives to private vehicles, encourages mode-shift away from private vehicle use, supports the diversity and vibrancy of activities within centres, and enhances the safety and wellbeing of residents and the environment.

Spatial plan directives:

- Optimise the use of existing transport infrastructure, by aligning land use and development.
- Plan and protect efficient freight network operations and inter-regional corridors.
- Connect transport and resident hubs, linking major growth centres by public transport and active modes.
- Plan and design neighbourhoods to make public transport use, walking and cycling easy and attractive.



Te Awa River Ride, Waikato



Public bus, Hamilton



POAL Freight Hub, Waikato



Pedestrian shopping street, Hamilton

Growth management approach and directives

Centres

Development in growth centres and higher densities on multi-modal corridors supports and enables a more diverse urban form across the metro area, and enables the provision of rapid and frequent public transport services, and diversity and vibrancy of activities.

Spatial plan directives:

- Promote an urban form that can be more easily accessed by a variety of modes of transport including walking, cycling and frequent and rapid public transport options.
- Encourage people away from private vehicle use, supporting the diversity and vibrancy of activities within centres.
- Concentrate jobs and services at accessible locations in urban areas to provide greater choice and accessibility to opportunities, amenities and facilities.
- Meet the needs of residential and employment growth through higher density development and land use.



Garden Place, Hamilton



Proposed Te Awa Lakes Development, Horotiu



Victoria on the Green, Hamilton



Wintec Rotokauri Campus, Rotokauri

Growing jobs and economic corridor

By focussing on established sectors in the economic corridor, within the metro area, a concentration of economic activity can be supported enabling higher value employment growth. This will enable ongoing growth, supported by enhanced road and rail connectivity within the region and to the wider North Island.

Spatial plan directives:

- Strengthen connections between business services and industries within the economic corridor to support the efficient movement of people, goods and services to and through the metro area.
- Maintain the effectiveness of the wider transport network ensuring an adequate supply of land to service business and industry needs.
- Promote and support the ongoing intensification of jobs, education and economic activity along the Ngaaruawaahia to Ruakura economic corridor.



Te Awa The Base, Hamilton



Waikato Innovation Park, Hamilton



Meade Building Waikato Hospital, Hamilton



Hamilton City Centre, Hamilton

Three waters

Investment in three waters infrastructure and services supports sustainable development and growth within the metro area. Understanding that provision of infrastructure is fundamental to community and environmental wellbeing.

Supporting innovative, timely and responsive infrastructure solutions that lead to positive environmental outcomes within the catchment by taking a strong, collaborative approach will give effect to Te Ture Whaimana o Te Awa o Waikato - Vision and Strategy for the Waikato River, while meeting and supporting current and future needs, and unlocking economic potential across the metro area, delivering value for investment.

Spatial plan directives:

- Application of water sensitive urban design principles that support and enable population growth and deliver positive environmental and cultural outcomes by taking account of the three waters infrastructure investment and operational requirements in assessing and planning development.
- Ensure environmentally integrated and water sensitive planning and design principles are considered at all scales.
- Collaborate to give effect to Te Ture Whaimana o Te Awa o Waikato - Vision and Strategy for the Waikato River.
- Seek responsive solutions that lead to positive environmental outcomes within the catchment.



Wastewater treatment plant, Hamilton



Water pipeline, Hamilton

Growth management approach and directives

Community and other infrastructure

The provision of community infrastructure is linked with and serviced by general infrastructure and utilities. Planning for large-scale community facilities and services is undertaken on a metro area scale to avoid duplication of resources. Access to community, education and employment opportunities will be enhanced across the metro area. All major health, education and health facilities are connected to and supported by rapid and frequent public transport networks, as well as effective road and walking and cycling connections.

Spatial plan directives:

- Fully integrate land use, community and network infrastructure planning at all levels.
- Optimise access to and use of resources and facilities across the metro area.
- Ensure community benefits are at the heart of planning for the provision of large-scale facilities and services.
- Marae will be recognised as a critical cultural and spatial element in future planning.



Source: Hamilton Pools
Gallagher Aquatic Centre, Hamilton



Source: Māori Maps
Omaero marae, Omaero



Source: University of Waikato
University of Waikato, Hamilton



Source: Te Awa
AvantiDrome, Cambridge

Current and future urban areas

Future growth areas are located where current and future transport infrastructure can provide increased accessibility via rapid and frequent public transport networks, as well as effective road and walking and cycling connections. Compact urban form and increased densities will be enabled in a way that accommodates long-term growth and provides high quality social, cultural, economic and environmental outcomes. Growth will be supported by a variety of development types and housing types including papakainga.

Spatial plan directives:

- Support urban development across the metro area, focused on priority development areas, enhancing competitive land markets through a range of development opportunities.
- Build upon and strengthen local characteristics to create a sense of place.
- Build on existing growth patterns, achieving a more compact and concentrated urban form over time, with the provision of high-quality, high-amenity built environments.
- Locate communities and jobs around existing and new centres, supported by rapid and frequent public and active transport connections.
- Meet the diverse needs of residents of the metro area through a range of housing types and safe and inclusive urban design.
- Provide local employment and educational opportunities, access to green space and community facilities alongside housing, and enable high-density development around access to these opportunities.



Source: Cambridge Homes
Housing, Cambridge



Source: Our Hamilton
Parana Park, Hamilton

Rural areas

Protect the ability of high-quality soils to be used for productive purposes, ensuring there is a clear delineation between urban and rural land within the metro area. This will support the significant role primary industries play in the metro area's economy whilst providing for development at a scale consistent with existing rural and village developments.

Spatial plan directives:

- Protect high quality soils from development in the rural environment for productive uses.
- Value, maintain and enhance rural amenity and character across the metro area.
- Limit rural residential growth opportunities contained within clearly defined boundaries.



Source: Stuff
Productive soils, Waikato



Source: WRG
Soil testing, Waikato



Source: Ray White
Rural property and amenity, Horotiu



Source: Stuff
Dairy farming, Waikato



Part 3 The Spatial Plan

Part 3 sets out the spatial approach for the metro area. It recognises existing uses and identifies areas for growth, development and improvement including uses and activities, transport, blue-green network and infrastructure.



This document has been prepared as version one of the MSP. What is proposed is subject to further investigation, analysis and business case development particularly surrounding land use and transport investigation as well as stakeholder and community consultation.

3.1 Waahi toituu

Introduction

The MSP identifies important environmental attributes or constraints and hazards (waahi toituu) in its base layer, so development can be directed away from them. Waahi toituu areas are made up of:

- Existing protected areas: areas currently, planned, or intended to be protected from urban development. These are often areas with intrinsic environmental values, which offer ecosystem services or natural capital, or reflect important historic or cultural values.
- Constraint areas: areas where hazards, risks or other aspects are deemed to make future urban development in the foreseeable future either infeasible and/or undesirable, such as high-risk flood zones or areas with land instability risk.

Background

The Future Proof partners have been implementing the Future Proof Strategy in the metro area since 2009. Despite this sound integrated land use and infrastructure planning approach the metro area faces some long-term challenges. This includes declining water quality, environmental deterioration and infrastructure demands. These challenges are likely to be exacerbated by population and economic growth in the long-term. The MSP responds proactively to challenges faced by the metro area, enabling protection and enhancement of waahi toituu areas including environmental, cultural and historical assets along with avoiding development in higher risk or constrained locations.

MSP approach

The most extensive constraints and values that make up the waahi toituu areas in the metro area are high quality soils, flood zones, and peat soils. Development in the metro area will be managed to ensure it is directed away from waahi toituu areas and that protected areas, such as those with natural significance, reserves, cultural and

heritage sites are safeguarded, and their values enhanced.

Future growth areas have been identified regarding the extent that they avoid waahi toituu areas (excluding areas where substantial planning and investment has already been committed).

Spatial plan directives

- Identifying and planning future growth areas to ensure that they avoid waahi toituu areas.
- Protect existing waahi toituu areas from urban development.
- Avoid areas which are, in the foreseeable future, either infeasible or undesirable for urban development.
- Culturally important sites will be safeguarded and their values enhanced.

Note:

Waahi Toiora Areas (not shown)
Moderate Slopes, Prime Soils (LUC 2 and 3), Peat Soils (<3m), Peat Lake

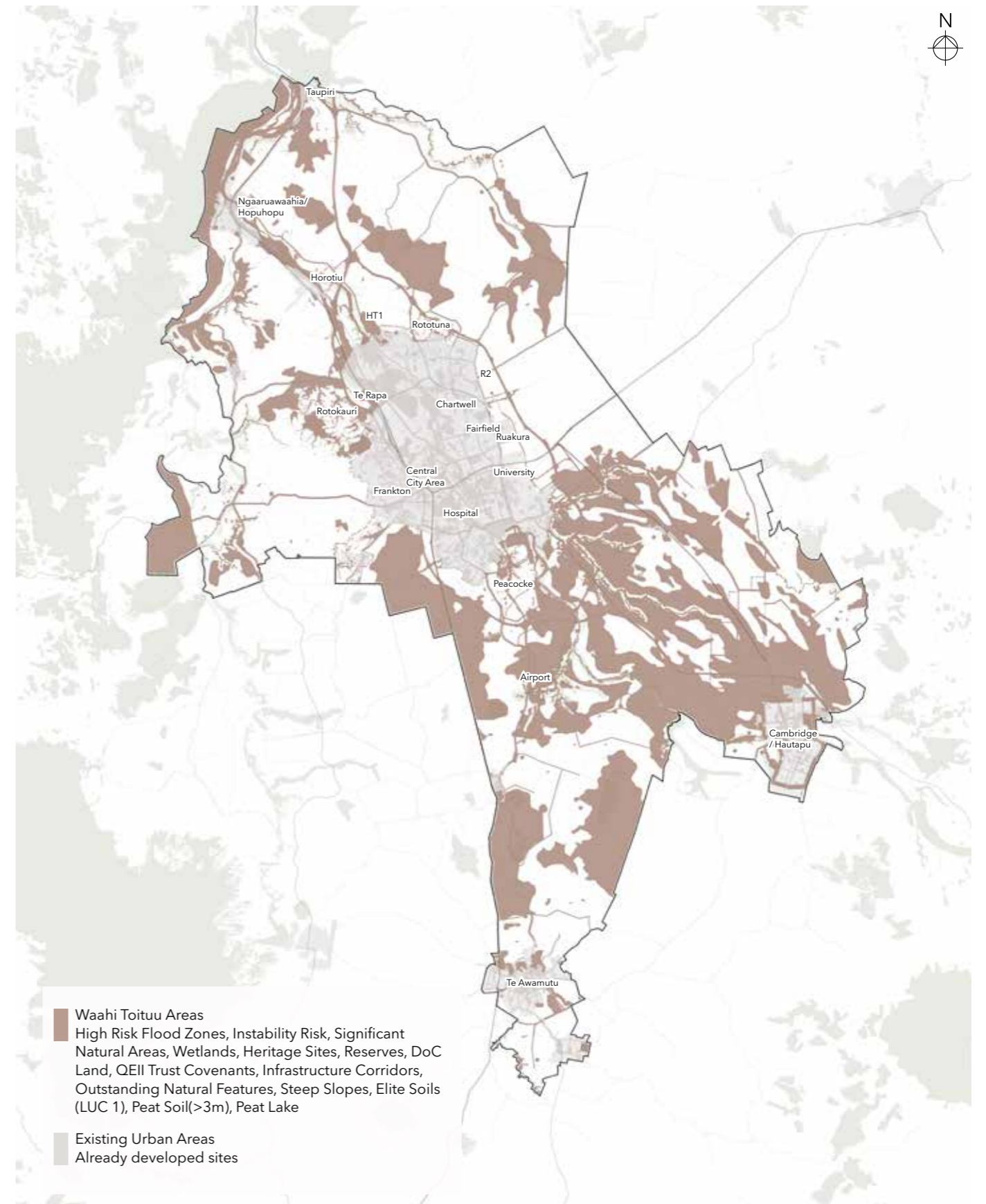
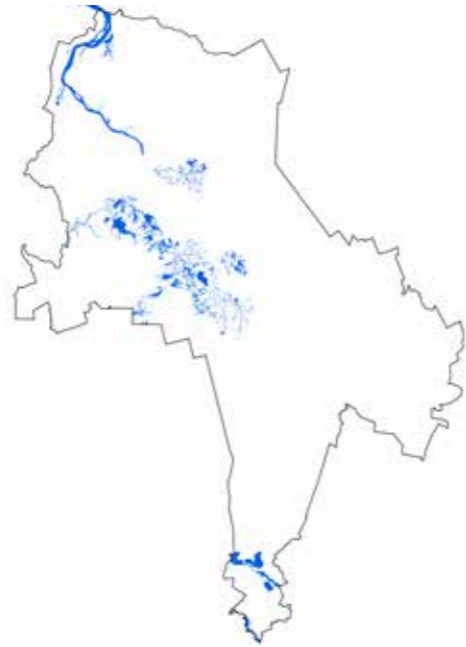


Figure 5: Waahi toituu map

Waahi toituu

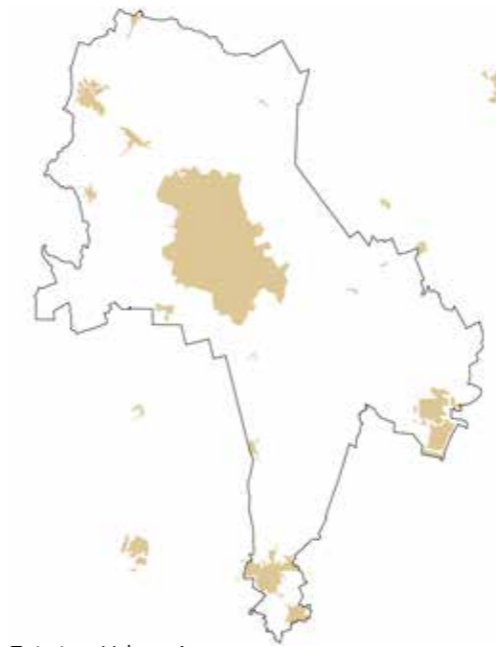
These layers form the basis of the MSP constraints and opportunities.



High risk flood zones



Significant Natural Areas and gullies



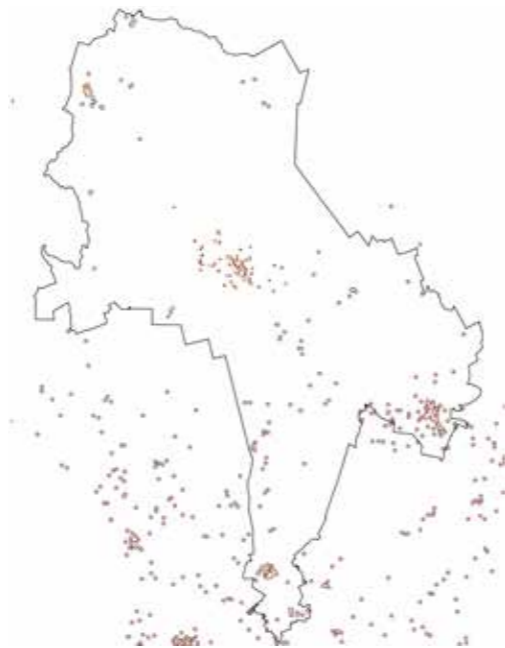
Existing Urban Areas



Instability Risk Steep Slopes



Reserves and Doc Land



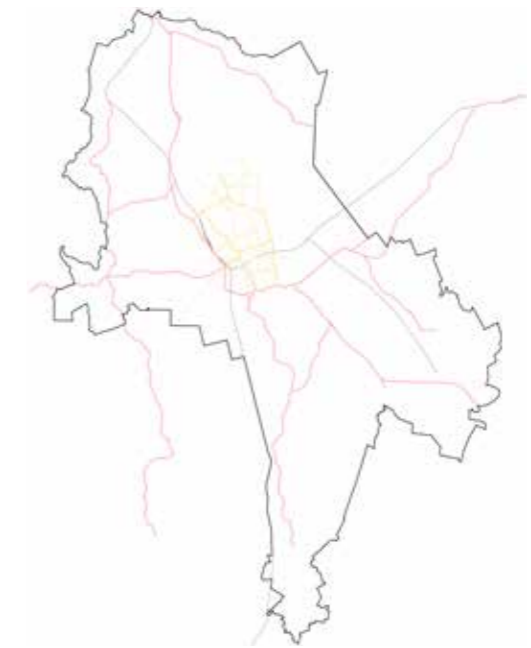
Heritage sites



Elite Soils (LUC 1)



Peat Soil (>3m)



Infrastructure Corridors

3.2 Waikato River and blue-green network

Introduction

The Waikato River (and its major tributary, the Waipā River) is the defining ecological feature of the MSP connecting the metro area to the heart of a blue-green network supporting environmental and recreational use, creating a sense of place and shaping the growth and development of the metro area.

The area is characterised by low rolling hills, flat alluvial plains, gullies and lakes.

The primary direction for the health and wellbeing of the Waikato River is established through Te Ture Whaimana o te Awa o Waikato - Vision and Strategy for the Waikato River, to achieve its restoration and protection for future generations.

Background

There is significant evidence that the Waikato River and its catchment is degraded across much of its length. In an urban context, the way that wastewater and stormwater are managed as well as the allocation of water is inextricably linked to the health and wellbeing of the river. Taking a collective and integrated approach to the management of three waters and its linkage with land-use, development and transport planning and policy is critical to improving the health and wellbeing of the river.

Across the metro area the natural ecosystems have been almost completely cleared or drained and much of the original vegetation cover has been removed. In contrast, most of the peat lakes remain, although their water quality is generally poor. The peat lakes and catchments offer valuable opportunities for enhancement. The banks of the Waikato and Waipā rivers are together the best current option for restoration, providing a continuous urban forest across the metro area

The Waikato River is now regarded as being over-allocated during low flow summer conditions and it is clear this resource is not being made the

best use of. Water capacity is already constraining growth. In August 2019 there were 280 non-residential applications in the allocation queue for surface water takes in the Waikato region. These applications for water take are all on a 'first in, first served' wait list and are on hold as they will exceed the allocation limits for catchments in the region. Addressing the challenge of water use and availability through a collaborative and integrated approach to land, water and community planning will be critical to the sustainable development and growth of the metro area.

MSP approach

The MSP introduces a blue-green network, with the Waikato River at its heart, as a defining and unique spatial concept that aims to restore, enhance, connect and improve the natural environment within the metro area. The network includes regional and local scale landscape features, open space, rivers, gullies and their margins as well as areas of ecological and conservation value across the entire metro area. These networks shape the existing metro area and will direct and influence future urban development.

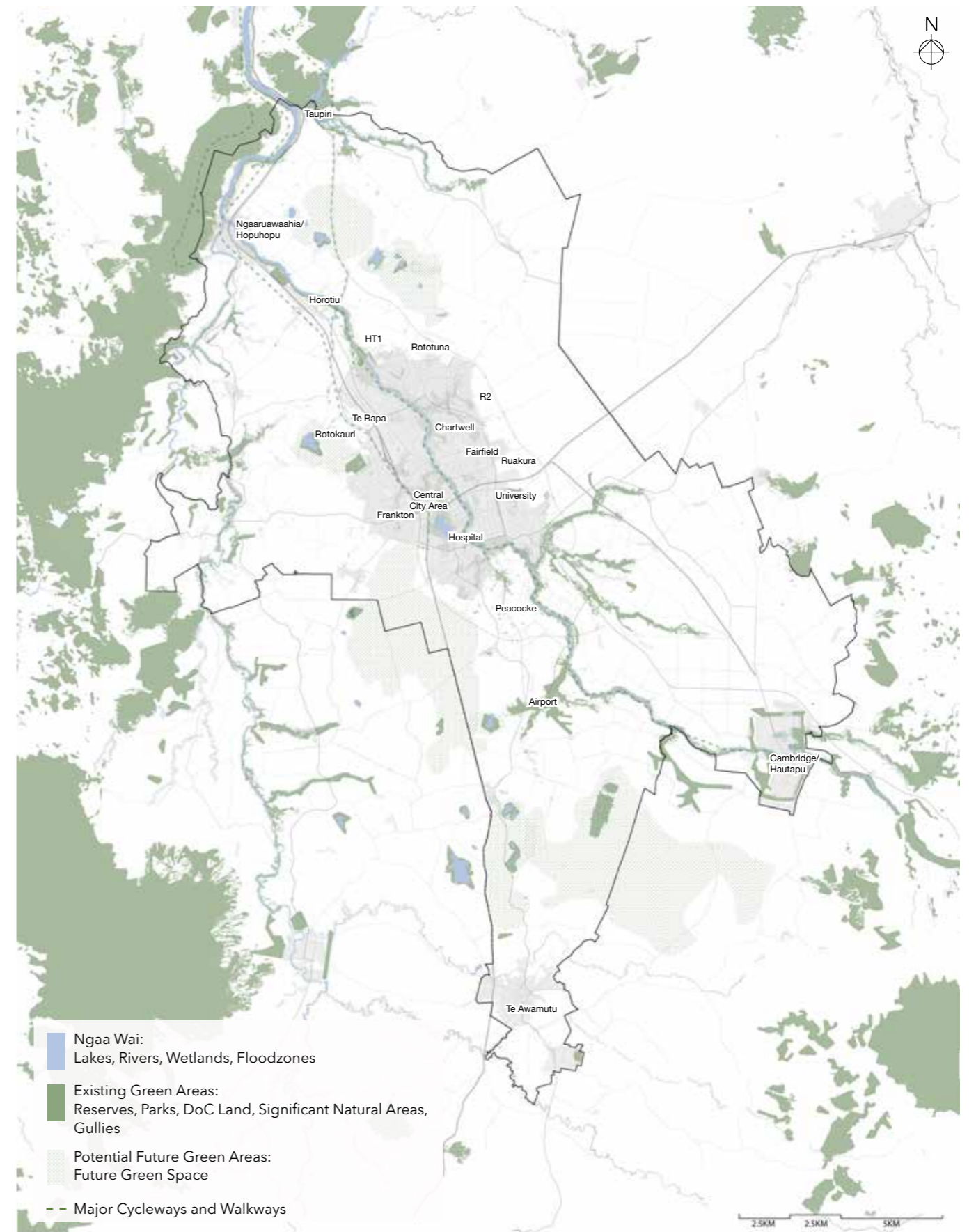
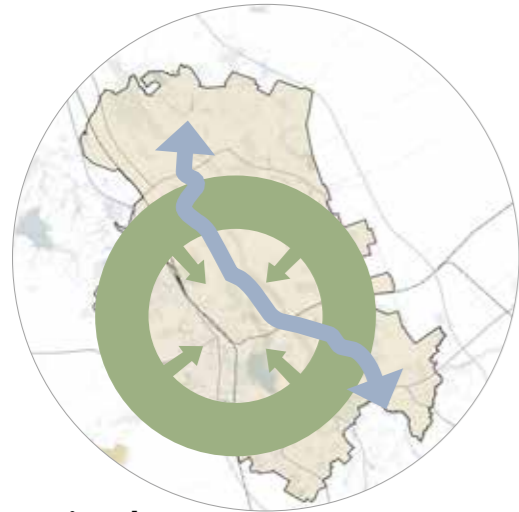


Figure 6: Blue-green network map

Waikato River and blue-green network

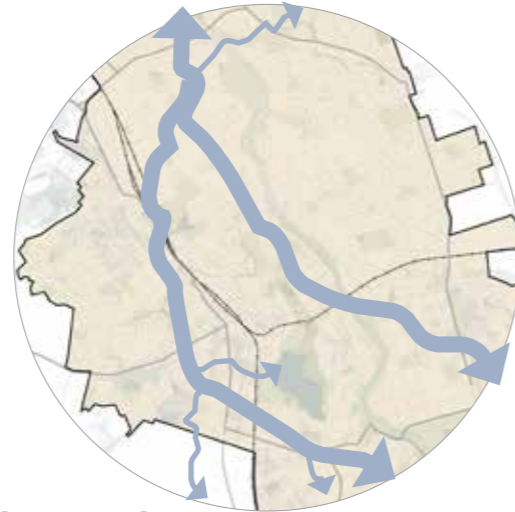
Spatial planning direction for the existing blue-green corridor

The blue-green spatial plan directives aim to provide an approach to restore, enhance and improve the environment within the metro area. The following outlines key moves to ensure urban development maximises the benefit at all scales.



Regional

Enhance the wider established natural areas and draw them into the metro area to complement and connect ecosystems.



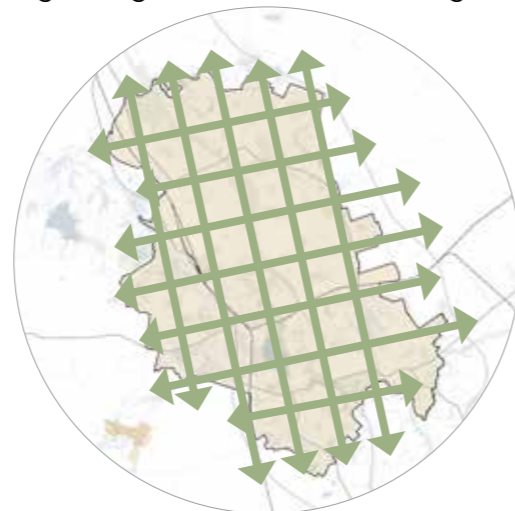
Sub-regional

Restore and enhance the Waikato River, tributaries and gullies to improve water quality, riparian ecosystems and re-establish the Waikato River as the heart of the region through integrated catchment management.



Local

Recognise and enhance green public space and areas of native bush to shape the identity and liveability of the urban areas. Provide regular, accessible, high quality public space that meets the needs of a growing population.



Human

Establish a green network of walking and cycling connections, using best practice urban design to treat stormwater and reintroduce ecology into the city through an urban forest programme.

Spatial plan directives

- Connect, protect, enhance and integrate the natural environment in new urban development, promoting positive biodiversity outcomes.
- Utilise methods such as Water Sensitive Urban Design, Low Impact Design and integrated catchment planning to promote clean and sustainable water outcomes in masterplanning and urban design.
- Recognise and respect mana whenua values in masterplanning and urban design, upholding and fostering kaitiakitanga and custodianship of urban ecosystems.
- Apply regenerative, sustainable design techniques and principles in urban and residential developments.
- Promote healthy communities in corridor and network planning and management, supporting active travel in blue-green corridors and maintaining and enhancing public access to regional and local open space assets.

3.3 Transport

Introduction

The creation of a rapid and frequent multi-modal transport network is a defining feature of the MSP. Transport is one of the largest shapers and influencers of land use and the metropolitan-scale network will improve access and connectivity across the metro area. Three key moves have been developed to achieve a high degree of connectivity.

Background

The metro area is currently home to some of the highest quality road infrastructure in the country, supporting the efficient movement of freight and passenger vehicles. This helps explain the popularity of private travel, especially for short distance journeys, which has resulted in an increasing peak of congestion. Only approximately 5 percent of trips in Hamilton are made by public transport or active modes such as a walking and cycling.

Situated at a key location in the upper North Island the metro area is well connected to the wider region, with state highway links north to Auckland, east to the Bay of Plenty and south to Taranaki. The North Island Main Trunk Line and the East Coast Main Trunk Line provide key rail linkages to and from the metro area. These rail lines currently provide freight services. A start-up passenger rail service is due to begin later in 2020, providing passenger rail between Hamilton and Auckland.

MSP approach

- **Key move one: A place-shaping integrated rapid public transport network linking major growth centres.**

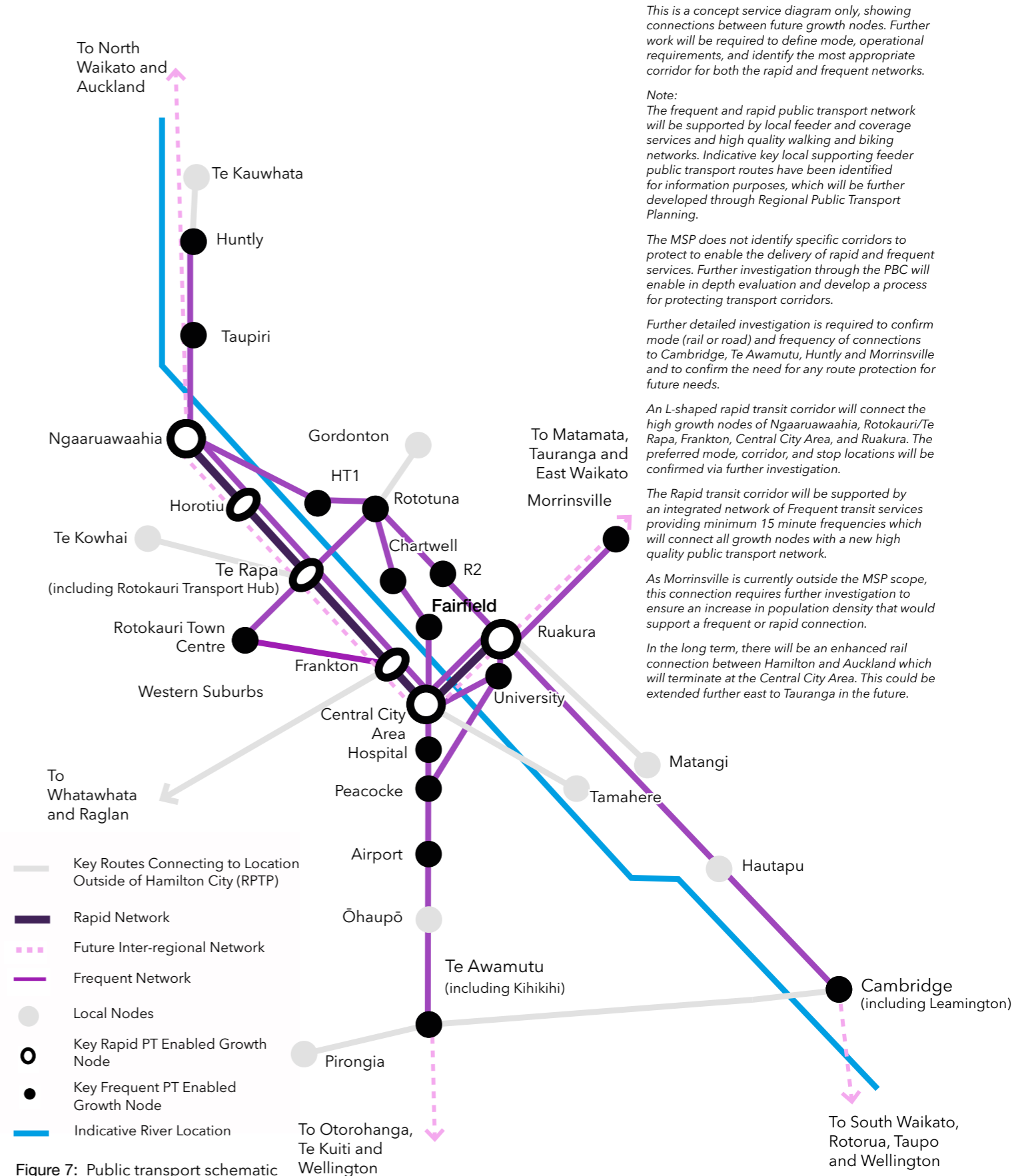
At the heart of the future public transport network will be a rapid transit spine linking the major employment and residential hubs of Horotiu, Rotokauri/Te Rapa, Frankton, the central city area and Ruakura with fast and frequent services throughout the day. Journey times across the city will be dramatically reduced and reliability will be vastly improved. This will support higher density development focused around transit interchanges with a variety of new commercial and employment opportunities

created at each hub, generating economic growth and redevelopment potential.

New residential dwelling options will be created offering a vibrant and diverse range of living options for the increasing population of city-dwellers. The L-shaped rapid network has been developed to make best use of existing corridor infrastructure and harness large lot land opportunities. This spine already contains high numbers of jobs but with greater residential development, this area becomes the round-the-clock hub of the city. The L-shaped rapid corridor is loosely aligned with the Hamilton to Auckland rail corridor and as such, there should be opportunities for integration and overlap of the services.

The frequent transit network will support the rapid transit spine, extending the reach of the public transport network to growth nodes. Focusing on key locations across the metro area will ensure residents have access to jobs, commercial, social and recreational needs within 30 minutes of their home. The frequent network will support corridor development by providing more frequent stops along the route and transit interchanges where the corridor connects with the rapid network and other frequent services. A focus of this network is supporting the internal commuter patterns that lie beyond the Rapid L and over the river. These routes connect growth areas that offer unique opportunities for front-footing segregated and high-quality urban transit links. Local centres will be enhanced around high-quality transport interchanges, supporting a mix of residential, commercial and retail development with high urban amenity.

While the MSP focuses primarily on the strategic transport network, this is a small proportion of the overall network. The metro area will have a number of other finer grain active and shared transport mode connections. These will be developed to deliver dense transport networks that support the strategic routes.



This is a concept service diagram only, showing connections between future growth nodes. Further work will be required to define mode, operational requirements, and identify the most appropriate corridor for both the rapid and frequent networks.

Note:
The frequent and rapid public transport network will be supported by local feeder and coverage services and high quality walking and biking networks. Indicative key local supporting feeder public transport routes have been identified for information purposes, which will be further developed through Regional Public Transport Planning.

The MSP does not identify specific corridors to protect to enable the delivery of rapid and frequent services. Further investigation through the PBC will enable in depth evaluation and develop a process for protecting transport corridors.

Further detailed investigation is required to confirm mode (rail or road) and frequency of connections to Cambridge, Te Awamutu, Huntly and Morrinsville and to confirm the need for any route protection for future needs.

An L-shaped rapid transit corridor will connect the high growth nodes of Ngaaruawaahia, Rotokauri/Te Rapa, Frankton, Central City Area, and Ruakura. The preferred mode, corridor, and stop locations will be confirmed via further investigation.

The Rapid transit corridor will be supported by an integrated network of Frequent transit services providing minimum 15 minute frequencies which will connect all growth nodes with a new high quality public transport network.

As Morrinsville is currently outside the MSP scope, this connection requires further investigation to ensure an increase in population density that would support a frequent or rapid connection.

In the long term, there will be an enhanced rail connection between Hamilton and Auckland which will terminate at the Central City Area. This could be extended further east to Tauranga in the future.

Transport

- **Key move two: An appropriately scaled freight and movement road network providing convenient and reliable access for the region's economic activity hubs.**

Upon completion of the Waikato Expressway and Southern Links, the metro area will feature a high capacity regional ring road to direct inter-regional trips and freight appropriately through and around the urban area. The placement of the proposed industrial nodes are designed to align with the strategic freight network and there should be sufficient capacity within the roading network to service the future freight requirements. However, this is subject to the successful delivery of the active and public transport networks, particularly the strategic corridors shown for frequent and rapid services. It is this network that will ensure short distance commuter trips are discouraged and freight corridors are protected.

Outside the metro area's inner core, the road network will remain largely as is, though local improvements to address safety issues will be considered as the region grows. This includes the outer network of roads, including state highways that encircle the metro area, broadly connecting Ngaaruawaahia, Te Awamutu, and Cambridge. This outer network will be monitored over time to ensure appropriate safety and network access is provided without undermining the efficiency and effectiveness of the wider transport network, including public transport.

- **Key move three: an active mode network that improves the health and wellbeing of people, communities, and environment.**

In the central city area, surrounding urban area and local centres the pedestrian needs to be prioritised, creating a lively urban space that encourages and supports social interaction and economy.

A connected and safe active mode network will encourage both commuter and recreational activity across the city and increase accessibility

to public transport and amenities. The existing roading infrastructure will be more efficient through a rebalancing of modes, giving additional capacity to cycling and public transport. The future walking and cycling network will also provide direct, safe and convenient first and last mile connections to the public transport network. This will enhance the overall access of the transport network to users of all ages and abilities.

Spatial plan directives

- Rapid and frequent public transport networks offer a viable and attractive alternative to private vehicles, expanding the reach of high-quality public transport.
- Plan and protect efficient freight network operations and inter-regional corridors.
- Connect transport and resident hubs, linking major growth centres by public transport and active modes.
- Plan and design neighbourhoods to make public transport use, walking and cycling easy and attractive.

Note:
Given the transformational shift to public transport and active modes, there is adequate road corridor capacity in the inner metro area to meet future growth and freight needs.

The completion of the Waikato Expressway and Southern Links, creates high quality corridors that connect the metro area to other economically critical locations nationally. The protection of these corridors through investment in alternative modes for metro trips and appropriate land development patterns is a key outcome of the MSP process and has national benefits.

The local road corridor between Te Awamutu and Cambridge is likely to be important given the strong inter-relationship of these growth nodes.

Upon completion of the Waikato Expressway, corridors such as SH 1B will revert to being local roads, providing a high quality route linking smaller communities.

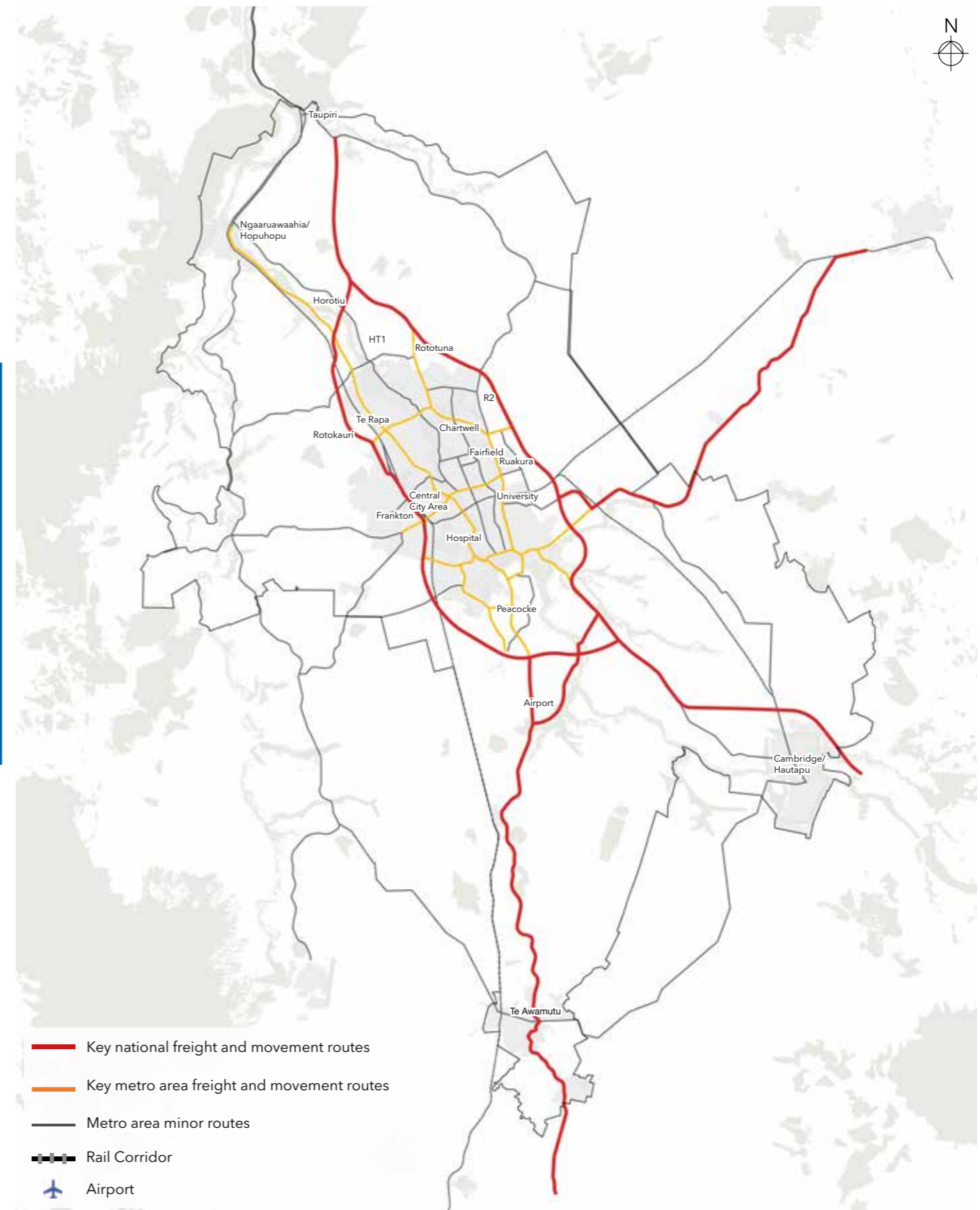


Figure 8: Strategic transport corridors map

3.4 Centres

Introduction

Growing Hamilton central city as a metro core, alongside lively metropolitan centres is a key feature of the MSP. The metro area contains a variety of centres consisting of regional, metropolitan, town, business and specialised centres that are important areas of economic activity.

Quality, thriving centres with a range of uses give people choices and can offer easy connections to jobs, houses, services, recreational activities and other facilities.

Background

The metro area is made up of a variety of living environments, from dense urban living in apartments and townhouses, suburban one and two-storey dwellings on separate sections, through to rural-residential living on large blocks.

A core focus for the MSP is growing and enhancing lively centres supported by rapid and frequent public transport. A precondition of all new centres is that they are connected to and supported by public transport networks.

Concentrating jobs and services in accessible locations, with high quality public settings and amenities improves social, cultural, economic and environmental outcomes for residents and employees across the metro area.

MSP approach

Whilst all centres contribute to the economic and social fabric of the metro area, the MSP focuses on centres that have a role at a metro scale. Smaller local and neighbourhood centres play a strong role in developing a cohesive metro area but planning for these will be undertaken at a local level through District Plan processes by individual partners.

Figure 9 shows the existing and proposed centres in the metro area. Centres are defined by their role, function and scale, forming a hierarchy.

- **Regional centre**

A regional centre is defined as a primary commercial, employment, recreational and civic hub with a strong residential function which is provided at a regional scale.

The Hamilton central city metropolitan area contains a regional centre. This centre contains significant office, retail and other commercial activities, education facilities including the WINTeC campus, a vibrant arts and museum precinct, central library and public squares. It has the greatest diversity, scale and intensity of activities in the metro area.

- **Specialised centres**

Specialised centres provide for one or more specialised uses such as, but not exclusively, health or tertiary education uses.

The MSP identifies two specialised centres in the metro area. Waikato Hospital and Waikato University form important employment areas and provide essential specialised services. Special provision is made in the MSP for these centres to ensure that they continue to prosper and grow.

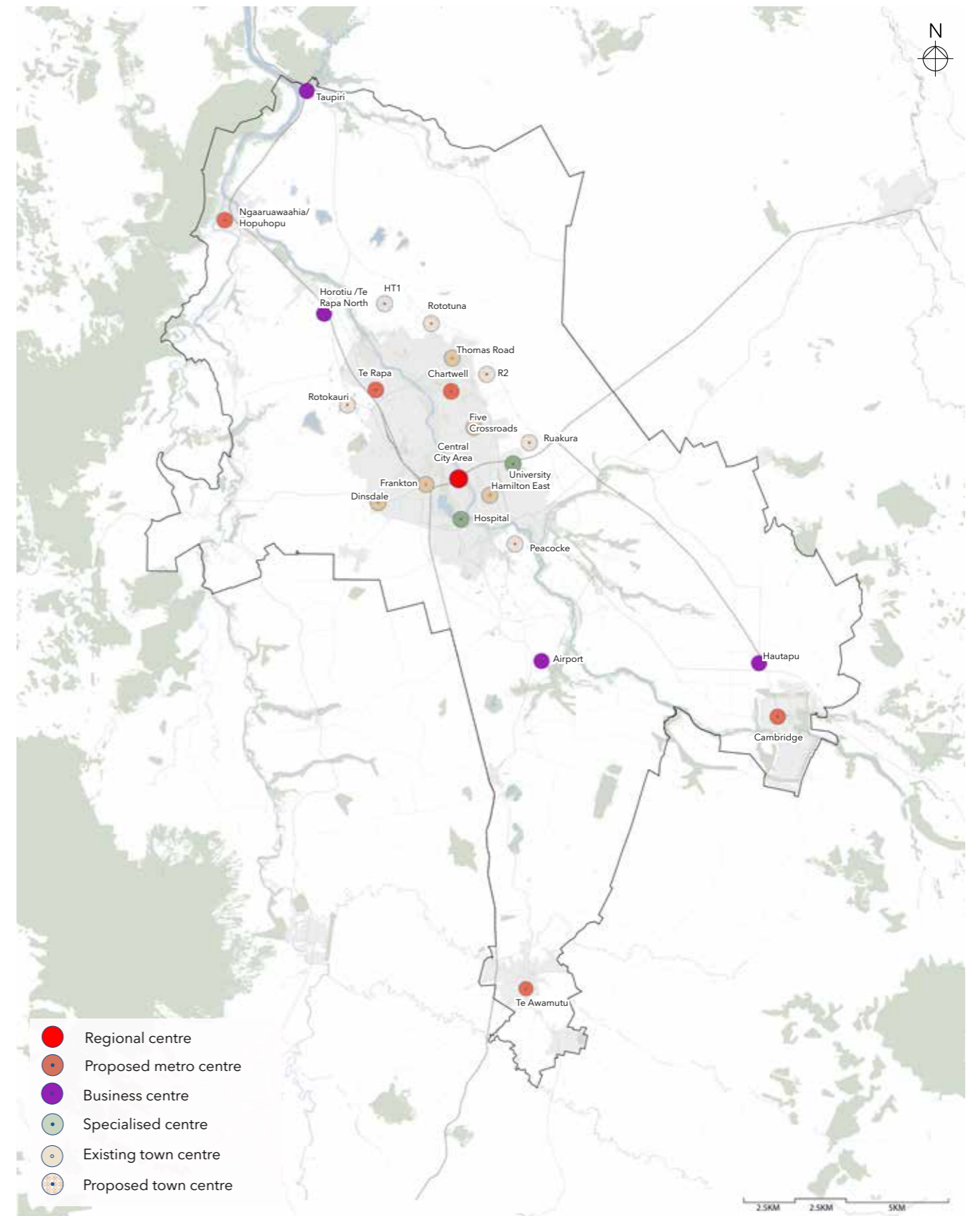


Figure 9: Centres map

Centres

- **Metropolitan centres**

Metropolitan centres are defined as having important retail, employment, recreational, civic and residential functions at the metropolitan scale. Metropolitan centres are areas used predominantly for a broad range of commercial, community, recreational and residential activities and area a focal point for sub-regional urban catchments.

There are five metropolitan centres identified in the metro area. Some are already at a metro scale and some will grow into metropolitan centres over the course of time. Metropolitan centres will be places where people live, work and play, providing environments for people to meet and connect as well as facilities that support communities.

Te Rapa and Chartwell are existing metropolitan centres. Te Rapa has a predominant focus on retail and other commercial activity, with The Base shopping precinct including the Te Awa shopping mall, as well as a range of industrial and commercial activities in the vicinity. Chartwell contains a significant shopping mall alongside an established residential community. Both these centres are envisioned to accommodate future population and employment growth, accessible by a range of transport options.

The existing townships of Ngaaruawaahia, Cambridge and Te Awamutu contain established centres with retail, commercial and office spaces forming the hub of these communities. Hopuhopu is located near to the Ngaaruawaahia township. It is envisioned that it will strengthen its role as the headquarters of Waikato Tainui and the home of the Waikato Tainui Endowed College.

- **Town centres**

A town centre is defined as having retail, social and residential functions at a multi-neighbourhood scale.

The MSP identifies several town centres. These will predominantly provide for local or multi-neighbourhood scale services and facilities and will be important locations around which residential developments can occur.

Frankton is an established inner-city suburb, with an existing town centre located within a major industrial and commercial area. Its location and passenger railway station provide opportunities for growth in the future.

In the future growth areas of Ruakura, Rotokauri, Rototuna and Peacocke, and envisioned future growth areas of HT1 and R2 (both to the north east of the metro centre), will be planned in order to service the everyday needs of the growing neighbourhoods. Town centres will function as the local hubs within the developing communities. Smaller neighbourhood centres will be easily accessible for day-to-day needs. Town centres and local shops will connect through to metro and regional centres for centralised services not provided locally.

A small existing town centre is located in Horotiu, alongside a large and rapidly developing industrial area, home to AFFCO meat works and the Northgate business park which has a strong logistics focus. It is envisioned that Horotiu will continue to grow, with good transport connections and accessibility.



Figure 10: Indicative Metro Centre development



Figure 11: Indicative Greenfield Town Centre development

Centres

- Business centres**

Business centres are areas with concentrations of industrial or business land uses.

The MSP categorises the airport as a current business centre and Taupiri and Ruakura East as future envisioned centres. The airport is home to a significant industrial precinct which has a logistics focus. There are further stages of land to be developed in the area. Access to frequent public transport in the future will strengthen the role of the airport business centre.

Taupiri and Ruakura East are locations which have been identified for future investigation as business centres. Other industrial areas in the MSP are located near metro or town centres - including at Horotiu which is a town centre with a large adjacent industrial area, Rotokauri, where existing and planned industrial areas are located alongside the planned town centre, Ruakura which has existing and planned industrial areas, and in Cambridge at Hautapu.

Throughout the Future Proof area there are a number of identified 'strategic industrial areas' which are defined in the Regional Policy Statement. Within the metro area these are Rotokauri, Ruakura, Te Rapa North, Horotiu, Hamilton Airport and Hautapu. These are all within MSP development areas except for Te Rapa North, which will continue to grow in accordance with local planning provisions. It is envisioned the majority of industrial growth will occur in these areas.

Spatial plan directives

- Concentrate jobs and services in urban areas accessible by rapid and frequent public transport networks to provide greater choice and accessibility to opportunities, amenities and facilities.
- Promote an urban form that can be more easily accessed by a variety of modes of transport including walking, cycling and frequent and rapid public transport options.
- Existing and new centres have a high-quality public realm to attract investment and capture agglomeration benefits
- Meet the needs of residential and employment growth through higher density development and land use in centres.



Figure 12: Indicative Business Centre development



Figure 13: Indicative Town Centre TOD development

3.5 Growing jobs and an economic corridor

Introduction

The MSP provides for job growth in a range of centres and business areas, as well as identifying an important economic corridor at the heart of the metro area. Growing jobs in the metro area is critical for the wellbeing of the community and its people.

Increased job and business growth will result in increased trip movements within the economic corridor and across the metro area. Major freight trip generators including road and rail hubs will further increase trips to and from major businesses and centres.

Background

There is an existing economic corridor with a concentration of economic activity relative to the rest of the metro area. This corridor spans from Ruakura through to the central city area, across to Frankton and north to Te Rapa and to Horotiu.

The corridor has high concentrations of knowledge-intensive industries and has significant manufacturing, warehousing and logistics and industrial functions.

The economic corridor is strongly aligned to rapid and frequent transport networks. This is a key feature of the economic corridor, providing high degrees of connectivity between businesses and clusters of activity.

MSP approach

The MSP seeks to continue to enhance the metropolitan economic corridor. Identifying this corridor between Ruakura, Frankton, Horotiu and Ngaaruawaahia is a significant spatial feature of the metro area.

The economic corridor includes the following strategically important businesses or clusters.

- Ruakura Inland Port and Logistics Hub**
 The Ruakura Inland Port and Logistics Hub is projected to accommodate up to 11,000 employees when fully complete. The wider precinct will include a logistics hub, significant industrial development, extension of the existing Innovation Park, as well areas for residential and retail activities. When complete, it is estimated the precinct will potentially contribute \$4.4B to Waikato's gross regional product (GDP) between its completion and 2061.¹
- Innovation Park**
 The Waikato Innovation Park is home to more than 60 businesses, providing collaborative space with a focus on agritech, information technology and added-value food. It is the home of Food Waikato; New Zealand's first and only independent spray dryer, as well as domestic, international and public sector businesses such as Comvita, New Zealand Trade and Enterprise, and Tetra Pak.¹⁸
- The University of Waikato**
 The University of Waikato educated the equivalent of 10,300 full time students in 2018 consisting of 8,500 domestic students and 1,800 international students, and has a staff of about 1,100 employees.¹⁶ A NZIER study estimated the direct economic contribution of the University to the regional economy was \$414M comprised of University of Waikato spending on staff, operations and equipment, and additional spend from the attraction of domestic and international students to the region.¹⁰

Map shows existing (2019) economic context at key locations around the metro area.

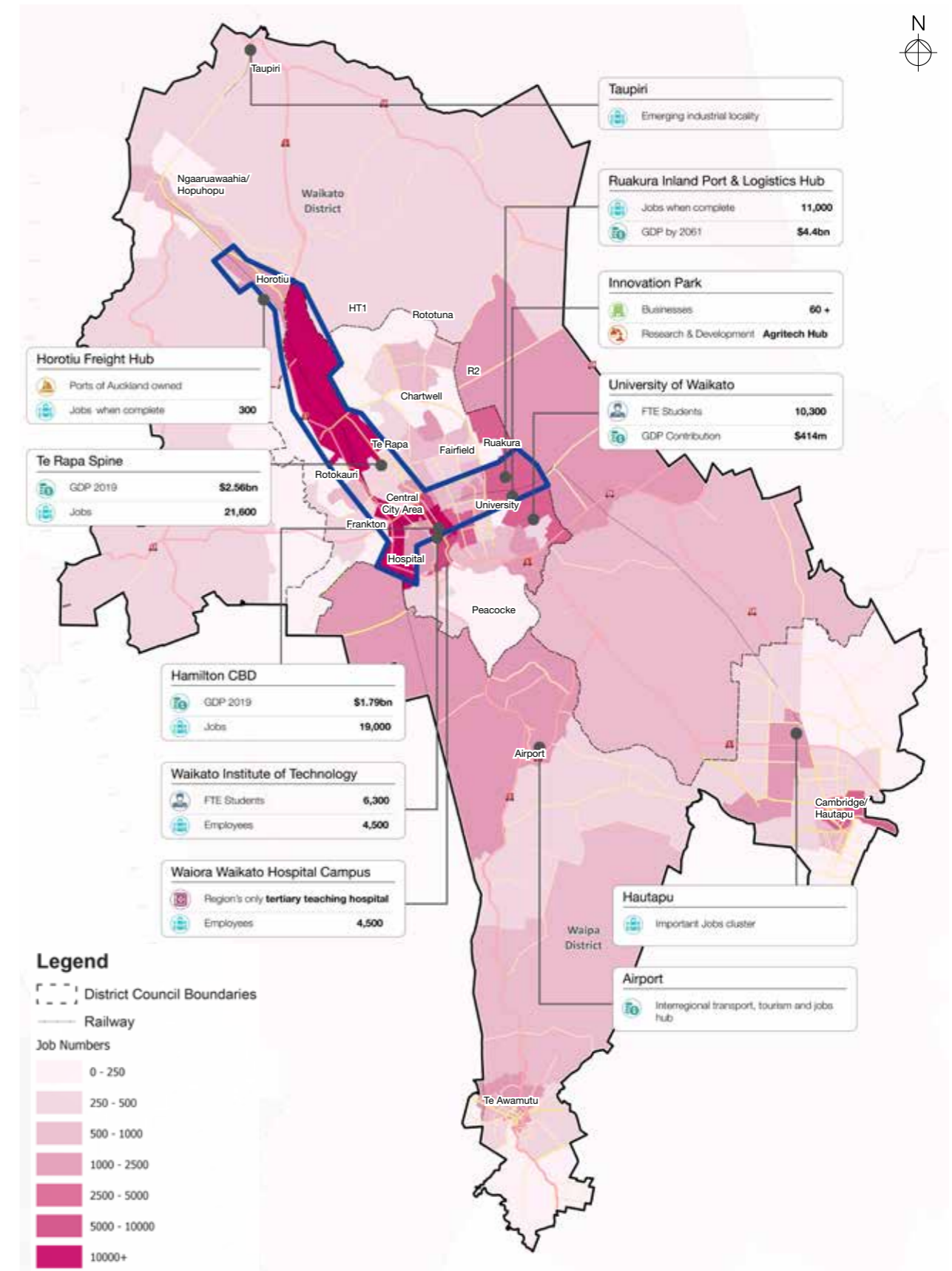


Figure 14: Metropolitan economic corridor

Growing jobs and an economic corridor

- **Hamilton central city area**

Hamilton central city area is the region's primary business, entertainment and retail precinct. In 2019 it generated GDP of \$1.79B, or approximately 18 percent of total economic output of Hamilton city.⁵ It also contains about 20 percent of the city's employment or 19,000 jobs. It contains 260,000m² of office space and 79,000m² of retail space.²

- **Waikato Institute of Technology (Wintec)**

Wintec has two main campuses in Hamilton; the City campus in the central city area and the Rotokauri campus. It also has a horticultural education centre at Hamilton Gardens and campuses elsewhere in the Waikato region. Across all its campuses and online, Wintec educated the equivalent of 6,300 full time students in 2019, of which 5,100 were domestic students and 1,200 were international students. Wintec has a staff of 910 employees.¹⁹

- **Waiora Waikato Hospital Campus**

The Waiora Waikato Hospital campus is located to the south of the central city area, home to the region's only tertiary teaching hospital, and accommodates 4,500 employees, nearly 60 percent of Waikato DHB employees.¹⁷

- **Te Rapa Spine**

Te Rapa is a significant employment cluster. In 2019 it contributed \$2.56B or 26 percent of Hamilton City's GDP.⁵ It has 21,600 employees or 23 percent of the city's employment. The area contains a mix of employment with a strong manufacturing and wholesaling base, as well as retail employment primarily located at The Base and Te Awa.

- **Horotiu Freight Hub**

The Ports of Auckland Limited (POAL) Horotiu Freight Hub, located north of the city, was opened in early 2019. The hub is a key freight link to POAL's other regional hubs, as well as connecting to the Port by rail and road. When complete, it is estimated the hub will generate 300 jobs.¹³

- **Related Critical Localities**

Outside of the economic corridor the Hamilton Airport, and the Hautapu industrial area, are other important economic anchors in the metro area. Whilst not in the economic corridor, the MSP recognises their strategic contribution to prosperity in the metro area.

Spatial plan directives

- Strengthen connections between business services and industries within the economic corridor to support the efficient movement of people, goods and services to and through the metro area.
- Ensure an adequate supply of land to service business and industry needs.
- Promote and support the ongoing intensification of jobs, education and economic activity along the Ngaaruawaahia to Ruakura economic corridor.



The University of Waikato, Hamilton



Hamilton central city area



Waikato Innovation Park



Wintec



Waiora Waikato Hospital Campus



Te Awa The Base

3.6 Three waters infrastructure

Introduction

Three waters infrastructure is both an enabler and a key constraint for sustainable development and growth in the metro area. The MSP identifies the delivery of integrated and sustainable three waters services as essential for the metro area to grow over time.

Background

The way in which three waters infrastructure is planned for and managed must change. A strongly collaborative approach across council jurisdictions in partnership with iwi and tangata whenua, is critical to making the changes needed become a water-sensitive metro and give effect to Te Ture Whaimana o Te Awa o Waikato - Vision and Strategy for the Waikato River, while meeting the community's current and future needs.

• Three Waters Capacity and Future Growth

A Waikato Sub-Regional Three Waters Project is currently underway. This seeks to identify the most innovative, responsive and timely three waters infrastructure solutions, which deliver better environmental outcomes, community benefits and overall efficiencies and resilience. The work is across local government boundaries and signals a paradigm shift in the approach to three waters management putting achievement of Te Ture Whaimana o Te Awa o Waikato as its primary objective.

Specific opportunities identified to date include:

- Utilise sub-regional and cross boundary water supply and wastewater treatment facilities to service areas of growth including the development of centralised metro wastewater facilities.
- Linking water supply networks across the metro area to increase overall resilience.
- Provide wide riparian areas, green space and blue-green corridors throughout the sub-region along the Waikato River for

stormwater and land use diffuse purposes, and ecological, social and cultural benefit.

- Continuing to improve stormwater management including identification of priority restoration areas, and brownfields stormwater management and improvement opportunities.
- Wet industry - Proactively plan for industries that discharge industrial wastewater and create an environment that encourages, enables and supports water use and reuse innovation through water recycling and reuse for non-potable activities.
- Water demand management and conservation.

Opportunities, including the above will continue to be investigated through the next phase of the Waikato Sub Regional Three Waters Project.

MSP approach

Three waters infrastructure and resources are fundamental to community wellbeing and the quality of the environment. They must be well planned to ensure that the growth provided for in the MSP can occur as demand requires. If three waters infrastructure is not planned in an integrated and adaptive way this growth could place further stress on the Waikato River.

Three waters services are integral to unlocking economic potential in the metro area and wider Hamilton to Auckland corridor, including supporting investments already made. Across the metro area they represent major infrastructure investment and present significant opportunity to maximise and deliver the greatest value for investment. Central to this is demonstrating how urban land use and development is giving effect to Te Ture Whaimana o Te Awa o Waikato - Vision and Strategy for the Waikato River, which requires that development within the Waikato River catchment improves the quality of the environment.

Significant invest will be needed to overcome the existing infrastructure deficit, meet performance expectations, climate change challenges including water security and system resiliency. assimilative capacity of receiving environment.

Significantly greater investment is likely to be required in three waters infrastructure and associated policy to achieve this outcome.

Spatial plan directives

- Application of water sensitive urban design principles that support and enable population growth and deliver positive environmental and cultural outcomes by taking account of the three waters infrastructure investment and operational requirements in assessing and planning development.
- Ensure environmentally integrated and water sensitive planning and design principles are considered at all scales.
- Collaborate to give effect to Te Ture Whaimana o Te Awa o Waikato - Vision and Strategy for the Waikato River.
- Seek responsive solutions that lead to positive environmental outcomes within the catchment.



Wastewater treatment plant, Hamilton



Wastewater treatment plant, Hamilton



Stormwater reticulation culvert, Waipā

3.7 Community and other infrastructure

Introduction

Investment in community and general infrastructure is essential for the health, social wellbeing and economic prosperity of communities.

Background

Community infrastructure such as Waikato University, the New Zealand Institute of Skills and Technology, Wananga, marae, sports facilities, hospitals, community and events centres and parks are a central part of ensuring high-quality outcomes for the metro area and are defining spatial elements of the metropolitan region.

General infrastructure and utilities include telecommunications, energy transmission and flood control.

MSP approach

Community infrastructure

The metro area has a number of good quality, important community assets such as the Waikato Hospital and Waikato Museum, marae, nationally significant event hubs such as Mystery Creek, museums, galleries, sports facilities, parks and playgrounds. It is important that communities continue to have access to key facilities as the metro area grows. While there is no foreseeable need for some additional large scale community facilities (such as an another Waikato Hospital or Waikato University Campus) planning for significant or large-scale community infrastructure will be undertaken at a metro area scale, ensuring accessibility for all residents and avoiding duplication of resources.

General infrastructure and utilities

These services support communities, enable business and underpin the provision of public services. They are an essential part of planning for growth and development in the metro area.

Spatial plan directives

- Fully integrate land use, community and network infrastructure planning at all levels.
- All major community, education and health facilities are connected to and supported by rapid and frequent public transport networks, as well as effective road and active mode connections
- Ensure community benefits are at the heart of planning for the provision of large-scale facilities and services.
- Marae will be recognised as a critical cultural and spatial element in future planning.

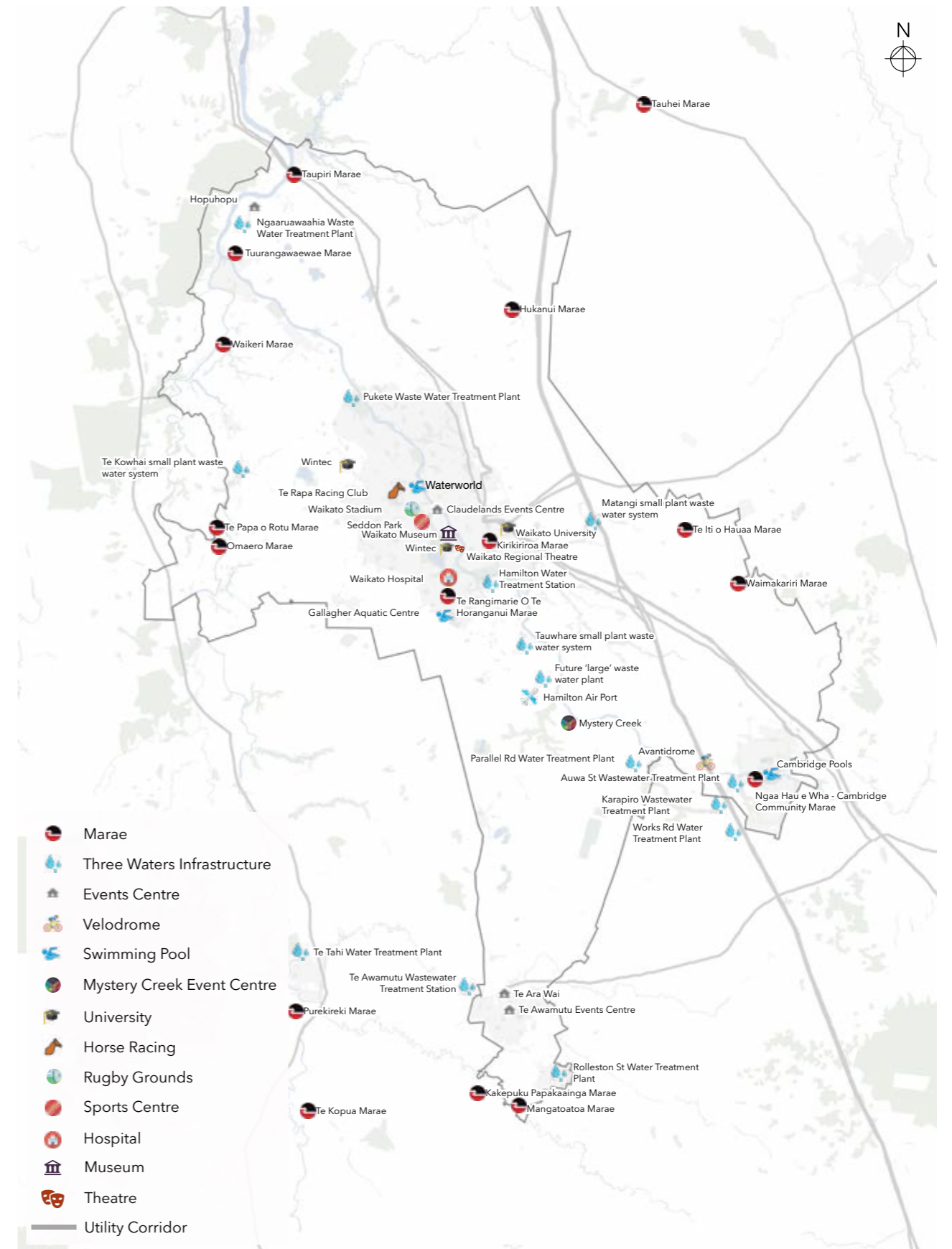


Figure 15: Three waters, community and other infrastructure map

3.8 Current and future urban areas

Introduction

To meet the needs of growing and changing communities we need to enable quality denser housing options that build on existing growth patterns and allow our natural and built environments to coexist in harmony increasing housing affordability and choice. The housing market will not meet the needs of all residents of the metro area and it may take time for benefits to flow through to those who have an acute housing need.

Background

The existing pattern of urban growth in the metro area is comprised of infill, brownfield and greenfield development. The majority of infill and brownfield developments are located in Hamilton city, while greenfield development at various scales occurs across the entire metro area. Job growth generally occurs in existing centres and identified employment areas. The Waikato Regional Housing Initiative is helping to address some of the the more immediate and social aspects associated with housing in the metro area.

MSP approach

The MSP focuses on achieving a more compact and concentrated urban form by building on existing growth patterns and providing a mix of development opportunities in infill, brownfield and greenfield areas – allowing for growth and development both ‘up’ and ‘out’.

Communities and jobs will be focussed around centres and corridors in locations which are supported by both rapid and frequent public transport and walking and cycling transport options so that people have choice and the opportunity to live close to where they work and play. Employment areas will be focussed on corridors that can be easily accessed by people and for freight movements.

Where re-development takes place in existing urban areas (brownfield and infill areas) at higher densities, there will be a strong focus on achieving a high-quality, high amenity, built environment with a range of housing types.

In greenfield growth areas, there will be a similar focus on providing a high-quality, high amenity, built environment. Development in greenfield growth areas will provide for a range of housing types, with some development occurring at higher densities to improve housing supply and affordability. Providing access to local employment and educational opportunities and delivering green spaces and community facilities will be important when planning for development in greenfield growth areas.

Future growth areas are grouped into corridor areas - the Northern, Central, Eastern and Southern corridors, as outlined in Table 3. These corridors provide a district-scale focus for areas linked by the proposed transport network contained in the MSP. They contain a range of centres, business areas and greenfield and brownfield residential areas.

The growth areas within the corridors are further broken down into ‘priority development areas’ in the implementation plan in Part 4. These areas will be the initial focus for implementation.

Table 3: Current and future urban growth areas

Corridor	Growth Areas	Net Target Densities (dwellings per hectare)	Public Transport Service
Northern Corridor	Taupiri/Ngaaruawaahia/Hopuhopu	30-50	Rapid and Frequent
	Horotiu	15-35	Rapid
	Te Rapa	20-65	Rapid and Frequent
	Rotokauri	20-40	H2A inter-regional train, Rapid and Frequent
Central Corridor	Frankton	50-70	H2A inter-regional train, Rapid and Frequent
	Hamilton Central City Area	50-200	Rapid and Frequent
	Hospital	40-65	Frequent
	Ruakura	35-55	Rapid
	University	30-45	Frequent
Eastern Corridor	HT1	30-50	Frequent
	R2	30-50	Frequent
	Chartwell	30-50	Frequent
	Fairfield	30-50	Frequent
Southern Corridor	Peacocke	30-45	Frequent
	Airport	N/A	Frequent
	Te Awamutu	20-35	Frequent
Future areas for investigation	Cambridge/Hautapu	20-35	Frequent
	Ruakura East		Opportunity for industrial and inland port-related activities to be able to relocate to the eastern side of the Waikato Expressway.
	Southern Links		The area to the city-side of the Southern Links designation is identified in the Future Proof Strategy 2017 as a potential future urban land resource for the city. Whilst it has not emerged at this time as a priority growth area, it represents a longer term (beyond 30 years) future urban land resource. Any further residential development could only occur subject to the ability for it to be serviced by rapid and frequent public transport, and to ensure the role and function of the Southern Links Network is not compromised.
	Taupiri		Taupiri is identified as a potential long-term industrial location, on the village-side of the Waikato Expressway, and for potential further residential growth in the existing village. This will be subject to further work to determine how this would connect with and complement growth in the Ngaaruawaahia/Hopuhopu area.

Current and future urban areas

The proposed urban form comprises:

- A rapid and frequent public transport network that links all the major centres in the metro area.
- Ongoing growth and development of towns such as Ngaaruawaahia, Te Awamutu and Cambridge, strongly linked to Hamilton through improved transport connections, and connected to each other.
- The Hamilton central city area as the regional centre for the metro area.
- A range of urban intensification and future urban areas with a focus on transit-oriented development around centres and multi-modal corridors. The scale of development at each location will be determined through implementing the National Policy Statement on Urban Development and other relevant policy guidance and statutory processes.
- Key employment nodes at Hautapu, Hamilton Airport, Ruakura, Te Rapa, Horotiu and Taupiri.
- The identification of an economic corridor to drive productivity in the metropolitan core between Ruakura, Horotiu and Ngaaruawaahia.

Areas such as Te Kowhai, Tamahere, Ōhaupō, Temple View, Whatawhata and Gordonton are not identified in the MSP for metro-scale growth. It is assumed that growth in these areas will continue in line with district and Future Proof land use planning. Illustrations showing examples of what indicative densities for each growth area could look like are shown in Appendix F.

Spatial plan directives

- Support urban development across the metro area, focused on priority development areas, enhancing competitive land markets through a range of development opportunities.
- Build upon and strengthen local characteristics to create a sense of place.
- Compact urban form and increased densities will be enabled in a way that accommodates long-term growth and provides high quality social, cultural, economic and environmental outcomes.
- All growth areas at scale are connected to and supported by rapid and frequent public transport networks, as well as effective road and active mode connections.
- Meet the diverse needs of residents of the metro area through a range of housing types and safe and inclusive urban design.
- Provide local employment and educational opportunities, access to green space and community facilities alongside housing, and enable high-density development around access to these opportunities.

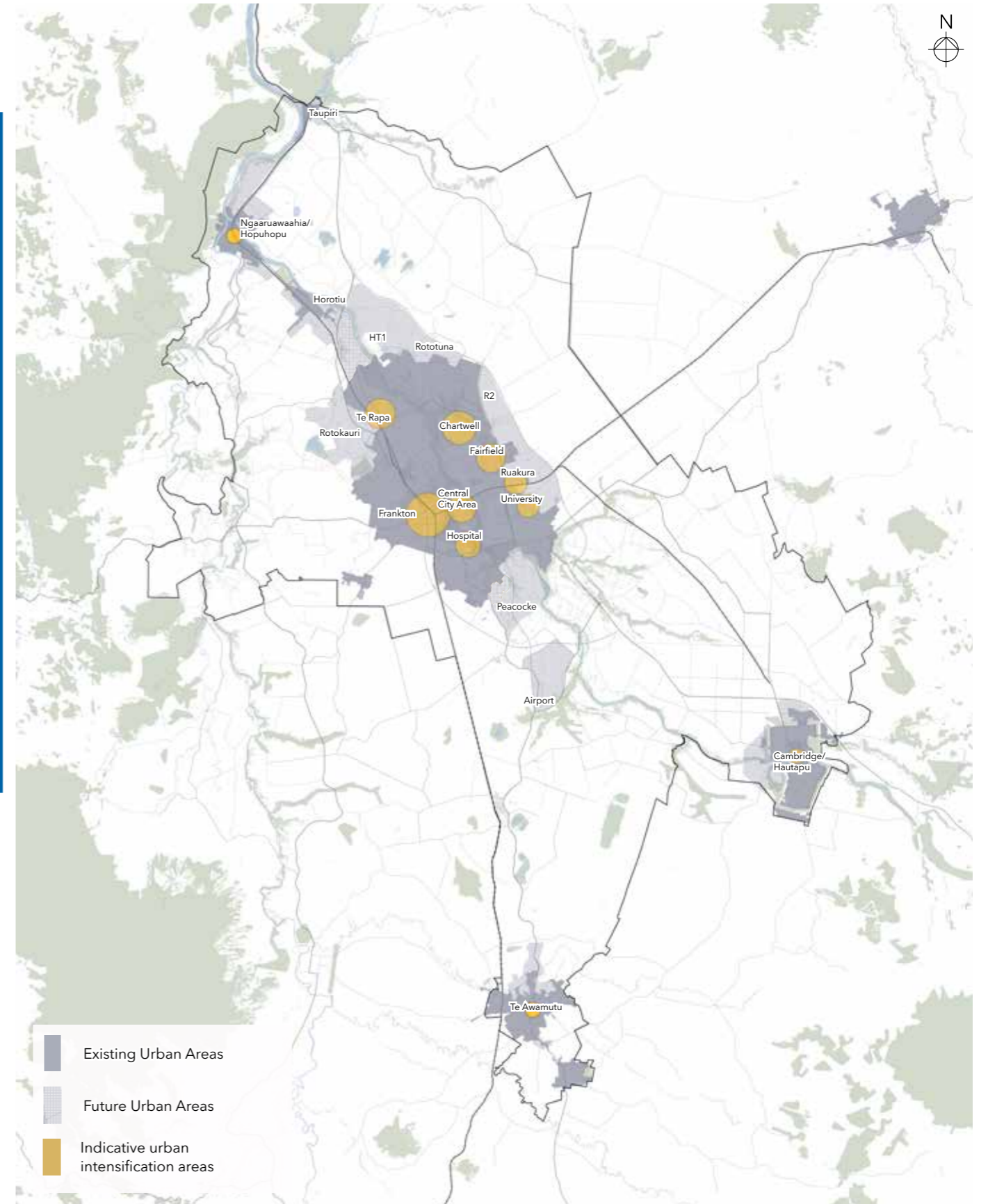


Figure 16: Current and indicative future urban areas map

Current and future urban areas

Figure 17 is a conceptual diagram illustrating the gradual transition of residential development and density across the metro area under this scenario, over time. Higher density development is clustered around areas supported by rapid and frequent transport, with intensification also occurring along the transport corridors. Figure 17 shows the envisioned long-term residential urban development across the metro area. Greater density (more dwellings per hectare) is represented by a darker red shading on the map, areas with a lower growth intensity and indicated by a paler shade.

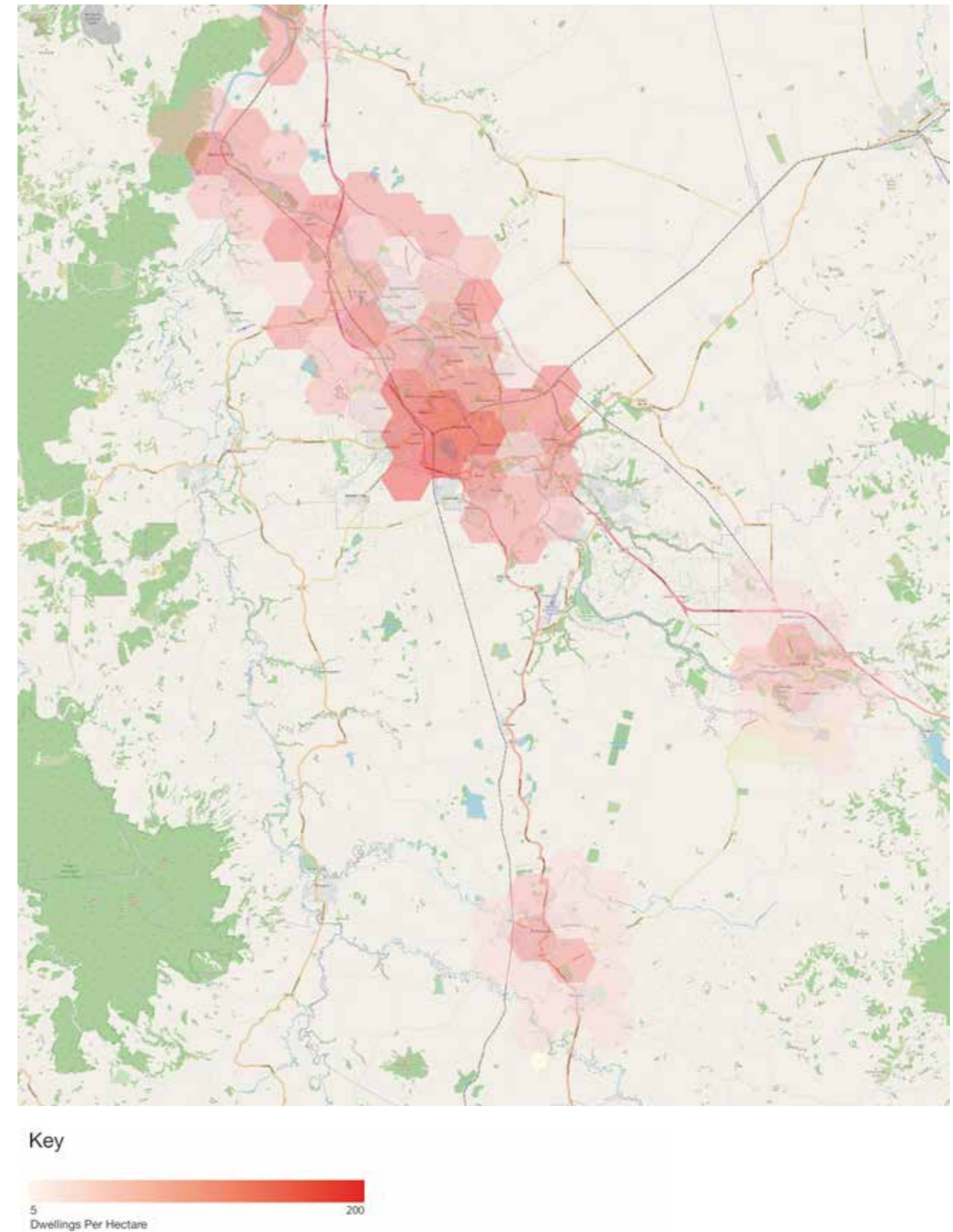


Figure 17: Envisioned housing growth intensity across the metro area

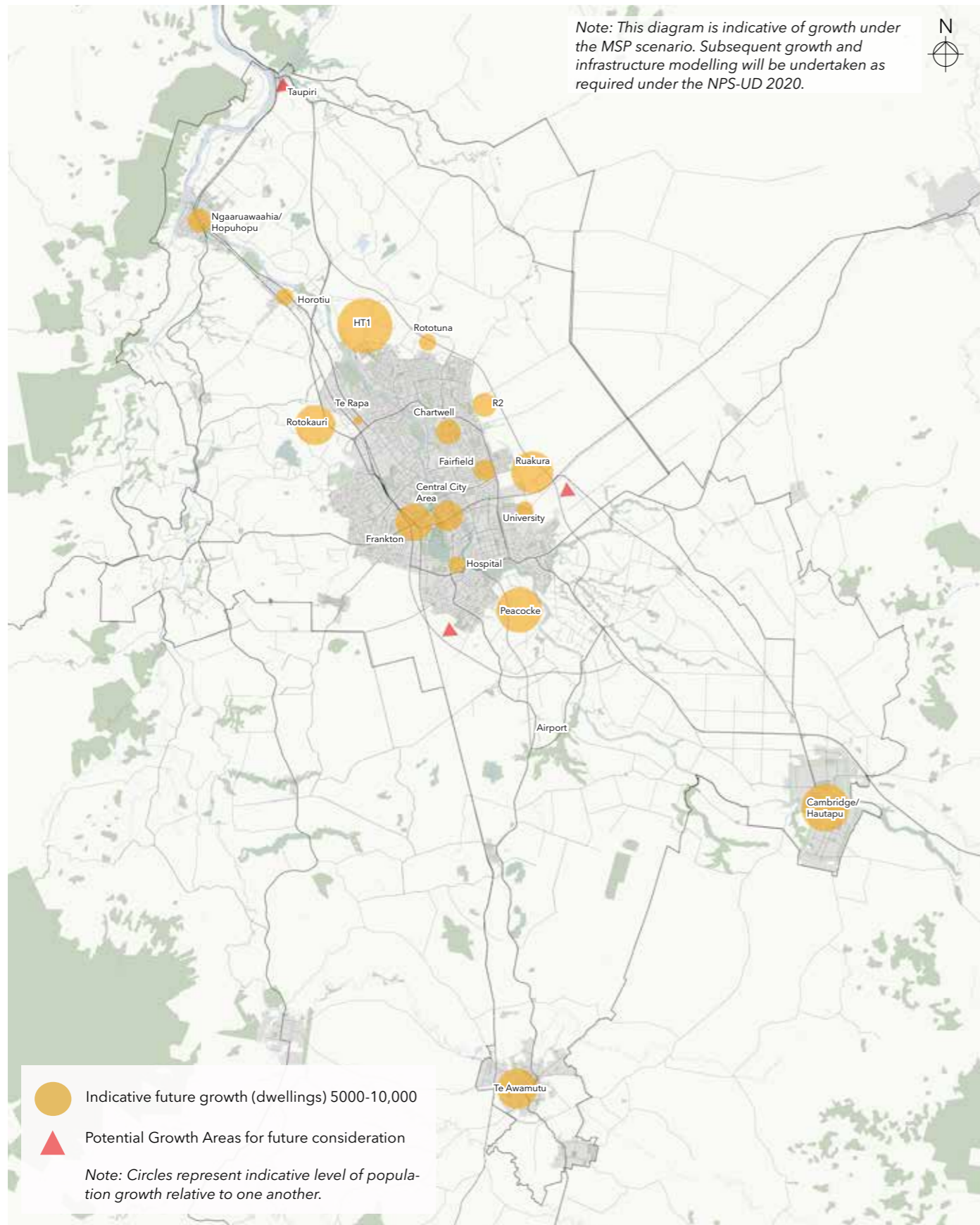


Figure 18: Future growth areas map

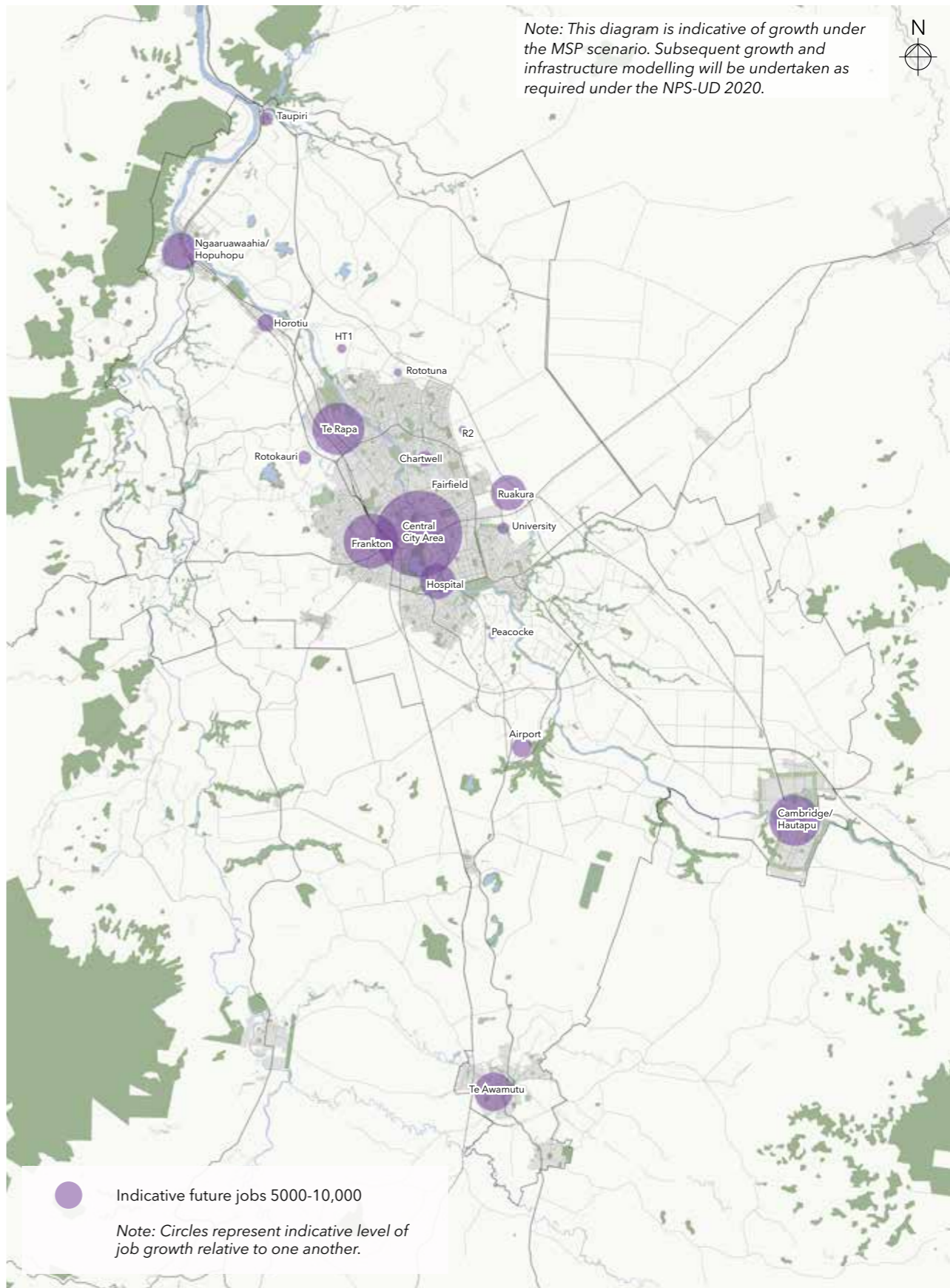


Figure 19: Envisioned future employment priority areas

3.9 Rural areas

Introduction

Rural land comprises a large part of the metro area, playing a vital role in agricultural, pastoral and horticultural activity, tourism and businesses, biodiversity functions and open space.

Primary industries in the rural area continue to be a significant part of the area's economy. Maintaining rural production in these areas needs to be carefully managed so that high quality soils are protected for their productive potential. The rural sector within the metro area contributes significantly to the local, regional and national economy, with high rural production value a significant factor is this contribution.

Background

A significant level of development in rural areas surrounding the city, towns and villages has occurred in recent decades. This has led to fragmentation within rural areas and a dispersed pattern of growth. Rural-residential development tends to be around 4 dwellings per hectare (2,500m² sites). More recently, settlement patterns established through the Future Proof Growth Management Strategy have led to changes in district plans and a tightening of the ability to subdivide in rural areas, as a way to concentrate growth in urban areas and retain high quality rural land for productive purposes.

Waipā and Waikato districts have put in place tighter controls of rural subdivision over the past decade, with most residential growth directed to land within urban limits. Some rural-residential living is provided for in specific locations, such as around existing rural villages.

MSP approach

The MSP provides clear delineation between the rural and urban parts of the metro area in the MSP. This delineation is important to ensure that rural areas are allowed to remain productive while acknowledging the close inter-relationships between urban and rural areas.

By taking this approach, the MSP aims to protect productive land and preserve important blue-green networks, while ensuring rural areas continue to play a vital role in their individual communities and the wider economy.

The majority of ongoing residential growth in the metro area will be directed within urban areas, as set out in Part 3.8, with growth constrained in rural areas. Opportunities to live in the rural environment will be predominantly associated with those who need to live in these areas for their livelihood, such as farmers and farm workers.

Spatial plan directives

- Protect high quality soils from development in the rural environment for productive uses.
- Value, maintain and enhance rural amenity and character across the metro area.
- Limit rural residential growth opportunities contained within clearly defined boundaries.

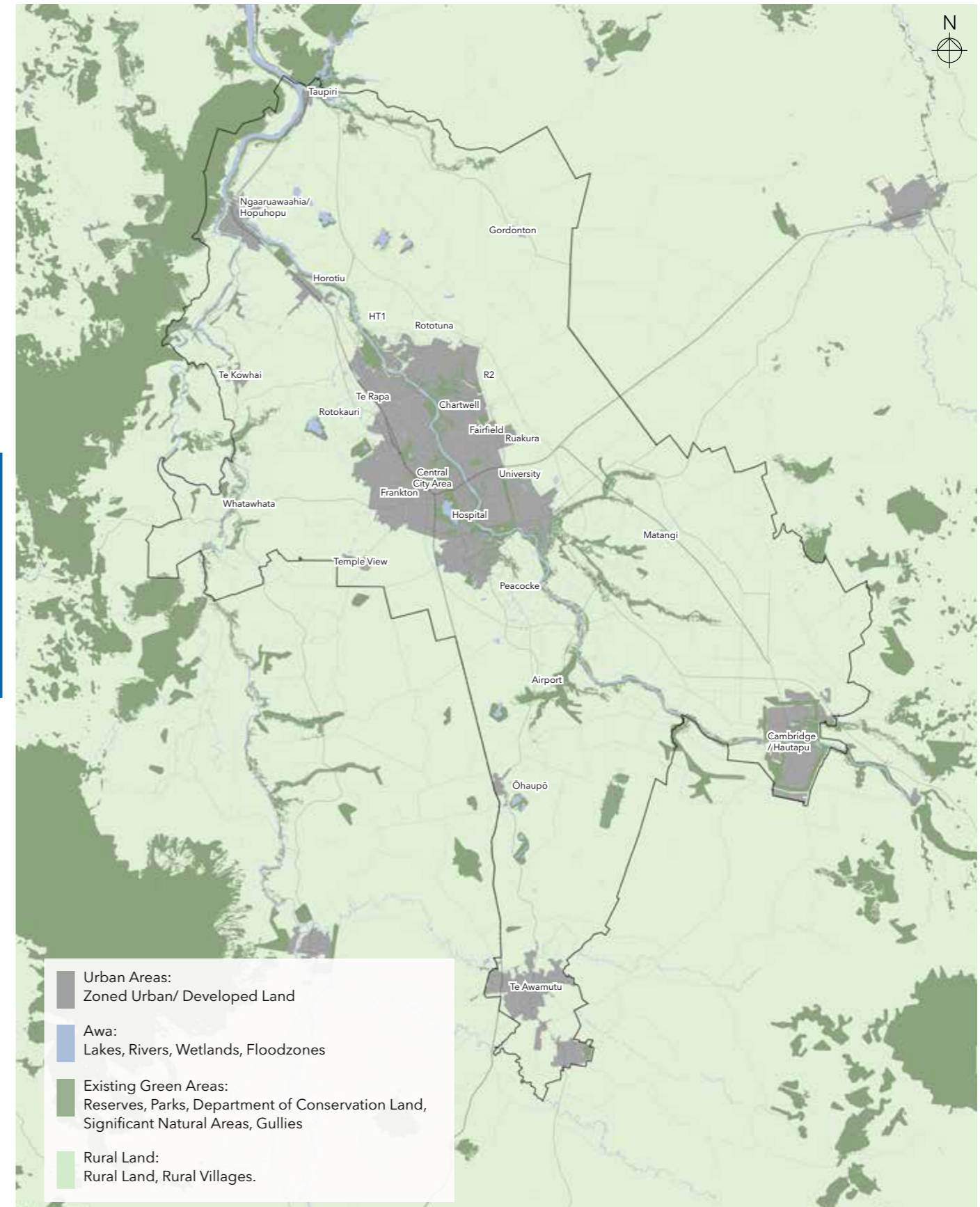


Figure 20: Rural areas map



Part 4 The Implementation Plan

Part 4 identifies the steps and indicative timeframes to implement the outcomes within the MSP.

4.1 Implementing the MSP

To ensure the strategic direction contained in the MSP will result in change, a programme of implementation has been developed to guide partner activities over the short, medium and long-term.

The diagram to the right sets out the way in which the MSP influences subsequent policy actions.

The implementation approach in the MSP consists of the following parts:

- Spatial plan directives as introduced in section 2.4 of the MSP.
- Urban Growth Programme of implementation initiatives made up of:
 - Tier One: a small number critical, innovative, transformative and significant initiatives. These include immediate or priority actions in Priority Development Areas.
 - Tier Two: an expanded set of cross-cutting implementation initiatives to be agreed through the Future Proof partnership.
- Priority Development Areas: immediate or priority actions in specified priority development locations.

Time-frames referred to in the sections below mean:

- Immediate - 0 to 2 years.
- Short - 3 to 5 years.
- Medium - 5 to 10 years.
- Ongoing - continues on a regular basis.

Future Proof Partners

*Note:
The following Future Proof partners have participated in the development of the MSP:*



The role and purpose of the MSP
The MSP is a non-statutory spatial plan which sets out the spatial growth pattern of where and how growth will occur.

The MSP sets out the overarching strategic guidance which will inform many central and local government initiatives including strategic land use plans, infrastructure business cases, and central government funding and financing.

Drivers and Direction
Statutory and strategic drivers

Set Strategic Direction
Non-statutory direction

Implement Strategic Direction
Through statutory documents and business case development

Future Proof Partnership (enduring governance structure)

- Urban Growth Agenda
- Vision and Strategy/Te Ture Whaimana o Te Awa Waikato
- NPS Urban Development
- NPS Highly Productive Land
- NPS Freshwater
- GPS on Land Transport
- Climate Change programme
- Regional and local strategies
- Case for Change
- Aratiki (Waka Kotahi 10 year plan)

Metro Spatial Plan (non statutory)

MSP incorporated into Future Proof Phase 2 Strategy Update (statutory weight)

Urban Growth	Water	Transport	Other Infrastructure
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Regional Policy Statement, District Plans, Long Term Plans, Regional Plans	Long Term Plans, 30-year Infrastructure Strategy	Long Term Plans, Regional Land Transport Plan, Regional Public Transport Plan, 30-year Infrastructure Strategy	Long Term Plans
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Structure Plans, Masterplans	Programme Business Case, Detailed Business Case, Structure Plans	Programme Business Case, Detailed Business Case, Structure Plans	Programme Business Case, Detailed Business Case, Structure Plans
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Central Government Funding and Financing Tool Kit
Other Funding Options

4.2 Urban Growth Programme

Implementation of the MSP will be delivered through an Urban Growth Programme consisting of a two tiered approach.

Tier One of the Urban Growth Programme

Tier One of the programme comprises of:

- Priority Development Areas
- Key transport and waters initiatives
- Land use planning and financing initiatives
- Large scale housing opportunities
- Urban growth-related economic development jobs and skills initiatives.

Tier One initiatives comprise a small number of short, medium and longer-term initiatives that are:

- Critical to achieving the national growth objectives of the Urban Growth Agenda for the sub-region.
- Innovative - in terms of using new tools or ways or working to address complex issues.
- Transformative and significant - in terms of shaping or enabling land use and development
- Joint - in requiring working in partnership.

The Tier One initiatives are set out in Table 4 and under the Priority Development Areas heading below. Short term refers to immediate to 2 years, medium is 2- 5 years, ongoing refers to initiatives that continue on a regular basis.

Tier Two of the Urban Growth Programme

Tier Two of the programme will be developed by the Future Proof partnership as a further, more detailed, set of cross-cutting initiatives that will include those implementation actions that transcend a geographical location, which bring benefits to the metro area and which are also necessary from a planning and investment perspective.

These cross-cutting initiatives will include:

- Governance, collaboration and reporting
- Transport investigations and investments
- Waahi toituu and blue-green
- Economic development and employment
- Housing
- Land use planning and financing and funding

Urban Growth Programme

Tier One Implementation Initiatives

Table 4: Urban Growth Programme - Tier One Implementation Initiatives

Programme Element	Relationship to focus area for change	Programme key criteria	What does it include	Lead and support agency	Time scale
Priority development areas (PDA)*	Develop lively metropolitan centres, well connected by public transport, where people can live work and play. Establishing a multi-modal transport network as a core spatial feature connecting the metro area and facilitating a radical shift to public transport through the establishment of a rapid and frequent public transport network as a core spatial feature.	Critical Innovative Transformative and significant Joint	<ul style="list-style-type: none"> Northern corridor Central corridor Southern corridor (to Cambridge) 	All FP partners	Short term
Key transport and waters initiatives	Establishing a multi-modal transport network as a core spatial feature connecting the metro area and facilitating a radical shift to public transport through the establishment of a rapid and frequent public transport network as a core spatial feature. Celebrating the Waikato River as the defining ecological feature connecting the metro area.	Critical Innovative Transformative and significant Joint	<ul style="list-style-type: none"> Completion of the Comprehensive Metro Area Transport Programme and subsequent programme implementation. Development of a Hamilton City Mode Shift Programme - encompassing short-medium term public transport, cycling, walking and micro mobility projects that support the development of the '20 minute' city. Inter-regional passenger transport connections: Stage 1: Start-Up Service (<i>Underway</i>), Stages 2-3 (<i>Detailed Business Case for NLTF</i>). Inner Ring Route: Eastern and north-eastern arterials. Middle Ring Route/Waikato Expressway - Hamilton section (<i>Underway</i>). Middle Ring Route: Southern Links (for NLTF). Supporting and enabling rail and road infrastructure in key growth areas including Ruakura, Peacocke, Cambridge West- Hautapu, Airport, Rotokauri, Te Rapa, Horotiu and Ngaaruawaahia. Completion of Phase 2 of the Sub-Regional Three Waters Project which will deliver a programme business case for three waters infrastructure for the Waikato River catchment of the Future Proof area. Completion of detailed business cases (Northern and Southern) for preferred wastewater servicing solutions for the Waikato-Hamilton Metro Area. The detailed business case's will consider servicing of large and smaller settlements within the Metro area; including Taupiri, Hopuhopu, Ngaruawahia, Horotiu, Te Kowhai, Hamilton, Ohaupo, Matangi Village, Tamahere Village Hub, Tauwhare, Cambridge-Karapiro, and Te Awamutu-Kihikihi. Blue-green network plan. 	All FP partners	Short-medium
Land use planning and financing initiatives	Growing the Hamilton central city area as the most important civic, administrative, cultural and commercial centre in the metro area. Establishing a Ruakura, Hamilton central city / Waiora Waikato Hospital and north to Horotiu and Ngaaruawaahia corridor. Develop lively metropolitan centres, well connected by public transport, where people can live work and play.	Critical Innovative Transformative and significant Joint	<ul style="list-style-type: none"> Giving effect to National Policy Statement on Urban Development. Completion of MSP and included in Future Proof phase two consultation. Joint and integrated metro area plan changes (e.g. Ruakura). Northern, Central and south corridor structure plans. Piloting new funding and financing tools in Priority Development Areas. 	All FP partners	Short-medium
Large-scale housing initiatives (outside priority development areas)	Develop lively metropolitan centres, well connected by public transport, where people can afford to live, work and play. Develop thriving communities and neighbourhoods - enabling quality built, denser environments with increasing housing affordability and choice to meet the needs of growing and changing communities.	Transformative and significant	<ul style="list-style-type: none"> Providing an appropriate level of public, social and rental housing in current and future growth areas. 	Kāinga Ora and HCC	Ongoing (as per national and regional priorities)
Urban growth-related economic development, jobs and skills initiatives	Growing the Hamilton central city area as the most important civic, administrative, cultural and commercial centre in the metro area. Establishing a Ruakura, Hamilton Central City / Waiora Waikato Hospital and north to Horotiu and Ngaaruawaahia corridor. Develop lively metropolitan centres, well connected by public transport, where people can live, work and play.		<ul style="list-style-type: none"> Leverage the MSP and use it to inform the review of the Te Waka Economic Development Strategy. Develop an economic foundations strategy focusing on the metro area to further understand priority industries, clusters and enabling planning and investment responses to improve metropolitan growth and productivity over the long term. This will have a strong focus on creating jobs. Investigate alternative planning frameworks to promote growth along the envisaged Ruakura, Hamilton Central City / Waiora Waikato Hospital and north to Horotiu and Ngaaruawaahia corridor. 	All FP partners and Te Waka	Short term

*Areas identified as priority development areas have been selected on the basis that they provide a focus on implementing the MSP connecting the northern and southern areas of the metro area and supporting the core elements of transport, centres, alignment with the proposed Ruakura, Hamilton Central City / Waiora Waikato Hospital and north to Horotiu and Ngaaruawaahia corridor and planned intensification.

Urban Growth Programme

Tier One Implementation Initiatives - Priority Development Areas

Priority Development Areas (PDAs) are part of the Tier 1 implementation initiatives and comprise individual or clusters of growth areas across the metro area where immediate or priority initiatives have been identified. PDAs are included in three corridors within the MSP area - the Northern corridor, the Central corridor and the Southern corridor.

The PDAs outlined below include distinct, targeted initiatives for the Future Proof partners to implement and give effect to the MSP. Over time, new PDA areas will emerge as focus areas for the Future Proof partnership. The sequencing and timing of the initiatives in each PDA will be determined at a local level in collaboration with Future Proof partners. In some instances, the implementation of the PDAs will occur simultaneously and in other cases may be phased.

Areas identified as PDAs have been selected on the basis that they provide a focus on implementing the MSP by connecting the northern and southern areas of the metro area while supporting the core elements of transport, centres, the proposed economic corridor and planned intensification.

Notwithstanding this, it is important to note that there are already significant actions underway in the MSP area - for example, Hamilton City Council and Crown agencies are collaborating on growing the Peacocke area through the Housing Infrastructure Fund, and the Crown is co-investing with Waikato Tainui through the development of the Ruakura Inland Port.

Table 5: Priority development areas - Northern corridor

Northern Corridor (Rotokauri, Te Rapa, Horotiu, Ngaaruawaahia, Hopuhopu, Taupiri)

Ngaaruawaahia/Hopuhopu/Taupiri cluster

Precinct planning to determine TOD opportunities, urban structure layout and transport linkages between Ngaaruawaahia, Hopuhopu 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 re-purposing 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-Ngaaruawaahia Economic Corridor

Ruakura-Central City-Te Rapa-Horotiu-Ngaaruawaahia 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.

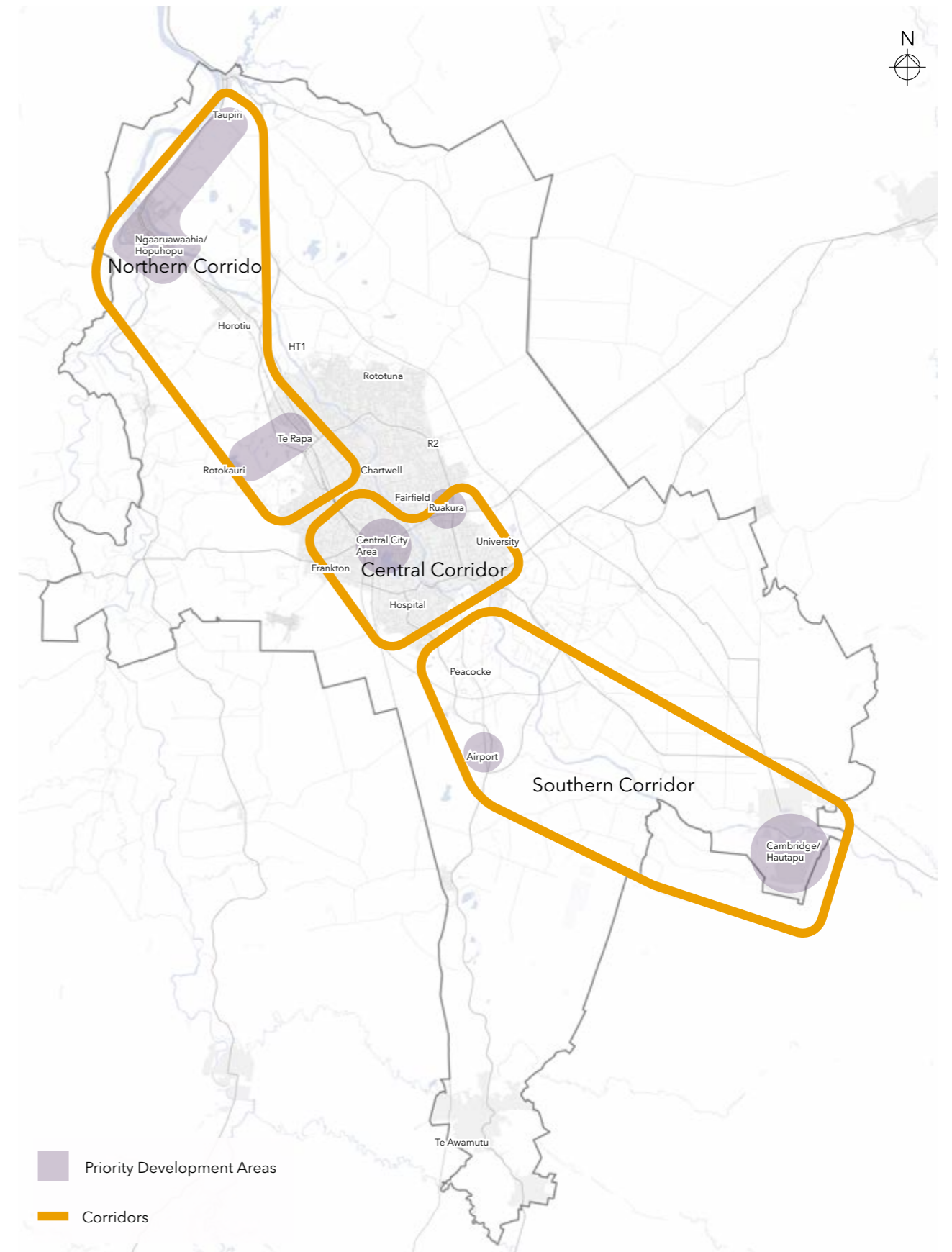


Figure 21: Priority development areas map

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4.4 Definitions

Table 9: Definitions

Spatial Plan Component	Definition
Active mode network	The regional and metro scale cycling and walking network.
Arterial road network	The regional and metro-level arterial roading network.
Blue-green network	An overlay of the current and envisioned blue-green spatial framework for the metro area that incorporates and integrates key elements such as wetlands, riverbeds, riparian corridors, significant biodiversity sites, habitat corridors, reserves, DoC land, parks, significant gardens, playgrounds, urban areas with high degree of tree cover, walking tracks and routes, cycling tracks, cycleways, bridal tracks, protected landscapes and viewshafts, and other key elements such as buffer zones as relevant.
Business Centre or area	Areas with metro-scale concentration of industrial or business land uses.
Envisioned future urban areas - Constrained	Areas that may be suitable to urban development subject to the successful mitigation of remedying of notable matters that should be signalled at the spatial plan scale and stage, including land within and adjacent to drinking water catchments, shallow peat soil, contaminated land, highly productive soils (not already included as major constraints), erodible soils (not already included as major constraints), land within or adjacent to drainage networks and areas, mineral resource areas and flood prone areas (not already included as major constraints), earthquake and volcanic hazard areas (not already included in major constraints).
Freight network	Dedicated right of way rail and road freight networks, where relevant.
Frequent PT network	High frequency, high capacity public transport routes with frequent stops and prioritisation elements.
HT1	Being an area of land to the north-west of the existing city boundary - roughly triangular in shape between the Waikato River, the existing City boundary along Kay Road/Horsham Downs Road, and the Waikato Expressway as defined in the 2005 Strategic Agreement on Future Urban Boundaries.
Intensification, intensive corridor or node	Planned or envisioned population, employment and/or other activity intensification in and around centres or along transport corridors.
Inter-regional PT	High frequency inter-regional bus or rail passenger service routes or networks.
Metro Centre	Important retail, employment, recreational, civic and residential functions at the sub-regional scale.
Motorways, Expressways	Limited access, two-lane (or more) roads, generally with grade separated interchanges and separated medians, where relevant.
Net density	The total number of dwelling units per hectare of land developed for residential or mixed use (excludes streets, open space and non-residential uses)
Ngaa wai	Includes sea, shorelines, estuaries, river, lakes, wetlands and riverbeds; not the same as flood-prone areas.
Planned or envisioned future urban areas	Planned or envisioned future mixed, residential or business-activity focussed future urban areas.
Rapid transit network	Dedicated right of way bus or rail network with stations with frequent, limited stop connections.
Regional and metro scale facilities	Current, planned and envisioned regional and metro scale facilities relevant to spatial planning.
Regional Centre	Primary commercial, employment, recreational and civic hub with strong residential functions in some cases.
Renewal, restoration	Existing and large-scale urban areas where major renewal of housing and building stock and associated infrastructure is underway, planned or envisioned; there may be intensification but this is not the primary outcome sought. Can also be used to highlight protected areas or awa where major restoration is planned or envisioned.
Rural areas	Residual land not included in waahi toituu, existing urban or future urban areas. Not the same as current rural zoning.
R2	Being an area of land to the east of the existing city boundary, between Greenhill Road, New Borman Road and the Waikato Expressway as defined in the 2005 Strategic Agreement on Future Urban Boundaries.
Town Centre	Retail, social and residential function at a multi-neighbourhood scale.
Urban areas (Existing)	Existing built-up areas of a scale that is relevant to metro planning, including rural residential. Not the same as Stats NZ urban boundaries and excludes existing future urban area zoning (these are in planned or envisioned future urban areas).
Utility corridor	The main current, planned and envisioned national, regional and metro-scale transmission lines, pipes and connected facilities that are relevant to metro-level spatial planning. Can include major water, wastewater, power plants, electricity, drainage, stormwater, gas and communications.
Waahi toituu	Protected areas: Areas currently, planned or intended to be protected (in statute, regulation or as policy) from urban development, including significant natural areas, protected wetlands, archaeological and heritage sites, waahi tapu areas, reserves, conservation land, QEII Trust covenants, designations, habitat corridors, infrastructure corridors, outstanding natural features and landscapes, high productive soils e.g. elite (LUC 1) soils. Major constraint areas: Areas where hazards, risks or other aspects are deemed to make future urban development in the foreseeable future either infeasible and/or undesirable e.g. high-risk flood zones, highly erodible soils, fault line hazard areas, volcanic hazard areas, tsunami hazard areas, liquefaction hazard areas, areas at high risk of slope failure and others as relevant.
Waikato River	Includes its waters, banks and beds and its streams, waterways, tributaries, lakes, aquatic fisheries, vegetation, flood plains, wetlands, islands, springs, water column, airspace, and substratum as well as its metaphysical being (section 8 of the Waikato-Tainui Raupatu Claims (Waikato River) Settlement Act 2010).



Future Proof
Te Tau Tītoki