

Hamilton to Auckland
Corridor
and
Hamilton-Waikato Metro
Spatial Plan

URBAN GROWTH
PROGRAMME
INITIATIVES

9 Focus Areas



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Focus Area 1

Stronger Hamilton – Waikato Metro Connections



Future Proof
Te Tau Tītoki

Focus Area	Opportunity (housing/development) <i>What will the project unlock in terms of housing and future growth and other objectives?</i>	Key enabling projects and dependencies <i>what can be separated e.g. water projects could be fast-tracked for development in the future and what needs to be together</i>	Development status <i>Spade ready? Business case complete), timeframe for completion</i>	Constraints <i>e.g. RMA consenting; human capital</i>	Estimated cost range <i>(total -over how many years)</i>
<p>Stronger Hamilton-Waikato Metro Connections</p> <p>The focus of these initiatives is to enhance connectivity and mode shift in the metropolitan core to complement the development of metro rail and a rapid rail link to Auckland.</p> <p>This will be achieved through a combination of public and active transport investments to drive significant mode shift which also will support the creation of a more compact urban form.</p> <p>The investments are targeted around key priority development areas identified in the work to date of the metropolitan spatial plan.</p>	<p>As the Hamilton-Waikato Metropolitan Area continues to grow, the need and demand for transformational public and active transport networks will grow. Like major cities the world over, living near a really good public transport route will become increasingly attractive.</p> <p>This creates a major opportunity for Hamilton to move now and create well planned, multi-faceted, community focused areas for development, with PT and active transport networks locked in.</p> <p>The vision is thriving, connected, sustainable communities. It means higher density housing surrounded by high quality public realm design and delivery. It means engaging public amenity for families and hangouts and social connection.</p>	<p>Package Projects - Transformational public and active transport prioritisation</p> <p>Programme approach to creating strong, liveable communities where you can get around without a car anywhere you need to within 20 minutes (immediate start, scalable programme City-wide)</p> <p>Transformational improvements in the city to support increased active transport and public transport journeys.</p> <p>Initial priorities are to provide for active modes and additional public transport services. With a focus on the first and last mile and key urban corridors serving the City's 60+ schools, education and other education hubs such as</p> <ul style="list-style-type: none"> - School Link (ready for design build) 	<p>Some projects can be initiated immediately.</p> <p>There is potential to expedite implementation through direct negotiation with a sole supplier for design and build outcomes.</p> <p>Investigation and design of some individual projects are yet to be commissioned.</p> <p>Some rail platform locations are yet to be determined in order to plan right land use and transport connections.</p> <p>Land purchase and/or developer agreements will be required for some of the significant projects</p>	<p>Infrastructure Funding – HCC debt capacity vs off balance sheet treatment.</p> <p>Procurement - approval for direct designer/contractor negotiation would significantly expedite the work</p> <p>Business Case process (time and cost). Significantly simplified process required.</p>	<p>\$350-500m (yr 0-5) for active mode transformation of Hamilton into a “20-minute city”.</p> <p>\$75m - \$195m (y0-y5) for public transport improvements on key corridors driving a “20-minute city”.</p>

	<p>Hamilton is well placed to be a model cycling city given its topography and size, established river pathways from north to south on both sides of the Waikato River, green space and gully networks, however currently Hamilton has the highest use of single occupancy cars in the country.</p> <p>Transformational PT and active transport prioritisation aligned to the Hamilton-Waikato Metropolitan Spatial Plan and the future metro and rapid rail transit networks will achieve transformational mode shift.</p>	<ul style="list-style-type: none"> -University Link connecting the University of Waikato (ready for design build) - Comet Route (ready for design build) - Central city precinct -Eastern active transport link - Central city active mode bridge to eastern suburbs - East/West Link (Meteor) <p>Reduce private car dependency for 10,000 households coming in the Peacocke growth area, through advanced delivery of public and active transport infrastructure (ready to go with Peacocke-Airport-Cambridge Focus area).</p> <p>Increased services and corridor improvements to major commuter towns surrounding Hamilton, particularly Cambridge and Te Awamutu</p> <p>Operational improvements to the public transport network including transitioning to a low-emission fleet, free fares for schools, and integrated transport pricing</p>			
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<p>Rail Precincts</p> <p>Rail precincts that create the opportunity for high density housing and mixed-use development supported with high quality public realm, active transport infrastructure and public transport connections to the central city.</p> <p>A major Rail precinct with connections through the Hamilton to Auckland Corridor and future potential connections to Huntly/Ngaruawahia, Ruakura (and out to Morrinsville), Te Awamutu and Cambridge – connecting people to each other, and to education and work opportunities.</p> <p>Development of a rapid passenger rail link between Hamilton and Auckland, builds on the work that is nearing completion on the start-up service, and the rapid rail business case Ministry of Transport has already started.</p> <p>Consideration of extension through to Tauranga required.</p>	<p>The metropolitan area already has the rail lines in place meaning there are opportunities to leverage existing corridors and sunk investments at these locations.</p> <p>Some rail precinct development also meets lwi aspirations - e.g. through the creation of a rail hub in the CBD at Centreplace.</p> <p>The development of well-planned precincts around our key rail infrastructure will fast track aspirations to shift people out of cars and reduce impact on the environment.</p> <p>Transformation of these rail precincts will support the ongoing growth of Hamilton and the neighbouring metro area communities through the creation of new transit-oriented development centres.</p> <p>Major rail precincts will serve centres right along the Hamilton to Auckland Corridor and especially the Hamilton CBD.</p>	<p>Package Projects - Transformational development of a metro rail network</p> <p>Frankton Rail Precinct</p> <p>CBD Rail Precinct (including double tracking and stop at Claudelands Centre for events)</p> <p>Ruakura Rail Precinct</p> <p>Rotokauri Rail Precinct (underway)</p> <p>Ngaruawahia Rail Precinct</p> <p>Huntly Rail Precinct</p> <p>Morrinsville Rail Precinct</p> <p>Cambridge Rail Precinct</p> <p>Morrinsville Rail Precinct</p> <p>Rolling Stock</p> <p>Package Projects - Transition rapidly from the Hamilton to Auckland start-up passenger rail service to a high frequency rapid rail passenger service</p>	<p>Part of the Rapid Transit plan in the Hamilton-Waikato metro spatial plan (in progress)</p> <p>There is potential to expedite implementation through direct negotiation with a sole supplier for design and build outcomes.</p> <p>Investigation and design of some individual projects are yet to be commissioned.</p> <p>Some rail platform locations are yet to be determined in order to plan right land use and transport connections.</p> <p>Land purchase and/or developer agreements will be required for some of the significant projects</p> <p>Business Case for Rapid Rail has commenced and could be accelerated to Scoping study, route selection and designation (if required)</p>	<p>Land acquisition to protect any future corridors and enable designations.</p> <p>Underground Stations have extremely high requirements due to being treated as a mine/tunnel. May need electric (or hydrogen) propelled trains which then has knock on impacts for rest of route.</p> <p>RMA Consents and designations</p> <p>Establishment of a regional rail authority</p> <p>District Plan changes</p> <p>Partnership opportunity with Waikato-Tainui (for CBD and Ruakura) or other major land owners in surrounding growth centres</p> <p>Partnership with Auckland City Council and Auckland Transport potentially achieved through the establishment of a regional rail authority.</p> <p>Ability to source, and lead in times for obtaining rolling stock.</p>	<p>\$200m - \$500m* (y1-y10) For station upgrades, park and ride, minor rail network improvements, rolling stock (*cost difference reflects uncertainty on standard and levels of service).</p> <p>Underground Central City Rail station will need further consideration of double or even triple tracking.</p> <p>Cambridge Costs additional-likely to be significant given dilapidated state of rail line and need to extend line from Expressway into Cambridge centre- \$100-\$150m including station.</p> <p>Rolling stock to be costed once level of service established</p> <p>Excludes operational cost of service</p> <p>Puhinui rail station - \$5M for platform, extra track not costed</p> <p>Rapid Passenger Rail link to Auckland still to be costed-network upgrades and rolling stock</p>
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	<p>Transformation of these rail precincts will support the ongoing growth of the Hamilton-Waikato metropolitan area and provide housing options for its people.</p> <p>Investment in both green and urban public space will support high density residential living.</p>	<p>Scoping Study, route selection, designation (if required)</p> <p>Auckland Track and station improvements (some of which are underway)</p> <p>Puhinui rail station for direct transfer to Airport services upgrade to accommodate Regional rail- platform will enable dropping, platform plus extra line required for stabling or to act as terminus.</p> <p>Investment in rolling stock including locomotives, investigation of Hydrogen technology</p> <p>Double tracking through Ngaruawahia and through or around Whangamarino Wetland.</p> <p>Link to Hamilton Airport</p>			
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Focus Area 2

Ruakura



Future Proof
Te Tau Tītoki

Focus Area	Opportunity (housing/development) <i>What will the project unlock in terms of housing and future growth and other objectives?</i>	Key enabling projects and dependencies <i>what can be separated e.g. water projects could be fast-tracked for development in the future and what needs to be together</i>	Development status <i>Spade ready? Business case complete), timeframe for completion</i>	Constraints <i>e.g. RMA consenting; human capital</i>	Estimated cost range <i>(total -over how many years)</i>
<p>Ruakura</p> <p>Ruakura is a nationally significant precinct and is Waikato-Tainui’s top economic priority to help the Tribe realise value for its people from the 1995 Raupatu Settlement.</p> <p>An area of 400ha, it is identified in the Futureproof Growth Strategy and will be an economic anchor for the city and the region for future generations.</p> <p>Ruakura represents the greatest opportunity for integrated transformational urban development in the Waikato – a truly mixed use precinct underpinned by an inland port that</p>	<p>This is an area that is ready to go.</p> <p>Investment in Package 1 and 2 will unlock up to 12,000 jobs within the Inland Port, surrounding industrial, commercial and logistics precinct and in Hamilton’s growing innovation hub. Businesses located at Ruakura have straight forward access to the city and to the greater North Island. It is set to drive significant economic value for the city, the region and the tribe for generations.</p> <p>Iwi lead housing development to enable the potential development of a community of up to 33,000 people underpinned by transit-oriented development densities.</p>	<p>Package 1</p> <ul style="list-style-type: none"> • Ruakura Road Urban Upgrade • Ruakura Road West Link to Expressway • Local road relocations and new connections • Stormwater treatment • Bulk Waste Water Interceptor Completion • Bulk water reticulation and additional Reservoir storage • Transpower relocations <p>These projects are co-dependent</p> <hr/> <p>Package 2</p> <ul style="list-style-type: none"> • Ruakura Eastern Spine Road and rail overbridge • Planning for Ruakura passenger rail Metro Station and associated land use changes 	<p>Significant planning has been undertaken to realise the currently proposed Ruakura Inland Port, Logistics and Industrial development. The area is already considered to be part of the existing urban form.</p> <p>Ruakura Road West Link to the Expressway is designated and construction drawings are available for immediate construction start.</p> <p>Land required for infrastructure - owned by HCC or Waikato Tainui which provides an opportunity to deliver the project faster.</p>	<p>Resource Management Act consenting timelines may result in delays to the project. Would require changes to multiple resource management documents including:</p> <ul style="list-style-type: none"> - Waikato Regional Policy Statement: alterations to the strategic land use pattern (both in Hamilton City Council and Waikato District Council) - Waikato District Council: confirmation of deferred industrial zoning - Hamilton City District Plan: amendments to facilitate residential proposition <p>NZTA policy position around development on</p>	<p>Package 1</p> <p>\$150 - \$200m y1-y5</p> <p>There is a potential to compress this to a y1-y3 period and to specify Waikato Tainui tribal employment requirements through direct contractor negotiation and appointment</p> <hr/> <p>Package 2</p> <p>\$250m - \$350m y1-y5</p> <p>There is a potential to compress this to a y1-y3 period and to specify Waikato Tainui tribal employment requirements</p>

<p>contributes to lifting New Zealand productivity and freight efficiency. It also includes a world class knowledge zone (comprised of Waikato University and Innovation Park), freight and logistics land, and new residential and retail land uses.</p> <p>Ruakura is just 4km from Hamilton's central city, it is on the East Coast Main Trunk Line and has a dedicated connection onto the soon to be completed Waikato Expressway.</p>	<p>Critical to delivering the 33,000 people in housing, is the reconfiguration of Ruakura land. This involves relocating 85ha of industrial land from within Hamilton City to the eastern side of the Waikato Expressway (currently Waikato District Council). The existing industrial area can be reconfigured to provide a medium to high density residential node within the existing Hamilton City boundary. This area is proposed to be developed with strong rapid transit connections across the city, as well as presenting an ideal opportunity for enhanced active mode connections.</p> <p>NOTE: The reconfiguration of land uses doesn't change the Package 1 and 2 projects or their dependencies.</p> <p>The project is anchored in key Strategic documents: The Hamilton Waikato Metro Spatial Plan (in progress), Futureproof Growth Strategic, Hamilton Urban Growth Strategy.</p>	<ul style="list-style-type: none"> Port rail siding and port ground development costs 	<p>The land is covered by an operative structure plan</p> <p>A Private Developer Agreement is in place that covers the form and function of the bulk infrastructure, but renegotiation is required to reflect any changed cost allocation and delivery timing</p>	<p>the east side of the Waikato Expressway</p> <p>Infrastructure Funding – HCC debt capacity vs off balance sheet treatment.</p> <p>Procurement - approval for direct contractor negotiation would significantly expedite the work</p> <p>Local Government Act boundary change process – a boundary change will likely be required between HCC and Waikato DC to relocate planned significant employment areas to allow a much larger housing supply</p>	<p>through direct contractor negotiation and appointment</p>
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Focus Area 3

Peacocke- Airport-Cambridge Corridor



Future Proof
Te Tau Tītoki

Focus Area	Opportunity (housing/development) <i>What will the project unlock in terms of housing and future growth and other objectives?</i>	Key enabling projects and dependencies <i>what can be separated e.g. water projects could be fast-tracked for development in the future and what needs to be together</i>	Development status <i>Spade ready? Business case complete), timeframe for completion</i>	Constraints <i>e.g. RMA consenting; human capital</i>	Estimated cost range <i>(total -over how many years)</i>
<p>Peacockes-Airport-Cambridge Corridor</p> <p>This southern growth corridor extends south of Hamilton through to Cambridge and is connected by existing and planned transport infrastructure.</p> <p>In recent years this corridor has also become a growing commercial precinct through the expansion of operations at Hamilton Airport and through new industrial development at Hautapu (Cambridge).</p> <p>Development in this area is about connection. The connection between people and their jobs/businesses, connection of smaller towns with the larger city both economically and socially, and the connection of people and the whenua.</p> <p>The development of an attractive and sustainable</p>	<p>The opportunity in Peacocke includes increasing the density of the urban form (unlocking much-needed homes for up to 20,000 people), enabling great public transport links from the start of the community, active commuting routes and high levels of public amenity – particularly in connection to the river and the important Maaori Pa sites in the area.</p> <p>Significant environmental enhancement opportunities through gully restoration, indigenous habitat conservation and new methods to treat stormwater.</p> <p>Multi-modal, interconnected urban and regional transport options to connect Hamilton to Cambridge, Te Awamutu, the new Peacocke community and the Hamilton Airport.</p>	<p>Housing Infrastructure Funded works on track for 6 month construction start:</p> <ol style="list-style-type: none"> 1. Waikato River Bridge and associated connecting arterials 2. Wastewater transfer pump station and pressure main <p>Housing Infrastructure Funded works on track for y2-y3 start:</p> <ul style="list-style-type: none"> • Peacocke Rd upgrade • East-west arterial • Wastewater transfer pump station and north-south trunk service • <p>-----</p> <p>Enabling projects:</p> <ul style="list-style-type: none"> • NZTA (East-West) portion of Southern Links connecting the Expressway to airport and Hamilton’s western employment area • North-South portion of Southern Links (HCC & NZTA) to be developed 	<p>Currently 6 months ahead of the HCC/Crown agreed programme but slow Public Works Act proclamation approvals are a significant risk that is likely to delay the transport projects by 1 year if not resolved immediately</p> <p>-----</p> <p>Designation in place, 40% land purchased</p> <p>-----</p> <p>Designation in place, 60% land purchase about to be finalised</p>	<p>URGENT Minister of Lands Public Works Act sec26 proclamation approval (9 approvals, more to come). Imminent risk of achieving an October 2020 construction start date (potential 1 year delay if proclamations are not signed immediately).</p> <p>Funding/timing risks during Government declared emergency.</p> <p>Procurement - approval for direct contractor negotiation</p> <p>-----</p> <p>Infrastructure Funding – HCC debt capacity vs off balance sheet treatment.</p> <p>Procurement - approval for direct contractor negotiation would significantly expedite the work</p>	<p>\$290.4m (fully funded via Housing Infrastructure Fund loan/subsidy)</p> <p>-----</p> <p>\$450m-\$600m y4-y6 NZTA State Highway project</p> <p>-----</p> <p>\$210m - \$290m y3-y6</p>

<p>suburb in Hamilton's south, Peacocke, is already underway partially funded via a Housing Infrastructure Fund loan/subsidy. It's location – 4.5km to the central city, 3.5 km to Waikato Hospital and approx 4km from the University of Waikato (once the new Peacocke bridge is open) – makes it an obvious focus for the City's immediate and significant housing needs.</p> <p>Cambridge is Waipa District Councils largest urban centre and it is expected that by 2050 Cambridge will be home to approx. 30,000 people.</p> <p>Cambridge has become a sought-after place to live and valued for its character and green spaces. On the north east edge of Cambridge is the regionally significant strategic industrial node of Hautapu. Cambridge is also in close proximity to areas of regional and national significance including the Avantidrome (world class track cycling facility) and Lake Karapiro (world class rowing and regatta facility)</p>	<p>Better public transport services between Hamilton and both Te Awamutu and Cambridge would improve economic and social outcomes for residents. Already well linked to Hamilton City by road, the connection improvements needed are rapid bus services in the short term and rail connections in the longer term.</p> <p>Hamilton Airport is a strategic asset for the whole region. The opportunity that a rail connection, improved state highway capacity, PT connections, more industrial/commercial capacity on its surrounding land and a 3 waters solution would provide includes thousands of jobs and unlocking its business precinct support function to the local economy.</p> <p>Investment in Southern Links and the wastewater plant supports and enables the city boundary to shift south to the southern links alignment delivering an additional 50-75,000 people in housing and a significant extension to the South</p>	<p>which includes a key walking/cycling/PT corridor linking the CBD to a PT hub in Peacocke and Hamilton Airport</p> <ul style="list-style-type: none"> • Peacocke park and ride PT hub • Rail spur (to airport) • Rapid PT service from Te Awamutu and/or Cambridge to Hamilton) • Subregional Wastewater Plant (Water Resource Recovery Facility) and conveyance • HCC led housing development utilising surplus land from infrastructure acquisitions 	<p>Initial concept</p> <p>Initial concept</p> <p>Outlined in emerging Rapid Transit plan (Hamilton-Waikato Metro Spatial Plan)</p> <p>Indicative Business case completed, recommending this as preferred option</p> <p>Provides the opportunity to establish a development company to realise potential of surplus land</p>	<p>Resource Management Act, Wildlife, Heritage NZ Authority and Public Works Act processes may result in delays to the project.</p> <p>Local Government Act boundary change process – a boundary change will likely be required between HCC and Waipa DC to extend the Hamilton City boundary to Southern Links to allow a much larger housing and employment land supply</p>	<p>\$10m - \$20m y3-y4</p> <p>\$230m - \$460m y3-y6</p> <p>\$ operational cost to be determined</p> <p>\$310m - \$390m y0-y10</p>
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	<p>Hamilton employment node. NOTE: The additional housing and employment node is only possible with Southern Links and the wastewater treatment plant.</p> <p>All of these opportunities are strategically aligned and recognised in the Hamilton-Waikato Metro Spatial Plan (in progress), Futureproof Growth Strategy, Hamilton Urban Growth Strategy and Waipa 2050 Growth Strategy.</p>				
<p>Cambridge West (C1 C2 C3 Growth cells)</p> <p>Development of the three 3 growth cells (C1 C2 C3) in Cambridge west will provide for urban growth with 2,500 new dwellings, a new primary school for 600 - 1,000 pupils, and a commercial centre.</p> <p>The infrastructure construction works will provide employment as will construction of the new dwellings, school and commercial centre.</p>	<p>The development of these growth cells is important in ensuring housing demand is matched by supply and that additional businesses in the Hautapu area, for example APL (the biggest window frame manufacturing company in NZ) who are in process of relocating to Cambridge, have housing nearby for staff. It is expected that associated businesses to APL will start relocating as well as new ones setting up.</p> <p>This opportunity is strategically aligned and recognised in the Hamilton-</p>	<p>There are 5 major areas of work:</p> <ul style="list-style-type: none"> • Roading (including walkway/cycleway), • stormwater, • wastewater and water supply, • sports field • some passive reserves. <p>Key projects for the transportation, water supply and wastewater can start almost immediately with only landowner access agreements required (these have been given in principle).</p>	<p>The subdivision developments are dependent on the infrastructure and these are provided by council contractors and the developer via Development Agreements. Developers and the Ministry of Education advise that they are ready to go and have been encouraging council to go earlier.</p>	<p>Business cases are 80% completed</p> <p>A majority of the projects are in the Waipa District Council 2018/28 LTP, although in future years and also additional funds are required to speed up the works.</p> <p>Waikato Regional Council draft stormwater discharge consent conditions have been issued, and only need some adjustments for works to be able to commence, also subject to landowner sign off. These were not</p>	<p>\$60m - \$100m over 2 years starting 2020/21</p>

<p>The housing development will be a mix of single, dwellings, apartments and multi-storey dwellings clustered near the Green Belt and C1 commercial centre.</p>	<p>Waikato Metro Spatial Plan (in progress), Futureproof Growth Strategy, and Waipa 2050 Growth Strategy</p>			<p>notified as stakeholder sign off was received. Detailed designs are underway and are expected by 1 July 2020.</p>	
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Focus Area 4

Rotokauri-Ngaruawahia Corridor



Future Proof
Te Tau Tītoki

Focus Area	Opportunity (housing/development) <i>What will the project unlock in terms of housing and future growth and other objectives?</i>	Key enabling projects and dependencies <i>what can be separated e.g. water projects could be fast-tracked for development in the future and what needs to be together</i>	Development status <i>Spade ready? Business case complete), timeframe for completion</i>	Constraints <i>e.g. RMA consenting; human capital</i>	Estimated cost range <i>(total -over how many years)</i>
<p>Rotokauri-Ngaruawahia Corridor</p> <p>This focus area encompasses a dynamic employment and residential corridor between the southern extent of Waikato District and the north western areas of Hamilton.</p> <p>It is anchored by the major town of Ngaruawahia at one end, includes the major industrial notes of Horotiu and Te Rapa North, and ends with the Rotokauri area that has large scale residential development to the west and a major commercial and retail centre to the east.</p> <p>This focus area is strongly connected by the Waikato Expressway and the Te Rapa Bypass as well as the North Island Main Trunk Line that serves functions for passengers and freight. Existing rail connections provide significant</p>	<p>Rotokauri and Horotiu combined area comprises over 1,700ha of the urban form made up of zoned residential and employment areas (subject to strategic infrastructure funding). The area is poised to take advantage of local PT and the new start up rail service to Auckland.</p> <p>Significant environmental enhancement opportunities through lake management and a major green swale construction supporting indigenous species and new methods to meet stormwater quality standards.</p> <p>Advance funding to multi-modal, interconnected urban and regional transport options to connect The Base shopping Centre and surrounding businesses to Hamilton, Ngaruawahia and Taupri to the startup rail service and the urban PT network.</p> <p>Better public transport</p>	<p>Comprehensive and detailed Integrated Catchment management plan for all 3 waters within the Rotokauri stage 1 area</p> <p>Interchange locations and connectivity to the Waikato Expressway (Te Rapa bypass)</p> <p>Designation of the major green swale (Lake to lake)</p> <p>Designation of the arterial transport network</p> <p>Completion of Te Wetini Dr to connect existing development to PT and Start up Rail</p> <p>Construction of the green swale (Critical for development)</p> <p>Construction of the arterial transport network</p> <p>Onion Road realignment and connection to the Kura Dr interchange to support industrial employment</p>	<p>Complete and approved by HCC and Regional Council</p> <p>Built and complete</p> <p>Designation to be confirmed mid April 2020</p> <p>Designation hearing on track for late 2020</p> <p>Largely designed and ready for construction (funding in future years)</p> <p>Design, land and construction required</p> <p>Design, land and construction required</p> <p>Designation/concept design complete. Potential to deliver through single developer</p>	<p>Infrastructure Funding – HCC debt capacity vs off balance sheet treatment.</p> <p>Procurement - approval for direct contractor negotiation would significantly expedite the work</p> <p>Resource Management Act, Wildlife, Heritage NZ Authority and Public Works Act processes may result in delays to the project.</p> <p>Regional Council consents</p>	<p>\$12m</p> <p>\$110m</p> <p>\$40m</p> <p>\$15m</p>

<p>opportunities to build off the recommencement of passenger rail services and commitments to fund a rail station at Rotokauri.</p>	<p>services between Hamilton and both Te Awamutu and Cambridge would improve economic and social outcomes for residents. Already well linked to Hamilton City by road, the connection improvements needed are rapid bus services in the short term and rail connections in the longer term.</p> <p>Investment in city's existing wastewater plant to support out of district residential and employment and to achieve Te Ture Whaimana (health and wellbeing of the Waikato River) delivering an additional 10-20,000 people in housing or job equivalent as a significant employment node. NOTE: The additional housing and employment node is only possible with the investment in the wastewater treatment plant and a new water reservoir.</p> <p>All of these opportunities are strategically aligned and recognised in the Hamilton-Waikato Metro Spatial Plan (in progress), Futureproof Growth Strategy, Hamilton Urban Growth Strategy and Waipa 2050 Growth Strategy.</p>	<p>Beyond 10 Years Advance a new 24 million litre water reservoir including bulk water connections to support growth in and out of district</p> <p>Northern Metro – Centralised wastewater / Water Resource Recovery Facility and conveyance (May be two separate facilities)</p> <p>Hamilton City Wastewater Network Bulk Storage (two) Facilities</p> <p>New north transport river crossing to link Rototuna to Rotokauri (Te Rapa Bypass)</p> <p>Te Rapa Road urbanisation (walking/cycling/Pt)</p>	<p>In pre planning</p> <p>Business Case</p> <p>In pre planning</p> <p>In pre planning</p> <p>In pre planning</p>		<p>\$50m (y5-y10)</p> <p>Wastewater plant \$300M - \$375M (y5-y10)</p> <p>Water Plant \$200M - \$250M (y5-y15)</p> <p>\$50M - \$70M (y0-y5)</p> <p>\$200m (subject to scope)</p> <p>\$50m (subject to scope)</p>
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Focus Area 5

Te Kauwhata-Ohinewai-Huntly Corridor



Future Proof
Te Tau Tītoki

Focus Area	Opportunity (housing/development) <i>What will the project unlock in terms of housing and future growth and other objectives?</i>	Key enabling projects and dependencies <i>what can be separated e.g. water projects could be fast-tracked for development in the future and what needs to be together</i>	Development status <i>Spade ready? Business case complete), timeframe for completion</i>	Constraints <i>e.g. RMA consenting; human capital</i>	Estimated cost range <i>(total -over how many years)</i>
<p>Te Kauwhata-Ohinewai-Huntly Corridor</p> <p>The Te Kauwhata-Ohinewai-Huntly form a unique cluster of settlements within the wider Hamilton to Auckland Corridor. Centrally located between Auckland, Hamilton, and Tauranga in the Rahui-Pokeka River Valley this area has significant growth potential and capacity for growth.</p> <p>It is rich in cultural heritage and natural biodiversity. It comprises a unique blue-green network including a number of lakes, wetlands, alluvial plains, the Waikato River, and hill ranges including the Hakarimatas.</p> <p>The area is extremely well connected by road and rail, with the Waikato Expressway and the North Island Main Trunk Line. Because of these features Waikato 2070 (Waikato District's Growth and Economic Development</p>	<p>The population of Te Kauwhata is approximately 2,000 currently. Waikato 2070 identifies the ability for Te Kauwhata to grow to a town of 10,000+ people. This is already being demonstrated through Lakeside Development, a 1,600 home development currently underway by Winton Partners.</p>	<p><u>Huntly State Housing Redevelopment Opportunity</u></p> <p>Opportunity for the redevelopment of 222 state houses in Huntly to create additional capacity and more liveable homes. This will have positive social and cultural benefits for Huntly.</p>	<p>Will require Kainga Ora support.</p> <p>10-20 year timeframe if there is the will.</p> <p>Business case can be relatively straight forward.</p>	<p>Funding; temporary accommodation for residents whose houses will be redeveloped; human capital.</p>	<p>Based on doubling the capacity from 1 unit to 2 units and a per unit cost of \$300,000, total cost (for redeveloping 222 state houses) would be in the region of \$133m.</p>
	<p>Huntly's and Ohinewai's combined current population is approximately 7,000 with capacity to double to 14,000 over the next 50 years supported by the Sleepyhead proposal to introduce significant new industry and housing in the area.</p> <p>The enabling projects stated herein are also consistent with Council's local area blueprints.</p>	<p><u>Mid Waikato (Te Kauwhata, Ohinewai, Huntly) Waste Water needs</u></p> <p>The Hamilton to Auckland Corridor Initiative has highlighted the importance of seeking integrated solutions for servicing at scale whilst confirming the need for good social and environmental outcomes for this area. Not only will homes in the area extending from Te Kauwhata to Huntly be more affordable (given the differential in market conditions when compared to the south Auckland / north Waikato area) but it will potentially result in rationalized point-source</p>	<p>May require re-purposing the Housing Infrastructure Fund for Te Kauwhata in order to support a sub-regional solution for waste water servicing.</p> <p>Mid Waikato Water and Wastewater Servicing Strategy currently being developed (to be ready by June 2020).</p>	<p>Flexibility around HIF funding scope.</p> <p>Top up funding.</p>	<p>\$60m (additional top up funding to add to \$39.1m of which \$21.5 is from HIF funded.</p>

<p>Strategy) has identified considerable growth opportunities, for residential, commercial and industrial growth in and around these towns and settlements.</p>		<p>discharges into the Waikato River.</p> <p>Waikato District Council has been successful in bidding for \$38 million from the \$1 billion Housing Infrastructure Fund. Council's bid was predicated on supporting growth in Te Kauwhata which will bring about 2790 residential dwellings on stream over ten years from initiation. There is also a proposal before the Waikato District Plan Hearing Panel for a major manufacturing and affordable housing community in Ohinewai (100000 sqm. industrial development with 1100 new houses). Initial thinking in the Hamilton to Corridor Statement of Shared Spatial Intent acknowledges the potential of this industrial development and has remained cognizant of the desire of the developer for 1100 affordable homes). Huntly has also been identified for growth (potentially another 3000 people over the next 30 years with the opportunity for redevelopment of HNZ properties being signalled as an initiative that be advocated through the Hamilton to Auckland</p>			
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		<p>Corridor work). Collectively therefore waste water needs for serving an area extended from Meremere to Huntly (including Te Kauwhata and Ohinewai in between) needs prioritization to ensure that Government's Urban Growth Agenda objectives are able to be met by better supporting growth whilst realising its social, economic, cultural and environmental outcomes.</p>			
		<p><u>Huntly south-facing ramps</u></p> <p>Strong inter-regional transport links are crucial to the economic success of the Waikato district. With it comes opportunities and issues. A key issue is that Huntly is now to be bypassed by the Waikato expressway . Whist the intent of the bypass is to lessen the time taken to travel from Auckland to Hamilton and beyond, and at a macro level bring greater economic benefits to the Waikato / golden triangle, at a micro level the unintended consequence of this roading project will leave Huntly not only bypassed socially and economically affected for decades - leaving assets and the local community stranded with on-going</p>	<p>Waikato Expressway Huntly By-pass (now completed).</p> <p>Business case for south-facing ramps can be developed relatively quickly.</p>	<p>RMA, Funding</p>	<p>\$50m - to be verified. Design and build can commence as soon as business case has been approved.</p>

		<p>social and economic issues. While Council is engaging with NZTA on the technical aspects of this roading revocation project with NZTA (largely covering the more technical transition of state highway roads to local road status), Council does not believe that the scope of technical roading solutions will be adequate for the on-going vitality of Huntly especially given the scale of risks and issues that Huntly faces as a result of the bypass. It is for this reason that Council has identified the need for south-facing ramps on the Waikato Expressway to improve Huntly's connection to areas to the south of the town in particular. This direction has been clearly given through hearings on Waikato 2070 (the Waikato District Growth and Economic Development Strategy).</p> <p>Through the development of the Huntly & Surrounds Spatial Plan/Spatial Intent (which NZTA is party to) preservation of the option for a future Huntly Central interchange has been acknowledged. It has been acknowledged that connecting the Huntly to the</p>			
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		Waikato Expressway at this designation would allow increased economic access to significant areas of industrial commercial land to the west of the expressway (east of the township).			
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Focus Area 6

Hopuhopu-Taupiri



Future Proof
Te Tau Tītoki

Focus Area	Opportunity (housing/development)	Key enabling projects and dependencies	Development status	Constraints	Estimated cost range (total -over how many years)
<p>Hopuhopu-Taupiri</p>	<p><i>What will the project unlock in terms of housing and future growth and other objectives?</i></p>	<p><i>what can be separated e.g. water projects could be fast-tracked for development in the future and what needs to be together</i></p>	<p><i>Spade ready? Business case complete), timeframe for completion</i></p>	<p><i>e.g. RMA consenting; human capital</i></p>	
<p>Hopuhopu Re-Development</p> <p>Hopuhopu is a major headquarter for Waikato-Tainui and is home to the Waikato-Tainui College for Research and Development. It is strategically located between Ngaruawahia and Taupiri and is at the heart of the Hamilton to Auckland Corridor. Not only does Hopuhopu offer a unique and significant urban growth opportunity to support iwi needs and aspirations but it is also well primed to advance Whakatupuranga 2050 - the tribe's blueprint for cultural, social and economic advancement for Waikato-Tainui people through a long-term</p>	<p>Hopuhopu is a strategic land holding within the Corridor held entirely in Iwi Ownership. It offers a unique and significant urban growth opportunity to support iwi needs and aspirations and the future economic growth of the local and regional economy.</p> <p>Hopuhopu currently provides around 60 dwellings, regional sporting facilities, tertiary education and training facilities and a Waikato Tainui Tribal Hub.</p> <p>Redevelopment of the village would:</p> <ul style="list-style-type: none"> - Meet immediate housing needs - Provide employment opportunity for Iwi at Hopuhopu and 	<p>Projects involved in the Hopuhopu Re-Development Programme include:</p> <ul style="list-style-type: none"> - Staged Housing Development - Business Hub, Commercial and Mixed-Use Land development - Iwi Administration Hub & Business Incubator - Waikato Awa Precinct - Native nursery and expansion of environmental enhancement and restoration programmes - Upgraded sports facilities <p>Key enabling infrastructure to the site already exists but would require expansion and/or</p>	<p>The land is 100% Iwi owned.</p> <p>The land is adjacent to major rail and roading networks.</p> <p>The site has established utilities incl fibre and electricity.</p> <p>Some existing building structures will need to be demolished.</p> <p>Master Planning for Hopuhopu is currently underway. Concept plans have been developed for site redevelopment. Implementation of some elements could commence in the next 6 - 12 months.</p> <p>Structure plans have</p>	<p>Traditional Resource Management Act timelines may result in delays to the project., however the Streamlined Planning process provides an opportunity to deliver the project faster.</p> <p>Infrastructure Funding – transport, three waters and community. Challenges for Waikato Tainui to fund accommodate on the Council's balance sheet against competing priorities.</p>	<p>\$200M - \$300M over 5-10 years. Could be accelerated depending on funding.</p>

Focus Area Hopuhopu-Taupiri	Opportunity (housing/development) <i>What will the project unlock in terms of housing and future growth and other objectives?</i>	Key enabling projects and dependencies <i>what can be separated e.g. water projects could be fast-tracked for development in the future and what needs to be together</i>	Development status <i>Spade ready? Business case complete), timeframe for completion</i>	Constraints <i>e.g. RMA consenting; human capital</i>	Estimated cost range <i>(total -over how many years)</i>
<p>development approach to building the capacity of Waikato-Tainui Marae, hapuu, and Iwi.</p> <p>The development proposal for Hopuhopu (as outlined in this table) is therefore reflective of Whakatapuranga 2050 and, when realised, will entrench this part of the corridor as the heartbeat of Māoridom. The inter-generational impact and benefits from the development of Hopuhopu is therefore immense and richly rewarding from a four-wellbeing perspective.</p> <p>It will also collectively help realise the achievement of both the Urban Growth Agenda and Sustainable Development Goals for the benefit of existing and</p>	<p>throughout the Hamilton to Auckland corridor.</p> <ul style="list-style-type: none"> - Optimise existing Iwi land holding - Leverage location next to strategic transport corridors and nationally significant natural and cultural features. - Build scale to create sustainable Iwi enterprise. - Build a stronger and more vibrant community. - Attract investment from external parties to support social, environmental and/or cultural initiatives. <p>Taupiri has both residential and industrial opportunities which will be relatively easy to get</p>	<p>upgrade to facilitate and support the growth potential. Necessary infrastructure upgrades include 3-waters, strategic transport connections.</p> <p>A key enabling feature to realize the potential Hopuhopu provides is funding and capital. At scale housing developments would also require partnership with Crown and external agents.</p> <p>Seeing together with the development of industrial and residential opportunities in Taupiri, Hopuhopu and Taupiri offer a unique opportunity for</p>	<p>been prepared and submitted as part of the current Waikato District Council District Plan Review.</p> <p>The bulk of the proposed re-development is already permitted under the existing Waikato District Council Plan</p>		

Focus Area

<p>Hopuhopu-Taupiri</p>	<p>Opportunity (housing/development) <i>What will the project unlock in terms of housing and future growth and other objectives?</i></p>	<p>Key enabling projects and dependencies <i>what can be separated e.g. water projects could be fast-tracked for development in the future and what needs to be together</i></p>	<p>Development status <i>Spade ready? Business case complete), timeframe for completion</i></p>	<p>Constraints <i>e.g. RMA consenting; human capital</i></p>	<p>Estimated cost range <i>(total -over how many years)</i></p>
<p>future generations through an enduring Crown, Iwi and Council partnership.</p> <p>Hopuhopu involves the revitalization and delivery of a new greenfield urban growth area in the heart of the Hamilton to Auckland Corridor.</p> <p>It involves significant opportunity to support and enhance the Maori economy and to partner with Iwi to meet the needs and aspirations of Waikato Tainui through housing, employment and economic development.</p> <p>Taupiri's population is currently 500 people. Waikato 2070 has identified the growth opportunity for Taupiri and its ability to grow into a small town of approx.</p>	<p>going as the land is not in fragmented ownership. Its accessibility to SH1, the Waikato Expressway and NIMT also makes this a sought-after location.</p>	<p>growth, development and the realization of Iwi aspirations.</p>			

Focus Area Hopuhopu-Taupiri	Opportunity (housing/development) <i>What will the project unlock in terms of housing and future growth and other objectives?</i>	Key enabling projects and dependencies <i>what can be separated e.g. water projects could be fast-tracked for development in the future and what needs to be together</i>	Development status <i>Spade ready? Business case complete), timeframe for completion</i>	Constraints <i>e.g. RMA consenting; human capital</i>	Estimated cost range <i>(total -over how many years)</i>
5,000 people in the future.					

Focus Area 7

3-Waters



Future Proof
Te Tau Tītoki

Focus Area	Opportunity (housing/development) <i>What will the project unlock in terms of housing and future growth and other objectives?</i>	Key enabling projects and dependencies <i>what can be separated e.g. water projects could be fast-tracked for development in the future and what needs to be together</i>	Development status <i>Spade ready? Business case complete), timeframe for completion</i>	Constraints <i>e.g. RMA consenting; human capital</i>	Estimated cost range <i>(total -over how many years)</i>
<p>3- Waters</p> <p>Three waters is the most critical focus area of the H2A Corridor.</p> <p>This focus area directly addresses Iwi aspiration at the highest level. It does this through actions that practically implement Te Ture Whaimana (The Waikato River Vision and Strategy) to improve the health and condition of New Zealand's longest and most important river.</p> <p>The programme of works is focused along the entirety of the Waikato River corridor and its catchment. It encompasses environmental restoration, comprehensive stormwater and catchment management works and boundary less planning for water and waste water reticulated services along the length of the corridor.</p> <p>This feature of the work is</p>	<p>Three waters services are:</p> <ul style="list-style-type: none"> · key to unlocking economic potential in the H2A corridor · essential to achieving the growth and development objectives and aspirations of the H2A Corridor Plan · Key to demonstrating how urban land use and development is giving effect to Te Ture Whaimana o Waikato. <p>An integrated and holistic approach to 3 waters infrastructure, environmental enhancement and land use will lead to:</p> <ul style="list-style-type: none"> · improved housing outcomes by making more land development ready · opportunities for public/iwi partnership to deliver core infrastructure · cleaner waterways and better environmental and community outcomes. 	<p>Sub-Regional 3-Waters Project will deliver an intergenerational 3-waters investment strategy for Hei Awarua ki te Ora ready for implementation. The strategy will be focussed on urban settlements within the Waikato River Catchment.</p> <p>The government proposed regulatory and service delivery reform proposals could be a significant opportunity in the context of any 3 waters stimulus package and/or for the implementation of the 3 waters business case findings.</p>	<p>The project is targeting completion of a programme business case for 3 waters infrastructure across the corridor area within 12 months.</p> <p>Phase 1 of the project is complete. Project governance and delivery structure and collaborative partnerships have been established.</p> <p>Phase 2 of the project to deliver the programme business case is underway using co-funding from iwi and local government. A funding application to co-fund Phase 2 has been lodged with central government. This co-funding is needed urgently.</p> <p>In parallel with this, several specific projects (included is other focus areas) will be accelerated to support fast-tracked implementation.</p>	<p>Working across jurisdictions in a boundaryless manner for core business like 3-waters infrastructure is not business as usual. It requires new approaches and alternative funding and implementation tools.</p> <p>The partners have already completed the foundation work required for this study but need central government co-funding to complete the investment strategy.</p>	<p>Sub-Regional 3-Waters Study: TOTAL \$1M - \$2M (Y0-Y1)</p>

<p>truly transformational thinking and has never been attempted at this scale in the context of spatial planning and investment in New Zealand.</p>	<ul style="list-style-type: none"> · new employment opportunities through removing impediments to future commercial development · better public amenity through enhanced environments to help communities thrive. 				
	<p>Active and deliberate investment in environmental enhancement and restoration activities is needed to deliver thriving and prosperous communities whilst enabling growth and providing for more people and jobs and meeting our obligations to protect and enhance the Waikato River.</p> <p>A significant environmental enhancement investment programme will deliver economic benefits, meet iwi aspirations and contribute to the regions well-being in many ways including, through:</p>	<p>Waikato and Waipa River environmental enhancement and restoration programme will be made up of projects scoped, costed and prioritised as part of the Waipa and Waikato River Restoration Strategy.</p>	<p>Many of the restoration programme projects are spade ready subject to funding and mobilising plant and human resources.</p> <p>Projects include fencing and riparian planting; habitat and mahinga kai restoration projects; pest control and eradication; hill country and stream erosion protection and remediation; biodiversity enhancement projects; development of culturally significant sites; development of recreational and amenity areas; river access improvements; creation and delivery of</p>		<p>Environmental enhancement and restoration projects (Y0 – Y10): \$150M - \$500M</p>

	<ul style="list-style-type: none"> · offsetting the impacts of urban and rural landuse activities, · delivering healthier ecosystems, · providing local and regional employment and training opportunities · Meeting national environmental targets 		<p>education packages and resources; identification and protection of waahi tapu and sites of significance</p>		
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Focus Area 8

Waikato Expressway Cambridge to Pairere



Future Proof
Te Tau Tītoki

Focus Area	Opportunity (housing/development) <i>What will the project unlock in terms of housing and future growth and other objectives?</i>	Key enabling projects and dependencies <i>what can be separated e.g. water projects could be fast-tracked for development in the future and what needs to be together</i>	Development status <i>Spade ready? Business case complete), timeframe for completion</i>	Constraints <i>e.g. RMA consenting; human capital</i>	Estimated cost range <i>(total -over how many years)</i>
Waikato Expressway – Cambridge to Piarere	This next stage of the Waikato Expressway south of Cambridge, is a project that will significantly improve the safe transport of goods and people in the Waikato as well as improving freight connectivity to the Port of Tauranga.	This project is interrelated to the NZ Upgrade Programme SH1/29 roundabout. Upgrade of the current 2 lane highway to a safer 4 lanes with median and side barriers and straightening. Waipa DC believes this fits in with the draft GPS 2021 for safety projects. There has been preliminary design work undertaken, but further work is required to understand the interdependencies with the NZUP programme. The project will provide ongoing employment for key contractors and their existing staff as well as new staff.	The Business Case is well developed and could be completed in relatively short timeframe.	Once the DBC is completed the Pre-implementation phase would commence which includes the land acquisition, resource consents and the designation to be confirmed. There is an opportunity for government support to fast track these processes. In particular the Public Works Act for land procurement; the RMA for Designations, and consenting; and Heritage NZ Pouhere Taonga Act for archaeological significant areas.	\$0.5 to \$1B over 8-10 years with potential to start pre-implementation in 2021/22.

Focus Area 9

Papakura-Tuakau-Pokeno



Future Proof
Te Tau Titoki

Focus Area	Opportunity (housing/development) <i>What will the project unlock in terms of housing and future growth and other objectives?</i>	Key enabling projects and dependencies <i>what can be separated e.g. water projects could be fast-tracked for development in the future and what needs to be together</i>	Development status <i>Spade ready? Business case complete), timeframe for completion</i>	Constraints <i>e.g. RMA consenting; human capital</i>	Estimated cost range <i>(total -over how many years)</i>
<p>Papakura-Tuakau-Pokeno</p> <p>The area from Papakura in southern Auckland to Tuakau-Pokeno in the northern Waikato is one of NZ's fastest growing areas and is likely to remain so over the next 30-50 years with an additional population of around 150,000 being provided for within existing land use policies.</p>	<p>The Drury-Opapeke and Pukekohe-Paerata structure plans provide for up to 34,500 new homes in south Auckland over the next 30 years. This equates to roughly 100,000 people. Combined with the possible growth in the northern Waikato over the same period of around 50,000 people it is crucial that appropriate servicing needs for a population equivalent to the size of Hamilton is provided for in this area.</p>	<p>Preliminary analysis of a high-level assessment of the Pukekohe waste water treatment plant undertaken by Watercare indicates that there is a capacity issue in the short-medium term especially with regards to servicing industrial trade waste volumes.</p> <p>Meeting the waste water serving needs of both industry and residents is therefore crucial to ensure that Government's Urban Growth Agenda objectives are able to be met by better supporting growth in a way that realises its social, cultural and environmental potential by:</p> <ul style="list-style-type: none"> o Improving housing affordability and choices; o Enhancing the quality of the natural and built environments, creating vital communities; o Improving access to employment, public services and amenities; o Creating employment opportunities. 	<p>This is programmed for 2030 but needs to be brought forward to meet the growth and industrial demand.</p>	<p>Funding is the key constraint.</p>	<p>\$100m for the upgrade</p>

		The enabling projects stated herein are also consistent with Council's local area blueprints.			
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