

Strategic Planning & Policy Committee Agenda Ahu Ake, Waipā Community Spatial Plan Hearings - 27 November 2024



27 November 2024 09:10 AM

Agenda Topic	Presenter	Time	Page
1. Opening Karakia		09:10 AM-09:13 AM	
2. Apologies	Chairperson	09:13 AM-09:14 AM	6
3. Disclosures' of Members Interests	Chairperson	09:14 AM-09:15 AM	7
4. Draft Ahu Ake, Waipā Community Spatial Plan and Draft Implementation Plan - Hearings Report	Vanessa Honore	09:15 AM-09:25 AM	8
4.1 Appendix 1: Full submissions on the Draft Ahu Ake, Waipā Community Spatial Plan and Draft Implementation Plan (ECM Number 11338108)		09:25 AM-02:55 PM	11
4.1.1 1022 - 1025 - David Phillipps			12
4.1.2 1027 - Bronwyn Dorreen			16
4.1.3 1028 - 1029 - Hannah Craven - Waikato Regional Council			19
4.1.4 1030 - 1031 - Tom Davies			29
4.1.5 1032 - Ian Hayton			31
4.1.6 1033 - 1036 - John Illingsworth - Kotare Properties			32
4.1.7 1037 - Carolyn Casey - Cambridge Community House Trust			36
4.1.8 1038 - 1041 - Garry Reymer			37

4.1.9	<u>1042 - 1045 - Angela Frost</u>	41
4.1.10	<u>1046 - Greg Harris</u>	45
4.1.11	<u>1047 - Bernhard Fynn</u>	46
4.1.12	<u>1048 - Nicola Turner</u>	47
4.1.13	<u>1049 - Tom Davies</u>	48
4.1.14	<u>1050 - Carol Marsh</u>	49
4.1.15	<u>1051 - 1053 - Jo Davies- Colley - Cambridge Community Board</u>	50
4.1.16	<u>1054 - Ed Grayling</u>	53
4.1.17	<u>1055 - 1056 - Jo Davies- Colley - Cambridge Community Board</u>	57
4.1.18	<u>1057 - 1058 - Judy Sherriff - Huirimu Farms Ltd</u>	59
4.1.19	<u>1059 - 1061 - Norma Mackie</u>	61
4.1.20	<u>1062 - 1065 - Brian Winter</u>	64
4.1.21	<u>1066 - 1067 - Geoffrey Boxell</u>	68
4.1.22	<u>1068 - 1069 - Lori S</u>	70
4.1.23	<u>1070 - 1074 - Jo Wrigley - Waikato Environment Centre Trust</u>	72
4.1.24	<u>1075 - 1077 - Beryl Pears</u>	91
4.1.25	<u>1078 - Simon Brdanovic - Te Awamutu AFC</u>	94
4.1.26	<u>1079 - 1082 - Rupert Kaye</u>	97
4.1.27	<u>1083 - 1087 - Jane West</u>	101
4.1.28	<u>1088 - Alasdair Nicoll</u>	109

4.1.29	<u>1089 - Fraser Cuff</u>	111
4.1.30	<u>1090 - 1092 - Daynah Eriepa - Te Manawa o Cambridge Trust</u>	113
4.1.31	<u>1093 - 1097 - Te Kopa King</u>	116
4.1.32	<u>1098 - 1101 - Dominic James Belfield</u>	122
4.1.33	<u>1102 - 1103 - Lori S</u>	126
4.1.34	<u>1104 - 1108 - Ange Holt - Te Awamutu & Kihikihi Community Board</u>	128
4.1.35	<u>1110 - Emily Empson - Kakepuku Mountain Conservation Society</u>	133
4.1.36	<u>1111 - 1115 - Pixie Stockman</u>	136
4.1.37	<u>1116 - Hazel Barnes</u>	141
4.1.38	<u>1117 - Hayden Woods</u>	142
4.1.39	<u>1118 - Lisa Gardiner - Ngati Haua Iwi Trust</u>	153
4.1.40	<u>1119 - Meredith Osmond - Thought Partners Ltd</u>	155
4.1.41	<u>1120 - Lyndal Bartley - Future Proof</u>	159
4.1.42	<u>1121 - Carey Church - Cambridge Public Arts Trust</u>	162
4.1.43	<u>1122 - Mark Chrisp - Honeycomb Developments LP</u>	165
4.1.44	<u>1123 - Mark Chrisp - Hautapu Landowners Group</u>	171
4.1.45	<u>1124 - Kathryn Drew - Waikato Regional Airport Ltd</u>	175

4.1.46	<u>1125 - Kathryn Drew - NZ National Fieldays Society Inc</u>	183
4.1.47	<u>1126 - Murray Osmond - Consultus</u>	192
4.1.48	<u>1127 - Cassidy Temese - Te Kopua Marae</u>	295
4.1.49	<u>1128 - Kathryn Drew - Te Awamutu Developments Ltd</u>	298
4.1.50	<u>1129 - Bruce Cuff - Rukuhia Neighbourhood Zone</u>	310
4.1.51	<u>1130 - Mark Rushworth - NZTA</u>	331
4.1.52	<u>1131 - Robert Dol - SL1 Consortium</u>	340
4.1.53	<u>1132 - Poto Davies - Ngati Koroki Kahukura</u>	413
4.1.54	<u>1133 - Nick Grala - Titanium Park Ltd and Rukuhia Properties Ltd</u>	416
4.1.55	<u>1134 - Mark Chrisp - Tabby Tiger Ltd</u>	424
4.1.56	<u>1135 - Mark Chrisp - Puaawai Whenua Ltd Partnership</u>	429
4.1.57	<u>1136 - Mark Chrisp - Fonterra Ltd</u>	436
4.1.58	<u>1137 - Blair Firmston - Ministry of Education</u>	442
4.1.59	<u>1138 - 1142 - Helena Gubelmann</u>	449
4.1.60	<u>1143 - Patrick O'Connell</u>	454
4.1.61	<u>1144 - 1147 - Elizabeth Harvey - Cambridge Historical Society</u>	455

4.1.62	<u>1149 - 1153 - Nardene Berry</u>	461
4.1.63	<u>1154 - Brian Winter - Te Awamutu College Students</u>	466
4.1.64	<u>1159 - Shirley and David Murdoch</u>	469
4.1.65	<u>1160 - Dominic James Belfield</u>	470
4.1.66	<u>1161 - Angela Frost</u>	471
4.2	<u>Appendix 2: List of Late Submissions received on the Draft Ahu Ake, Waipā Community Spatial Plan and Draft Implementation Plan (ECM Number 11338118)</u>	472
4.2.1	<u>1155 - Orrin Kapua - Apakura Ruununga</u>	473
4.2.2	<u>1156 - Robyn Nightingale - Parawera Marae</u>	476
4.2.3	<u>1157 - Pippa Player - Transpower New Zealand Ltd</u>	480
4.2.4	<u>1158 - Clare Thorne - Hamilton City Council Staff</u>	491

5. Closing Karakia

02:55 PM-02:57 PM



APOLOGIES



DISCLOSURE OF MEMBERS' INTERESTS

Members are reminded to declare and stand aside from decision making when a conflict arises between their role as an elected member and any private or other external interest they may have.

COMMITTEE REPORT



To: The Chairperson and Members of the Strategic Planning and Policy Committee

From: Principal Strategic Planner

Subject: **Draft Ahu Ake, Waipā Community Spatial Plan and Draft Implementation Plan - Hearings Report**

Meeting Date: 27 November 2024

1 PURPOSE - TAKE

The purpose of this report is to receive submissions on the Draft Ahu Ake, Waipā Community Spatial Plan and Draft Implementation Plan; and to enable verbal submissions to be heard.

2 EXECUTIVE SUMMARY – WHAKARĀPOPOTOTANGA MATUA

The Draft Ahu Ake, Waipā Community Spatial Plan and Draft Implementation Plan were consulted on from 04 October to 04 November 2024. A total of 138 submissions were received across the five proposed implementation packages from 56 unique submitters, of which 26 submitters have requested to speak at the hearing.

All submissions are attached as appendices 1 and 2 to this report.

3 RECOMMENDATION – TŪTOHU Ā-KAIMAHI

That the Strategic Planning and Policy Committee

- a) *Receives the report of Vanessa Honore – Principal Strategic Planner titled ‘Draft Ahu Ake, Waipā Community Spatial Plan and Draft Implementation Plan - Hearings Report’, (ECM Number 11336854);*
- b) *Receives the submissions to Waipā District Council Draft Ahu Ake, Waipā Community Spatial Plan and Draft Implementation Plan attached as Appendix 1 to this report (ECM Number 11338108);*
- c) *Agrees to (accept/not accept) the late submissions attached as Appendix 2 (ECM Number 11338118); and*
- d) *Hears the verbal submissions on the Draft Ahu Ake, Waipā Community Spatial Plan and Draft Implementation Plan.*

4 BACKGROUND – KŌRERO WHAIMĀRAMA

At its 1 October 2024 meeting, the Strategic Planning and Policy Committee approved the Ahu Ake Draft Community Spatial Plan, Draft Implementation Plan, Draft Executive Summary, associated supporting documents (Scenario Development Report, Scenario Refinement Report and Engagement Summary report) and the Statement of Proposal, for public consultation. These documents were developed following extensive engagement with our Mana Whenua and Iwi Partners, key stakeholders, and the wider community over the period from 2021 to 2023.

The consultation was open for four weeks, from 04 October to 04 November 2024.

The table below provides a summary of the number of submissions received for each of the five packages detailed in the Draft Ahu Ake, Waipā Community Spatial Plan and Draft Implementation Plan. This was a consultation on a strategic document with a wide range of inter-related topics. Due to this, a wide range of submissions were received which, by nature, address topics beyond the implementation package they pertain to. Submitters were also able to submit on more than one package.

	No. of submissions received	No. of submitters who wish to speak at the hearing and have submitted on this particular package
Future Development and Housing package	37	13
Strategic Framework package	36	18
Placemaking package	24	11
Community places package	25	08
Karāpiro programme package	16	04

Submitters who wish to be heard at the Council Hearing on 27 November have been organised primarily by the type of stakeholder and the main topic pertinent to their submissions.

5 SIGNIFICANCE & ENGAGEMENT – KAUPAPA WHAI MANA ME NGĀ MATAPAKINGA

Staff have considered the key considerations under the Significance and Engagement Policy, in particular sections 7 and 8, and have assessed that the matters in this report have a high level of significance. This is because Ahu Ake, Waipā Community Spatial Plan will have a key role in providing strategic direction to Council planning; prioritisation of investment and funding; and service delivery decisions, with the aim of achieving Council’s vision and community outcomes. This report aims to provide an opportunity for elected members to formally receive submissions made to the Draft Ahu Ake, Waipā Community Spatial Plan and Draft Implementation Plan; and to enable verbal submissions to be heard.

8 NEXT ACTIONS

Deliberations for all submissions will take place on 16 December 2024.

Based on the Committee’s recommendations following hearings and deliberations, the Ahu Ake, Waipā Community Spatial Plan and its Implementation Plan will be presented to the Council for adoption in February 2025.

9 APPENDICES - ĀPITITANGA

No:	Appendix Title
1	Full submissions on the Draft Ahu Ake, Waipā Community Spatial Plan and Draft Implementation Plan (ECM Number 11338108)
2	Late Submissions received on the Draft Ahu Ake, Waipā Community Spatial Plan and Draft Implementation Plan (ECM Number 11338118)



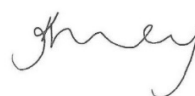
Prepared by Vanessa Honore
PRINCIPAL STRATEGIC PLANNER



Reviewed by Diana Aquilina
LEGAL COUNSEL



Reviewed by Melissa Russo
MANAGER STRATEGY



Approved by Kirsty Downey
GROUP MANAGER STRATEGY

APPENDIX 1

Full submissions on the Draft Ahu Ake, Waipā Community Spatial Plan and Draft Implementation Plan (ECM Number 11338108)

AA Placemaking Package

Submission 1022

Stakeholder:	David Phillipps
Organisation:	
Submission Date:	10/7/2024 1:30:00 PM

Do you endorse the activities included in the Placemaking Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

Looks good. I do wonder what Maori urban design looks like though. If it's anything like the new police station it will be good, but it may not be up to that standard.

You should provide for pedestrian malls. Overseas ones I have seen have pedestrian traffic to die for if you're a retailer. So does Wellington's Cuba Mall.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Support

Tell us why

You aren't rich enough to do it all at once. You probably couldn't get the contractors either.

Would you like to present?

AA Strategic Framework Package

Submission 1023

Stakeholder:	David Phillipps
Organisation:	
Submission Date:	10/7/2024 1:36:00 PM

Do you endorse the activities included in the Strategic Framework Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

My only reservation relates to transport. You'll have to rebuild Shakespeare St or else re-route the heavy trucks that use it, which will almost certainly involve major engineering in itself. Shakespeare St wasn't built to handle 40 or 50 ton trucks.

You'll also have to bite the bullet about the dreaded Parking Buildings. Whenever I mention them, council people shudder and change the subject.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Support

Tell us why

Funding and staffing problems.

Would you like to present?

AA Community Places Package

Submission 1024

Stakeholder:	David Phillipps
Organisation:	
Submission Date:	10/7/2024 1:38:00 PM

Do you endorse the activities included in the Community Places Framework Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

But how does this square with your recent refusal to relocate the Cambridge library?

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Support

Tell us why

Funding and staffing, as usual.

Would you like to present?

AA Karāpiro Programme Package

Submission 1025

Stakeholder:	David Phillipps
Organisation:	
Submission Date:	10/7/2024 1:42:00 PM

Do you endorse the activities included in the Karāpiro Programme Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

All good, but are you going to persuade Waka Kotahi to put in on and off ramps to connect Karapiro Village to the Expressway? The Minister has already refused to put them in by golf course, as has the transport agency.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Support

Tell us why

Funding and staffing again.

Would you like to present?

AA Strategic Framework Package

Submission 1027

Stakeholder:	Bronwyn Dorreen
Organisation:	
Submission Date:	10/17/2024 11:46:00 AM

Do you endorse the activities included in the Strategic Framework Package, and do you think this is the right way to address the strategic opportunities?

Unsure

Tell us why

Focus on the essentials and forget the frills.

There is an urgent need in Pirongia for public transport - though there is no mention of it in the draft spacial plan. This may not have been articulated to council by the very people who are in need of it, but it is real, essential and urgent.

The plan's transport section says (page 73) " bus and other public transport options are frequent and fast... " and that " transport systems provide for rural access to urban amenities."

Not true. There is no public transport of any kind in Pirongia - no buses, no taxis, no shuttles.

People of all ages need transport to at least the nearest town, Te Awamutu, to access essential services such as doctors, dentists, opticians, audiologists, lawyers and accountants.

I know independent , elderly people who, research has shown, benefit living in their own homes for health, social, economic and mental reasons. Yet they have told me that when they are unable to drive they will be forced to leave Pirongia to access such services. Some may have to resort to institutionalised living which would adversely affect their quality of life.

Young families needing to access such services say they would use public transport if it were available.

In the spacial plan detailing implementation of transport strategy, there is no mention (page 73) of any such services for Pirongia. Page 76 lists, under Main transport initiatives - south, "Pirongia- Lake Nga Roto-Te Awamutu cycleway" .This is the sole reference to Pirongia transport, and it is a frill not a basic. People, old and young, will not be cycling to and from Te Awamutu with their groceries in pannier bags or to the doctor when they are ill ; whatever the weather. That's impractical, unrealistic and ridiculous. Yet that is the sole choice people without their own transport are confronted with at present.

Pirongia's basic transport needs should take precedence over walking and cycling connections. There is nothing in the "vision" for Pirongia (page 127) that refers to transport needs. The four objectives are touchy-feely nice-to-haves that do not cater to residents' basic needs.

The village is at risk of losing residents of all ages who need public transport. With them goes a rich source of initiative, ideas, enthusiasm, local knowledge and wisdom and all that locals contribute to the essence of village life.

Picture postcard idealism is no substitute for the real and basic needs of residents. Pirongia needs finite , tangible plans for prompt action on this issue.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Unsure

Tell us why

AA Strategic Framework Package

Submission 1027

Would you like to present?

No

SUBMISSION TO WAIPA DISTRICT COUNCIL COMMUNITY SPACIAL PLAN.

Focus on the essentials and forget the frills.

There is an urgent need in Pirongia for public transport - though there is no mention of it in the draft spacial plan. This may not have been articulated to council by the very people who are in need of it, but it is real, essential and urgent.

The plan's transport section says (page 73) " bus and other public transport options are frequent and fast..." and that " transport systemsprovide for rural access to urban amenities." Not true. There is no public transport of any kind in Pirongia - no buses, no taxis, no shuttles.

People of all ages need transport to at least the nearest town , Te Awamutu, to access essential services such as doctors, dentists, opticians, audiologists, lawyers and accountants. I know independent , elderly people who, research has shown, benefit living in their own homes for health, social, economic and mental reasons. Yet they have told me that when they are unable to drive they will be forced to leave Pirongia to access such services. Some may have to resort to institutionalised living which would adversely affect their quality of life. Young families needing to access such services say they would use public transport if it were available.

In the spacial plan detailing implementation of transport strategy, there is no mention (page 73) of any such services for Pirongia. Page 76 lists, under Main transport initiatives - south, "Pirongia-Lake Nga Roto-Te Awamutu cycleway" .This is the sole reference to Pirongia transport, and it is a frill not a basic. People, old and young, will not be cycling to and from Te Awamutu with their groceries in pannier bags or to the doctor when they are ill ; whatever the weather. That's impractical, unrealistic and ridiculous. Yet that is the sole choice people without their own transport are confronted with at present.

Pirongia's basic transport needs should take precedence over walking and cycling connections. There is nothing in the "vision" for Pirongia (page 127) that refers to transport needs. The four objectives are touchy-feely nice-to-haves that do not cater to residents' basic needs.

The village is at risk of losing residents of all ages who need public transport. With them goes a rich source of initiative, ideas, enthusiasm, local knowledge and wisdom and all that locals contribute to the essence of village life.

Picture postcard idealism is no substitute for the real and basic needs of residents.

Pirongia needs finite , tangible plans for prompt action on this issue.

AA Strategic Framework Package

Submission 1028

Stakeholder:	Hannah Craven
Organisation:	Waikato Regional Council
Submission Date:	10/17/2024 5:03:00 PM

Do you endorse the activities included in the Strategic Framework Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

Feedback from Waikato Regional Council staff on Ahu Ake – Waipā Community Spatial Plan

17 October 2024

Introduction

1. WRC staff appreciate the opportunity to provide feedback on Ahu Ake and are generally very supportive of the plan.
2. Our comments are primarily themed around transport issues and the Future Development and Housing implementation package.
3. We do not wish to speak to our comments at the Ahu Ake hearing on 27 November.

Transport

4. Overall, we consider Ahu Ake aligns with regional policy for integrated land use and transport planning in the Waikato Regional Policy Statement (WRPS), Waikato Regional Land Transport Plan (RLTP) and the Waikato Regional Public Transport Plan (RPTP).
5. We consider that opportunities to improve connectivity and access to essential services should be prioritised, particularly through provision of walking or cycling infrastructure and supporting public transport. In addition to improving connectivity, this can reduce transport emissions and improve road safety.
6. We support the following actions and priorities contained within the plan:
 - Planning for Ohaupo to have a new village centre off the highway, and improved access to the school.
 - Investigating changing the location of Karapiro School to improve access, connectivity and safety.
 - Supporting and enabling transport mode shift such as walking, cycling and public transport. With an increasingly ageing population in the district, the ability for residents to continue to access services and participate in community life is diminished if they can no longer drive. It is important to consider the different infrastructure across the transport network that may be required, e.g. wider footpaths. Similarly, young people need to access education and their social networks through transport options that do not involve cars.
 - Recognising that rural communities will need to continue to travel longer distances to services.
 - Recognising food production in the district, both for economic and cultural purposes. Transporting food long distances has implications for transport emissions and local production builds a level of resilience into the food supply in the district.
 - Reviewing the transport strategy to ensure longer term local and regional transport aspirations are being proactively worked towards.

AA Strategic Framework Package

Submission 1028

- The expectation of reduced deaths and serious injuries on the Waipā transport network.
7. We consider there are opportunities to further enhance transport outcomes for Waipā's communities through Ahu Ake, and recommend consideration of:
- Crime Prevention through Environmental Design – an urban design principle which seeks to reduce the incidence and fear of crime, making urban spaces inclusive, welcoming and safe. This encourages people to use low carbon transport methods such as walking and cycling more often.
 - Community transport in rural areas as an option to improve rural access to essential services.
 - Where reference is made to improving transport for disabled members of the community, consider using the term “transport disadvantaged”. This is a well-recognised term defined in legislation and includes other members of the community with reduced transport choices, e.g. the young, elderly and low income.
 - Greater support for increased density in urban areas, enabling easier and safer access to services such as health, education and to commercial areas. Higher density urban areas would enable transport outcomes to be achieved in a more cost effective and efficient manner.
 - We support “urban mobility improvements that create opportunities to develop Cambridge’s CBD as a people-friendly place” (page 74). We suggest extending this idea to the CBD of Te Awamutu so that it too is a “people-friendly place” and not just a place through which people and vehicles move.
8. We note the desire for frequent public transport routes in several locations. We encourage Waipā District Council to engage with Waikato Regional Council as the regional Public Transport Authority with regard to these matters.

Highly productive land

9. We suggest amending the legends in the Rural Economy map and Figure 9 to refer to ‘Land Use Capability (LUC) 1, 2 and 3’ instead of ‘Highly Productive land Class 1, 2 and 3’. This aligns with clause 3.5(7) of the National Policy Statement for Highly Productive Land (NPS-HPL) which provides a transitional definition of HPL while HPL is not yet mapped in the region. We also suggest additional wording to explain that the extent of HPL in the district may change once HPL is mapped through Change 2 to the WRPS.

Implementation

10. We acknowledge that multiple actions across Ahu Ake provide an opportunity to work collaboratively and/or partner with WRC. This is welcomed and strongly encouraged.
11. We support Ahu Ake’s alignment with the Future Proof Strategy and support partnership with Future Proof and WRC for actions within the future development and housing implementation package. We support growth and development in urban enablement areas identified by Future Proof and actions to improve housing affordability.
12. We support the intentions of the Waipā Environment Strategy, particularly the intention to support regional goals set out in the draft Waikato Biodiversity Accord to make a positive commitment to ensure healthy, functioning indigenous biodiversity in the Waikato Region.
13. We note that under Environment in Part B there is reference to protecting native bats but that this is not followed up in the Implementation section. We recommend including the Waikato Bat Alliance (which Waipā District Council is part of) as a stakeholder for activity Env1.

AA Strategic Framework Package

Submission 1028

14. We support the intentions of the Waipā Climate Change Strategy and look forward to working with Waipā District Council to develop an evidence base for climate impacts, risks and vulnerabilities, and investigating carbon farming options.

15. We note the intention to work closely with the Waikato Regional Council to review the regulation and performance of existing rural drainage systems to improve the water quality of the district’s lakes and waterways, and support this action as part of the Three Waters Masterplan.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Support

Tell us why

Would you like to present?

No

File No: 25 07 00
Document No: 30464168
Enquiries to: Hannah Craven



17 October 2024

Waipā District Council

Email: info@waipadc.govt.nz

Private Bag 3038
Waikato Mail Centre
Hamilton 3240, NZ

waikatoregion.govt.nz
0800 800 401

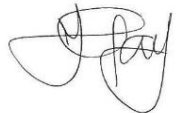
Dear Sir/Madam

Waikato Regional Council staff feedback on Ahu Ake – Waipā Community Spatial Plan

Thank you for the opportunity to provide feedback on Ahu Ake – the Waipā Community Spatial Plan. Please find attached Waikato Regional Council’s (WRC’s) staff feedback regarding this document.

Should you have any queries regarding the content of this document please contact Hannah Craven, Senior Policy Advisor, Strategic and Spatial Planning directly on [REDACTED] or by email [REDACTED]

Regards,



Tracey May
Director Science Policy and Information

HE TAIAO MAURIORA HEALTHY ENVIRONMENT
HE ŌHANGA PAKARI STRONG ECONOMY
HE HAPORI HIHIRI VIBRANT COMMUNITIES

Feedback from Waikato Regional Council staff on Ahu Ake – Waipā Community Spatial Plan

17 October 2024

Introduction

1. WRC staff appreciate the opportunity to provide feedback on Ahu Ake and are generally very supportive of the plan.
2. Our comments are primarily themed around transport issues and the Future Development and Housing implementation package.
3. We do not wish to speak to our comments at the Ahu Ake hearing on 27 November.

Transport

4. Overall, we consider Ahu Ake aligns with regional policy for integrated land use and transport planning in the Waikato Regional Policy Statement (WRPS), Waikato Regional Land Transport Plan (RLTP) and the Waikato Regional Public Transport Plan (RPTP).
5. We consider that opportunities to improve connectivity and access to essential services should be prioritised, particularly through provision of walking or cycling infrastructure and supporting public transport. In addition to improving connectivity, this can reduce transport emissions and improve road safety.
6. We support the following actions and priorities contained within the plan:
 - Planning for Ohaupo to have a new village centre off the highway, and improved access to the school.
 - Investigating changing the location of Karapiro School to improve access, connectivity and safety.
 - Supporting and enabling transport mode shift such as walking, cycling and public transport. With an increasingly ageing population in the district, the ability for residents to continue to access services and participate in community life is diminished if they can no longer drive. It is important to consider the different infrastructure across the transport network that may be required, e.g. wider footpaths. Similarly, young people need to access education and their social networks through transport options that do not involve cars.
 - Recognising that rural communities will need to continue to travel longer distances to services.
 - Recognising food production in the district, both for economic and cultural purposes. Transporting food long distances has implications for transport emissions and local production builds a level of resilience into the food supply in the district.
 - Reviewing the transport strategy to ensure longer term local and regional transport aspirations are being proactively worked towards.
 - The expectation of reduced deaths and serious injuries on the Waipā transport network.
7. We consider there are opportunities to further enhance transport outcomes for Waipā's communities through Ahu Ake, and recommend consideration of:
 - Crime Prevention through Environmental Design – an urban design principle which seeks to reduce the incidence and fear of crime, making urban spaces inclusive, welcoming and safe. This encourages people to use low carbon transport methods such as walking and cycling more often.

- Community transport in rural areas as an option to improve rural access to essential services.
 - Where reference is made to improving transport for disabled members of the community, consider using the term “transport disadvantaged”. This is a well-recognised term defined in legislation and includes other members of the community with reduced transport choices, e.g. the young, elderly and low income.
 - Greater support for increased density in urban areas, enabling easier and safer access to services such as health, education and to commercial areas. Higher density urban areas would enable transport outcomes to be achieved in a more cost effective and efficient manner.
 - We support “urban mobility improvements that create opportunities to develop Cambridge’s CBD as a people-friendly place” (page 74). We suggest extending this idea to the CBD of Te Awamutu so that it too is a “people-friendly place” and not just a place through which people and vehicles move.
8. We note the desire for frequent public transport routes in several locations. We encourage Waipā District Council to engage with Waikato Regional Council as the regional Public Transport Authority with regard to these matters.

Highly productive land

9. We suggest amending the legends in the Rural Economy map and Figure 9 to refer to ‘Land Use Capability (LUC) 1, 2 and 3’ instead of ‘Highly Productive land Class 1, 2 and 3’. This aligns with clause 3.5(7) of the National Policy Statement for Highly Productive Land (NPS-HPL) which provides a transitional definition of HPL while HPL is not yet mapped in the region. We also suggest additional wording to explain that the extent of HPL in the district may change once HPL is mapped through Change 2 to the WRPS.

Implementation

10. We acknowledge that multiple actions across Ahu Ake provide an opportunity to work collaboratively and/or partner with WRC. This is welcomed and strongly encouraged.
11. We support Ahu Ake’s alignment with the Future Proof Strategy and support partnership with Future Proof and WRC for actions within the future development and housing implementation package. We support growth and development in urban enablement areas identified by Future Proof and actions to improve housing affordability.
12. We support the intentions of the Waipā Environment Strategy, particularly the intention to support regional goals set out in the draft Waikato Biodiversity Accord to make a positive commitment to ensure healthy, functioning indigenous biodiversity in the Waikato Region.
13. We note that under Environment in Part B there is reference to protecting native bats but that this is not followed up in the Implementation section. We recommend including the Waikato Bat Alliance (which Waipā District Council is part of) as a stakeholder for activity Env1.
14. We support the intentions of the Waipā Climate Change Strategy and look forward to working with Waipā District Council to develop an evidence base for climate impacts, risks and vulnerabilities, and investigating carbon farming options.
15. We note the intention to work closely with the Waikato Regional Council to review the regulation and performance of existing rural drainage systems to improve the water quality of the district’s lakes and waterways, and support this action as part of the Three Waters Masterplan.

AA Future Development and Housing Package

Submission 1029

Stakeholder:	Hannah Craven
Organisation:	Waikato Regional Council
Submission Date:	10/17/2024 5:07:00 PM

Do you endorse the activities included in the Future Development and Housing Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

1. We acknowledge that multiple actions across Ahu Ake provide an opportunity to work collaboratively and/or partner with WRC. This is welcomed and strongly encouraged.
2. We support Ahu Ake's alignment with the Future Proof Strategy and support partnership with Future Proof and WRC for actions within the future development and housing implementation package. We support growth and development in urban enablement areas identified by Future Proof and actions to improve housing affordability.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Support

Tell us why

Would you like to present?

No

File No: 25 07 00
Document No: 30464168
Enquiries to: Hannah Craven



17 October 2024

Waipā District Council

Email: info@waipadc.govt.nz

Private Bag 3038
Waikato Mail Centre
Hamilton 3240, NZ

waikatoregion.govt.nz
0800 800 401

Dear Sir/Madam

Waikato Regional Council staff feedback on Ahu Ake – Waipā Community Spatial Plan

Thank you for the opportunity to provide feedback on Ahu Ake – the Waipā Community Spatial Plan. Please find attached Waikato Regional Council's (WRC's) staff feedback regarding this document.

Should you have any queries regarding the content of this document please contact Hannah Craven, Senior Policy Advisor, Strategic and Spatial Planning directly on [REDACTED] or by email [REDACTED]

Regards,

A handwritten signature in black ink, appearing to read "Tracey May".

Tracey May
Director Science Policy and Information

HE TAIAO MAUIORA HEALTHY ENVIRONMENT
HE ŌHANGA PAKARI STRONG ECONOMY
HE HAPORI HIHIRI VIBRANT COMMUNITIES

Feedback from Waikato Regional Council staff on Ahu Ake – Waipā Community Spatial Plan

17 October 2024

Introduction

1. WRC staff appreciate the opportunity to provide feedback on Ahu Ake and are generally very supportive of the plan.
2. Our comments are primarily themed around transport issues and the Future Development and Housing implementation package.
3. We do not wish to speak to our comments at the Ahu Ake hearing on 27 November.

Transport

4. Overall, we consider Ahu Ake aligns with regional policy for integrated land use and transport planning in the Waikato Regional Policy Statement (WRPS), Waikato Regional Land Transport Plan (RLTP) and the Waikato Regional Public Transport Plan (RPTP).
5. We consider that opportunities to improve connectivity and access to essential services should be prioritised, particularly through provision of walking or cycling infrastructure and supporting public transport. In addition to improving connectivity, this can reduce transport emissions and improve road safety.
6. We support the following actions and priorities contained within the plan:
 - Planning for Ohaupo to have a new village centre off the highway, and improved access to the school.
 - Investigating changing the location of Karapiro School to improve access, connectivity and safety.
 - Supporting and enabling transport mode shift such as walking, cycling and public transport. With an increasingly ageing population in the district, the ability for residents to continue to access services and participate in community life is diminished if they can no longer drive. It is important to consider the different infrastructure across the transport network that may be required, e.g. wider footpaths. Similarly, young people need to access education and their social networks through transport options that do not involve cars.
 - Recognising that rural communities will need to continue to travel longer distances to services.
 - Recognising food production in the district, both for economic and cultural purposes. Transporting food long distances has implications for transport emissions and local production builds a level of resilience into the food supply in the district.
 - Reviewing the transport strategy to ensure longer term local and regional transport aspirations are being proactively worked towards.
 - The expectation of reduced deaths and serious injuries on the Waipā transport network.
7. We consider there are opportunities to further enhance transport outcomes for Waipā's communities through Ahu Ake, and recommend consideration of:
 - Crime Prevention through Environmental Design – an urban design principle which seeks to reduce the incidence and fear of crime, making urban spaces inclusive, welcoming and safe. This encourages people to use low carbon transport methods such as walking and cycling more often.

- Community transport in rural areas as an option to improve rural access to essential services.
 - Where reference is made to improving transport for disabled members of the community, consider using the term “transport disadvantaged”. This is a well-recognised term defined in legislation and includes other members of the community with reduced transport choices, e.g. the young, elderly and low income.
 - Greater support for increased density in urban areas, enabling easier and safer access to services such as health, education and to commercial areas. Higher density urban areas would enable transport outcomes to be achieved in a more cost effective and efficient manner.
 - We support “urban mobility improvements that create opportunities to develop Cambridge’s CBD as a people-friendly place” (page 74). We suggest extending this idea to the CBD of Te Awamutu so that it too is a “people-friendly place” and not just a place through which people and vehicles move.
8. We note the desire for frequent public transport routes in several locations. We encourage Waipā District Council to engage with Waikato Regional Council as the regional Public Transport Authority with regard to these matters.

Highly productive land

9. We suggest amending the legends in the Rural Economy map and Figure 9 to refer to ‘Land Use Capability (LUC) 1, 2 and 3’ instead of ‘Highly Productive land Class 1, 2 and 3’. This aligns with clause 3.5(7) of the National Policy Statement for Highly Productive Land (NPS-HPL) which provides a transitional definition of HPL while HPL is not yet mapped in the region. We also suggest additional wording to explain that the extent of HPL in the district may change once HPL is mapped through Change 2 to the WRPS.

Implementation

10. We acknowledge that multiple actions across Ahu Ake provide an opportunity to work collaboratively and/or partner with WRC. This is welcomed and strongly encouraged.
11. We support Ahu Ake’s alignment with the Future Proof Strategy and support partnership with Future Proof and WRC for actions within the future development and housing implementation package. We support growth and development in urban enablement areas identified by Future Proof and actions to improve housing affordability.
12. We support the intentions of the Waipā Environment Strategy, particularly the intention to support regional goals set out in the draft Waikato Biodiversity Accord to make a positive commitment to ensure healthy, functioning indigenous biodiversity in the Waikato Region.
13. We note that under Environment in Part B there is reference to protecting native bats but that this is not followed up in the Implementation section. We recommend including the Waikato Bat Alliance (which Waipā District Council is part of) as a stakeholder for activity Env1.
14. We support the intentions of the Waipā Climate Change Strategy and look forward to working with Waipā District Council to develop an evidence base for climate impacts, risks and vulnerabilities, and investigating carbon farming options.
15. We note the intention to work closely with the Waikato Regional Council to review the regulation and performance of existing rural drainage systems to improve the water quality of the district’s lakes and waterways, and support this action as part of the Three Waters Masterplan.

AA Strategic Framework Package

Submission 1030

Stakeholder:	Tom Davies
Organisation:	ratepayer
Submission Date:	10/18/2024 3:48:00 PM

Do you endorse the activities included in the Strategic Framework Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

I support then add the following:

Overview

We should hold, front-of-mind at all times (especially with strategic projects such as ā ahu ake) that we are a globally unique, globally significant country and thereby region. Because Aotearoa New Zealand has been colonised by humans for less than 1000 years, we have a (globally) unique (right and) responsibility to take extra special care of our environment / our land. Where we can we should undo (or at least ameliorate) the damage we have done in this short period. With all we do we should acknowledge Aotearoa NZ has been colonised by people for this brief period. Contrast this with Australia > 60 millennia, Africa > 300 millennia and Asia somewhere between (say 200,000 years). The adage may be, 'our first footprint is still warm'.

High (perhaps top) on our priorities are the maintenance and refreshing of our special places such as ngā maunga Pirongia, Maungatautari, the continued development of Taiea te Taiao and the other globally significant, local, special places, such as Kakepuku, Ngā Roto, Rotopiko / National Wetland Centre and Waipa River.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Support

Tell us why

I already lost my first version so I'm reluctant to close this so am sending it incomplete.

Would you like to present?

Yes

AA Placemaking Package

Submission 1031

Stakeholder:	Tom Davies
Organisation:	ratepayer
Submission Date:	10/18/2024 3:52:00 PM

Do you endorse the activities included in the Placemaking Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

I support then add the following:

Overview

We should hold, front-of-mind at all times (especially with strategic projects such as ā ahu ake) that we are a globally unique, globally significant country and thereby region. Because Aotearoa New Zealand has been colonised by humans for less than 1000 years, we have a (globally) unique (right and) responsibility to take extra special care of our environment / our land. Where we can we should undo (or at least ameliorate) the damage we have done in this short period. With all we do we should acknowledge Aotearoa NZ has been colonised by people for this brief period. Contrast this with Australia > 60 millennia, Africa > 300 millennia and Asia somewhere between (say 200,000 years). The adage may be, 'our first footprint is still warm'.

High (perhaps top) on our priorities are the maintenance and refreshing of our special places such as ngā maunga Pirongia, Maungatautari, the continued development of Taiea te Taiao and the other globally significant, local, special places, such as Kakepuku, Ngā Roto, Rotopiko / National Wetland Centre and Waipa River.

Ahu Ake specifics

While I am diligent about avoiding bias I am forced to acknowledge that the west of Waipa has not and does not have the opportunities of the east of the district. In order to give some balance to the opportunities, we should proceed without delay to develop the TA Museum. The cycleways / walkways in the west also deserve attention. Let us begin the development of the Te Awamutu to Pirongia cycleway / walkway. Regarding the Kihikihi to Te Awamutu cycleway / walkway. Some years ago I was aware that funding existed for the solid surfacing of this track. Let us do it. This will enable narrow tyre road bikes to be ridden on the track instead of the road. This hard surfaced track should be extended up Golf Road to Swarbrick enabling intermediate school children to ride their bikes from Kihikihi to school.

Te Awamutu has an oft overlooked university (Te Wānanga o Aotearoa) with a huge student population. What more can we do to support this institution?

Through the West of our district we have the internationally popular Te Araroa Trail. What are we doing to support this?

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Unsure

Tell us why

Where are the details??

Would you like to present?

Yes

AA Karāpiro Programme Package

Submission 1032

Stakeholder:	Ian Hayton
Organisation:	
Submission Date:	10/19/2024 9:05:00 PM

Do you endorse the activities included in the Karāpiro Programme Package, and do you think this is the right way to address the strategic opportunities?

Don't support

Tell us why

No detail provided on what the plan or possible impact to the community is provided

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Don't support

Tell us why

No detail provided on what the plan or possible impact to the community is provided

Would you like to present?

AA Future Development and Housing Package Submission 1034

Stakeholder:	John Illingsworth
Organisation:	Kotare Properties
Submission Date:	10/21/2024 3:37:00 PM

Do you endorse the activities included in the Future Development and Housing Package, and do you think this is the right way to address the strategic opportunities?

Unsure

Tell us why

Land use and Management look OK however it seems to me that there is little identification of how this will happen I recognize these are high level goals however strategy is often difficult to translate into reality

It is a good thing to address both the aged and youth but I don't get a strong sense of what this really means what balance is there is it based on demographics or some other formula

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Support

Tell us why

The housing strategy is a good idea however the main focus should be on land availability as at present due to infrastructure availability we can only focus on land that is designated residential

Village and town concepts (which I assume is infill housing and developing outlying areas like Ohaupo) This is beginning to happen with some recent plan changes

3 waters is long overdue (Cambridge sewer is a big step forward) lots of work to do here. I also think the acceptance that sewer can be stand alone vs piped to the center is likely to be an opportunity

Would you like to present?

AA Placemaking Package

Submission 1035

Stakeholder:	John Illingsworth
Organisation:	Kotare Properties
Submission Date:	10/21/2024 3:37:00 PM

Do you endorse the activities included in the Placemaking Package, and do you think this is the right way to address the strategic opportunities?

Unsure

Tell us why

These are lofty goals which I guess is an important thing but the development of a strategy in 3 years time?

I'm not sure what a place based approach is (I assume it is shifting from a District Plan (i.e. one set of planning rules fits all) to a different set of rules for distinct parts of the District ie Kihikihi vs Cambridge

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Unsure

Tell us why

It seems a long time in the future will it be forgotten in 3 years?

Urban design guidelines are happening now with the planning approach to compact housing which is becoming a major part of most sized developments 3 years might be all to late

Would you like to present?

AA Community Places Package

Submission 1036

Stakeholder:	John Illingsworth
Organisation:	Kotare properties
Submission Date:	10/21/2024 3:51:00 PM

Do you endorse the activities included in the Community Places Framework Package, and do you think this is the right way to address the strategic opportunities?

Unsure

Tell us why

The strategy appears to be very similar to those we have already commented on

Critical Community Infrastructure is a bit subjective and likely to result in differing opinion from different communities and sections of the community

To Kotare developing an infrastructure plan including

- 1) land availability
- 2) Transport links
- 3) 3 Waters and making sure that it is interconnected with the those above
- 4) Consenting processes (the affect of environmental and climate change on this process)

Is the number one priority this if done effectively may result in some of the high level strategies in the spatial plan

I think Waipa DC does a good job overall but the changing social economic and environmental platform might outstrip practical outcomes. It is clear that Council cannot do everything budget constraints will result in some difficult compromises

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Support

Tell us why

These look OK to us

Would you like to present?

No

AA Strategic Framework Package

Submission 1033

Stakeholder:	John Illingsworth
Organisation:	Kotare Properties
Submission Date:	10/21/2024 3:36:00 PM

Do you endorse the activities included in the Strategic Framework Package, and do you think this is the right way to address the strategic opportunities?

Unsure

Tell us why

This section seems to be very focused on housing and infrastructure maintaining high quality community infrastructure is a good strategy (Goal) but a transport strategy has been postponed till 3 to 10 years (you really need one now)

I know the third bridge in Cambridge has been controversial but planning should really be now for that . It seems obvious to me that the most likely place is out by Te Awa down the stormwater pipeline corridor but there does no really seem to be much focus there

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Unsure

Tell us why

I don't really know how council can develop an economic wellbeing strategy without focusing on those things which improve that wellbeing. Things like transport links 3 waters and affordable housing.

We hear a lot about affordable housing but I don't thi

Would you like to present?

AA Community Places Package

Submission 1037

Stakeholder:	Carolyn Casey
Organisation:	Cambridge Community House Trust
Submission Date:	10/23/2024 2:48:00 PM

Do you endorse the activities included in the Community Places Framework Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

The activities included in the Community Places Package are valuable to our growing community. Adding Cambridge Community House would also be valuable. Cambridge Community House provides counselling, financial mentoring and whaanau support services. The Community House is the only provider of these wrap around services for Cambridge and the outlying areas. These services aim to improve resilience and wellbeing for those in our community who are struggling. We are currently at capacity for space and there is concern regarding the provision of adequate services for our growing population.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Don't support

Tell us why

As the provider of social services, Cambridge Community House Trustees and staff can see in the near future there will be need for expansion. With this in mind, we would encourage Council to reduce the timing for focus on provision of social services in our community to 0-3 years.

Would you like to present?

No

AA Placemaking Package

Submission 1038

Stakeholder:	Garry Reymer
Organisation:	
Submission Date:	10/27/2024 4:35:00 PM

Do you endorse the activities included in the Placemaking Package, and do you think this is the right way to address the strategic opportunities?

Don't support

Tell us why

Too broad and loose. Council needs to focus on core activity, which is infrastructure. Pools, libraries and the like are nice to have but should be user pays, self fund.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Don't support

Tell us why

The assumption is that it will be funded, why bother asking the other questions if you are already deciding on funding. If I agree to staged one might assume I support the placemaking package

Would you like to present?

No

AA Community Places Package

Submission 1039

Stakeholder:	Garry Reymer
Organisation:	
Submission Date:	10/27/2024 4:45:00 PM

Do you endorse the activities included in the Community Places Framework Package, and do you think this is the right way to address the strategic opportunities?

Don't support

Tell us why

Foster a sense of cultural belonging and continuity, what are you thinking, you are there to build infrastructure like roads, water, sewer not some social welfare organisation.

The WRC has responsibility for the river which we already pay a rate for so stay in your lane.

Pedestrian amenities, again why spend money there when you cannot contain rates to the rate of inflation. Pedestrians need footpaths not amenities. You use the word wellbeing far too often to show you are serious about rate control

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Don't support

Tell us why

Because you need a new approach

Would you like to present?

No

AA Strategic Framework Package

Submission 1040

Stakeholder:	Garry Reymer
Organisation:	
Submission Date:	10/27/2024 4:58:00 PM

Do you endorse the activities included in the Strategic Framework Package, and do you think this is the right way to address the strategic opportunities?

Don't support

Tell us why

Wellbeing again appears throughout this document. Stick to the business of providing core infrastructure and keeping rates increase to within the rate of inflation. Too many nice to haves.

why is a Maori economy different to a general economy?

No detail about climate resilience, with a geographically safe area, are you talking managed retreat, if so from where? is that even council responsibility and can that just be a simple low/no cost solution by not allowing building consents. Is climate change a personal responsibility and WDC have no place to get involved apart from putting air con in the office

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Don't support

Tell us why

Wrong approach so why stage it. Cut the work to fix the budget

Would you like to present?

No

AA Karāpiro Programme Package

Submission 1041

Stakeholder:	Garry Reymer
Organisation:	
Submission Date:	10/27/2024 5:05:00 PM

Do you endorse the activities included in the Karāpiro Programme Package, and do you think this is the right way to address the strategic opportunities?

Don't support

Tell us why

The domain needs to be commercial. Many private camping grounds around and they dont need a 250K subsidy from the ratepayer. Break the domain into the commercial and non commercial if you need to but in reality it needs to pay its way.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Don't support

Tell us why

Budget wisely and dont spend what you dont have.

Would you like to present?

No

AA Placemaking Package

Submission 1042

Stakeholder:	Angela Frost
Organisation:	
Submission Date:	10/28/2024 8:38:00 PM

Do you endorse the activities included in the Placemaking Package, and do you think this is the right way to address the strategic opportunities?

Don't support

Tell us why

It smacks of the Cambridge Connections plan. You may not have noticed but it isn't popular.

There's no detail on how the elderly are going to have their needs met. Public buses aren't going to cut it. Rumour has it that a councillor thinks car sharing via an app she is trying to develop is a good idea - after you for God's sake!!

As for the water having 'an expression' - its water! The only thing it has is a current.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Don't support

Tell us why

Existing financial limitations require financial competence. Something you appear to be lacking given how far in the hole you are.

Would you like to present?

No

AA Strategic Framework Package

Submission 1043

Stakeholder:	Angela Frost
Organisation:	
Submission Date:	10/28/2024 8:46:00 PM

Do you endorse the activities included in the Strategic Framework Package, and do you think this is the right way to address the strategic opportunities?

Don't support

Tell us why

Local businesses are already suffering from the connections plan. How do you propose to fix this?

What does "high quality community infrastructure" even mean? Flash libraries and 'community hubs'? Have you noticed that we are a rural district? Our towns rely on the farming communities to survive - stop driving them away.

Remember ripping out all the trees in Duke St so you could extend the te awa cycleway? Which part of that was good for the environment again?

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Don't support

Tell us why

Leave your narrative out any plans. It's costing us more than we can afford, in ways you'll never understand.

Would you like to present?

No

AA Community Places Package

Submission 1044

Stakeholder:	Angela Frost
Organisation:	
Submission Date:	10/28/2024 8:54:00 PM

Do you endorse the activities included in the Community Places Framework Package, and do you think this is the right way to address the strategic opportunities?

Don't support

Tell us why

You refuse to maintain our current infrastructure and heritage buildings etc, it's literally a core service but we end up with a diabolical, expensive nightmare (Leamington domain).

Again with the cycleways? Did you copy and paste this into everything?

Did you forget the document you put out earlier in the year stating \$100mill extra for roading infrastructure while also saying you weren't funding roads?

Same goes for cemeteries - no funding for our public cemeteries but you want to investigate multi cultural funeral facilities? NO THANK YOU

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Don't support

Tell us why

Maintain what we have - that is your responsibility.

Would you like to present?

No

AA Karāpiro Programme Package

Submission 1045

Stakeholder:	Angela Frost
Organisation:	
Submission Date:	10/28/2024 9:00:00 PM

Do you endorse the activities included in the Karāpiro Programme Package, and do you think this is the right way to address the strategic opportunities?

Don't support

Tell us why

Karapiro is a special and unique part of the district. Its landscape can't be beaten. It doesn't require development, it requires care and consideration.

It also doesn't require attention that will only financially benefit a few (including your DM), please leave karapiro alone.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Don't support

Tell us why

You're wanting to 'fix' what isn't broken - I'm seeing a pattern here.

Would you like to present?

No

AA Future Development and Housing Package

Submission 1046

Stakeholder:	Greg Harris
Organisation:	
Submission Date:	10/28/2024 9:29:00 PM

Do you endorse the activities included in the Future Development and Housing Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

I love to see Cambridge grow, it bring in more diversity, as long as we have multiple ways of transporting people about .ie good public transport , good roading and more alternative ways like good pathways and good cycle ways to all destinations

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Support

Tell us why

It needs to happen sooner rather than later cost wil always go up the cheapest time is now

Would you like to present?

No

AA Future Development and Housing Package

Submission 1047

Stakeholder:	Bernhard Fynn
Organisation:	
Submission Date:	10/28/2024 9:37:00 PM

Do you endorse the activities included in the Future Development and Housing Package, and do you think this is the right way to address the strategic opportunities?

Don't support

Tell us why

We have a glut of houses we in Waipa do not need, we must not allow any more housing,we should be looking at housing neds for Waipa, NOT to house the country.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Don't support

Tell us why

You are to incompetent to make long term plans, cambridge a complete pigs ear, we have lost our English Village character

Would you like to present?

No

AA Strategic Framework Package

Submission 1048

Stakeholder:	Nicola Turner
Organisation:	
Submission Date:	10/29/2024 2:58:00 PM

Do you endorse the activities included in the Strategic Framework Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

I'm really looking forward to seeing the Climate Change Strategy.

Climate change is a challenge we all face, but it also gives us a remarkable opportunity for growth and innovation. It's not just about making sacrifices; it's about evolving to adapt, reduce our impact, and bring people together.

Instead of treating climate action as a separate thing, I'd love to see it woven into all of the strategies and into everything the council does. Climate action works best when it's not just an add-on, but a lens through which we view all our decisions.

For example, we could boost local food resilience by planting more edible plants in public areas. In new subdivisions or developments, let's include dedicated spaces for shared gardens that encourage food growing, and prioritise landscaping that supports climate resilience and biodiversity—think soil health and pocket forests. Plus, designing developments that make active transport a priority (instead of an after thought) would be a huge win!

We should also embrace circular economy principles in our economic development plans.

Our Waste Management and Minimisation Plan is great; can we make sure it shows up in how our district grows by ensuring easy access to community led resource recovery services and prioritising waste reduction in all council projects.

By embedding these ideas throughout our planning, we can create a vibrant and resilient community.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Unsure

Tell us why

Would you like to present?

Yes

AA Placemaking Package

Submission 1049

Stakeholder:	Tom Davies
Organisation:	
Submission Date:	10/29/2024 4:44:00 PM

Do you endorse the activities included in the Placemaking Package, and do you think this is the right way to address the strategic opportunities?

Unsure

Tell us why

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Unsure

Tell us why

I think this is the most appropriate place to make this comment.

We know many tourists, both Aotearoa NZ and international, travel on SH 39. At present, almost without exception they do not stop in Waipa. Most stop either or both in Whatawhata and Otorohanga. It is a disaster for Pirongia to lose both the cafe 'Nest' / 'Cafe on Franklin' and the 'Five Stags' (Pirongia) Hotel. The modest toilets are not enough to stop people. By contrast many travellers in Northland stop for toilets at Kawakawa although their cafe offering is nothing special. The Pirongia Heritage and Information Centre is poorly supported by both WDC and our community so struggles to attract the SH 39 travellers especially with no nice cafe adjacent in the village and no pub.

What can we do to capitalise on all the travellers on SH39? I'm aware of plans for Ngahinapouri but these seem distant.

Would you like to present?

Yes

AA Future Development and Housing Package

Submission 1050

Stakeholder:	Carol Marsh
Organisation:	
Submission Date:	10/29/2024 6:54:00 PM

Do you endorse the activities included in the Future Development and Housing Package, and do you think this is the right way to address the strategic opportunities?

Unsure

Tell us why

I am concerned about the displacement of wildlife as new development continues. Ducks, pūkeko and others birds and wildlife have their normal habitats & ponds bulldozed, trees and bushes removed to make way for roading, housing and industry buildings. How are ducks, pūkeko and birds meant to negotiate the new roads they will need to cross through the areas they live. I notice road kill on the road daily as ducks try to cross the road with their young. What contingencies are in place to accomodate these creatures? Underroad tunnels have worked well in other parts of the world. I would be keen to hear how wildlife protection is to be preserved in your plan.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Support

Tell us why

Seems reasonable.

It would be good to find other ways to fund grow that DOES NOT rely on the local ratepayers all the time. Keep the cost of rates and associated costs affordable.

Would you like to present?

No

AA Future Development and Housing Package

Submission 1051

Stakeholder:	Jo Davies-Colley
Organisation:	Cambridge Community Board
Submission Date:	10/30/2024 5:55:00 PM

Do you endorse the activities included in the Future Development and Housing Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Support

Tell us why

Would you like to present?

No

AA Karāpiro Programme Package

Submission 1052

Stakeholder:	Jo Davies-Colley
Organisation:	Cambridge Community Board
Submission Date:	10/30/2024 6:00:00 PM

Do you endorse the activities included in the Karāpiro Programme Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Support

Tell us why

Would you like to present?

No

AA Community Places Package

Submission 1053

Stakeholder:	Jo Davies-Colley
Organisation:	Cambridge Community Board
Submission Date:	10/30/2024 6:01:00 PM

Do you endorse the activities included in the Community Places Framework Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Support

Tell us why

Would you like to present?

No

AA Future Development and Housing Package

Submission 1054

Stakeholder:	Ed Grayling
Organisation:	
Submission Date:	10/30/2024 6:18:00 PM

Do you endorse the activities included in the Future Development and Housing Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

Please see attached documentation.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Support

Tell us why

Please see attached documentation.

Would you like to present?

Yes

Ed & Liz Grayling

[REDACTED]

29th October 2024

Ahu Ake: Rukuhia Village opportunity

Together with my wife Liz, I own and operate a dairy farm adjacent to the Rukuhia Primary school. The farm also has a large road frontage along SH 3 to the north of Rukuhia Road. Our farm also straddles both sides of the proposed Southern Links Road, as it crosses Rukuhia. Our home is on Large Lot Rural Residential zoned land and it adjoins our dairy farm which is predominantly Rural zoned land.

We have lived on our farm at Rukuhia for the past 11 years and our family has been part of the wider Rukuhia community for nearly 40 years. Our 13 year old twins attend Secondary School in Hamilton and our youngest is 11 years old and currently attending Intermediate School in Hamilton. All of our children were fortunate to attend Rukuhia Primary School for their early schooling years and enjoyed everything that a rural school has to offer. We also really appreciated the children being able to walk to primary school each day and consider that is a significant positive that would also be valued by many other families.

Rukuhia is becoming an increasingly popular community village to reside in. Industrial and commercial expansion, in and around the Airport precinct and Titanium Park, will grow to become significant employers in the near future. Within the community is Rukuhia School, a decile 9, full primary school of choice for many local young families and those living on the southern edge of Hamilton city.

We currently farm approximately 150ha of owned and leased land, milking 430 dairy cows and employing 2 staff members. When the Southern Links Road is built it will effectively divide our farm in half leaving less than 80ha on the southern side of the new highway, and we expect the northern portion of the farm will be transferred to Hamilton City Council. The new Southern Links

Road will make access to both parts of the farm very challenging and it is highly unlikely that the property will continue as a single dairy unit. Neither half will be large enough to operate a sustainable farming business and there will be associated access and operational difficulties. Therefore we are particularly motivated to consider our options for the best future use of our land and the type of community and village that will evolve in Rukuhia after the Southern Links Road has been built.

As Hamilton city grows towards the south via the Peacocke development area, and industrial/commercial development moves north from the airport precinct, Rukuhia becomes an obvious choice to offer new housing development and rural residential living. A clear village concept plan needs to be developed to ensure Rukuhia has controlled growth with the desired outcomes. On-going community consultation will ensure these outcomes are catered for.

Currently there is a very limited area of vacant Rural-Residential zoned land within the Rukuhia village or with close proximity to Rukuhia School.

An opportunity exists to provide quality housing options within walking/cycling distance of the Rukuhia village centre, by expanding the Rural-Residential zoned land around the school. Once developed and occupied, this land will have a positive influence on expansion of the school roll and will help to create a real community sense of belonging. The imminent construction of the Southern Links roading network and a key interchange planned just to the east of Rukuhia should provide safe and easy traffic flow for residents and visitors accessing the Rukuhia village. With careful planning there is an opportunity to also expand and utilise the natural attraction of Lake Kareaoahi (Cameron) and incorporate a pedestrian link from Rukuhia through to the Airport and also north to the Peacocke suburb, Waikato Hospital, and Hamilton city areas, providing recreational opportunities for young and old.

Our farmland surrounding Rukuhia School to the northern side of Rukuhia Road already has a small area of Rural-Residential zoned land. Significantly expanding this area to meet the future demands for Rural-Residential living, in close proximity to the airport, quality schooling, and commercial businesses, becomes a sound future-proofing decision. The soil type of this farmland has large areas of Land Use Capability (LUC) 4 soils. A change of land use to Rural-Residential zoning will continue to comply with NPS-HPL for protection of elite production soils (LUC 1-3 soils) and have minimal negative impact on the current production capability of the farmland. Any new roading infrastructure will also impact farming activities on affected properties in the coming years.

Further and on-going engagement between Council and stakeholders is required to ensure Rukuhia village has a clear path for its future growth. Local residents, land owners, commercial businesses and farming enterprises are all important stakeholders within the Rukuhia community and it will be imperative to strike a balance between current and future needs of all these entities.

Clear, transparent, consultation and engagement is critical for the success of Rukuhia in the short, medium, and long-term. Planning the future growth and development of Rukuhia village must be high on Waipa District Council's agenda in the next 12-18 months. The business and infrastructure landscape surrounding Rukuhia is already seeing rapid and progressive changes.

Yours Sincerely

A handwritten signature in black ink, appearing to be 'Ed & Liz Grayling', written in a cursive style.

Ed & Liz Grayling

AA Placemaking Package

Submission 1055

Stakeholder:	Jo Davies-Colley
Organisation:	Cambridge Community Board
Submission Date:	10/30/2024 7:14:00 PM

Do you endorse the activities included in the Placemaking Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Don't support

Tell us why

Any investigations into the character of Cambridge should happen in the short term because it will guide later work.

Would you like to present?

No

AA Strategic Framework Package

Submission 1056

Stakeholder:	Jo Davies-Colley
Organisation:	Cambridge Community Board
Submission Date:	10/30/2024 7:15:00 PM

Do you endorse the activities included in the Strategic Framework Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Don't support

Tell us why

Any investigations into the character of Cambridge should happen in the short term because it will guide later work.

Would you like to present?

No

AA Community Places Package

Submission 1057

Stakeholder:	Judy Sherriff
Organisation:	Huirimu Farms Ltd
Submission Date:	10/31/2024 9:53:00 AM

Do you endorse the activities included in the Community Places Framework Package, and do you think this is the right way to address the strategic opportunities?

Unsure

Tell us why

I endorse all the new adventure parks that Waipa Council have already created. HOWEVER not one of the children's play areas in Waipa is fully enclosed - fenced. This deters our families with special needs children from playing in the park as these children have no perception of road danger. Surely one park could be designated as a safe area and fully fenced.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Don't support

Tell us why

Ratepayers are struggling with the enormous rate increases Waipa imposes on them. We need to return to the basics and focus on safety and need not the frills.

Would you like to present?

No

AA Strategic Framework Package

Submission 1058

Stakeholder:	Judy Sherriff
Organisation:	Huirimu Farms Ltd
Submission Date:	10/31/2024 10:14:00 AM

Do you endorse the activities included in the Strategic Framework Package, and do you think this is the right way to address the strategic opportunities?

Don't support

Tell us why

There is no way that the new Kihikihi layout on Whitmore street promotes and strengthens regional connections and is a safer multi-modal transport system. It does NOT safeguard the freight function of the key transport corridor.

It is now impossible to safely drive our dual wheeled tractors into Te Awamutu from rural areas of Putaruru, Taupo, Wharepapa South, Pukeatua, Arohena & Ngaroma.

Last week traffic was banked up on SH3 from Kihikihi supermarket and all down Whitmore street whilst the rubbish bin truck was emptying bins. 5 speed humps on such a small section of an arterial road is dangerous.

This layout might be ok for a small town street but is clearly overengineered for a busy arterial road.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Don't support

Tell us why

The entire redevelopment of Whitmore street has been a complete waste of ratepayers' money and should be stopped immediately before more money is wasted. Whilst I agree with the traffic lights and speed humps outside the Kihikihi School, the rest of the

Would you like to present?

Yes

AA Future Development and Housing Package

Submission 1059

Stakeholder:	Norma Mackie
Organisation:	
Submission Date:	10/31/2024 11:13:00 PM

Do you endorse the activities included in the Future Development and Housing Package, and do you think this is the right way to address the strategic opportunities?

Don't support

Tell us why

I think we need to stop development of new areas until some of the current developments are ready and money paid back to Council for infrastructure already in place.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Don't support

Tell us why

It all sounds like gobbledegook. Cheaper rental properties are required, where are they mentioned? You say affordable housing, how are you going to achieve that? We need the how to achieve rather than just showing a dream scheme.

Would you like to present?

No

AA Placemaking Package

Submission 1060

Stakeholder:	Norma Mackie
Organisation:	
Submission Date:	10/31/2024 11:24:00 PM

Do you endorse the activities included in the Placemaking Package, and do you think this is the right way to address the strategic opportunities?

Don't support

Tell us why

You have already ruined Cambridge and stopped so many people from moving around town as they have previously. All of the humps and bumps must be having a detrimental effect on so many businesses where these are. The Garden Centre, cafe etc. my hope is that no more planning of this type will take place anywhere else in Waipa.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Don't support

Tell us why

Forget it, just allow us to enjoy our towns.

With all that has been spent on ruining Cambridge, wider shared paths could have been placed around most of town allowing all who want to ride go anywhere in safety

Would you like to present?

No

AA Community Places Package

Submission 1061

Stakeholder:	Norma Mackie
Organisation:	
Submission Date:	10/31/2024 11:36:00 PM

Do you endorse the activities included in the Community Places Framework Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

Of course needs of the community with changing age and stages need to be assessed on a regular basis, especially more needs to be done at both ends of the scale. More youth oriented facilities (climbing walls, youth meeting place etc) For the elderly in Cambridge needs to be restored in Duke St for the 2 places mainly used as meeting places i.e. the cafe at the retirement village in Bryce St and the Lodge Hall in the corner of Bryce and Queen st.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Unsure

Tell us why

Because I don't trust the Council to engage with the main stakeholders I e. The local affected residents in a proper manner instead of ignoring their wishes for their immediate areas.

Would you like to present?

No

AA Future Development and Housing Package

Submission 1062

Stakeholder:	Brian Winter
Organisation:	
Submission Date:	11/2/2024 1:43:00 PM

Do you endorse the activities included in the Future Development and Housing Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

I support key aspects of this package such as the balancing and integration of environment, transport, parks and facilities and land use as set out on P.11 of the Implementation plan.

Creating a Heritage asset will be vital not only to the culture and heritage of our area but to also help develop tourism in the region.

Considering transport infrastructure will be vital to ensure that we are not then playing catch up with congestion. There are already parts of the region becoming congested and suffering from this.

Place based approaches are good to ensure facilities meets the needs of the local community and is not a blanket approach.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Support

Tell us why

I support this, however, the Heritage Asset Plan should be brought forward to align and help inform the other reviews taking place and factor in economic growth and opportunities.

Would you like to present?

Yes

AA Placemaking Package

Submission 1063

Stakeholder:	Brian Winter
Organisation:	
Submission Date:	11/2/2024 1:50:00 PM

Do you endorse the activities included in the Placemaking Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

Upgrading Te Ara Wai should be a focal point of this package. There is a lot of untapped potential in this scheme that could contribute to Economic growth.

Currently the heritage trails are disjointed and don't provide a pull factor for the region.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Support

Tell us why

Would you like to present?

Yes

AA Strategic Framework Package

Submission 1064

Stakeholder:	Brian Winter
Organisation:	
Submission Date:	11/2/2024 2:06:00 PM

Do you endorse the activities included in the Strategic Framework Package, and do you think this is the right way to address the strategic opportunities?

Don't support

Tell us why

I find some of the wording and guidance provided on P.31 of the Implementation Plan concerning and contradictory.

While I agree in principle to a multi-transport approach that includes; driving, walking, cycling, public transport and freight movement, some of the suggestions do not align with this.

The idea of timed-parking which is monitored could potentially discourage people from coming into the town centres to do their shopping. Foot traffic is already minimal on weekends due to most retail opening hours, and restricting parking times may exacerbate this further.

Furthermore, the idea of considering car-free town centres and street pedestrianisation flies in the face of our rural towns catering to the rural communities. At the same time as this, it is also suggested that Southern Links and the Te Awamutu Western bypass be reviewed which are routes that would help reduce freight travelling through our town centres. This also does not match the guidance on p.33 which refers to multi-modal transport options.

Lastly, impacting the road sizes by retro-fitting cycleways to it will impact road safety compared to building separate cycle lanes that have some distance from the road. By reducing road size, speed limits will no doubt be impacted next.

We also need to consider that as the vehicle fleet in New Zealand moves to electric, there will still be a need for roads and accessibility to our town centres for cars. Suitable infrastructure for this also needs to be considered.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Don't support

Tell us why

While the above is up for consideration, I don't support the current strategy. The Transport Strategy should be brought forward though to consider transport networks already under strain.

Would you like to present?

Yes

AA Community Places Package

Submission 1065

Stakeholder:	Brian Winter
Organisation:	
Submission Date:	11/2/2024 4:16:00 PM

Do you endorse the activities included in the Community Places Framework Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

I agree with the need for accessibility and making sure that there is ease of travel and access to facilities. Along with this, ensuring that Council facilities are accessible and available to the communities they serve at the appropriate days and times as set out on p. 42 and 43 of the Implementation plan.

I support ensuring that community halls are better utilised and more accessible to book.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Don't support

Tell us why

Parks and Public Facilities Assessment should be conducted sooner.

Would you like to present?

Yes

AA Future Development and Housing Package

Submission 1066

Stakeholder:	Geoffrey BOXELL
Organisation:	
Submission Date:	11/2/2024 4:23:00 PM

Do you endorse the activities included in the Future Development and Housing Package, and do you think this is the right way to address the strategic opportunities?

Don't support

Tell us why

No more developments until existing subdivisions are 75% sold.

Developers to pay for utility work up front.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Support

Tell us why

See above: that is a staged approach. Develop one subdivision at a time and don't move to the next stage till 85% of sections sold.

Would you like to present?

No

AA Community Places Package

Submission 1067

Stakeholder:	Geoffrey BOXELL
Organisation:	
Submission Date:	11/2/2024 4:32:00 PM

Do you endorse the activities included in the Community Places Framework Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

Basically I support it: I just don't trust your bureaucrats to take resident's view seriously or implement what they want rather than some concept of their own which goes way over the top of what was asked for (see Kihikihi cycle path for an example - we wanted curb & channeling on all roads with foot paths - shared wide ones on main thoroughfares. That was not what we got. If you employ the designer of airport and Ikea cark parks in Siberia, Moscow & St Petersburg.

A skate park in Kihikihi on the site of the old water tower in Lyon Street and a zebra cross by the hot bread shop would be nice.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Support

Tell us why

Would you like to present?

No

AA Strategic Framework Package

Submission 1068

Stakeholder:	Lori S
Organisation:	
Submission Date:	11/2/2024 10:30:00 PM

Do you endorse the activities included in the Strategic Framework Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

Improving multi-modal transport is definitely needed. Rukuhia needs the bus stops on Google maps moved from north of Rukuhia Road to south of Rukuhia Road, where there is more space to safely stop buses and have people get on and off. Bus drivers already do this. There also needs to be bus stop signs and shelters.

Cyclists need a safe cycleway to cycle from Rukuhia to Hamilton and back.

Rukuhia Road needs a footpath past the school to Herman Road for safe pedestrian movements.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Don't support

Tell us why

The transport strategy needs to be high priority to make sure good planning comes before development. The above mentioned multi-modal transport improvements should be done now. The short and medium term only talk about planning, not about any actual actio

Would you like to present?

No

AA Community Places Package

Submission 1069

Stakeholder:	Lori S
Organisation:	
Submission Date:	11/2/2024 10:33:00 PM

Do you endorse the activities included in the Community Places Framework Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Don't support

Tell us why

Parks and Public Facilities Needs Assessment shouldn't wait 3+ years. It's needed now. Lake Cameron has no toilets. Last summer the Lake Cameron path was not mowed at all. We took international visitors for a walk, and it was a disgrace. We waded through knee high weeds.

Would you like to present?

No

AA Future Development and Housing Package

Submission 1070

Stakeholder:	Jo Wrigley
Organisation:	Waikato Environment Centre Trust
Submission Date:	11/3/2024 8:12:00 AM

Do you endorse the activities included in the Future Development and Housing Package, and do you think this is the right way to address the strategic opportunities?

Unsure

Tell us why

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Unsure

Tell us why

Would you like to present?

No



Go Eco | Waikato Environment Centre
Healthy environments supported by thriving communities

3 November 2024

Go Eco supports some components within the **Future Development and Housing Package**, especially those focusing on sustainable land use, cultural stewardship, and affordable housing. Specifically, Go Eco appreciates the following:

Commitment to Cultural and Environmental Stewardship:

Go Eco values the emphasis on cultural continuity and environmental care, which aligns with their position on fostering local cultural heritage and preserving natural resources. The package's goal to incorporate natural elements, such as the Waikato and Waipā rivers, into development aligns well with Go Eco's environmental stewardship values.

Focus on Housing Affordability and Community Needs:

The package's dedication to improving housing affordability and ensuring various housing options would resonate with Go Eco, as this focus aligns with their support for equitable access to resources and the well-being of all residents.

The package aligns with Go Eco's commitment to cultivate resilient and inclusive communities by addressing the needs of an ageing population and a growing youth demographic.

Support for Place-Based Economic and Social Development:

Go Eco would emphasise place-based planning that balances economic and social benefits across towns and villages. This approach aligns with Go Eco's advocacy for community-driven and locally-led initiatives to support economic resilience.

Recommendations: Future Development & Housing.

Prioritise Low-Carbon and Sustainable Development Standards:

Go Eco advocates for climate action and systemic change to reduce carbon emissions. The Future Development and Housing Package could adopt more explicit low-carbon development standards to meet these goals.

- Set targets for low-emission construction and energy efficiency in new housing developments.
- Encourage sustainable building practices by incentivising using locally sourced, recycled materials and renewable energy systems in residential projects.



Emphasise Food Sovereignty and Community-Led Food Access Initiatives:

Food sovereignty and culturally appropriate food access are critical areas for Go Eco. Incorporating these values within new housing developments would enhance resilience and community well-being.

- Integrate community gardens and local food production spaces within residential areas, particularly in high-density or multi-family developments.
- Such spaces could provide residents with accessible fresh produce and encourage community-building through shared gardening activities.

Strengthen Equity and Accessibility in Housing Development:

Go Eco highlights the importance of equitable access to resources, including housing. The package could deepen its focus on inclusivity, ensuring all communities can access affordable housing options.

- To ensure housing projects meet the needs of low-income and vulnerable or marginalised populations, include social equity impact assessments in planning processes.
- Expand affordable housing initiatives for groups such as the disabled, single-parent households, and low-income families, ensuring these options remain accessible in all areas.

Enhance Community Involvement in Development Planning:

Go Eco supports co-designed and locally-led projects that prioritise community input. While the package supports place-based planning, it could strengthen its focus on involving residents directly in housing development processes.

- Establish regular community consultations and advisory panels representing diverse voices, including Hapū, to guide the housing strategy and consistently meet community needs. This feedback can inform the Village and Town Concept Plan updates and ensure the growth strategy remains community-centred.

Encourage Circular Economy Practices in Housing and Infrastructure:

Go Eco advocates reducing waste and promoting sustainable resource use, which aligns well with circular economy principles. Integrating these practices into housing development would support Waipā's long-term sustainability.

- Incorporate circular economy goals into the development strategy by encouraging waste reduction in construction, recycling building materials, and establishing repair hubs to support home maintenance and reduce material waste over time.
- Go Eco supports the establishment of Community Resource Recovery Centres as a cornerstone in building a sustainable, circular economy. These centers align with the zero-waste hierarchy, focusing on resource recovery and reducing landfill waste by promoting the reuse, repair, and recycling of materials. Community Resource



Go Eco | Waikato Environment Centre
Healthy environments supported by thriving communities



Recovery Centres create significant local economic opportunities, generating jobs in reuse and recycling that far surpass the employment potential of incineration.

Develop Resilience Measures Against Climate Impacts:

The Future Development and Housing Package could include more proactive measures to protect housing developments from the effects of climate change, such as flooding and extreme weather.

- Integrate climate-resilient infrastructure into all housing projects, including enhanced stormwater management systems, flood protection in at-risk areas, and resilient building materials to safeguard new housing developments against extreme climate events.

These enhancements allow the Future Development and Housing Package to more closely align with climate resilience, social equity, and environmental sustainability. By adopting these improvements, Waipā District can work toward a housing strategy that addresses current and future community needs while prioritising ecological health and social inclusivity.

AA Placemaking Package

Submission 1071

Stakeholder:	Jo Wrigley
Organisation:	Waikato Environment Centre Trust
Submission Date:	11/3/2024 8:16:00 AM

Do you endorse the activities included in the Placemaking Package, and do you think this is the right way to address the strategic opportunities?

Unsure

Tell us why

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Unsure

Tell us why

Would you like to present?

Yes



Go Eco | Waikato Environment Centre
Healthy environments supported by thriving communities

3 November 2024

Go Eco supports several elements within the **Placemaking Package**, particularly those focusing on cultural and environmental stewardship and emphasising community-connected infrastructure. Specifically, Go Eco would commend:

Commitment to Cultural and Environmental Stewardship:

Go Eco appreciates the package's emphasis on fostering a sense of belonging and cultural continuity. This aligns well with Go Eco's commitment to cultural heritage, respecting natural resources, and upholding Māori values in placemaking.

The goal of incorporating natural features like the Waikato and Waipā rivers into community spaces is a positive step toward honouring the environment and the communities connected to these landscapes.

Partnerships with Mana Whenua & Hapū:

The inclusion of Te Ao Māori Design Principles and the direct partnership with Mana Whenua and Hapū align with Go Eco's emphasis on working alongside hapū and Hapū. This approach respects Māori heritage and brings culturally relevant values to community planning and design.

Support for Community Infrastructure and Local Development:

Go Eco would support efforts to invest in critical infrastructure to meet the needs of a changing demographic, which reflects Go Eco's emphasis on building resilient communities. The place-based approach to balancing social and economic benefits in towns and villages aligns well with Go Eco's focus on community-driven, locally-led initiatives.

Recommendations: Placemaking

Embed Systemic Change for Climate Resilience and Equity:

Go Eco advocates for systemic change to address the underlying issues of climate justice and equity. The Placemaking Package could incorporate more ambitious targets for sustainable, low-carbon development that align with these values.

- Integrate green infrastructure into all community spaces, such as using permeable surfaces, native plantings, and sustainable water management systems.
- Include metrics for reducing carbon emissions through placemaking projects.

Enhance Equity and Accessibility in Community Spaces:



Go Eco | Waikato Environment Centre
Healthy environments supported by thriving communities

Go Eco emphasises the need for equitable access to community resources, especially for marginalised groups. The Placemaking Package could emphasise accessibility and inclusion in community space planning.

- Prioritise inclusive design in urban guidelines, ensuring that spaces are accessible to individuals of all abilities and affordable to communities of all income levels.
- Establish consultation processes with underrepresented groups, including disabled and low-income communities, to incorporate their needs directly.

Adopt a Stronger Circular Economy Approach in Urban Design:

Go Eco advocates for reducing waste and overproduction in all sectors, including urban development. The Placemaking Package could incorporate circular economy principles to enhance sustainability in community spaces.

- Ensure that materials used in community projects prioritise recycled, locally sourced, and sustainable options—set goals for construction waste reduction and recycling in alignment with circular economy practices.
- Go Eco supports the establishment of Community Resource Recovery Centres as a cornerstone in building a sustainable, circular economy. These centers align with the zero-waste hierarchy, focusing on resource recovery and the reduction of landfill waste by promoting the reuse, repair, and recycling of materials. Community Resource Recovery Centres create significant local economic opportunities, generating jobs in reuse and recycling, which far surpasses the employment potential of incineration.

Further Emphasise Food Sovereignty and Community Gardens:

Go Eco's focus on food sovereignty and culturally appropriate food access could be integrated into placemaking efforts.

- Encourage the inclusion of community gardens, particularly in urban areas, as part of the placemaking strategy. Gardens could provide accessible food sources and promote community engagement, while spaces for farmers' markets could support local agriculture.

Commit to Continuous Community Engagement and Adaptive Planning:

Go Eco values locally-led initiatives and continuous feedback from community members, especially on long-term projects.

- Establish a regular community advisory committee to monitor progress on the Placemaking Strategy and ensure it remains responsive to community needs over time. Implement a transparent review process for placemaking projects to adapt plans based on ongoing community feedback.

AA Strategic Framework Package

Submission 1072

Stakeholder:	Jo Wrigley
Organisation:	Waikato Environment Centre Trust
Submission Date:	11/3/2024 8:20:00 AM

Do you endorse the activities included in the Strategic Framework Package, and do you think this is the right way to address the strategic opportunities?

Unsure

Tell us why

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Unsure

Tell us why

Would you like to present?

No



3 November 2024

Go Eco could support specific elements of the **Strategic Framework Package**.

Commitment to Environmental and Cultural Stewardship:

The Strategic Framework Package's goal of preserving biodiversity and protecting natural ecosystems aligns closely with Go Eco's dedication to protecting indigenous flora and fauna, particularly in response to biodiversity loss. Go Eco appreciates the Council's intent to support ecosystem services through restoration efforts.

Focus on Community Resilience and Wellbeing:

Go Eco emphasises improving community resilience through high-quality infrastructure that adapts to climate change. This aligns with Go Eco's climate change position, which stresses the importance of building resilient communities that can withstand environmental and social challenges.

Support for Integrated, Multi-Modal Transport Options:

Go Eco supports the focus on walking, cycling, and multi-modal transportation systems, which reflect their call for less car-centric planning. Strengthening local and regional connections, including safer pedestrian and cycling options, aligns with Go Eco's transportation stance on equitable, low-carbon transport choices.

Development of Climate Change and Economic Wellbeing Strategies:

Go Eco celebrates the package's initiatives to develop a Climate Change Strategy, recognising the need for structured action plans on climate resilience and economic well-being. These plans align with Go Eco's advocacy for proactive, strategic responses to pressing environmental and financial issues.

Recommendations: Strategic Framework

Adopt Stronger Systemic Change Measures for Climate Resilience:

Go Eco emphasises the need for systemic change to address the climate crisis and overcome socio-economic inequalities. The Strategic Framework Package could integrate more transformative climate action initiatives that address these root issues.

- Include a commitment to phase out high-emission infrastructure over time and implement stricter low-carbon policies across Council projects.



Go Eco | Waikato Environment Centre
Healthy environments supported by thriving communities

- Aim to set ambitious, measurable targets for reducing Waipā's carbon footprint and ensure that these targets align with national and international climate commitments.

Incorporate Circular Economy Principles into the Economic Wellbeing Strategy:

Go Eco strongly advocates for a circular economy to reduce waste and encourage sustainable resource use. The Economic Wellbeing Strategy could explicitly incorporate circular economy practices to bolster environmental and economic resilience.

- Develop policies prioritising local and sustainable sourcing, recycling, and waste reduction in all Council projects.
- Encourage businesses to adopt circular economy practices by providing resources, grants, or partnerships that facilitate low-waste production and distribution.
- Establish Community Resource Recovery Centres as a cornerstone in building a sustainable, circular economy. These centers align with the zero-waste hierarchy, focusing on resource recovery and the reduction of landfill waste by promoting the reuse, repair, and recycling of materials. Community Resource Recovery Centres create significant local economic opportunities, generating jobs in reuse and recycling, which far surpasses the employment potential of incineration.

Strengthen Equity-Focused Accessibility in Transportation Planning:

Equity in access to transportation is a crucial focus for Go Eco, especially for marginalised groups. The Strategic Framework Package could deepen its emphasis on equitable access by addressing the specific needs of rural, low-income, and disabled communities.

- Include provisions for affordable and accessible transport options that meet the needs of low-income and rural residents.
- Create programs directly supporting marginalised communities, such as subsidised public transit passes, and ensure all transportation projects undergo social equity impact assessments.

Advance Food Sovereignty and Local Food Systems:

Go Eco highlights the importance of food sovereignty and community-led food security. While not explicitly included in the Strategic Framework Package, incorporating these values would align with a focus on local food access.

- Encourage the integration of food sovereignty principles within Council land-use planning, including support for community gardens, farmers' markets, and urban agriculture. These spaces can enhance resilience by ensuring local food production is accessible to all residents.

Ensure Continuous Community Engagement and Feedback Mechanisms:



Go Eco | Waikato Environment Centre
Healthy environments supported by thriving communities

Go Eco supports ongoing, community-driven initiatives, advocating for locally-led and co-designed projects. The Strategic Framework Package could include provisions for continuous community involvement to ensure flexibility and responsiveness.

- Establish a regular community advisory committee focused on evaluating and advising on the progress of the Strategic Framework.
- Include representatives from Hapū, environmental organisations, and marginalised communities to maintain transparency and accountability throughout the implementation phases.

Promote the Use of Indigenous Knowledge in Environmental and Climate Strategies:

Go Eco values mātauranga Māori as a framework for environmental and climate strategies. The Strategic Framework Package could strengthen its commitment by integrating Indigenous knowledge and perspectives across strategies.

- Work in partnership with Mana Whenua to integrate mātauranga Māori into the Climate Change and Environment strategic partnership can ensure that the state agencies respect Māori's cultural practices and recognise the interdependence of people and the environment.

These enhancements allow the Strategic Framework Package to reflect more systemic climate action, circular economy principles, and community-driven equity. By adopting these improvements, Waipā District Council can ensure its strategic framework is both sustainable and inclusive, fostering a resilient community prepared for long-term environmental and economic challenges.

AA Community Places Package

Submission 1073

Stakeholder:	Jo Wrigley
Organisation:	Waikato Environment Centre Trust
Submission Date:	11/3/2024 8:25:00 AM

Do you endorse the activities included in the Community Places Framework Package, and do you think this is the right way to address the strategic opportunities?

Unsure

Tell us why

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Unsure

Tell us why

Would you like to present?

Yes



Go Eco | Waikato Environment Centre
Healthy environments supported by thriving communities

3 November 2024

Go Eco supports aspects of the **Community Places Package**, particularly those focusing on cultural continuity, environmental stewardship, and community resilience. Specific areas of support include:

Commitment to Environmental and Cultural Stewardship:

The package's focus on fostering cultural continuity and honouring Waipā's natural heritage aligns with Go Eco's values. Go Eco appreciates the recognition of cultural heritage elements, such as the Waikato and Waipā rivers, as key features in creating a sense of belonging and community identity.

Focus on Community Infrastructure and Wellbeing:

Go Eco would support the package's goals of improving community resilience and adapting to climate change. The investment in maintaining high-quality community facilities, such as parks, libraries, and sports fields, aligns with Go Eco's emphasis on building resilient, community-centered infrastructure.

Inclusive and Place-Based Development Approach:

The package's commitment to a place-based approach in planning and balancing social and economic needs reflects Go Eco's principles of community-led development. This aligns with Go Eco's focus on supporting local involvement and tailoring spaces to meet specific community needs.

Recognition of Diverse Cultural Needs in Community Facilities:

Go Eco appreciates the attention to multicultural needs in facility planning, such as urupā (Māori burial sites) and multi-cultural funeral facilities. This reflects Go Eco's advocacy for respecting cultural practices and acknowledging diverse community needs in public planning.

Recommendations: Community Places.

Adopt Circular Economy and Sustainable Practices in Facility Management:

Go Eco advocates for circular economy practices that reduce waste and promote sustainable resource use. The Community Places Package could incorporate these principles into facility planning and maintenance.



Go Eco | Waikato Environment Centre
Healthy environments supported by thriving communities

-
- Construct and maintain community facilities using sustainable, recycled, or locally sourced materials.
 - Incorporate waste reduction and recycling programs in public spaces to promote sustainable practices within the community.
 - Include Community Resource Recovery Centres to improve community waste practices and education.

Integrate Low-Carbon and Climate-Resilient Design Standards:

Go Eco values climate resilience and reducing carbon footprints. The Community Places Package could further incorporate climate-responsive designs in community spaces.

- All community facility developments should include climate-resilient design elements such as native planting, porous surfaces, and natural shade.
- Set measurable targets for reducing carbon emissions in facility operations, aligning with Waipā's broader climate objectives.

Enhance Accessibility and Inclusivity in Community Facilities:

Go Eco advocates for equitable access to resources and ensures facilities are inclusive for all. The package could deepen its focus on designing universally accessible spaces.

- Ensure all community facilities are designed to be accessible to people of all abilities and affordable for diverse socio-economic groups.
- Involve representatives from disabled, elderly, and low-income communities in facility planning to address their specific needs.

Encourage Local Food Production and Community Gardens in Public Spaces:

Go Eco's focus on food sovereignty and community-led food access could be integrated into community spaces to promote sustainable food production and well-being.

- Dedicate portions of parks and public spaces to community gardens, where residents can grow fresh produce.
- Partner with local Hapū and community groups to create gardening initiatives that reflect cultural practices and provide food security for local communities.

Strengthen Continuous Community Engagement and Feedback Mechanisms:

Go Eco values ongoing community involvement and believes continuous input is essential for responsive public planning.

- Establish a formal feedback mechanism for community members to express their needs and experiences with community facilities regularly.
- Form advisory panels with representatives from diverse backgrounds, including Hapū and marginalised groups, to assess and guide facility management and improvements over time.



Go Eco | Waikato Environment Centre
Healthy environments supported by thriving communities



Expand Educational and Environmental Awareness Programs in Community Spaces:

Go Eco supports environmental education and awareness. The Community Places Package could utilise community facilities as ecological learning and stewardship centres.

- Support the establishment of environmental programs within community spaces, such as libraries and parks, to educate the public on sustainability and climate action—partner with schools and environmental groups to host events that foster environmental consciousness and community involvement.

By adopting these enhancements, Waipā District Council can ensure that its community facilities are inclusive, environmentally friendly, and responsive to the evolving needs of Waipā's diverse communities.

AA Karāpiro Programme Package

Submission 1074

Stakeholder:	Jo Wrigley
Organisation:	Waikato Environment Centre
Submission Date:	11/3/2024 8:30:00 AM

Do you endorse the activities included in the Karāpiro Programme Package, and do you think this is the right way to address the strategic opportunities?

Unsure

Tell us why

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Unsure

Tell us why

Would you like to present?

No



Go Eco | Waikato Environment Centre
Healthy environments supported by thriving communities

3 November 2024

Go Eco supports various elements within the **Karāpiro Programme Package**, especially those emphasising cultural stewardship, environmental protection, and local economic resilience.

Commitment to Environmental and Cultural Stewardship:

The package's goal to preserve biodiversity and support ecosystem services by protecting natural areas aligns closely with Go Eco's environmental stewardship priorities. Additionally, Go Eco would appreciate the focus on cultural continuity and the safeguarding of Karāpiro's natural heritage, which reflects Go Eco's dedication to respecting Māori values and natural resources.

Focus on Community Infrastructure and Wellbeing:

Go Eco values the package's intent to improve community resilience and infrastructure, particularly in adapting to climate change and enhancing accessibility. This aligns with Go Eco's emphasis on resilient communities and infrastructure that can withstand environmental challenges while supporting the well-being of all community members.

Support for Place-Based Economic and Social Development:

The package's commitment to place-based planning that balances economic and social benefits in towns and villages resonates with Go Eco's principles of community-driven development. The package aligns with Go Eco's support for the local economy and sustainable tourism practices by focusing on economic opportunities in heritage and environmental tourism.

Recommendations: Karāpiro.

Address Systemic Climate Change Resilience and Low-Carbon Development:

Go Eco advocates for proactive measures to address the root causes of climate change. The Karāpiro Programme Package could integrate low-carbon development standards to enhance sustainability.

- Ensure the Lake Karāpiro Destination Management Plan includes specific goals for minimising carbon emissions and promoting sustainable practices. This could include encouraging low-emission transport options, renewable energy use in facilities, and minimal-impact tourism initiatives that align with Waipā's broader climate objectives.

Promote Circular Economy Practices in Development Plans:



Go Eco | Waikato Environment Centre
Healthy environments supported by thriving communities

Go Eco supports circular economy principles that reduce waste and prioritise sustainable resource use. The package could incorporate these principles in developing and maintaining Karāpiro's facilities and tourism infrastructure.

- Use recycled or locally sourced materials in infrastructure projects around Karāpiro.
- Establish community-led waste management and recycling facilities to support sustainable tourism and community activities, encouraging visitors and residents to participate in waste reduction efforts.

Enhance Accessibility and Inclusivity in Community and Tourist Facilities:

Go Eco values equitable access to resources and spaces. The package could emphasise inclusivity in its planning for Karāpiro's community and visitor facilities.

- Ensure all new and existing infrastructure developments around Lake Karāpiro are accessible to people of all abilities and socioeconomic backgrounds.
- Establish consultation processes with diverse community groups, including those representing disabled and low-income communities, to guide inclusive infrastructure development.

Encourage Indigenous Knowledge and Partnership with Mana Whenua:

Go Eco emphasises the importance of incorporating mātauranga Māori (Māori knowledge) in environmental stewardship. The package could deepen collaboration with Mana Whenua to ensure cultural values guide sustainable development.

- Partner with Mana Whenua in preparing the Lake Karāpiro Destination Management Plan, ensuring that the principles of kaitiakitanga (guardianship) inform tourism and environmental strategies.

Develop Community-Led Environmental Education Programs:

Go Eco advocates for environmental education and community awareness. The Karāpiro Programme Package could incorporate community-driven educational initiatives highlighting sustainability and cultural values.

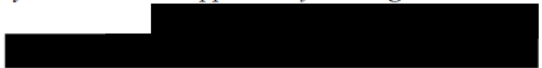
- Create environmental education programs within Lake Karāpiro's facilities, focusing on local biodiversity, climate resilience, and cultural heritage.
- Work with local schools and environmental organisations to provide tours and workshops that increase awareness and community engagement in protecting Karāpiro's natural resources.

Implement Continuous Community Engagement and Feedback Mechanisms:

Go Eco values ongoing community involvement and believes continuous input is essential for responsive public planning.



Go Eco | Waikato Environment Centre
Healthy environments supported by thriving communities



-
- Establish a regular feedback process for Karāpiro residents and visitors, allowing them to express their needs and experiences regarding the village's development.
 - Form advisory panels that include Hapū representatives and community members to assess progress regularly and ensure the programme is responsive to evolving community needs.

By adopting these improvements, Waipā District Council can create a sustainable, inclusive, and culturally respectful community framework, ensuring that the Karāpiro development benefits residents and the environment.

AA Future Development and Housing Package

Submission 1075

Stakeholder:	Beryl Pears
Organisation:	
Submission Date:	11/3/2024 1:14:00 PM

Do you endorse the activities included in the Future Development and Housing Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

I support efforts to encourage a diversity of housing options. In Cambridge and other towns, I support Waipa DC involvement to pensioner housing to at least attempt some balance the rapid expansion of private retirement villages that will be unaffordable for many of our older residents.

I agree with the designation of suitable areas for future housing, but that the council encourages developments to offer a range of lower to higher density housing and a mix of small-scale retail/office space integrated with higher density housing which will add to the diversity of a community. I'm thinking of examples of the apartments complex above the Postie shop in Cambridge, and the developments along Swayne Road as examples where local neighbourhoods are improved with a blend of use.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Support

Tell us why

But feel current debates around some heritage sites may mean a Heritage Asset Master Plan needs to be brought forward to ensure things become more consistent.

Would you like to present?

No

AA Placemaking Package

Submission 1076

Stakeholder:	Beryl Pears
Organisation:	
Submission Date:	11/3/2024 1:22:00 PM

Do you endorse the activities included in the Placemaking Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

However there needs a better definition or explanation of what is meant by "Place-based approach" otherwise it is just planning jargon and not very meaningful to most people. My research into it showed there are quite specific criteria for such approaches to planning, including a focus on collaboration and issue solving with specific communities, encouraging communities to identify opportunities themselves and shape responses, and also the degree of resourcing required to ensure communities can be involved and empowered (not just a few individuals) and that changes made will stick. Recently a few mis-steps by the council in consultation (which I think the council did well to acknowledge and amend) may have run counter to the place-based approach, leaving people a wee bit sceptical of how committed the council is to that. It is definitely not just about "consulting with".

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Support

Tell us why

Would you like to present?

No

AA Community Places Package

Submission 1077

Stakeholder:	Beryl Pears
Organisation:	
Submission Date:	11/3/2024 1:38:00 PM

Do you endorse the activities included in the Community Places Framework Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

Community assets are going to be a challenge of the next few years as financial constraints limit what the WDC can do. A place-based approach means that those affected by having or not having community amenities need to be informed about the opportunities and challenges, and involved with coming to an agreement on realistic solutions. An example is the concept of a new Cambridge Library / Community Hub, which is very desirable from a community perspective but increasingly challenging from a financial one. I would like to see council identify decisions like this (to push this down the road for now as not possible financially) and work with all interested parties on realistic INTERIM mitigation solutions. Instead of just letting an existing asset degrade and be stretched beyond a reasonable level, with no real end in sight.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Unsure

Tell us why

As above, I think an earlier (short term) assessment of what key community facilities have been deferred - and what mitigation is possible in the meantime - would be good. This is more than just "operational mitigation". I mean really looking with interested parties and communities about what can realistically be done before a major investment is needed. Otherwise we are just kicking cans down the road, which is not responsible.

Would you like to present?

No

AA Community Places Package

Submission 1078

Stakeholder:	Simon Brdanovic
Organisation:	Te Awamutu AFC
Submission Date:	11/3/2024 5:09:00 PM

Do you endorse the activities included in the Community Places Framework Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

We believe there is a pressing need for a cohesive and coordinated structure which maximises the space available in Te Awamutu to cater for the pressing demands of the community. This is not just for the medium-term, but for the short term due to the outstanding, and unfulfilled, nature of some of the demands on community resources

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Don't support

Tell us why

As mentioned, there are pressing needs which have been in existence, and largely unaddressed, for some years. The timetable must be moved forward.

Would you like to present?

Yes

Submission to the Ahu Ake Waipa Community Spatial Plan on behalf of Te Awamutu Association Football Club

Introduction

Te Awamutu Association Football Club (TAAFC) is proud to be an integral part of our vibrant community, promoting inclusivity, health, and teamwork through the beautiful game of football. Our Club has been part of the Waipa District Area since 1913 and is performing stronger than at any other time in our history. As we look towards the future with the Ahu Ake Waipa Community Spatial Plan, we are excited about the potential for our town and the opportunities it presents for community development, youth engagement, and sporting excellence.

Community and Social Impact

TAAFC serves over 500 members, ranging from young children to adults, fostering a strong sense of belonging and community spirit. Our club is committed to providing a safe, welcoming environment where individuals can engage in physical activity, develop skills, and build lifelong friendships. As part of the Ahu Ake Waipa plan, we urge a focus on enhancing community facilities that can support not just football but a wide range of sports and activities. This investment will significantly benefit local families, encouraging healthy lifestyles and active participation.

Facility Development and Accessibility

To accommodate our growing membership and the increasing popularity of football in our region, we advocate for the development of high-quality sports facilities, including:

1. **Improved Playing Fields:** Upgrading existing fields and developing new ones to meet the demands of both practice and competition. This includes enhanced drainage systems and sustainable landscaping to ensure year-round usability.
2. **Multi-purpose Community Centre:** Establishing a multi-purpose facility that can serve as a hub for various activities, including training, community events, and meetings. This center should be equipped with amenities such as changing rooms, meeting spaces, and a café to foster social interaction.
3. **Safe Access:** Ensuring safe and accessible pathways for pedestrians and cyclists to reach our facilities. This will encourage more families to engage in sport and leisure activities while promoting sustainable transport options.

Youth Development and Engagement

Ahu Ake Waipa presents a vital opportunity to invest in youth development. TAAFC is passionate about nurturing young talent, and we propose initiatives such as:

- **After-school programs** that provide coaching and mentorship, instilling discipline, teamwork, and leadership skills.

- **Partnerships with local schools** to facilitate football clinics and tournaments, making the sport accessible to all children.

Conclusion

In conclusion, Te Awamutu Association Football Club is excited about the vision of the Ahu Ake Waipa Community Spatial Plan. We believe that by prioritising sports and community facilities, we can enhance the quality of life for all residents. We look forward to contributing to a vibrant, active community and thank you for considering our submission.

AA Future Development and Housing Package

Submission 1079

Stakeholder:	Rupert Kaye
Organisation:	Local
Submission Date:	11/3/2024 5:35:00 PM

Do you endorse the activities included in the Future Development and Housing Package, and do you think this is the right way to address the strategic opportunities?

Don't support

Tell us why

The whole plan is to make the district bigger but with no consideration for any maintenance of what is here now. Its lovely to add your name to some new mega development but with a lack of general infrastructure and consideration for those who live in the area, it seems like all the glitz and glamour with non of the realities. How I would love to see a council that say to the government that we cannot afford to do what they are proposing. We are going to end up like Wellington Council with so much debt and no control of anything.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Don't support

Tell us why

There is no long term plan. We can't afford the short or medium term plan. Households are financially stressed at present and there is no planned end to the increases in spending and addition of debt. I am so amazed that a group of so called intelligent people can get around a table and not see the problems currently in the community. I am sorry to say that you are generating a rich persons town and it seems all those around the table fall into this category. Poor people are not allowed to live in Cambridge, the Waikato or for that matter the whole of NZ!

Would you like to present?

No

AA Karāpiro Programme Package

Submission 1080

Stakeholder:	Rupert Kaye
Organisation:	Local
Submission Date:	11/3/2024 5:43:00 PM

Do you endorse the activities included in the Karāpiro Programme Package, and do you think this is the right way to address the strategic opportunities?

Don't support

Tell us why

No consideration for locals. The place is called a village for a reason. It is not a town or a city but with this plan, it soon will be. I know it's exclusive but not everywhere needs to be developed. There seem to be no lines drawn anywhere. Lets build on all the farmland everywhere and see what it does to us. The beauty of the lake is already less than what it used to be due to sporadic development. If it becomes more intensive then we lose the amazing place that it is and just have 1 big housing estate. Sad.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Don't support

Tell us why

There is no money to do this. Locals cannot afford the cheques council is writing. There is no consideration for just doing what council is paid to do and getting out of this so called financial black hole. Maybe life at council is so boring that spending

Would you like to present?

No

AA Placemaking Package

Submission 1081

Stakeholder:	Rupert Kaye
Organisation:	Local
Submission Date:	11/3/2024 5:50:00 PM

Do you endorse the activities included in the Placemaking Package, and do you think this is the right way to address the strategic opportunities?

Don't support

Tell us why

Lovely idea but this is what you are meant to be doing every day you go to work. You don't need another document to tell you to do your job, unless you have decided that we do not need to be achieving these goals at present (without this plan), in which case someone needs to take over and start doing the job that a council should be doing now and not sometime in the future when this document gets finalised.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Don't support

Tell us why

See above.

Would you like to present?

No

AA Community Places Package

Submission 1082

Stakeholder:	Rupert Kaye
Organisation:	Local
Submission Date:	11/3/2024 5:53:00 PM

Do you endorse the activities included in the Community Places Framework Package, and do you think this is the right way to address the strategic opportunities?

Don't support

Tell us why

Once again, this is exactly how you should be doing things now! If you are not then something is grossly wrong and needs to be sorted. Everything you mention in this plan should already be in place so why the plan??

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Don't support

Tell us why

See above

Would you like to present?

No

AA Future Development and Housing Package

Submission 1083

Stakeholder:	Jane West
Organisation:	
Submission Date:	11/4/2024 7:58:00 AM

Do you endorse the activities included in the Future Development and Housing Package, and do you think this is the right way to address the strategic opportunities?

Unsure

Tell us why

We are concerned at the RED BLOB i.e. RED CIRCLE outlining North of Cambridge. (When council was asked council for further information on roads it covered, we were informed we were not able to officially have the names of roads, as it defined the area.) The red blob /circle covers north of Hautapu, west of Goodwood School up to Church Road and west towards Tamahere. It encompasses the villages of Fencourt and Bruntwood which are ignored in this document. Each village has a vibrant community and a physical focal point.

The red circle outlined has one of only three protected premier soils in NZ.... Bruntwood Loam. The national directive is to protect this soil. Waipa is developing industry on this soil, which underpins premium flat land suited for top dairy and equine. This is why Cambridge Stud and other nationally outstanding horse studs and dairy farms are located in Hautapu. Cambridge is known as the equine capital of New Zealand. The economic benefit and flow on effect the dairy and equine industry has to Cambridge and Waipa is often forgotten by Council and underestimated in favour of industry (despite the current mayor having a dairy farm). This reality is acutely understood by Cambridge businesses and retailers. Dairy and equine are our local industries and the money from them stays in our town. Industrial and rest home workers commuting to work in Cambridge do not spend in Cambridge, and developers and industries generally source products outside Waipa.

The other economic benefit dairy and equine bring is the flow on effect of beautiful character to the district which influences the potential of further substantial tourism development. Ahu Ake promotes the focus on tourism infrastructure, yet council disestablishes it.

If the Karapiro mining operation proceeds potentially develop industry around it on land that is not Bruntwood Loam. Housing is marked for development in Karapiro, and workers can travel from affordable housing in Tirau and Putaruru. Cambridge will never be able to supply sufficient affordable housing for workers in the industries and retirement homes being developed.

Horticulture is a growing investment in the district and it would be sensible to have a designated specific area to prevent conflict of interests. Kiwifruit has developed in the Kaipaki area. Cannons to scare birds obviously scare horses, cows, bulls and wildlife, and in equine and dairy this is a health and safety issue. In our area we have a kiwifruit establishment that has set up next to a horse stud.

AHU AKE promotes and put substantial emphasis on culture and heritage.

This does not equate with council then refusing to give any money at all to Cambridge's popular and iconic cultural festival 'The Cambridge Autumn Festival' and underfund the Cambridge Museum. These two very high profile examples promote varied cultures and heritage and bring economic advantage to Cambridge. It is disingenuous of the Waipa District Council to promote culture and heritage then do the opposite in reality.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Unsure

Tell us why

AA Future Development and Housing Package

Submission 1083

Would you like to present?

Yes

AA Placemaking Package

Submission 1084

Stakeholder:	Jane West
Organisation:	
Submission Date:	11/4/2024 8:01:00 AM

Do you endorse the activities included in the Placemaking Package, and do you think this is the right way to address the strategic opportunities?

Unsure

Tell us why

We are concerned at the RED BLOB i.e. RED CIRCLE outlining North of Cambridge. (When council was asked council for further information on roads it covered, we were informed we were not able to officially have the names of roads, as it defined the area.) The red blob /circle covers north of Hautapu, west of Goodwood School up to Church Road and west towards Tamahere. It encompasses the villages of Fencourt and Bruntwood which are ignored in this document. Each village has a vibrant community and a physical focal point.

The red circle outlined has one of only three protected premier soils in NZ.... Bruntwood Loam. The national directive is to protect this soil. Waipa is developing industry on this soil, which underpins premium flat land suited for top dairy and equine. This is why Cambridge Stud and other nationally outstanding horse studs and dairy farms are located in Hautapu. Cambridge is known as the equine capital of New Zealand. The economic benefit and flow on effect the dairy and equine industry has to Cambridge and Waipa is often forgotten by Council and underestimated in favour of industry (despite the current mayor having a dairy farm). This reality is acutely understood by Cambridge businesses and retailers. Dairy and equine are our local industries and the money from them stays in our town. Industrial and rest home workers commuting to work in Cambridge do not spend in Cambridge, and developers and industries generally source products outside Waipa.

The other economic benefit dairy and equine bring is the flow on effect of beautiful character to the district which influences the potential of further substantial tourism development. Ahu Ake promotes the focus on tourism infrastructure, yet council disestablishes it.

Horse bridles are omitted in Ahu Ake and should be established as well as or alongside cycle ways as they are overseas. Cambridge has a significant number of equine participants, and bridleways would enhance opportunities, especially for younger riders.

If the Karapiro mining operation proceeds potentially develop industry around it on land that is not Bruntwood Loam. Housing is marked for development in Karapiro, and workers can travel from affordable housing in Tirau and Putaruru. Cambridge will never be able to supply sufficient affordable housing for workers in the industries and retirement homes being developed.

Horticulture is a growing investment in the district and it would be sensible to have a designated specific area to prevent conflict of interests. Kiwifruit has developed in the Kaipaki area. Cannons to scare birds obviously scare horses, cows, bulls and wildlife, and in equine and dairy this is a health and safety issue. In our area we have a kiwifruit establishment that has set up next to a horse stud.

AHU AKE promotes and put substantial emphasis on culture and heritage.

This does not equate with council then refusing to give any money at all to Cambridge's popular and iconic cultural festival 'The Cambridge Autumn Festival' and underfund the Cambridge Museum. These two very high profile examples promote varied cultures and heritage and bring economic advantage to Cambridge. It is disingenuous of the Waipa District Council to promote culture and heritage then do the opposite in reality.

AA Placemaking Package

Submission 1084

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Unsure

Tell us why

Would you like to present?

Yes

AA Strategic Framework Package

Submission 1085

Stakeholder:	Jane West
Organisation:	
Submission Date:	11/4/2024 8:04:00 AM

Do you endorse the activities included in the Strategic Framework Package, and do you think this is the right way to address the strategic opportunities?

Unsure

Tell us why

We are concerned at the RED BLOB i.e. RED CIRCLE outlining North of Cambridge. (When council was asked council for further information on roads it covered, we were informed we were not able to officially have the names of roads, as it defined the area.) The red blob /circle covers north of Hautapu, west of Goodwood School up to Church Road and west towards Tamahere. It encompasses the villages of Fencourt and Bruntwood which are ignored in this document. Each village has a vibrant community and a physical focal point.

The red circle outlined has one of only three protected premier soils in NZ.... Bruntwood Loam. The national directive is to protect this soil. Waipa is developing industry on this soil, which underpins premium flat land suited for top dairy and equine. This is why Cambridge Stud and other nationally outstanding horse studs and dairy farms are located in Hautapu. Cambridge is known as the equine capital of New Zealand. The economic benefit and flow on effect the dairy and equine industry has to Cambridge and Waipa is often forgotten by Council and underestimated in favour of industry (despite the current mayor having a dairy farm). This reality is acutely understood by Cambridge businesses and retailers. Dairy and equine are our local industries and the money from them stays in our town. Industrial and rest home workers commuting to work in Cambridge do not spend in Cambridge, and developers and industries generally source products outside Waipa.

The other economic benefit dairy and equine bring is the flow on effect of beautiful character to the district which influences the potential of further substantial tourism development. Ahu Ake promotes the focus on tourism infrastructure, yet council disestablishes it.

Horse bridles are omitted in Ahu Ake and should be established as well as or alongside cycle ways as they are overseas. Cambridge has a significant number of equine participants, and bridleways would enhance opportunities, especially for younger riders.

If the Karapiro mining operation proceeds potentially develop industry around it on land that is not Bruntwood Loam. Housing is marked for development in Karapiro, and workers can travel from affordable housing in Tirau and Putaruru. Cambridge will never be able to supply sufficient affordable housing for workers in the industries and retirement homes being developed.

Horticulture is a growing investment in the district and it would be sensible to have a designated specific area to prevent conflict of interests. Kiwifruit has developed in the Kaipaki area. Cannons to scare birds obviously scare horses, cows, bulls and wildlife, and in equine and dairy this is a health and safety issue. In our area we have a kiwifruit establishment that has set up next to a horse stud.

AHU AKE promotes and put substantial emphasis on culture and heritage.

This does not equate with council then refusing to give any money at all to Cambridge's popular and iconic cultural festival 'The Cambridge Autumn Festival' and underfund the Cambridge Museum. These two very high profile examples promote varied cultures and heritage and bring economic advantage to Cambridge. It is disingenuous of the Waipa District Council to promote culture and heritage then do the opposite in reality.

AA Strategic Framework Package

Submission 1085

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Unsure

Tell us why

Would you like to present?

Yes

AA Community Places Package

Submission 1086

Stakeholder:	Jane West
Organisation:	
Submission Date:	11/4/2024 8:11:00 AM

Do you endorse the activities included in the Community Places Framework Package, and do you think this is the right way to address the strategic opportunities?

Unsure

Tell us why

We are concerned at the red circle outlining North of Cambridge. It encompasses the villages of Fencourt and Bruntwood which are ignored in this document. Each village has a vibrant community and a physical focal point.

Cambridge is known as the equine capital of New Zealand. The economic benefit dairy and equine bring is the flow on effect of beautiful character to the district which influences the potential of further substantial tourism development. Ahu Ake promotes the focus on tourism infrastructure, yet council disestablishes it.

Horse bridges are omitted in Ahu Ake and should be established as well as or alongside cycle ways as they are overseas. Cambridge has a significant number of equine participants, and bridleways would enhance opportunities, especially for younger riders.

I

AHU AKE promotes and put substantial emphasis on culture and heritage.

This does not equate with council then refusing to give any money at all to Cambridge's popular and iconic cultural festival 'The Cambridge Autumn Festival' and underfund the Cambridge Museum. These two very high profile examples promote varied cultures and heritage and bring economic advantage to Cambridge. It is disingenuous of the Waipa District Council to promote culture and heritage then do the opposite in reality.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Unsure

Tell us why

Would you like to present?

Yes

AA Karāpiro Programme Package

Submission 1087

Stakeholder:	Jane West
Organisation:	
Submission Date:	11/4/2024 8:14:00 AM

Do you endorse the activities included in the Karāpiro Programme Package, and do you think this is the right way to address the strategic opportunities?

Unsure

Tell us why

If the Karapiro mining operation proceeds potentially develop industry around it on land that is not Bruntwood Loam. Housing is marked for development in Karapiro, and workers can travel from affordable housing in Tirau and Putaruru. Cambridge will never be able to supply sufficient affordable housing for workers in the industries and retirement homes being developed.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Unsure

Tell us why

Would you like to present?

No

AA Community Places Package

Submission 1088

Stakeholder:	Alasdair Nicoll
Organisation:	
Submission Date:	11/4/2024 11:57:00 AM

Do you endorse the activities included in the Community Places Framework Package, and do you think this is the right way to address the strategic opportunities?

Unsure

Tell us why

I generally support the package but my major concern is where is all the money coming from

The other issues that concern me are

1 The Peat Lakes and their management.

If the Council is going to make a priority to improve the Lakes then they need to get serious.

To date they have spent little money on maintenance and group that is the Peat Lakes Accord seems to be ineffective as all the parties appear to each have their own objectives and budgets and limited staffing resources to carry out the work

I recommend that if serious changes are to happen then consideration should be given to creating a Peat Lakes Regional Park under the jurisdiction of the Regional Council and all the peat lakes across Waipa, and Waikato Districts and the Hamilton City can be managed under one development and management plan.

2. Ohaupo Wastewater.

The statement in the plan about wastewater from private land to groundwater , could affect the peat lakes and presents a long term risk to water quality.

At this stage this statement has no foundation and before any work to be done on a reticulated wastewater system a serious amount of investigation needs to be carried out.

At point in time from my observations for the last 25 years private wastewater is not an issue .The major problem affecting water in the peat lakes immediately in the vicinity of Ohaupo comes from the considerable stormwater that runs off State Highway 3. And even though silt traps have been constructed on the main drains there has been no measurement of the water quality entering the lakes at these points. One measurement of water quality taken from the centre of the lake once a month is not adequate.

Before mega amounts of money is committed to a reticulated waste water system for Ohaupo research should be completed on what new improved septic tank systems are available. All new builds should be required to put in the latest septic tank systems and have provisions to store and reuse their grey water. For existing properties consideration should be considered to encourage the retrofitting of existing septic tanks with more modern systems and encouraging this by the use of subsidies.

There are several systems available in NZ

<https://www.biocycle.nz/>

<https://ecocycle.co.nz/>

These are just a couple there are others.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

AA Community Places Package

Submission 1088

Support
Tell us why
Would you like to present? No

AA Future Development and Housing Package

Submission 1089

Stakeholder:	Fraser Cuff
Organisation:	
Submission Date:	11/4/2024 12:30:00 PM

Do you endorse the activities included in the Future Development and Housing Package, and do you think this is the right way to address the strategic opportunities?

Unsure

Tell us why

I am unsure about this package as the activities seem to have the right intent but there is so little detail on the scope of these package activities in this document it is hard to make a firm judgement.

Activity FD1. Review the Growth Strategy and Implementation Plan for long term

high growth areas - appears to have good intent but I would like to ensure that any review of the industrial land around Hamilton also includes Rukuhia as following PC20 these areas need to be thought of as one area given they are so closely located.

- There is discussion in the Ahu Ake document about Ohaupo developing due to growth in South Hamilton and the Airport but Ahu Ake does not have much focus on Rukuhia. This seems to be an oversight given Rukuhia's proximity to Hamilton and the Airport.

- Master planning exercises are planned for Hamilton Airport, Ohaupo, and Hautapu. I strongly suggest that Rukuhia needs to be included in the master planning exercise for the Hamilton Airport given its proximity to the airport and Titanium park to resolve infrastructure requirements and reverse sensitivity issues at a strategic level, as well as environmental considerations

- Rukuhia is on a main transport connection between Te Awamutu-Ohaupo- Hamilton. Thought should be given to Rukuhia and its development given it is on this key transport route. Housing intensification makes sense in Rukuhia given it will be on a main public transport route and its proximity to Hamilton

- Rukuhia should be connected to cycle paths given its proximity to Hamilton. This will help with carbon emissions.

- To protect our peat lakes (Lake Cameron), expansion of Rukuhia needs to take place on the eastern side of SH3. PC 20 the airport expansion has already destroyed any rural aspects in this area so why don't you utilise this area for housing development given its proximity to the airport, and Hamilton and it being located on good transport links. This makes economic sense. This also aligns with the preferred future growth scenarios - Hamilton grows South, and Urban Densification

The review of the Three Waters Masterplan particularly (Activity FD4c) needs to include Rukuhia in its scope. The Southern Wastewater treatment plant is missing from your water infrastructure maps. This treatment plant should service both the Airport and Rukuhia, and would be very shortsighted if this wasn't the case given that these areas are zoned as high economic growth areas.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Unsure

Tell us why

The Short to Medium activities outlined in activity FD1 appear sound. In particular the review of the Growth Strategy and Implementation plans for high growth areas. This would seem to be particularly important given the Southern Links road is part of the Fast Track consenting process, and so the area around Southern Links in particular needs a review immediately.

AA Future Development and Housing Package

Submission 1089

Activity FD1b needs to happen in the short term. Given the growth scenarios presented in the Ahu Ake documentation it is quite clear that Rukuhia will be part of future urban expansion given its proximity to Hamilton and the Airport and on the main public transport route between Te Awamutu and Hamilton. Allowing low density development in Rukuhia would appear short-sighted.

Finally Activity FD1c should be undertaken in the short term not medium term. A planning and infrastructure works programme for high growth areas including Rukuhia should happen immediately.

Would you like to present?

No

AA Future Development and Housing Package

Submission 1090

Stakeholder:	Daynah Eriepa
Organisation:	Te Manawa o Cambridge
Submission Date:	11/4/2024 12:51:00 PM

Do you endorse the activities included in the Future Development and Housing Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

We support the activities outlined in the Future Development and Housing Package as they address critical needs for future growth in Waipā, particularly regarding housing affordability, infrastructure, and community cohesion. The activities align with Te Manawa o Cambridge's objectives to create accessible, inclusive spaces that serve a broad range of residents, including families, youth, seniors, and marginalized groups. Additionally, the emphasis on cultural stewardship and economic resilience aligns with our strategic goal of fostering a sense of belonging and supporting local economic stability.

However, we suggest that community hubs or shared spaces be prioritized in future housing developments to enhance social connection, reduce isolation, and meet diverse community needs. These hubs could serve as multi-use spaces where residents can engage in recreational activities, educational workshops, or simply connect with one another, all of which contribute to a stronger, more cohesive community.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Support

Tell us why

Given Waipā District Council's financial constraints, we understand the need for a staged approach and support the timing of the short-term and medium-term activities. This approach allows critical assessments—such as the Growth Strategy review and Housing Strategy updates—to be implemented quickly, addressing urgent housing and infrastructure needs while leaving room for thoughtful, sustainable planning.

We recommend that, as part of this staged approach, the Council maintain open channels for ongoing feedback from community groups, including Te Manawa o Cambridge. This collaborative feedback mechanism will ensure that future developments continue to meet residents' evolving needs, reflect local cultural values, and integrate additional community services or spaces where possible.

Would you like to present?

No

AA Strategic Framework Package

Submission 1091

Stakeholder:	Daynah Eriepa
Organisation:	Te Manawa o Cambridge Trust
Submission Date:	11/4/2024 12:57:00 PM

Do you endorse the activities included in the Strategic Framework Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

We endorse the activities included in the Strategic Framework Package, as they are essential for promoting sustainable development and addressing the diverse needs of Waipā's communities. Establishing clear directions for future investments and partnerships is crucial to ensure effective resource allocation and long-term resilience in our community.

The focus on optimizing social and economic benefits through a place-based approach aligns with Te Manawa o Cambridge's mission to foster an inclusive community hub. Additionally, enhancing economic development opportunities for local residents, including Mana Whenua and Iwi, resonates with our commitment to supporting marginalized groups and promoting cultural continuity.

We also appreciate the emphasis on environmental stewardship and the protection of natural ecosystems. By prioritizing climate change strategies and sustainable practices, Waipā can lead by example and create a healthier, more resilient environment for future generations.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Support

Tell us why

We support the proposed timing for the short-term and medium-term activities outlined in the Strategic Framework Package. This phased approach is prudent, allowing the Council to address immediate priorities while also setting the groundwork for longer-te

Would you like to present?

No

AA Placemaking Package

Submission 1092

Stakeholder:	Daynah Eriepa
Organisation:	Te Manawa o Cambridge Trust
Submission Date:	11/4/2024 12:59:00 PM

Do you endorse the activities included in the Placemaking Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

We fully endorse the activities included in the Placemaking Package, as they are essential for creating vibrant, well-connected communities within Waipā. The focus on community infrastructure, cultural stewardship, and economic development aligns closely with the vision of Te Manawa o Cambridge to establish a community hub that fosters inclusivity and belonging.

We particularly appreciate the commitment to developing Te Ao Māori Design Principles in partnership with Mana Whenua and Iwi, as this reflects a recognition of the cultural significance and heritage of the area. Integrating these principles into placemaking initiatives is crucial for ensuring that developments honor and celebrate the diverse cultural narratives of Waipā's residents.

Additionally, the emphasis on activating public spaces through arts and events directly supports our strategic goal of enhancing community engagement and providing enriching experiences for individuals and families. We believe these efforts will contribute significantly to the overall well-being and cohesion of our community.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Support

Tell us why

We support the proposed timing for the medium-term activities within the staged approach. This thoughtful timeline allows for the careful development of the Placemaking Strategy and Implementation Plan while ensuring that community feedback can be effectively integrated into the design and planning processes.

As with previous packages, we recommend that the Council prioritize collaboration with local community organizations, including Te Manawa o Cambridge, during this phase. Engaging with community members throughout the planning process will ensure that the outcomes not only reflect the needs of residents but also strengthen the sense of ownership and connection to these public spaces. This collaborative approach is vital for creating vibrant places that truly represent and serve the diverse Waipā community.

Would you like to present?

Yes

AA Future Development and Housing Package

Submission 1093

Stakeholder:	Te Kopa King
Organisation:	
Submission Date:	11/4/2024 1:04:00 PM

Do you endorse the activities included in the Future Development and Housing Package, and do you think this is the right way to address the strategic opportunities?

Unsure

Tell us why

Yes and no.. Id like to know will families and local Iwi and Hapu have the opportunity to rent or purchase affordable new homes that are close to their waahi Tapu or paa sites or in the process Iwi and Hapu from a specific area chosen for housing development be on the committee for designated area's to monitor land use? if no why?

Land use management: I would like see that a cultural advisor from local Hapu work in this area of mahi to make sure mana whenua heritage sites including wai puna are protected and are corresponded with integrity at all times when assessing the use of land that should include values and principles of lets say the RMA mana whakahono a rohe agreement. also that the Tupuna of those areas be acknowledged in some creative way and not limited to street signs.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Support

Tell us why

yes because you have to start somewhere and you need to see how things work out taking small steps at a time. slow and steady wins the race. not that there's a race though.

Would you like to present?

Yes

AA Placemaking Package

Submission 1094

Stakeholder:	Te Kopa King
Organisation:	
Submission Date:	11/4/2024 1:07:00 PM

Do you endorse the activities included in the Placemaking Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

support because Waipaa country is beautiful but I would prefer to see more employment growth in the organic food supply so we aren't reliant on other countries for food that is organic for our country such as Fruit and veges. I believe that the agriculture industry today uses way to much toxic chemicals for the food supply in the super markets and unfortunately is not healthy but toxic and is a source of many health issues new zealanders and maori in general are dealing with today. like cancer, diabetes and all sorts of illness's that Waipaa district has the potential to fix that so we have a healthier and stronger nation in the future and live longer. I think thats part of local and regional development resilience. maybe,employment opportunities? or is it just about roads and building homes? is that long term or short term employment?

I like the cultural stewardship working with mana whenua bringing two worlds together that respect that their are people that have been here much longer with inheritance that was sacrificed so another nation could be here to survive and thrive. have every opportunity to give some of it back or compensate but there might other ways that could be achieved somehow in another informal or formal way like alignment with the principles of the kiingitanga?

Maahaki, aroha, manaakitanga, kaitiakitanga, kotahitanga, kia tau te Rangi maaarie?

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Support

Tell us why

yes because like Rukuhia and Ohaupo in Waipaa district we have a lot of waahi tapu. urupa, and they're not to be messed around with.our takiwa in the waipaa district is very unique,

I am from a tribe called Ngati Ngamurikaitaua and a few of our waahi tapu in Rukuhia and Peacocks are very speacial and unique and would like to see that they are safe guarded more because they're our Turangawaewae., our heritage and i guess isn't that much different to european heritage like really old old houses, mansions or castle's but they I think they have something in common like a wairua tapu that still watches over us from them.

AA Placemaking Package

Submission 1094

there's also the wai and Taiao that need to be protected because of taniwha that are Kaitiaki over taonga , wai puna need to be safe guarded we deserve to still have fresh drinking water that doesn't come from a tap.so when it comes to art within the public eye promotions to keep our fresh water safe from being polluted with waste treated and toxic chemicals.

Would you like to present?

Yes

AA Strategic Framework Package

Submission 1095

Stakeholder:	Te Kopa King
Organisation:	
Submission Date:	11/4/2024 1:08:00 PM

Do you endorse the activities included in the Strategic Framework Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

i'd love to see Waipaa become something that our country can rely on as a giant food bowl again one day.

with the road designs and housing I think that villages don't become so big or end up knocking out sanctuaries for our native flora and fauna meaning that if there is are native birds like our Ruru and Karearea in the area that they are like an endangered species especially when coming near the Rukuhia or now Hamilton airport which is In Waipaa district, hamilton needs to back up a little bit on their spending and not resort to using our fresh water streams as cheaper route for toxic chemicals and waste water.

a review is a good idea. reflecting and reviewing the Enironment and transport or roads every 3 to 10 years maybe 5 years instead as for maori I think the matariki cycle restarts every 4 years so it means time to rest up on somerthing in our environment for a year. say like mining or fishing or milling wood and instead give time back to replenish the source.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Support

Tell us why

because that's showing us that you've taking the time to think about everyones best interests but its also showing us that its something that needs to develop with integrity so the timing for everyone to have a say or see how things work out between the s

Would you like to present?

Yes

AA Community Places Package

Submission 1096

Stakeholder:	Te Kopa King
Organisation:	
Submission Date:	11/4/2024 1:09:00 PM

Do you endorse the activities included in the Community Places Framework Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

because we want our communities to thrive on their talents. and the rangatahi, instead of getting stuck in the game on the streets. facilities that will preoccupy their minds of minds of hundreds of choices and opportunities of what they can work towards becoming in the future, independent, successful self sufficient and reliable.

yes to the multicultural funeral service and urupa facility

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Support

Tell us why

Id like to discuss this part at the hearings.

Would you like to present?

Yes

AA Karāpiro Programme Package

Submission 1097

Stakeholder:	Te Kopa King
Organisation:	
Submission Date:	11/4/2024 1:10:00 PM

Do you endorse the activities included in the Karāpiro Programme Package, and do you think this is the right way to address the strategic opportunities?

Unsure

Tell us why

id like to korero more about this at the hairng

Nga mihi

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Unsure

Tell us why

Would you like to present?

Yes

AA Future Development and Housing Package

Submission 1098

Stakeholder:	Dominic James Belfield
Organisation:	
Submission Date:	11/4/2024 1:23:00 PM

Do you endorse the activities included in the Future Development and Housing Package, and do you think this is the right way to address the strategic opportunities?

Don't support

Tell us why

No real world examples. Doesn't make any practical sense to the common person reading it.

Just seems like a bit more expensive meetings with no real outcomes, costing us hard working rate payers money.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Unsure

Tell us why

Same as above mostly. However I do agree with Heritage protection, because well looked after aesthetically pleasing homes and buildings make towns attractive and pleasant. Also creates a sense of pride and cleanliness to people.

Would you like to present?

Yes

AA Strategic Framework Package

Submission 1099

Stakeholder:	Dominic Belfield
Organisation:	
Submission Date:	11/4/2024 1:27:00 PM

Do you endorse the activities included in the Strategic Framework Package, and do you think this is the right way to address the strategic opportunities?

Don't support

Tell us why

Is this not the same package?

Once again, makes no practical real world sense.

Ideological gobbly gook.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Don't support

Tell us why

Focus on how you are going to boost jobs that already exist. Not spending money on climate change.

Would you like to present?

Yes

AA Community Places Package

Submission 1100

Stakeholder:	Dominic James Belfield
Organisation:	
Submission Date:	11/4/2024 1:29:00 PM

Do you endorse the activities included in the Community Places Framework Package, and do you think this is the right way to address the strategic opportunities?

Don't support

Tell us why

Is this not the same as placement package?

Once again, over complicated. No real sense or examples.

How much time and money did this cost?

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Don't support

Tell us why

Would you like to present?

Yes

AA Karāpiro Programme Package

Submission 1101

Stakeholder:	Dominic James Belfield
Organisation:	
Submission Date:	11/4/2024 1:30:00 PM

Do you endorse the activities included in the Karāpiro Programme Package, and do you think this is the right way to address the strategic opportunities?

Unsure

Tell us why

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Unsure

Tell us why

Would you like to present?

Yes

AA Strategic Framework Package

Submission 1102

Stakeholder:	Lori S
Organisation:	
Submission Date:	11/4/2024 1:59:00 PM

Do you endorse the activities included in the Strategic Framework Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

Improving multi-modal transport is definitely needed. Rukuhia needs the bus stops on Google maps moved from north of Rukuhia Road to south of Rukuhia Road, where there is more space to safely stop buses and have people get on and off. Bus drivers already do this. There also needs to be bus stop signs and shelters.

Cyclists need a safe cycleway to cycle from Rukuhia to Hamilton and back.

Rukuhia Road needs a footpath past the school to Herman Road for safe pedestrian movements.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Don't support

Tell us why

The transport strategy needs to be high priority to make sure good planning comes before development. The above mentioned multi-modal transport improvements should be done now. The short and medium term only talk about planning, not about any actual actio

Would you like to present?

No

AA Community Places Package

Submission 1103

Stakeholder:	Lori S
Organisation:	
Submission Date:	11/4/2024 2:02:00 PM

Do you endorse the activities included in the Community Places Framework Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

Improving multi-modal transport is definitely needed. Rukuhia needs the bus stops on Google maps moved from north of Rukuhia Road to south of Rukuhia Road, where there is more space to safely stop buses and have people get on and off. Bus drivers already do this. There also needs to be bus stop signs and shelters.

Cyclists need a safe cycleway to cycle from Rukuhia to Hamilton and back.

Rukuhia Road needs a footpath past the school to Herman Road for safe pedestrian movements.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Don't support

Tell us why

The transport strategy needs to be high priority to make sure good planning comes before development. The above mentioned multi-modal transport improvements should be done now. The short and medium term only talk about planning, not about any actual action. Years from now is too late.

Would you like to present?

No

AA Future Development and Housing Package

Submission 1104

Stakeholder:	Ange Holt
Organisation:	Te Awamutu & Kihikihi Community Board
Submission Date:	11/4/2024 2:22:00 PM

Do you endorse the activities included in the Future Development and Housing Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

supports the activities included in the Future Development and Housing Package and considers this to be the right way to address the strategic opportunities,

Affordable housing needs to be a priority, with housing becoming more out of reach of the average family. To have a plan to enable this segment of the market to be looked after is important for our communities wellbeing

We see this package as maintaining a good quality of life.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Unsure

Tell us why

unsure whether we support the proposed timing for the short-term and medium-term activities

Rate increases like we are currently seeing are unsustainable by our community

therefore we need to proceed carefully with future developments, so some projects may need to get pushed out.

The Karapiro package should be within this package and have a concept plan done for it like our other towns and villages.

Would you like to present?

Yes

AA Placemaking Package

Submission 1105

Stakeholder:	Ange Holt
Organisation:	Te Awamutu and Kihikihi Community Board
Submission Date:	11/4/2024 2:24:00 PM

Do you endorse the activities included in the Placemaking Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

supports the activities included in the Placemaking Package and considers this to be the right way to address the strategic opportunities,

This needs to be kept simple and straight forward. A careful financial approach needs to taken that is affordable or we find business partners who are willing to provide financial input.

Community must be involved with these types of projects early so their input can be considered.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Support

Tell us why

agrees with the proposed timing for the medium-term activities, except where short term activities can be achieved with strong community support

That the finances are available and not at the expense of rates.

Would you like to present?

Yes

AA Strategic Framework Package

Submission 1106

Stakeholder:	Ange Holt
Organisation:	Te Awamutu & Kihikihi Community Board
Submission Date:	11/4/2024 2:29:00 PM

Do you endorse the activities included in the Strategic Framework Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

supports the activities included in the Strategic Framework Package and considers this to be the right way to address the strategic opportunities

As long as council staff listen to their community. That they appreciate and take onboard what Community Boards and residents have to contribute to utilize the broad and deep knowledge

We believe there needs to be an additional "Strategic opportunity" included, this being a Health of the community strategy.

or 1080 getting in our water, weed sprays from cropping and horticultural

Some examples of possible health impacts are - discharge from Waste to Energy plants, fluoride

Council is required under legislation to not make decisions that will be detrimental to the health and wellbeing of its communities, so the impact on residents health should be a consideration.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Support

Tell us why

agrees with the proposed timing for the short-term and medium-term activities,

With the focus for Waipa needs to be more on severe weather resilience protection and outcomes rather than climate change.

Would you like to present?

Yes

AA Community Places Package

Submission 1107

Stakeholder:	Ange Holt
Organisation:	Te Awamutu & Kihikihi Community Board
Submission Date:	11/4/2024 2:31:00 PM

Do you endorse the activities included in the Community Places Framework Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

supports the activities included in the Community Places Package and considers this to be the right way to address the strategic opportunities, but would rather these are community group driven.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Support

Tell us why

agree with the proposed timing for the medium-term activities.

Would you like to present?

Yes

AA Karāpiro Programme Package

Submission 1108

Stakeholder:	Ange Holt
Organisation:	Te Awamutu & Kihikihi Community Board
Submission Date:	11/4/2024 2:33:00 PM

Do you endorse the activities included in the Karāpiro Programme Package, and do you think this is the right way to address the strategic opportunities?

Unsure

Tell us why

Support what is proposed in this package, however we question that it should be a separate package on its own

Bringing the town together should be part of Future Development and Karapiro have a village concept plan like Pirongia, Ohaupo etc.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Support

Tell us why

Support that this work needs to be done but not as a separate package.

Would you like to present?

Yes

AA Strategic Framework Package

Submission 1110

Stakeholder:	Emily Empson
Organisation:	Takepuku Mountain Conservation Society
Submission Date:	11/4/2024 3:48:00 PM

Do you endorse the activities included in the Strategic Framework Package, and do you think this is the right way to address the strategic opportunities?

Unsure

Tell us why

Please refer to attached submission.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Unsure

Tell us why

Please refer to the attached submission

Would you like to present?

Yes

Takepuku Mountain Conservation Society is submitting in relation to the ecological corridor that is mentioned in Ahu Ake – Waipa Community Spatial Plan and to ensure Takepuku receives the recognition and inclusion in any planning that is done for areas of environmental and cultural significance in the region.

Takepuku is first introduced on page 23 of Ahu Ake alongside Maungatautari and Mount Pirongia as examples of the district’s distinctive natural features. The ‘Te Taiea te Taiao, Maungatautari to Mt Pirongia Ecological Corridor’ initiative is then introduced as an initiative aiming to create a connected ecological corridor between Maungatautari and Mount Pirongia using the Mangapiko and Ngāparierua streams. This project is being achieved by collaborating with partners and landowners to restore native habitats, protect biodiversity, and enhance the area’s ecological resilience. While we support the principal of this initiative, we do not agree with the near-term exclusion of Takepuku Historic Reserve from the corridor. We believe that the maunga forms an important part of this corridor, and that its near-term inclusion would significantly improve the ecological outcomes of the initiative.

The Takepuku Mountain Conservation Society has been undertaking a pest mammal management program across the maunga for 30 years in an established area of Broadleaved Indigenous Hardwood Forest. Monitoring undertaken as part of the program has generally shown control to successfully suppress mammalian predator populations, though it is an uphill battle as the mountain is vulnerable to reinvasion from the surrounding farmland. The maunga supports a thriving indigenous bird community, with recent observations of kereru, tui, fantail, silvereye, bellbird, grey warbler, tomtit, kingfisher, and New Zealand falcon. North Island Robin may also still be present on the maunga following a historical translocation in 1999, though they no observations have been recorded since ~2015. Takepuku is also the largest stand of mature and regenerating native vegetation between Maungatautari and Pirongia, and already acts as a stopping point for Kaka between the two. Enhancing the ecological corridor between Pirongia and Takepuku may eventually see the dispersal of more vulnerable species present on Pirongia such as rifleman, whitehead and robin to Takepuku, strengthening the district indigenous bird community. Indeed, it likely provides the best, and perhaps only, habitat within the corridor which is capable of sustaining a meaningful population of native species.

In addition to birdlife, there is evidence that longtail bat visit the mountain. Earlier this year, a longtail bat pass was recorded during a brief survey with a single ABM (acoustic bat monitor). This suggests bats may be flying over from Pirongia as Takepuku is within the home range of bats that might be roosting on Pirongia. Further bat monitoring is planned for this summer.

In terms of corridor connection options, the Mangamahoe Stream stems from Takepuku and feeds into the Puniu River which is a significant tributary of the Waipa River that connects into the existing Pirongia to Maungatautari corridor. Some work is already contributing to the potential corridor connection, with Puniu River Care and the Waipa River Restoration Strategy contributing to the restoration of these two river catchments. As such, the inclusion of Takepuku in the corridor would not mean starting from scratch, rather it would involve collaboration on existing projects and strengthening missing pieces of the corridor.

We acknowledge that page 68 of the plan looks to include Takepuku as a key part of the future corridor network enhancement along with Pukemako and the peat lakes in future. Indeed, the ‘Key Moves -Summary’ section on page 88 describes a commitment to supporting and investing in the “creation and protection of a network of ecological reserves linking Mt Pirongia, Takepuku, and Maungatautari, as well as our key peat lakes.” However, we believe that the 2055 future outlook to including an additional corridor to Takepuku is too distant and does not make a strong enough commitment. We believe that the ecological value and vulnerability of Takepuku requires its more near-term inclusion in the corridor initiative. We are also concerned that its exclusion could divert

the small amount of funding the Kakepuku Mountain Conservation Society receives (currently \$5,000), to this larger, higher profile project. As such, we would like to see the earlier exclusion removed and a commitment made to either include the maunga in a later stage of corridor enhancement with a near-term date specified, or at least to review the scope of the corridor enhancement by a specific date.

At this point we would also like to note that the Kakepuku Mountain Conservation Society has a long-standing and good relationship with Te Kopua Marae (the kaitiaki of the maunga) through our shared passion for the protection of the maunga. The Te Kopua Marae Committee support our current mahi on the maunga and members regularly attend our committee meetings.

Kakepuku is a significant recreation facility for the those living in and visiting the region, it is included in the Te Arai Wai Journeys programme and in our view any increase in environmental protection would only add to the value in areas such as recreation, tourism and cultural heritage protection.

AA Future Development and Housing Package

Submission 1111

Stakeholder:	Pixie Stockman
Organisation:	
Submission Date:	11/5/2024 8:10:00 AM

Do you endorse the activities included in the Future Development and Housing Package, and do you think this is the right way to address the strategic opportunities?

Don't support

Tell us why

No more cycleways.

Concentrate on our heritage for Te Awamutu.

Skate park to be included in Community Hub @ Alpha. Council buy this land to secure our heritage and provide the community with further resources for our youth.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Don't support

Tell us why

2050 too far away. Medium term needs more defined, 4-10 years not good enough.

Would you like to present?

Yes

AA Placemaking Package

Submission 1112

Stakeholder:	Pixie Stockman
Organisation:	
Submission Date:	11/5/2024 9:11:00 AM

Do you endorse the activities included in the Placemaking Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Support

Tell us why

Would you like to present?

Yes

AA Strategic Framework Package

Submission 1113

Stakeholder:	Pixie Stockman
Organisation:	
Submission Date:	11/5/2024 9:12:00 AM

Do you endorse the activities included in the Strategic Framework Package, and do you think this is the right way to address the strategic opportunities?

Don't support

Tell us why

We do not want housing on our Stockade in Kihikihi.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Don't support

Tell us why

Would you like to present?

Yes

AA Community Places Package

Submission 1114

Stakeholder:	Pixie Stockman
Organisation:	
Submission Date:	11/5/2024 9:13:00 AM

Do you endorse the activities included in the Community Places Framework Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Support

Tell us why

Would you like to present?

Yes

AA Karāpiro Programme Package

Submission 1115

Stakeholder:	Pixie Stockman
Organisation:	
Submission Date:	11/5/2024 9:14:00 AM

Do you endorse the activities included in the Karāpiro Programme Package, and do you think this is the right way to address the strategic opportunities?

Don't support

Tell us why

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Don't support

Tell us why

Would you like to present?

Yes

AA Placemaking Package

Submission 1116

Stakeholder:	Hazel Barnes
Organisation:	
Submission Date:	11/5/2024 1:11:00 PM

Do you endorse the activities included in the Placemaking Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

Note: Submission taken over the phone.

Interested in Te Awamutu becoming a thriving place and community. Submitter is interested in the area with the police house in the front of it on Lyon Street paddock, and think this could be turned into a nice area with a garden as it was the pa area.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Support

Tell us why

Would you like to present?

Yes

AA Future Development and Housing Package

Submission 1117

Stakeholder:	Hayden Woods
Organisation:	
Submission Date:	11/5/2024 2:47:00 PM

Do you endorse the activities included in the Future Development and Housing Package, and do you think this is the right way to address the strategic opportunities?

Don't support

Tell us why

See response in attachment /

Submission received 21 October 2024 12:55 pm

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Don't support

Tell us why

See response in attachment /

Submission received 21 October 2024 12:55 pm

Would you like to present?

No

SUBMISSION

Waipa Community Spatial Plan

Name: Hayden Woods

Email Address: [REDACTED]

Postal Address: [REDACTED]

Town: [REDACTED]

Postcode: [REDACTED]

Day time phone: N/A

I do NOT wish to attend a council meeting to be heard in support of my submission.

I do NOT support the Waipa Community Spatial Plan, nor whatever 'Ahu Ake' is.

Concerns to NOT support the Waipa Community Spatial Plan (Total 10 Pages):

SPATIAL PLAN – CONCERNS (GENERAL)

1. The Spatial Plan Submission Process is being run from an unofficial website that does not bare the CORRECT legal name of the district to comply with the Local Government Act 2002 (Clause 23; Sub part (3)), therefore it can be considered the entire process is ILLEGAL.

Operating from a trading name is neither; compliant with the Local Government Act 2002 (Waipa with a macron is NOT the official legal name of the district not having gone through the official New Zealand Geographic Board process to become legal – WAIPA without a macron is the CORRECT legal name), nor has there been a referendum on the issue.

If Waipa with a macron, was LEGAL, then it would have been used on our Rates Invoices (which it's NOT) – otherwise I expect my rates invoice to next be issued using the 'Waipa with a macron' so that I can legally and successfully dispute it.

Please comply with the Local Government Act 2002.

2. The Spatial Plan is most certainly not a structured spatial plan.

It most certainly DOES NOT comprehensively demonstrate how over a staged timeline, in say 5 year increments, how a Spatial Plan, will achieve its key infrastructure, economic and financial growth goals, over say a 30+ year growth period, nor how this will magically be achieved financially when Council has NO MONEY.

The Spatial Plan does however demonstrate a feeble attempt to verbally define a structured timeline for ONLY up to and including a period of 10 years – WDC, isn't the Spatial Plan meant for a period of NO LESS than 30 + years, not 10 years – or are you confused?

The Spatial Plan is merely, a fantastical story designed to waste more ratepayer's time and money, littered and disguised with pretty pictures and waffle, to tick a yet another policy box.

A story none the less, unworkable, just like WDC's unworkable, unachievable other plans, that is Annual and Long Term Plan – when's the last time WDC ever stuck to a plan – especially when nearing our debt ceiling threshold.

To think council can PLAN is an understatement, WDC can't even accurately budget for 10 years, not even three years, let alone one year.....to think WDC can PLAN for 30+ years is simply laughable and a JOKE - WDC can't even plan or get GROWTH right presently with what we know; \$69.3 Million in overdue Development Contributions and at least \$16 Million in Consent Revenue Losses. The same growth touted about as the very foundation and basis to give this fantasy you dare call a 'Spatial Plan' validity - how about giving the Spatial Plan to a Consultant who knows what they are doing!

Council, your eyes are bigger than your stomachs, even bigger than what ratepayer's coffers can cope with, or sustainably afford or handle – negligence and financial abuse comes to mind with this document you dare call a 'Spatial Plan'.

SPATIAL PLAN – CONCERNS (NAMING & FUTURE)

3. Quote;

'The Ahu Ake – Waipā Community Spatial Plan is the blueprint for what we want our district to look like in 30+ years time. Designed as a roadmap for how we can get there, by the people of Waipā for the people of Waipā.'

First of all, I find it offensive that WDC uses the name 'Ahu Ake' for the Spatial Plan.

It neither means, nor is a direct translation of Spatial Plan from Maori to English.

This unnecessarily creates confusion in what's supposed to be considered an official document - should we as a nation, not learn from the confusion created some 184 years later; from present day miss interpretation and fabrication of Maori translation (I reiterate, merely a translation) of the TRUE authored 1840 'Busby/ Littlewood' Treaty Contract by the Crown as instructed by William Hobson, under orders by Lord Normanby, not the illegitimate 'Freeman' version. (Professor Hugh Kawharu expert for Waitangi Tribunal, in 1989, confirmed that the Busby/ Littlewood Treaty was a direct 'word for word' original of the Maori only translation, are we to just ignore this so called expert Tribunal Advice.....Even, the late Sir Apirana Ngata knew that Maori ceded sovereignty, just as the chiefs knew in 1840 as recorded by William Colenso, and again in 1860 at the Kohimarama Conference – but today some try to rewrite history for control and money grabbing)

Secondly, '30+ years', Waipa will be extremely fortunate and lucky if it is still to exist in 30+ years, thanks to the fiscal irresponsibility of council - the district now plagued by huge unsustainable and unaffordable debt and rates levels.

Combine that with, failing and neglected infrastructure - it's a recipe for disaster.

Wake up Council, Waipa's current position, is all thanks to your inept leadership and questionable finance team.

Borrowing heavily from economy faltering countries overseas is NO long term solution, nor is GROWTH, as Waipa and its neighbouring Cities and Districts are already seeing the negative effects of the downturn – haemorrhaging millions of funds meant to be 'cost neutral' to ratepayers – developments going into liquidation – Growth, just another LIE and yet another un-factored REAL RISK in the financial PLANS, FAILING to account for this oversight!

SPATIAL PLAN – CONCERNS (PARTNERSHIP & TREATY)

4. Quote;

'The key to making the Ahu Ake blueprint real will be ongoing partnership with Mana Whenua and Iwi, and collaboration with stakeholders and the community to keep the aspirations alive and the strategy relevant.'

I find it highly offensive and racially discriminating – for ALL, not considered Maori.

To be excluded from being considered as equally 'partners' and 'stakeholders'.

(Ratepayer's are the TRUE and ONLY partners and stakeholders – the TRUE financial owners/ backers of Council, and should be acknowledged and honoured as such, NOT insulted and offended).

It's as though the majority of the Community are; a) not considered important by Council, or b) the LAST to know what's going on, with Iwi on more than one occasion, being consulted over and above all others, over policy, and documents tailored to suit their aspirations even before being considered going out to consultation.

The last Labour Government's 'Local Government Review Report', highlighted and identified that Local Authorities are neither bound nor obligated to uphold un-ratified 1989 Labour Treaty Principles; the report concluding that Local Authorities, consider making it a recommendation to pass as resolution for its inclusion into future policy - something that legally should have the say of the Community.

The Local Government Act 2002, in my opinion, in no way identifies any requirement for Local Authorities to become 'partner's' with Iwi, it however stipulates like any other ordinary Community Group to be, yes, 'consulted' with, on Community Issues, nothing more, nothing less – stop fabricating, deceiving, and unnecessarily costing ratepayers with these unlawful rewrites.

Judge: Eddie Dury (1999) past Chair of the Waitangi Tribunal, even questioned the ethics of Maori claims and their intent - citing that if Maori were unsuccessful in their claim, they would go away and change their facts, or pay someone to change the facts to garner a better outcome and access to taxpayers funds – is possibly WDC embracing or collaborating in such on a local basis, you have to ask?

SPATIAL PLAN – CONCERNS (PACKAGES: Future Development & Housing Package)

5. Land use Management and Housing Affordability;

Quote '*Improve housing affordability*'

Just how does WDC intend to do this, especially when the district's finances are now being compared to a 'tornado' by the Mayor?

When, it is WDC who are in my opinion, reliant on, or encouraging the over engineering of Property Valuations to greedily generate greater rates revenue from the financial fleecing and abuse of struggling ratepayers to fund your agenda not that of ratepayers (based on compelling successful Property Valuation objections). It's highly unlikely that WDC are going to curb this despicable, unethical, non-compliant LGA practice - when WDC themselves, can barely sustain the negligent debt levels they have created through the act of poor judgement.

Again, I ask; how does WDC intend to 'improve housing affordability', as you DO NOT demonstrate this in the Spatial Plan?

Thanks to, WDC, you have created a fiscal nightmare, properties now, will always remain relative to the market you have engineered.....nothing about the current local economic climate you have placed the district in is AFFORDABLE nor SUSTAINABLE, and unlikely to CHANGE in future, with debt levels you created, continuing to rise, not fall.

6. Land use Management and Housing Affordability;

WDC, neglects to consider, when intending to GROW the district by another assumed 22,000 residents – that you will inevitably KILL the RURAL sector, that is, Waipa's economic backbone, and the very industry holding Waipa together as the proverbial 'glue'.

7. Critical Community Infrastructure;

Quote: *'Maintain Waipā's quality of lifestyle'*

Simply WDC, how?

When, WDC is already destroying our village like, rural lifestyle in Cambridge, Ohaupo, Kihikihi and Te Awamutu, through rapid EXPANSION, and urban design CHAOS, something our previous Mayor promised to protect, yet under this Mayor, a no care, no responsibility attitude seems prevalent, no matter the cost and negative impact to ratepayers – therefore just another Spatial Plan LIE in my opinion!

Council Elect, are already aware of the above, even suggesting at Council Meetings that an Urban Design Panel be considered in future, to make decisions on urban expansion for which Council and Council Elect have demonstrated incapable of.

8. Environmental & Cultural Stewardship;

Quote: 'actively promoting and safeguarding the district's rich cultural heritage'

In my opinion, WDC is most certainly doing this at present, its tantamount a cultural takeover – take for example; Te Awamutu War Memorial, Te Awamutu Museum!

Whereby the majority of ratepayer's are excluded from 'having a say', as WDC prioritise their ONLY partners and stakeholders 'Iwi' and 'Mana Whenua' –

Where the majority of racially discriminated others, not considered Maori, are SILENCED & IGNORED - when ironically it's that said majorities, MONEY, not 'Iwi's', nor the Maori Economy funding such – the same Maori Economy the Spatial Plan seems focused on protecting, when destroying the local economy in the process.

I'm sorry, but Waipa exists ONLY today, from a collaboration and tapestry of rich cultures NOT just Maori.

Yet, if you are NOT considered Maori in the eyes of Council, you DO NOT matter nor exist (except for your wallet size), seen with the manipulation of policy, submissions and projects ALL tailored now to favour Maori over ALL others – fine if WDC wants to prioritise Maori, they can pay for it ALL themselves, via their Maori Economy - Take the Museum, it's NO LONGER a museum, it's a cultural appropriated statement!

SPATIAL PLAN – CONCERNS (PACKAGES: Placemaking Package)

9. Quote:

'In the medium term (3-10 years), Council will: • Develop a Placemaking Strategy and an Implementation Plan. • Review Urban design guidelines for towns and villages in the district. • Develop Te Ao Māori Design Principles in partnership with Mana Whenua & Iwi.'

The above bullet points, I find firstly; offensive, and insulting, and secondly; culturally insensitive and racially discriminating against the majority not considered Maori.

Firstly (elaborated):

In accordance with WDC Audit & Risk Reports/ Agenda's, WDC does not possess the capability, nor ability, to develop these bullet points, and as identified from historic Council Meetings, Council admitted to Council Elect, to getting the Spatial Plan wrong and prematurely going out to Consultation – therefore the Spatial Plan should be immediately given to a Consultant.

It can also be further demonstrated that WDC are more than not capable in procuring or producing a Spatial Plan from the urban destruction and chaos caused to Cambridge, Ohaupo, and Kihikihi – validated by the Deputy Mayor's admission, or implication that again, council got it wrong, recommending now the need for an Urban Design Panel.

Therefore, it is my RECOMMENDATION, that WDC have NOTHING to do with the Spatial Plan, and it's planning – something a professional Consultant who knows what they are doing, should be given the undertaking – the cost to engage the Consultant can be taken from compensation sought via disciplinary action for non-prudent use of ratepayer funds – having to again do a RESET on a Spatial Plan, a Plan that should have been RIGHT the first time it went out for consultation – just another waste of ratepayer funds.

Secondly (elaborated);

Why does WDC have to insult the majority of ratepayers, in suggesting that special treatment, and emotive importance, be given to Maori, in the development of special Design Principles that should already ultimately be included in the general Urban Design Principles, Principles that theoretically apply to all, unless now there exists two systems, one for Maori and one for everyone else - is this what Council intends, implies or is suggesting?

Ratepayers cannot afford this racial discriminatory rubbish – simply, we should ALL equally be treated under the one law, one system as the COMMUNITY – are we NOT one New Zealand, are we NOT one Waipa, is there NOT one LGA, is there NOT one rating system – stop being emotively manipulated you weak council, tantamount forced to create/ fabricate another unwritten system defined by one RACE only, whilst all others are lumped in and fobbed off as 'just the community'!

SPATIAL PLAN – CONCERNS (PACKAGES: Strategic Framework Package)

10. Land use Management and Housing Affordability;

(Refer to comments to Concern 5 & 6)

11. Land use Management and Housing Affordability;

Quote: *'Maori Economy'*

Maybe Waipa's financial woes are over, the LTP issues can now be easily resolved, WDC can borrow from the Maori Economy it's so destined in protecting in the Spatial Plan!

Again, there is ONLY; one law, one people, and one economy if New Zealand is to SURVIVE – stop creating TWO systems, two economies, as we can't even afford two, let alone the ONE SYSTEM – did council not get the MEMO, your BROKE, start acting prudently!

12. Environmental & Cultural Stewardship

Quote: *'Preserve biodiversity and support ecosystem services by protecting and restoring the district's natural environment.'*

Really - seriously, really?

Waipa District Council has FAILED to maintain and administer the water quality at Lake Ngaroto, Te Awamutu War Memorial Lake, and Lake Karapiro.

To think you're serious about maintaining and preserving the biodiversity and ecosystem to the rest of the district is simply laughable.

One would hate to even, have it as a guess, as to how much money you wish to throw at this - maybe you should be asking the Maori Economy for a LOAN.

And to think, the Karapiro Package of the Spatial Plan, you are considering developing and building out Karapiro as some economic centre - what do you think is going to happen with the water quality of Karapiro then? With all this major development, likely toxic runoff, and ground leaching, it will NOT magically improve the water quality, it will in fact worsen it over time, and habitats will also be destroyed in the process, where it is already being compromised by biological invasive species – where is common sense, and LOGIC?

13. Integrated Transport and Freight Management

Again, really - seriously, really?

Waipa District Council, recently you were pushing for 10-15 Urban Centres – is this still a reality, or just another 10 min fab with WDC, unnecessarily draining ratepayer funds from where it is really needed.

Let's get serious, we are a RURAL district, plain and simple, with two Feeder Centres (not self-sustainable Urban Centres) – thus we need a robust transportation network that connects us with the City (currently active), and an internal network to connect us internally with a growing and aging demographic (not active, and not even planned for.....simply cycling and walking is not going to get pensioners or our youth from Cambridge – Te Awamutu, Te Awamutu – Cambridge, nor Pirongia – Te Awamutu, Te Awamutu – Pirongia, we need an all-weather, affordable, economic system.

A successful TRANSPORT BUSINESS CASE MODEL has already been supplied to Council on numerous occasions over the past 10 years, and the past Greypower President/ Elected Member - yet like always, it has been IGNORED – clearly WDC is NOT serious about GROWTH or a SPATIAL PLAN!

SPATIAL PLAN – CONCERNS (PACKAGES: Community Places Package)

14. Seriously, let me guess, the assessment will identify the need for MORE skateparks, and playgrounds as part of the Community Places Package for Parks and Reserves;
- a. Firstly; to burden the young with more unsustainable and unaffordable intergenerational debt is negligent, as WDC you are already hinting to a need for affordable housing in another Spatial Plan Package.

Council seriously, for an ‘affordable need’ to exist, a state of unaffordability must first exist, and it DOES, and always has, as you have been repeatedly WARNED - do you get the picture council, has it finally sunk in, really sunk in, especially with the Mayor NOW declaring Waipa’s Finances as a Financial headwind’s a ‘bit of a tornado’and it’s seriously taken you this long to figure this out – ratepayers PAY for you to maintain the wellbeing and health of the district – JUST HOW ARE YOU DOING THIS, as I am not seeing it?

Council, you are part of the unaffordable picture, the problem – thus hindering and compromising our youth’s ability to have a future. Yes wilfully compromising the wellbeing of our young – it’s a type of abuse, limiting without their understanding or knowledge their ability to AFFORD getting into housing – all thanks to Council – so, really is ‘affordable housing’ really achievable and as you have promised here, and which demographic are you really focusing it on - pensioners or the youth?

- b. Secondly, is this future proofing for the elderly? The elderly need;
- Better access to care and medical facilities.
 - Better public transport from villages to district feeder centres.
 - Like all, access to affordable housing, with affordable rates.
- (How many years has it been since the SALE of Palmer Street Units? Promises were made to providing ear marked funds for affordable housing – where is the affordable housing promised? Or have you built microscopic lego houses instead and it’s simply because we can’t see them – don’t tell me you forgot about the elderly and spent the money on skateparks, or playgrounds instead, your day will come soon enough, as we all age – just you wait, and you will wish you had listened and done something when you had the chance and opportunity)

SPATIAL PLAN – CONCERNS (PACKAGES: Karapiro Programme Package)

15. No, no, no!

This is most certainly in my opinion, not a good idea – to develop Karapiro, goes directly against the grain of protecting and preserving the biodiversity and ecological system, which you a failing to even do at present.

I DO NOT endorse any development of Karapiro that may in any way benefit or be financially favourable to the Deputy Mayor’s ‘conflict of interest’ involvement in the Karapiro Domain.

CONCLUSION:

I DO NOT support or endorse the Spatial Plan.

It has been a poorly executed plan from the start, and a waste of ratepayer’s time and money.

Money, the district and struggling ratepayers DO NOT have, nor can AFFORD!

The PROBLEMS and FISCAL HOLE the district is in, is because of you COUNCIL, and ONLY you COUNCIL, and its inept leadership in my opinion – STOP abusing ratepayer’s, how about you take responsibility, accountability and ownership of the PROBLEM you have created!

AA Future Development and Housing Package

Submission 1118

Stakeholder:	Lisa Gardiner
Organisation:	Ngāti Hauā Iwi Trust
Submission Date:	11/5/2024 2:54:00 PM

Do you endorse the activities included in the Future Development and Housing Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

See response in attachment /

Submission received 30 October 10.06pm

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Support

Tell us why

See response in attachment /

Submission received 30 October 10.06pm

Would you like to present?

No

Ahu Ake Waipā Community Spatial Plan – Submission

Full name: Lisa Gardiner, Chief Executive

Organisation: Ngāti Hauā Iwi Trust

Address for correspondence: [REDACTED]
[REDACTED] [REDACTED]

Privacy Statement: *All submissions (including names and contact details) may be provided in full to Elected Members. Submissions (including names but not contact details) may be made available to the public at our office and on our website. Your personal information may also be used for the administration of the consultation process, including informing you of the outcome of the consultation. All information collected will be held by Waipā District Council, 101 Bank Street, Te Awamutu with submitters having the right to access and correct personal information.*

√ YES: I acknowledge that I have read the privacy statement and am happy to proceed.

Appearance at hearing

I, or my nominee, do not wish to present this submission verbally to a Council hearing on Wednesday, November 27.

I support other mana whenua and iwi groups submitting collaboratively with me, whether they provided a written submission.

Submission of support

Ngāti Hauā Iwi Trust

Ngāti Hauā are a mana whenua group within the Waipā District Council's region.

The Ngāti Hauā Iwi Trust is the Post Settlement Governance Entity for Ngāti Hauā Iwi, established following the signing of the Deed of Settlement with the Crown in July 2013. The Trust has been ratified to receive, manage, administer and apply the Trust's Assets (derived through the Settlement) on behalf of and for the benefit of the present and future Members of Ngāti Hauā.

We represent around 12, 564 tribal members (Census 2023) and five marae.

Ahu Ake development

Ahu Ake was developed in partnership with mana whenua and also included collaboration with stakeholders and the community. Mana whenua and iwi aspirations are summarised on pages 5 – 7 of the Executive Summary and elsewhere in Ahu Ake. These aspirations relate to Māori housing (including but not limited to papakāinga development), he kāinga te wāhi (this place as home), Māori economy and Te Taiao (environment).

Submission

The notified strategic opportunities identified in Ahu Ake, the accompanying activities and the staged approach required are currently supported. It is expected that Ahu Ake will, amongst other things, be a vehicle to advance mana whenua and iwi aspirations.

AA Strategic Framework Package

Submission 1119

Stakeholder:	Meredith Osmond
Organisation:	Thought Partners Limited
Submission Date:	11/5/2024 3:05:00 PM

Do you endorse the activities included in the Strategic Framework Package, and do you think this is the right way to address the strategic opportunities?

Unsure

Tell us why

See response in attachment /

Submission received 01.11.24 09.07am

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Unsure

Tell us why

See response in attachment /

Submission received 01.11.24 09.07am

Would you like to present?

No

Waipa District Council

Submission on draft Spatial Plan Ahu Ake 2024

From Meredith Osmond, [REDACTED]

Introduction

1. Thank you for the opportunity to submit this brief submission. It's brief because I read the documents several weeks ago and do not plan to go back and reference each comment paragraph by paragraph due to time constraints. My comments relate only to Cambridge as that's where I live.

What is a spatial plan?

2. I found this definition in the LGNZ report Spatial Planning Can Improve Housing Affordability and Protect Our Environment by Sense Partners 2021.

Investigation into best practice models and consultation with the Treasury, the Ministry of Housing and Urban Development, the Infrastructure Commission and the Ministry for the Environment shows that the term spatial planning is a broad concept that covers well-defined plans, and narrowly defined plans, as defined below:

1. Well defined plans (spatial plans) – which set out where and how cities should grow and develop in great detail; and
2. Narrowly defined plans (strategic plans) – which set out a strategy focused on securing cost effective options for future infrastructure development.

Well defined Spatial Plans

This first approach spells out in great detail where and how cities should grow and develop. The detail is captured in part through elements such as:

- district plan level detail, including land use regulations that prescribe the vision laid out for the city/urban area;
- precise specifications of infrastructure requirements, including type of infrastructure; and
- specific projects enabled through the above provisions and how they are to be sequenced.

Note: there will be other definitions, but I found this useful as I thought about Cambridge and what the future might look like.

Overall impressions of Ahu Ake re Cambridge

3. There was very little mention of Cambridge beyond what's already known. There was no vision for the town centre, housing density (beyond what the government has directed), reserves, and the proximity between residential and productive land etc. There was also no

vision for liveability in the plan or how the character of the town will be enhanced by the plan. In 2050, what will it be like to live here? Who will live here? Who will visit and for what? And of course the third bridge was only mentioned two or three times – and we know ‘it’s not off the table’.

4. The Consultation document that was handed out at community sessions is full of broad statements which don’t provide any detail to base feedback on.
 - The Opportunities list on page 4 are so general it’s hard to know what they will involve or what will be achieved.
 - The Key moves on page 5 are once again very general with a few worthwhile exceptions which highlight the lack of focus on Cambridge as the biggest centre in the district.
 - Priorities on page 6 are once again general and just mention land supply for Cambridge/Leamington.
 - The overview of the five implementation packages on p8 are pretty much a plan to undertake more needs assessments and develop more plans.

I’m not sure how you’ll get worthwhile feedback if people use this document to frame up their feedback.

Questions for staff and Council as you progress Ahu Aki and other assessments and plans

5. What do we want the Cambridge town centre to look like in 2050?
 - a. What businesses will be there and how will they be working?
 - b. What commercial building development do we need to accommodate the increased needs for services?
 - c. Do we want people living in the town centre? If, yes, then how will they be accommodated – apartments on top of commercial and retail buildings?
 - d. What will Victoria Street look like? No cars? What fills the wide road area and adds to the character of the town?
 - e. What will attract visitors to town? Shopping, restaurants, quality services? Yes ,and what about cultural attractions – scheduled and available year round?
 - f. What thought has been given to further investment in arts and culture? What new centres might be needed? Might a concerted focus on developing sculpture walks around town, out to the velodrome and the Lake, add value for visitors and locals?
 - g. How are we telling our history? Is it more than just our colonial history?
 - h. What sustainable initiatives have we undertaken and how are we contributing to reducing the impact of climate change?
6. What transport planning and provision are we seeing the benefit of?
 - a. What clever solutions have we invested in? Ring roads, park and ride, ride share systems etc.
 - b. How have we handled cars, parking and easy access for older people, the disabled etc.?
 - c. What third bridge solution is being planned and is it future proofed? Was a solution found that didn’t place vehicle access to the town ahead of local amenity and community cohesion?
 - d. How have you led the transition to other modes of transport to where the car is not king?

7. What housing provision have you made?
 - a. Are we just going to continue to spread outward or is there a plan to intensify certain areas?
 - b. What's been done to encourage more young people with families to settle in Cambridge?
 - c. Where is the workforce living that is servicing the town and its growing size?
 - d. What's been done to accommodate the large number of older people in the town – living independently or in villages (of which we have many)?
 - e. What clever Papakainga solutions are now completed and what ramifications are there for other intensive living arrangements??
 - f. What other clever communal living solutions have been planned for?

8. What reserves, green belt and zoning provisions have been actioned to enhance quality of living and to protect our character and assets for future generations?
 - a. With the development of the new industrial area in Hautapu what's been done to restore the older industrial areas? What new services are being provided in these locations?
 - b. What planning has been undertaken to minimise the co-location of housing with productive land (with insecticides, herbicides and unsightly agricultural covers)? How are you transitioning this to avoid reducing comfort levels of occupiers who live nearby.
 - c. How do you plan to celebrate the Waikato River which runs through the town? What will you stop doing and start doing to ensure the river remains unpolluted and locals can enjoy it every day? What new planning needs to happen to protect this taonga for future generations? Will the waste water treatment centre still occupy the river side land in 2050?

This is not an exhaustive list, just what I could think of when preparing this submission.

In summary

As a returnee to Cambridge, I can't see where Council is taking Cambridge, or how it's supporting the community to create a new and better future for the town. There are blocks of land already identified for future housing and industrial development and some wish lists for youth, a new library etc. What else?

Cambridge is a destination in its own right and it's worth preserving this for the district. Just like Karapiro town, Hautapu and Te Miro etc. – they all need special focus and planning. Business needs and community needs have to be carefully balanced. For Cambridge, this is not evident in this spatial plan.

Thank you for reading my submission. Cambridge has a special place in the district and this doesn't need to be minimised in order to increase focus on other areas. I firmly believe that without establishing a detailed vision for the future it becomes very difficult to plan for next year and the years after that. If we did have a clearer picture it would ensure Cambridge grew in a managed way and continues to be a great place to live, work and visit.

AA Future Development and Housing Package

Submission 1120

Stakeholder:	Lyndal Bartley
Organisation:	Future Proof
Submission Date:	11/5/2024 3:10:00 PM

Do you endorse the activities included in the Future Development and Housing Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

See response in attachment /

Submission received 01.11.24 03.09pm

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Support

Tell us why

See response in attachment /

Submission received 01.11.24 03.09pm

Would you like to present?

No



Future Proof
Te Tau Tītōki

1 November 2024

Waipa District Council
Kirsty Downey
Group Manager Strategy

By email – haveyoursay@waipadc.govt.nz

Kia ora Kirsty

This submission is made on behalf of Future Proof, the Urban Growth Partnership between local government, iwi, and central government for the sub-region of Hamilton City and Waikato; Waipa and Matamata-Piako districts.

The purpose of the submission is to confirm and highlight matters of alignment between Ahu Ake and Future Proof and support their inclusion.

Future Proofs Submission in Support of Ahu Ake Waipa Community Spatial Plan

Ahu Ake is a fantastic approach to District Wide Spatial Planning. It will provide an important input to future iterations of the Future Proof Strategy. The Council is to be congratulated for developing this strategy and for the intensive process of community engagement that has formed part of its development.

The directions in Ahu Ake align well with the current Futureproof Strategy and include a number of areas where the Future Proof partnership can work with Waipa District Council to support achievement of the Ahu Ake outcomes. Of particular importance to Futureproof are the following implementation areas likely to arise from AhuAke:

- Working together on the Hamilton to Tauranga corridor to achieve benefits for the region from the Cambridge to Piarere Road of National Significance.
- The incorporation and expansion of public bus services from Te Awamutu and Cambridge to Hamilton, as part of the Future Proof Hamilton – Waikato Metropolitan Spatial Plan.
- The implementation of the boundary adjustment in the Waipa district's north, extending Hamilton's urban boundary towards the airport, and the planning for the future of Ōhaupō.
- Master planning to synchronise investments in high economic growth areas like Hamilton Airport, Hautapu, central Cambridge, and Te Awamutu, with a flexible approach for demand-driven expansions.
- Ongoing support for sub-regional solutions that benefit the broader Futureproof and Waikato region such as the planned Southern Wastewater Treatment Plant as part of the Future Proof partnership.

I note that a key action in Future Proof's recently adopted Future Development Strategy Annual Implementation Plan is the development of high-level spatial concepts that develops a shared vision for the development of the North Waipa and South Hamilton area and for the Hamilton to Tauranga corridor to achieve the best outcomes for the region.

We look forward to working with Waipa District Council to ensure alignment in delivery of our work in these areas.

Ngā mihi

A handwritten signature in black ink, appearing to read 'Bill Wasley', with a stylized flourish at the end.

Bill Wasley
Independent Chair
Future Proof Implementation Committee.

AA Placemaking Package

Submission 1121

Stakeholder:	Carey Church
Organisation:	Cambridge Public Arts Trust (CPAT)
Submission Date:	11/5/2024 5:06:00 PM

Do you endorse the activities included in the Placemaking Package, and do you think this is the right way to address the strategic opportunities?

Unsure

Tell us why

See response in attachment /

Submission received 01.11.24 05.44pm

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Unsure

Tell us why

See response in attachment /

Submission received 01.11.24 05.44pm

Would you like to present?

No

Submission to the Ahu Ake Waipa Community Spatial Plan**From: Carey Church,** [REDACTED]**Re: Cambridge Public Arts Trust (CPAT) – [In formation].**

This submission focuses on the Public Art aspects of the Package.

Although Cambridge has a unique landscape with our green town belts, the Te Awa Cycle Trail, Lake Te Kootu, The Karapiro Domain, the Town Square and our lovely main street (as well as many other locations), Cambridge has very limited Public Art. The team at the Te Awa Cycle Trail are doing great work in developing the Cambridge Precinct along the Cambridge length, which will be close to doubling the available Public Art in the town.

Throughout the world it is recognised that public art provides cultural, social and economic value to a city/town and is a distinguishing part of our public history and our evolving culture.

Public Art is not limited to statues of people, but should represent the history, the culture, the beliefs, the dreams and aspirations of the community and should be designed to draw the community in and provide thought provoking experiences through the existence of the art, the placement and the ability to interact with the art.

Public art shouldn't be only static permanent placements of art, but should include experiences, festivals to celebrate the art, changing exhibitions and installations.

Cambridge is growing and having a range of good quality thought provoking Public Art (on public and private property) can enhance the town and provide a visitor/tourist experience.

The Cambridge Public Arts Trust (CPAT) is being set up to source private funding (and specific public funding) to fund the creation and maintenance of Public Art for the long term (50+ years) from people with an association with/affinity for Cambridge. CPAT will also create a trail for people to follow (walking, cycling, driving) to follow and learn about all of the pieces of public art (on both council land and private land).

CPAT will be a community oriented project, seeking input from the community.

Why is Public Art good for the community?

Public Art reflects and reveals our society, adds meaning to our cities and uniqueness to our communities. Public art humanises the built environment and invigorates public spaces. It provides an intersection between past, present and future, between disciplines, and between ideas. Public art is freely accessible¹

Public Art stimulates learning and thought about art and society, about our interconnected lives, and about the social sphere as a whole. Public art is uniquely accessible and enables people to experience art in the course of daily life, outside of museums or other cultural institutions.

Its community-building powers can [combat feelings of anxiety and social isolation](#). When locals participate in creating public art, these effects are amplified. A 2018 London-based

¹ Americans for the Arts – Public Arts Network Council - Green Paper

survey found that [84% of respondents](#) believed participating in public art projects benefited their well-being.²

It creates what urban designer Mitchell Reardon calls “community fingerprints”—spaces that make people feel represented, foster community ties, and give people a sense of ownership and belonging in their neighbourhoods.³

Recommendation

CPAT is aware of the limitations of council funding across all spheres and of the limitations in funding so called ‘nice to haves’. This proposal is an adjunct to the current discussions with Council Staff and Councillors about how the CPAT will work. We encourage all Councillors, Council Staff and the Community to start to be aware of the advantages of Public Art in the Community and to work with CPAT to achieve our goals.

² Yes! Solutions Journalism, 6/12/2021: Art-focused bus and walking tours have grown popular in dozens of cities in recent years, from London, England, and Sao Paulo, Brazil, [to Austin, Texas](#), where the city-led [Art in Public Places](#) program has been funding public art for more than 30 years.

³ Yes! Solutions Journalism, 6/12/2021

AA Future Development and Housing Package

Submission 1122

Stakeholder:	Mark Chrisp
Organisation:	Honeycomb Developments LP
Submission Date:	11/5/2024 5:23:00 PM

Do you endorse the activities included in the Future Development and Housing Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

See response in attachment /

Submission received 04 Nov 2024 09.24am

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Unsure

Tell us why

See response in attachment /

Submission received 04 Nov 2024 09.24am

Would you like to present?

No



PO Box 1307, Hamilton 3240
New Zealand



Reference: MDL002021

4 November 2024

Waipā District Council
Private Bag 2402
Te Awamutu 3840
Attention: Strategy Team

By Email: haveyoursay@waipadc.govt.nz

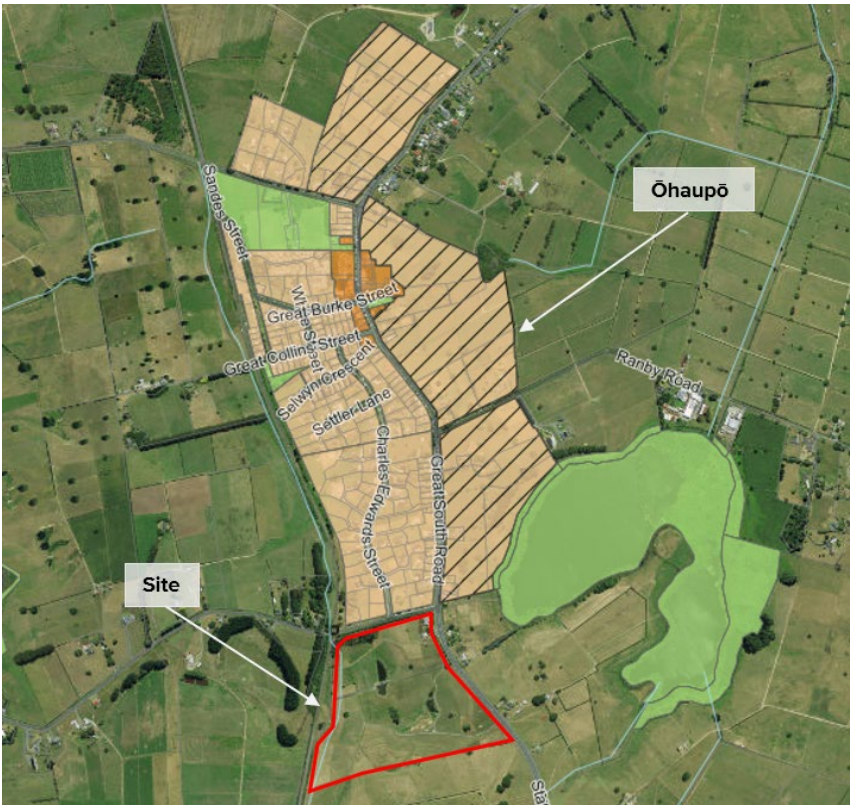
RE: Ahu Ake Waipā Community Spatial Plan – Submission

On behalf of my client, Honeycomb Developments LP (**Honeycomb**), we welcome the opportunity to provide feedback on the Draft Ahu Ake Waipā Community Spatial Plan (**Ahu Ake**). Honeycomb supports the approach that the Waipā District Council has taken in respect of strategic planning over a 30+ year timeframe.

Honeycomb has been in discussions with Waipā District Council over the last year or so and is now in the process of preparing a Private Plan Change to increase the green field large lot residential capacity of Ōhaupō. The site is located on the corner of Ōhaupō Road (State Highway 3) and Ryburn Road, with the North Island Main Trunk Railway along its western boundary (see plans below).

The site consists of land that slopes to the west, classified primarily as LUC Class 4 soils that is considered to have “significant limitations for arable use or cultivation”¹. As such, it is currently used for stock grazing. One residential dwelling is located on the northeastern corner of the site, along with two farm sheds.

¹ https://ourenvironment.scinfo.org.nz/maps-and-tools/app/Land%20Capability/lri_luc_hpl?contextLayers=water_transport_text



The current development concept (subject to refinement) includes a 40 lot subdivision (plus reserve areas) to facilitate future large lot residential development, accessed via Ryburn Road as shown below.



The following provides specific feedback on several aspects of Ahu Ake.

What is Ahu Ake & what is it not?

The section of Ahu Ake titled: “What is Ahu Ake & what is it not?” is very helpful. The statements about Ahu Ake being a “live document” and not a “static document” are very encouraging. However, experience shows that documents of this nature only get reviewed and updated on a periodic basis with long periods in between.

It would be helpful, particularly given the 30+ year planning horizon, for Ahu Ake to acknowledge that it is not intended to foreclose merit-worthy development proposals advanced by the private sector which have yet to be reflected in a spatial planning document such as Ahu Ake. It is important that documents such as Ahu Ake do not foreclose new merit-worthy developments so that they face an unnecessary uphill battle to get through the planning process because they are not recognised or foreshadowed in the document.

Ōhaupō

Ahu Ake includes the following section in relation to Ōhaupō.

Ōhaupō

Key trends and influences

Ōhaupō village is the second residential village in Waipā and is located centrally in the district. It has a low-density village character. The settlement provides diverse amenities with commercial services but is not presently serviced by wastewater infrastructure.

Future development will allow for sustainable growth that delineates the boundary between the town and the surrounding rural environment and provides strong links between the two areas.⁵⁸ Under current planning settings, Ōhaupō is projected to grow by another 170 people by 2050.

However looking beyond 2030, there is a long-term proactive need to comprehensively plan for the expansion of Ōhaupō beyond its current scale into a larger village. This recognises growth pressures and the feasibility of wastewater services in the future when the Southern Wastewater Treatment Plant is completed.

In the future, wastewater discharge from Ōhaupō, which presently discharges from private land to groundwater, could affect the peat lakes and presents a long-term risk to water quality. To safeguard and improve the peat lakes, Ōhaupō may become serviced with reticulated wastewater infrastructure over time.

It is on the planned future frequent public transport network, which will create quick and convenient connections to Hamilton, the Airport/ Cambridge and Te Awamutu, by bus as the service develops over time.

Map Legend

- State highways
- Rail
- Roads inside boundary
- Roads outside boundary
- Rivers, large streams, lakes
- Parks and open spaces
- Existing buildings 2021
- Town boundaries 2050

⁵⁸ Ōhaupō Concept Plan, 2010



Ahu Ake Waipā Community Spatial Plan 111

The current planning, particularly the red line in the plan above showing the “Town boundaries 2050” reflects the current Waipā District Plan growth cells. Honeycomb has consulted with the owners of the land in the growth cells that have yet to be developed, and it is apparent that (for various reasons) no development of that land will occur in the short or medium term. That means that if nothing else changes, there will be no supply of land in Ōhaupō for the foreseeable future.

Honeycomb seeks some form of recognition of its proposed plan change on the plan above – perhaps by way of a dotted red line around Honeycomb’s land with a notation “Southern Expansion of Ōhaupō - subject to a Private Plan Change to the Waipā District Plan”.

To maintain the integrity of an agreement recently reached with Waipā District Council (i.e. that Honeycomb’s proposal can be advanced by way of a Private Plan Change), Honeycomb also seeks a change to the following section of Ahu Ake relating to Ōhaupō (on page 112).

Community aspirations collected during Ahu Ake engagement



Placemaking, Future Development and Housing

- When considering the possible expansion of Ōhaupō, use the Future Development Strategy process and the Waipā 2050 Growth Strategy to test the potential for Ōhaupō expansion. The timing of this will be determined by future land supply requirements and infrastructure requirements through the Futureproof Strategy.
- Infrastructure, including public facilities, should be in place before new development occurs.
- New development needs to respect the village’s character, including the scenic views and incorporate lots of trees.
- Discourage ribbon development along the state highway.
- There was general acceptance and support from the community of the intent to plan for additional growth in the long term.

Specifically, Honeycomb seeks that the first bullet point above be amended to read (addition underlined):

“When considering the possible expansion of Ōhaupō, use the Future Development Strategy process and the Waipā 2050 Growth Strategy to test the potential for Ōhaupō expansion. The timing of this will be determined by future land supply requirements and infrastructure requirements through the Futureproof Strategy. Alternatively, a proposed expansion of Ōhaupō can be considered by way of a Private Plan Change to the Waipā District Plan.”

Finally, Honeycomb seeks a change to the last bullet point on page 112 as follows:

“Consider providing three waters services, ~~this is a pre-requisite to intensified and expanded development.~~”

The deleted part of the sentence above is not correct nor appropriate in relation to the Large Lot Residential Zone. It might be a pre-requisite for intensification but not for expansion in accordance with the rules and performance standards relating to the Large Lot Residential Zone.

Honeycomb and its representatives are happy to meet with you in relation to the above. Please contact me if you wish to discuss any aspect of the above.

I look forward to hearing from you.

Yours faithfully
Mitchell Daysh Ltd

A handwritten signature in black ink, appearing to read 'Mark Chrisp', written over a light grey rectangular background.

Mark Chrisp
PARTNER

AA Future Development and Housing Package

Submission 1123

Stakeholder:	Mark Chrisp
Organisation:	Hautapu Landowners Group
Submission Date:	11/5/2024 5:31:00 PM

Do you endorse the activities included in the Future Development and Housing Package, and do you think this is the right way to address the strategic opportunities?

Unsure

Tell us why

See response in attachment /

Submission received 04 Nov 2024 10.47am

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Unsure

Tell us why

See response in attachment /

Submission received 04 Nov 2024 10.47am

Would you like to present?

No

Hi there

On behalf of my clients, collectively referred to as the Hautapu Landowners Group, the following is a brief submission in relation to one aspect of Ahu Ake.

All of the plans in Ahu Ake, including the following as the largest scale map, do not accurately show the currently limits of the Cambridge 'town boundary'. As a result of Plan Change 17 (now approved), Areas 6 and 7 of the Hautapu Structure Plan (see plans x2 further below) north of Hautapu Road now form part of the Cambridge urban area / town boundary. **Can you please amend the plans in Ahu Ake accordingly.**

Cambridge/Leamington/Hautapu

Key trends and influences

Cambridge is home to approximately 21,300 people⁴⁹.

The town's population is projected to grow to approximately 32,000 people by 2050, requiring approximately 5,800 new houses. Cambridge has approximately 600ha of land capacity for residential development in its growth cells, which, together with infill opportunities, is estimated to provide capacity for approximately 10,400 houses by 2050⁵⁰.

A variety of retirement communities are being established in Cambridge in response to the increasing number of elderly residents. Currently, the town has experienced the highest development of retirement centres in the district. The community's aspiration is for Cambridge to evolve into a more multi-generational neighbourhood and a cohesive community.

The Hautapu Industrial Area to the north is a key strategic industrial node within the wider Waikato area, and with continued growth it will further strengthen its importance as an industrial area. It is projected to grow from around 67 ha to 227 ha by 2050.⁵¹

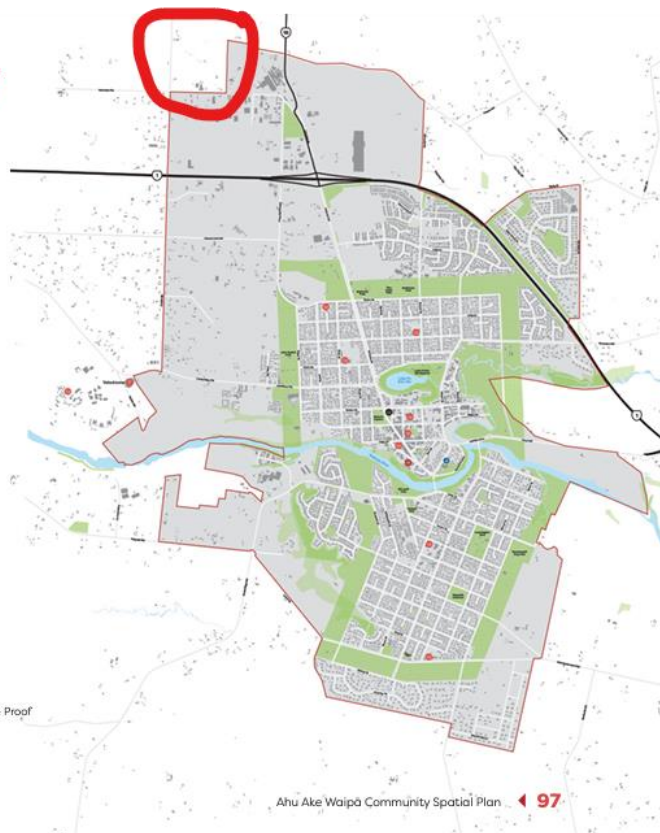
Map Legend

— State highways	Existing buildings 2021
— Roads inside boundary	— Town boundaries 2050
— Roads outside boundary	● Marae
— Rivers, large streams, lakes	● Town Hall
■ Parks and open spaces	● Swimming Pool
	● Schools

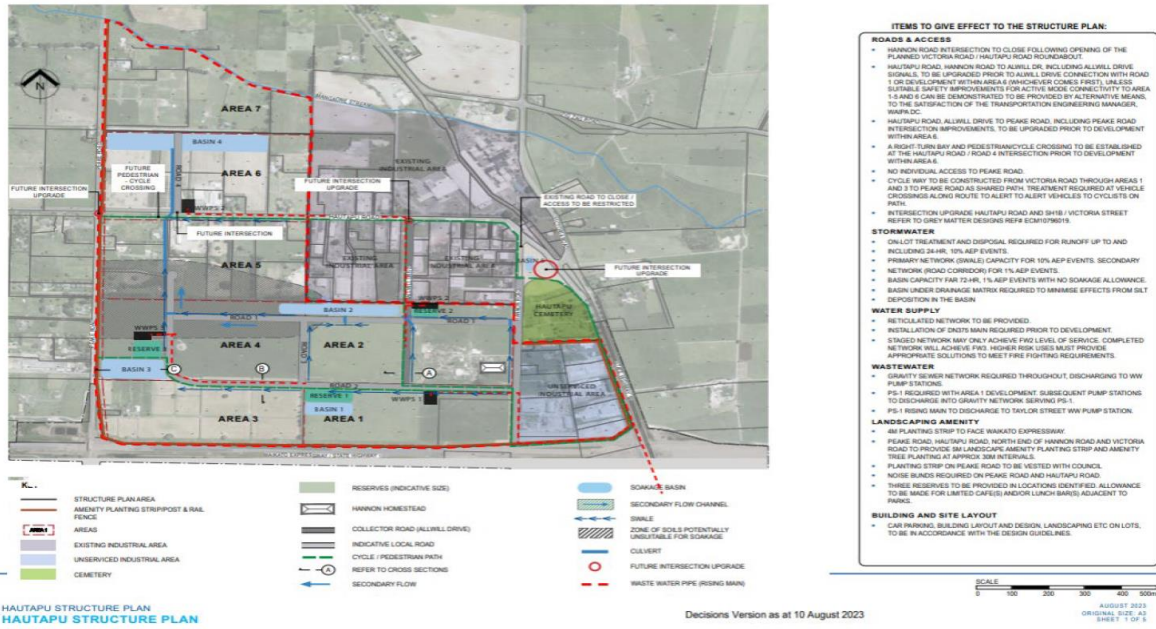
⁴⁹ Stats NZ Annual estimate

⁵⁰ Review of Housing and Business Development Capacity Assessment February 2025, Future Proof

⁵¹ Draft Future Development Strategy, 2024, Future Proof



Structure Plan map below.



See the red line on the following (which denotes the town boundary).



Regards

 **Mark Chrisp**
Partner

 PO Box 1307, Hamilton 3240

www.mitchelldaysh.co.nz

The information contained in this email message received from Mitchell Daysh Limited (and accompanying attachments) may be confidential. The information is intended solely for the recipient named in this email. If the reader is not the intended recipient, you are notified that any use, disclosure, forwarding or printing of this email or accompanying attachments is strictly prohibited. If you have received this message in error, please notify us immediately by return email.

AA Strategic Framework Package

Submission 1124

Stakeholder:	Kathryn Drew
Organisation:	Waikato Regional Airport Ltd
Submission Date:	11/5/2024 5:39:00 PM

Do you endorse the activities included in the Strategic Framework Package, and do you think this is the right way to address the strategic opportunities?

Unsure

Tell us why

See response in attachment /

Submission received 04.11.24 10.57am

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Unsure

Tell us why

See response in attachment /

Submission received 04.11.24 10.57am

Would you like to present?

Yes



Ahu Ake Waipā Community Spatial Plan

Submission form

Submissions close: 5pm on Monday, November 4, 2024

<p>Full name: Waikato Regional Airport Ltd</p> <p>Organisation: (if applicable)</p> <p>Address for correspondence: C/- Bloxam Burnett & Olliver</p> <p>PO Box 9041, Hamilton, 3240</p> <p>Email: [REDACTED]</p> <p>Phone: [REDACTED]</p>	<p><i>For office use only:</i></p> <p>Submission No.</p>
---	---

Privacy statement: All submissions (including names and contact details) may be provided in full to Elected Members. Submissions (including names but not contact details) may be made available to the public at our office and on our website. Your personal information may also be used for the administration of the consultation process, including informing you of the outcome of the consultation. All information collected will be held by Waipā District Council, 101 Bank Street, Te Awamutu with submitters having the right to access and correct personal information.

I acknowledge that I have read the privacy statement and am happy to proceed.


I wish to present my submission verbally to a Council hearing on Wednesday, November 27. If required, due to the number of requests to make an oral submission, Council will schedule an additional day for hearings on Tuesday, December 3.


Yes No

Submission can be made:

 **Online:**
waipadc.govt.nz/ahu-ake-have-your-say

 **Emailed to:**
haveyoursay@waipadc.govt.nz Subject heading should read: "Ahu Ake Waipā Community Spatial Plan – Submission"

 **Posted to:**
 Waipā District Council
 Freepost 167662
 Private Bag 2402
 Te Awamutu 3840 Attn:
 Strategy Team

 **Delivering it to Council offices:**

Waipā District Council **OR** Waipā District Council
 101 Bank Street 23 Wilson Street
 Te Awamutu Cambridge
 Attn: Strategy Team Attn: Strategy Team



Waikato Regional Airport Ltd Submission on Ahu Ake Waipā Community Spatial Plan

1. Submitters Details

This is a submission on the Draft Ahu Ake Waipā Community Spatial Plan by the Waikato Regional Airport Ltd (WRAL).

The submitter's details are as follows:

Submitter: Waikato Regional Airport Ltd

Address for Service: C/-Bloxam Burnett & Olliver
Attn: Kathryn Drew
PO Box 9041
Hamilton, 3240

Phone: [REDACTED]

E-mail: [REDACTED]

2. Executive Summary

WRAL has reviewed the Draft Ahu Ake Waipā Community Spatial Plan and makes the following overarching comments:

1. WRAL appreciates the engagement they have had with Waipā District Council staff that has informed Ahu Ake. Ahu Ake consequently touches on the key matters that are important to Hamilton Airport being: recognition of its surrounding land as a strategic industrial node; the need to be connected (both public transport and roading); the need for future planning of the wider environs and improvements in the roading network, particularly Southern Links will help unlock the growth of the employment growth area.
2. A key deficiency in the document, for WRAL, relates to how the airport environs are visually presented (or described). In this respect, the full extent of the Airport Business Zone is not identified or acknowledged as a 2050 urban area, because the maps/figures are based on the District Plan (2016). The majority of the figures do not take into consideration the land area that has been rezoned by Plan Change 20 (PC20). This matter needs to be rectified to provide an accurate representation of the airport environs. This submission sets out, in detail, the amendments it seeks in relation to this matter.
3. This submission seeks amendments to other areas of Ahu Ake that could be strengthened to reflect the key matters that are important to Hamilton Airport and the growth of the business park - Titanium Park. Those matters include the importance of Southern Links and the need for a public transport connection to and from the airport and Titanium Park.



3. WRAL Background

Waikato Regional Airport Ltd (WRAL) is the owner and certified operator of Hamilton Airport. The airport and its surrounding land are a key regional transport hub. It is also an economic growth driver located on the southern corner of the Golden Triangle that connects Auckland, Hamilton, and Tauranga.

WRAL is wholly owned by five territorial authorities: Hamilton City Council, Waikato District Council, Matamata-Piako District Council, Waipā District Council and Otorohanga District Council. To undertake its airport operations, WRAL owns approximately 170ha of land between SH21 near the southern extent of the existing runway, extending north to Raynes Road towards the northern end of the runway.

Hamilton Airport is defined as Regional Significant Infrastructure under the Regional Policy Statement (RPS) and the RLTP and correspondingly it is afforded a high degree of recognition in the RPS. The business land around the airport is also of regional significance and is recognised in the RPS as a 'Strategic Industrial Node'. These two elements interact to create a key regional transport hub and economic growth driver. This synergy aligns with the fact that airports are no longer considered dormant entities but are becoming more strategic regional resources and gateway sites. Land uses around airports typically reflect the fact that an airport is a major transport hub that acts as a magnet for people and activity. Surrounding land uses can also enhance the use and functions of airports, particularly for freight and logistics.

Growth and development of the airport is supported by the development of the surrounding industrial area, being the Airport Business zone offering around the periphery of the airport's core.

WRAL has established Titanium Park Limited (TPL) to manage and develop the Airport Business Zone – Titanium Park that encases the airport.

The Airport Business Zone is separated into several Precincts, with only Precinct North left to be developed. Precinct North is bordered by the airport's main runway to the east, the secondary grass runway to the south, Ohaupo (SH3) and Narrows Road to the west and Raynes Road (SH21) to the north. Figure 1 provides an overview of the Airport Business Zone precincts (and the Rayne Road precinct) relative to the airport and Southern Links designations.

In 2022 and 2023 TPL (and Rukuhia Properties Ltd) went through a process to rezone approximately 89ha of land within the Northern Precinct (Plan Change 20 – Airport Northern Precinct Extension). PC20 was made operative on the 1 July 2024. The development of Precinct North is a reasonably expected outcome.



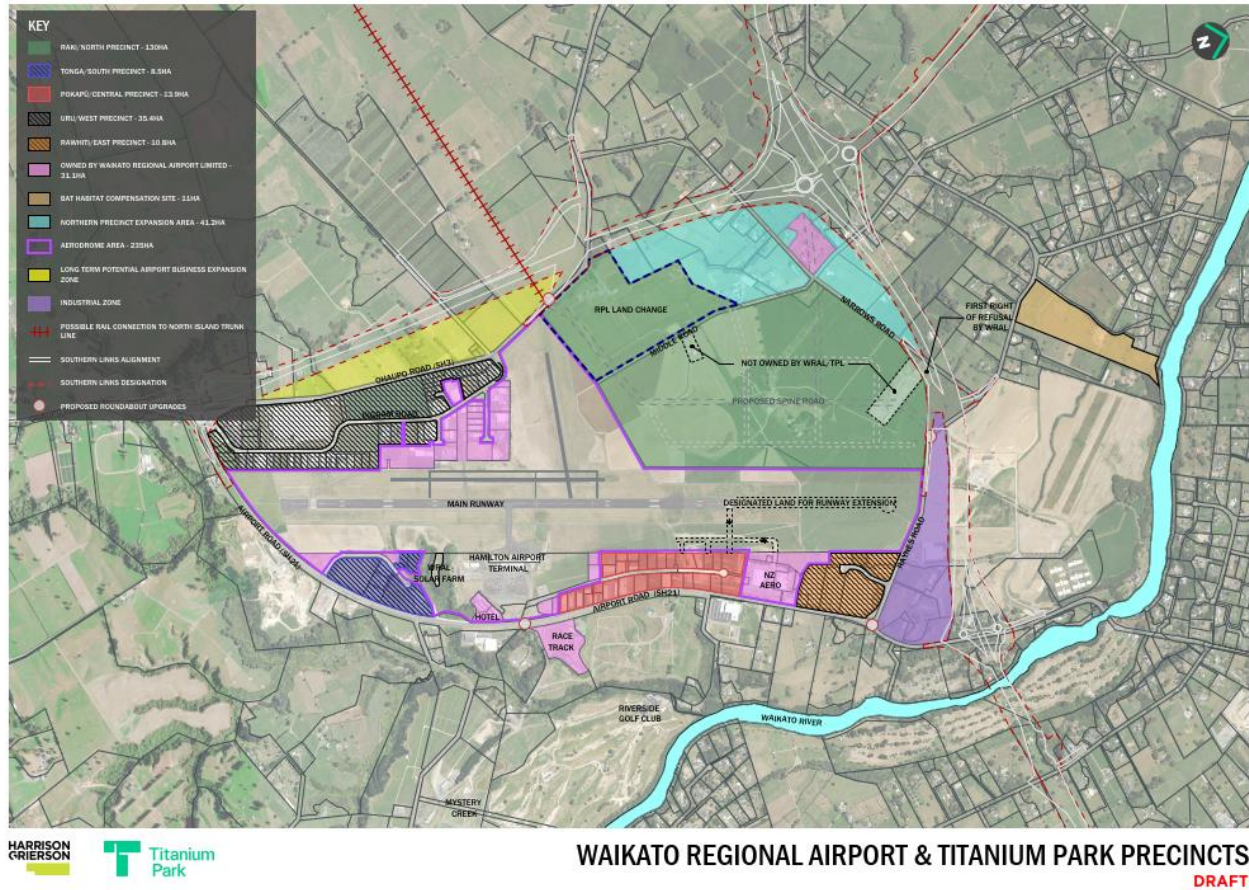


Figure 1: Shows the location and extent of the various Precincts at Hamilton Airport.

4. Reasons for Submission

The submission by WRAL can be broken down into three topics (4.1-4.3) which are discussed in more detail below.

4.1 Visual Representation of the Airport Environment

Although Ahu Ake is not classified as a Future Development Strategy, it aims to establish a foundational document that will guide infrastructure planning and investment for the Waipā community. It is meant to serve as an overarching strategy that aligns with the Council’s policy directives, investments, and initiatives. Hence, it is crucial for it to accurately reflect the airport environment.

In that respect, the majority of the figures included within the document have a map legend that notes “scenario areas 2050” or something similar (i.e. town and villages areas 2050). It is understood that those scenario areas include the land zoned for urban development or land identified in Waipā 2050 (and Appendix S1 of the Waipā District Plan) as future growth cells up to 2050. How the land around the airport is represented however does not show the extent of the live Airport Business Zone as confirmed in PC20. As a result, the figures offer a misleading depiction of the airport environment.

WRAL recommends that all Figures be updated to include the PC20 footprint as part of the 2050 outline, so that it is clear that the PC20 footprint is part of the future infrastructure planning and investment decisions.



For transparency of full list of the Figures that need to be updated are as follows:

- Significant features must be protected - Figure 5 (page 25)
- Map of towns, villages and marae – Figure 6 (page 28)
- Where people live – Figure 8 (page 33)
- Highly productive land class coverage of the district – Figure 9 (page 37)
- Areas to be protected from/avoid with development – Figure 13 (page 44)
- Lifeline infrastructures – Figure 14 (page 47)
- Future development place making and housing (page 59)
- Economic development (page 65) – see also comment below
- Rural economy (page 66)
- Environment (page 71)
- Transport (page 76)
- Parks and public facilities (page 80)
- Heritage, arts and culture (page 84)
- Three waters (page 87)
- Ahu Ake proposed key moves (page 89)
- Maps on pages 95, 105, 113, 120, 125

Other changes sought to the Figures (or the document) are as follows:

1. On page 65, the economic development plan uniquely highlights the PC20 footprint. Since it is operational, this overlay could be substituted with the urban area 2050 overlay.
2. Update Figure 11 – Employment, density and major employers so that the employment centre circle is located over the airport and Titanium Park – not the Mystery Creek Event Centre.
3. Update Figure 12 (page 42) to show that Hamilton Airport is also an International airport, now that Jet Star has announced resuming international flights to Australia in June 2025.
4. Remove reference to PC20 on page 40. It is part of the zoning now so does not need to be specifically singled out. Similarly, visually represent the land that is PC20 the same as the other Airport Business Zoned land on page 108.
5. Include a key on the figures where Southern Links (or Cambridge to Piarere) have been shown – for example see page 59.
6. Use consistent language when referring to growth around Hamilton Airport. Page 63 for example uses the term “airport precinct”, whereas the balance of the document refers to Hamilton Airport.
7. It is unclear how relevant the statement about the Cambridge WWTP being upgraded is to the airport environs on page 108. Reconsider the need for this statement.
8. Include the Hamilton Airport into the Future development and housing package – overall intent – Activity FD4c – being wastewater reticulation investigation. Such an amendment ties into the other statements in Ahu Ake about a centralised wastewater treatment plant that could also service the airport.
9. We also recommend that where maps are included that do not have Figure references, such Figure references are included.

4.2 Southern Links

The long-term vision for the growth of the Peacockes growth cell, the airport employment node, and Southern Links (as a future multi-modal transport corridor) is embedded into various strategic city/district, regional and national policy documents. As set out in those documents, the Southern Links transport network is integral to the growth of Hamilton City including the Peacockes growth cell. It will complete a ring road around Hamilton City, and open better connections to South Waikato and the King Country, along with the southwestern side of Hamilton, including the airport and Titanium Park environs. For the airport Southern Links plays a vital role



in enabling and establishing public transport connections to the airport, it will release pressure on adjoining road corridors and will enable the full potential of Precinct North to be delivered as a well-functioning urban environment and strategic industrial node.

Ahu Ake at various points, discusses Southern Links and that it will add resilience to the network (page 46); it is part of the strategic roading network (page 73); it will enhance transport access and efficiency (page 74); it is a main transport initiative (page 76) and that success for the Hamilton Airport environs will be influenced by its completion. These statements are all supported.

It is WRAL's view that Ahu Ake should also refer to Southern Links being a Road of National Significance (RoNS) in the Government Policy Statement on Land Transport, in the same way that the Cambridge to Piarere road has been described (see page 58). While the funding and associated timing for each road differs, they are both RoNS and should be consistently described as such in the document. Such recognition would best sit in the Part B – Transportation Section.

Other areas where references to Southern Links could be added or strengthened include the following:

1. Page 39 – connections to markets etc... here the roading network is described as playing a pivotal role in connecting people. Reference to Southern Links, being part of this platform could be included in this section.

4.3 Public Transport

The key struggle that the sub-region and consequently the airport faces with the growth of the regional transport hub and its supporting economic activities is connectivity.

Connections to and from the airport are critical to economic development and any opportunities to improve those connections are strongly supported and advocated for by WRAL.

The connectivity issue also relates to both existing roads and their supporting intersections from both a safety and efficiency perspective, the provision for alternative modes of transport (i.e. rail, walking, cycling or the use of the adjacent Waikato River) and the provision for public transport connections.

At present, there are no scheduled public transport links between the airport (and Titanium Park) and Hamilton nor does the service between either Cambridge or Te Awamutu to Hamilton go past the airport. The lack of public transport between the airport and Hamilton, let alone the regional centres, is short-sighted and needs to be rectified with a reliable service that passengers can count on.

The adopted Regional Public Transport Plan 2022-2032 (RPTP) appears to seek to rectify the lack of transportation opportunities by identifying that the airport will be supported by a frequent bus connection in the next ten years and a bus rapid transit over 30 years¹. The RPTP also signals that the airport will act as a 'Key Interchange' under both those transportation scenarios. Under section 2.3.8.5 the RPTP suggests that a 'Primary Interchange' will be provided in the next 6+ years.

With this direction in the RPTP, WRAL is seeking alignment between the documents, to ensure that passenger transport to and from the airport is not an afterthought.

¹ See Network Diagrams 1 and 2 of the RPTP, pgs 22 and 23



Ahu Ake, at various points, highlights the public transport opportunities including to and from the airport, however, there are some areas of the document where this could be strengthened. WRAL requests the following changes, as a result:

1. Provide for public transport to and from the airport (and Titanium Park) as part of the Key Moves-Summary (page 88) under the public transport connection heading.
2. Similarly provide for public transport opportunities to and from the airport as a community aspiration on page 107.
3. Add an activity under the Strategic framework package for the review of the transport strategy that investigates opportunities for public transport connections to and from the airport. This could be added to T1a, or added as a separate action.



AA Strategic Framework Package

Submission 1125

Stakeholder:	Kathryn Drew
Organisation:	NZ National Fieldays Society Inc
Submission Date:	11/5/2024 6:07:00 PM

Do you endorse the activities included in the Strategic Framework Package, and do you think this is the right way to address the strategic opportunities?

Unsure

Tell us why

See response in attachment /

Submission received 04.11.24 12.17pm

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Unsure

Tell us why

See response in attachment /

Submission received 04.11.24 12.17pm

Would you like to present?

Yes



Ahu Ake Waipā Community Spatial Plan

Submission form

Submissions close: 5pm on Monday, November 4, 2024

<p>Full name: NZ National Fieldays Society Inc</p> <hr/> <p>Organisation: (if applicable)</p> <hr/> <p>Address for correspondence: C/- Bloxam Burnett & Olliver</p> <hr/> <p>PO Box 9041, Hamilton, 3240</p> <hr/> <p>Email: [REDACTED]</p> <hr/> <p>Phone: [REDACTED]</p>	<p><i>For office use only:</i></p> <hr/> <p>Submission No.</p>
---	--

Privacy statement: All submissions (including names and contact details) may be provided in full to Elected Members. Submissions (including names but not contact details) may be made available to the public at our office and on our website. Your personal information may also be used for the administration of the consultation process, including informing you of the outcome of the consultation. All information collected will be held by Waipā District Council, 101 Bank Street, Te Awamutu with submitters having the right to access and correct personal information.

I acknowledge that I have read the privacy statement and am happy to proceed.


I wish to present my submission verbally to a Council hearing on Wednesday, November 27. If required, due to the number of requests to make an oral submission, Council will schedule an additional day for hearings on Tuesday, December 3.


Yes No

Submission can be made:

 **Online:**
waipadc.govt.nz/ahu-ake-have-your-say

 **Emailed to:**
haveyoursay@waipadc.govt.nz Subject heading should read: "Ahu Ake Waipā Community Spatial Plan – Submission"

 **Posted to:**
 Waipā District Council
 Freepost 167662
 Private Bag 2402
 Te Awamutu 3840 Attn: Strategy Team

 **Delivering it to Council offices:**

Waipā District Council 101 Bank Street Te Awamutu Attn: Strategy Team	OR	Waipā District Council 23 Wilson Street Cambridge Attn: Strategy Team
--	-----------	--



NZ National Fieldays Society Inc Submission on Ahu Ake Waipā Community Spatial Plan

1. Submitters Details

This is a submission on the Draft Ahu Ake Waipā Community Spatial Plan by the NZ National Fieldays Society Inc.

The submitter's details are as follows:

Submitter: NZ National Fieldays Society Inc

Address for Service: C/-Bloxam Burnett & Olliver
Attn: Kathryn Drew
PO Box 9041
Hamilton 3240

Phone: [REDACTED]

E-mail: [REDACTED]

2. Executive Summary

NZ National Fieldays Society Inc (the Society) has reviewed the Draft Ahu Ake Waipā Community Spatial Plan and:

1. Seek several amendments that strengthen the role of the Mystery Creek Events Centre (MCEC) in economic growth within the Waikato Region and Waipā District, including how it is visually represented within the Ahu Ake document.
2. Seek several amendments to other areas of Ahu Ake that could be strengthened to reflect key matters that are important to the Society and the continued growth of the MCEC. Those matters include the importance of Southern Links safeguarding transport connections (including choice) to and from the MCEC and the surrounding environs.

Further detail of these themes and the detailed feedback on Ahu Ake is provided within the following sections.



3. Background and History

The Society was founded, as a not-for-profit incorporated society in July 1968 after a group of like-minded individuals, with a common vision, came together to hold the first Fieldays event. That event was held at Hamilton's Te Rapa racecourse and patrons exceeded 10,000 people. This prompted the realisation that the Te Rapa location was too small, and a bigger venue was needed.

In 1970, the home at Mystery Creek was purchased and the site commenced its development into a premier event venue. The Society now owns 114 hectares of land situated on Mystery Creek Road and on SH21; with the land bounding the Waikato River for 1.4 kilometres (refer to **Figure 1** below). It also owns all the buildings that form a substantial asset and make up the basis of a large and versatile event centre (known as the MCEC). The site layout is provided in **Figure 2**.

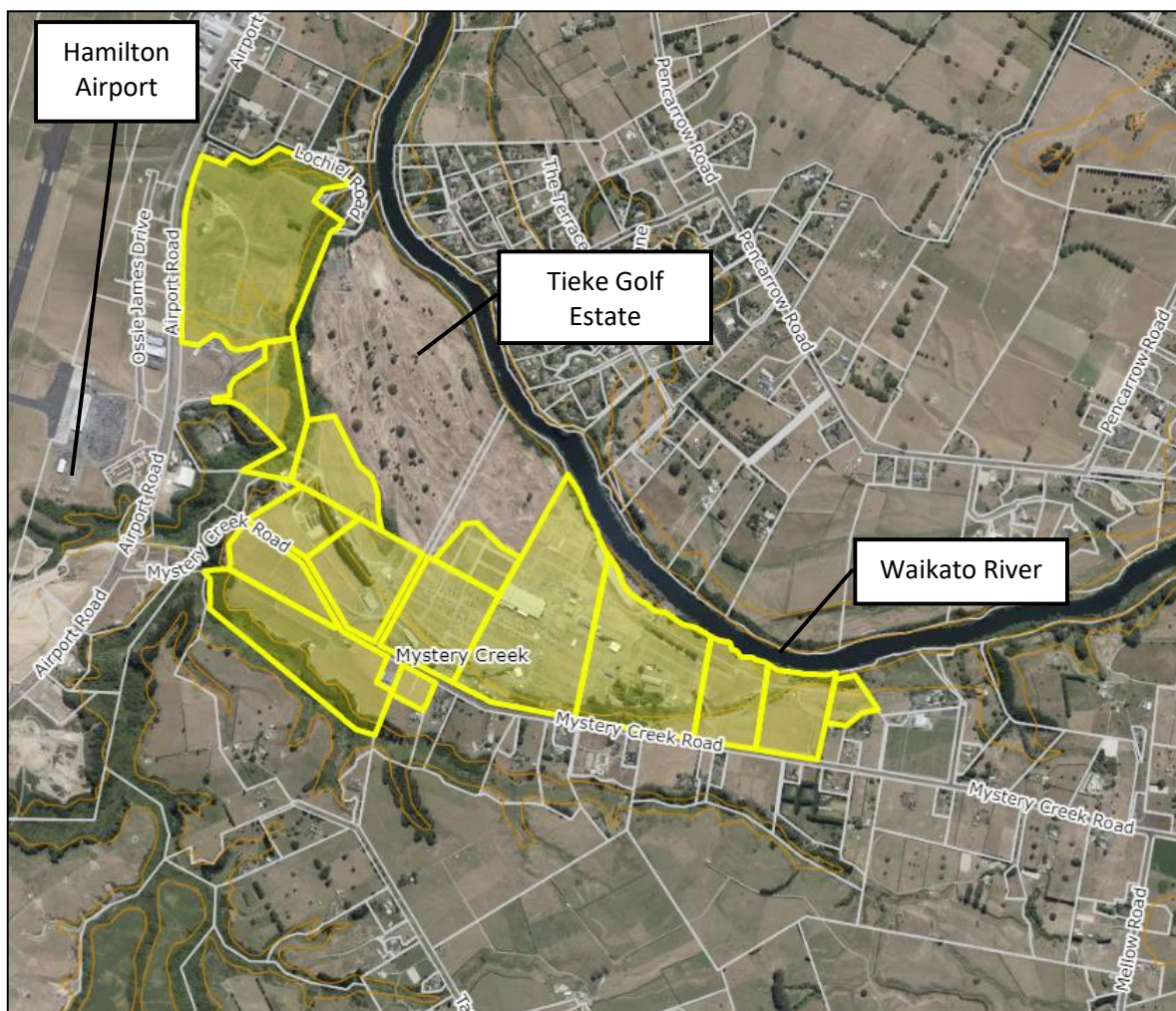


Figure 1: Shows the location and extent of the Society's landholding

The MCEC operates as a multi-purpose event venue catering for both indoor and outdoor events of any size, scale and type. It is a very important asset within the Waipā District and the Waikato region. Other than size, scale and opportunity, the success of the MCEC can also be attributed to its central location, which is just 15 minutes from Hamilton's CBD, two minutes from Hamilton Airport and its accessibility to the wider North Island (i.e. within 250km from half of New Zealand's population or a 2-4 hour drive). These locational benefits are resulting in more events relocating from Auckland (e.g. Meatstock, large multiday corporate conferences, and other Expos) and a substantial increase in events that actively enquiring about the venue.



The Society owns and runs the Fieldays®. The role of Fieldays is to connect people and organisations to create opportunities, facilitate the open exchange of ideas and showcase the very best that NZ agriculture has to offer the world. Fieldays has continued to grow over the years to annually attract approximately 1,000 exhibitors on over 1,000 exhibition sites, and over 100,000 + patrons over its four days. This makes Fieldays the largest agribusiness exposition in the Southern Hemisphere. In 2023 the event:

- Contributed to \$223.22M additional GDP for the NZ economy;
- Enabled 2,511 full-year jobs in the NZ economy, 1331 of which were in the Waikato; and
- Generated \$482.13M in sale revenue for NZ firms;
- Each visitor added \$830 to the Waikato economy.

These figures were despite 2023 being challenging on the economic front given the challenging economic environment and the fact that the 2023 event was held only 6 months following the 2022 event (which was held in November 2022).

The Fieldays is just one of many events run at the MCEC. Across an average year over 100 other events, both local and international, will be held at the site. These events include exhibitions, conventions, tradeshows, large conferences, festivals, concerts (up to 20,000 persons), corporate meetings, gala dinners, memorials and training exercises. Notable annual events include Meatstock (festival), Sika Show, and the NZ Motorhome, Caravan & Leisure Show.

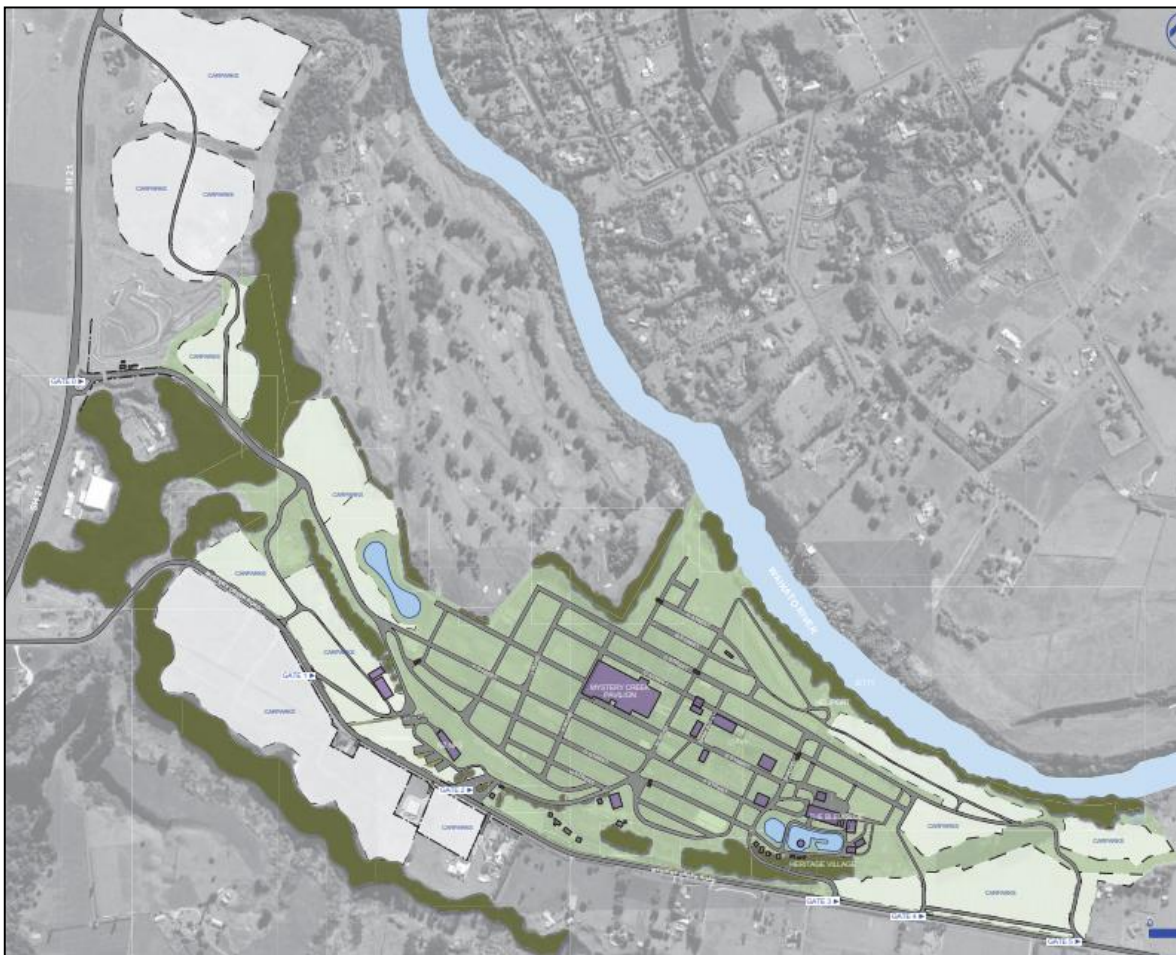


Figure 2: Mystery Creek Events Centre Overview Plan



These events are enabled by the site having a zoning framework within the Waipā District Plan that recognises the site as an event hub and is enabling. That zoning is the Mystery Creek Events Centre Zone. That zoning framework enables:

- Activities and events in certain locations subject to compliance with performance standards.
- For example:
 - Any activity or event that attracts less than 5,000 patrons within the Lower Terrace Area (i.e. a sporting event within the main pavilion) is provided for without the need for a resource consent.
 - Events over 5,000 require a traffic management plan and they retain a permitted activity status.
 - Additionally, events that exceed the permitted noise standards for the zone are provided for as an 'activity day'¹ and are noted on the annual calendar of events.
- The rules for the zone also enable a concept plan to be applied for. The concept plan enables building footprints to be approved for future development under one resource consent. This is a time and cost-effective consenting means of enabling growth on the site albeit through a comprehensive design process.

The Society has sought and obtained the concept plan resource consent approval from the Waipā District Council, as enabled in the rule framework above. The consent and the district plan framework enable all scale of events and provide fewer barriers to other venues in the North Island. This enabling framework is part of the success of the site and can be directly attributed to its growth as one of NZ's premium event venues.

The Society has also implemented environmental footprint management with a focus on reducing negative impacts associated with carbon inefficient transport modes; increased use of apps rather than paper; more efficient utilisation of water and energy; and reducing the diversion of waste to landfills. In this respect, the Waikato University evaluation of the Fieldays 2023 performance noted that bus utilisation increased significantly from 2022 which demonstrates that the provision of that option is resulting in higher uptakes.

4. Reasons for Submission

The submission by the Society can be broken down into three topics (4.1-4.3) which are discussed in more detail below.

4.1 Importance of Mystery Creek Events Centre to the Region

The Society makes a significant economic contribution to the Waikato region and Waipā District and should be given the appropriate recognition in Ahu Ake.

Ahu Ake needs to recognise that the MCEC is an important event, exhibition site and tourism feature for the region². The continued operation and further development of these facilities are important for the local, regional and national economy, particularly in times when other event venues are struggling to meet increasing regulatory challenges/barriers. The consent and the district plan framework actively facilitate the hosting of events and reduce barriers that other venues face. This supportive framework has significantly contributed to the site's success and its development into one of New Zealand's premier event venues.

¹ 25 activity days can be held per annum, 12 of which can be day/night events – Rule 9.4.2.10 and 9.4.2.11 of the Operative Waipa District Plan.

² The Fieldays is also an Event of National Significance and is ranks in the top 5 outdoor events globally.



The MCEC is also unique in terms of location (centrally located within the Waikato region), accessibility (good roading connections and an airport down the road), and scale (including multiple indoor and outdoor venue options). These factors cannot be underestimated, particularly as demand in the events industry matures with population growth in the golden triangle³.

While there are aspects of Ahu Ake that highlight its importance (i.e. page 40), the Society seeks the following changes which will elevate the recognition MCEC is given in the document:

1. Page 35 discusses the tourism sector's growth. The contribution of the MCEC to the tourism sector should be acknowledged, as they are a major contributor. For instance, between September and December this year, the MCEC site will host approximately 65,000 attendees. Additionally, combined with the Fieldays event and other activities, no other event centre can match the economic impact generated by MCEC. The MCEC drives economic growth.
2. Include tourism in the Figure 10 – GDP by industry. As noted above, the Fieldays alone contributes \$223M to GDP.
3. Page 38 – correct the spelling of Mystery Creek in Figure 11. Creek, not Creet.
4. Page 40 – improve the recognition of the MCEC under the “good access means Waipā is a great place to visit and for events heading” and remove commentary about the MCEC under the “The Hamilton Airport connects us nationally”. The suggested amended wording is as follows:

“The Hamilton Airport, ~~Mystery Creek Events Centre~~ and its ~~their~~ surroundings are an important employment hubs that draws significant commercial and industrial activities. Mystery Creek Events Centre is an important event, exhibition site and tourism feature for the region and nationally. The Mystery Creek Event Centre makes a significant economic contribution to the region and to domestic GDP.”
5. In the Economic Development section, on page 62, include a reference to MCEC under the heading “Waipā is a renowned destination for recreation and sporting activities...” Also, change the heading to make it fit for purpose in that it is a renowned destination for events, recreation and sporting activities.
6. On page 63 provide for the MCEC to be part of the Masterplanning of the airport environs.
7. Under the heading placemaking strategy and implementation the MCEC should be signalled as an aligned organisation, leveraging off its connection to the Waikato Restoration Trust. This section could also benefit from the recognition that the MCEC site provides a venue for events.
8. Update page 88 to include airport environs under the public transport connection – key moves summary.
9. The MCEC is more than just the Fieldays events. Update the commentary on page 105 about the MCEC that reflects the Fieldays events and the 100+ events it holds annually.
10. Update the figure on page 108 to show the extent of the MCEC relative to Tieke golf course and Hamilton Airport – it is not a single building as shown on the figure.
11. We also recommend that where maps are included that do not have Figure references, such Figure references are included.

³ Reflects a triangle between Auckland, Hamilton and Tauranga



4.2 Southern Links

The long-term vision for the growth of the Peacockes growth cell, the airport employment node, and Southern Links (as a future multi-modal transport corridor) is embedded into various strategic city/district, regional and national policy documents. As set out in those documents, the Southern Links transport network is integral to the growth of Hamilton City including the Peacockes growth cell. It will complete a ring road around Hamilton City, and open better connections to South Waikato and the King Country, along with the southwestern side of Hamilton, including the airport and Titanium Park environs. For MCEC Southern Links plays a vital role in enabling and establishing public transport connections to the airport, to MCEC, and it will release pressure on adjoining road corridors.

Ahu Ake at various points, discusses Southern Links and that it will add resilience to the network (page 46); it is part of the strategic roading network (page 73): it will enhance transport access and efficiency (page 74); it is a main transport initiative (page 76) and that success for the Hamilton Airport environs will be influenced by its completion. These statements are all supported.

It is the Society's view that Ahu Ake should also refer to Southern Links being a Road of National Significance (RoNS) in the Government Policy Statement on Land Transport, in the same way that the Cambridge to Piarere road has been described (see page 58). While the funding and associated timing for each road differs, they are both RoNS and should be consistently described as such in the document. Such recognition would best sit in the Part B – Transportation Section.

Other areas where references to Southern Links could be added, or strengthened includes the following:

1. Page 39 – connections to markets etc... here the roading network is described as playing a pivotal role in connecting people. Reference to Southern Links, being part of this platform could be included in this section.

4.3 Connectivity

The key struggle that the sub-region and consequently the Airport environs face is connectivity. Connections to and from the airport (and to MCEC) are critical to economic development and any opportunities to improve those connections are strongly supported and advocated for by MCEC. The use of public transport will also reduce the impacts on emissions, which is noted above, and is a driver for MCEC in their sustainability policy.

The connectivity issue also relates to both existing roads, their supporting intersections from both a safety and efficiency perspective, the provision for alternative modes of transport (i.e. rail, walking, cycling or the use of the adjacent Waikato River), a third bridge over the Waikato River at Cambridge and the provision for public transport connections.

At present, there are no scheduled public transport links between the airport environs and Hamilton nor does the service between either Cambridge or Te Awamutu to Hamilton go past the airport or MCEC. The lack of public transport between the airport and Hamilton, let alone the regional centres, is short-sighted and needs to be rectified with a reliable service that passengers can count on. Public transport connections to the airport will enhance the choice for MCEC attendees.

The adopted Regional Public Transport Plan 2022-2032 (RPTP) appears to seek to rectify the lack of transportation opportunities by identifying that the airport will be supported by a frequent bus connection in the next ten years and a bus rapid transit over 30 years. The RPTP also signals that the airport will act as a 'Key Interchange' under both those transportation scenarios. Under section 2.3.8.5 the RPTP suggests that a 'Primary Interchange' will be provided in the next 6+ years.



With this direction in the RPTP, the Society is seeking alignment between the documents, to ensure that passenger transport to and from the airport environs is not an afterthought.

Ahu Ake, at various points, highlights the public transport opportunities including to the airport environs however, there are some areas of the document where this could be strengthened. The Society requests the following changes, as a result:

1. Provide for public transport to and from the airport environs (and MCEC) as part of the Key Moves-Summary (page 88) under the public transport connection heading.
2. Similarly provide for public transport opportunities to and from the airport environs (and MCEC) as a community aspiration on page 107.
3. Add an activity under the Strategic framework package for the review of the transport strategy that investigates opportunities for public transport connections to and from MCEC. This could be added to T1a, or added as a separate action.



AA Strategic Framework Package

Submission 1126

Stakeholder:	Murray Osmond
Organisation:	Consultus
Submission Date:	11/5/2024 6:29:00 PM

Do you endorse the activities included in the Strategic Framework Package, and do you think this is the right way to address the strategic opportunities?

Don't support

Tell us why

See response in attachment /

Submission received 04 Nov 2024 03.08pm

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Don't support

Tell us why

See response in attachment /

Submission received 04 Nov 2024 03.08pm

Would you like to present?

Yes

**SUBMISSIONS/FEEDBACK TO WAIPĀ DISTRICT COUNCIL ON
PROPOSED 30yr SPATIAL PLAN**

Dated 4th November 2024

SUBMITTED BY:



Consultus

Lead: Murray Osmond LLM (Envir.) (Hons)



TABLE OF CONTENTS

1. Contents	
2. Opening Statement	10
3. What we believe a spatial plan should contain:	12
a) First requirement is to establish Waipā’s Vision and Strategic Objectives	12
b) Land Use and Zoning	12
c) Environmental and Natural Resource Management	14
d) Infrastructure and Transport Networks	15
e) Housing and Population Growth Management	17
f) Economic Development and Employment	18
g) Social Infrastructure and Community Services	19
h) Implementation and Monitoring Framework	21
i) Risk Management and Resilience Planning	22
j) Legal and Policy Alignment	23
k) Summary	24
4. The importance of Maps	25
a) Land Use and Zoning Maps	25
b) Growth Boundaries and Expansion Corridors Maps	26
c) Environmental Conservation and Green Infrastructure Maps	26
d) Transportation and Connectivity Map	27
e) Infrastructure and Utilities Map	28
f) Housing Density and Population Distribution Map	28



- g) [Economic Development and Employment Zones Map..... 29](#)
- h) [Cultural and Heritage Sites Map..... 29](#)
- i) [Social Infrastructure and Community Services Map 30](#)
- j) [Risk and Resilience Map..... 30](#)
- k) [Phased Development Map 31](#)
- l) [Policy Alignment and Regulatory Map..... 32](#)
- 5. [5-Year Review Cycle 33](#)
 - a) [Rationale for a 5-Year Review Cycle..... 33](#)
 - i. [Population Growth and Demographic Shifts: 33](#)
 - ii. [Technological Advancements:..... 33](#)
 - iii. [Environmental and Climate Resilience: 34](#)
 - iv. [Economic and Employment Shifts: 34](#)
 - v. [Infrastructure Capacity and Innovation: 34](#)
 - b) [Ideal Objectives for Each 5-Year Review 35](#)
 - c) [Key Benefits of a 5-Year Review Cycle..... 39](#)
 - d) [Summary 39](#)
- 6. [5-year cycle for Consideration of National Legislative Changes 41](#)
 - a) [Legislative Reforms in Resource Management and Urban Planning 41](#)
 - b) [Housing and Urban Development Policies 41](#)
 - c) [Climate Change Policy and Environmental Legislation 42](#)
 - d) [Transport and Infrastructure Policies 43](#)
 - e) [Economic Development and Regional Growth Policies 44](#)
 - f) [Social Infrastructure and Community Well-being 45](#)
 - g) [Ideal Review Process with National Policy Considerations 46](#)



- h) [Because Waipā is subservient to national government and regional policy and legislative changes there is special need to monitor this as follows: 47](#)
- i) [Key Actions to Ensure Flexibility and Compliance..... 50](#)
- 7. [Housing Development and Density Recommendations 52](#)
 - a) [Recommended Housing Strategies for Ahu Ake..... 52](#)
 - i. [High-Density Residential Zones near Transport and Employment Hubs..... 52](#)
 - [Greenfield and Brownfield Housing Developments 53](#)
 - ii. [Intergenerational and Community-Oriented Housing..... 53](#)
 - b) [Infill Housing and Redevelopment of Underutilised Areas..... 54](#)
- 8. [Central Business District Considerations:..... 54](#)
 - c) [Need for a Distinct Vision for Cambridge’s Central Business District \(CBD\)..... 54](#)
 - d) [Fundamental Gaps in Spatial Coverage..... 55](#)
 - e) [Lack of Strategic Focus on Cambridge’s CBD..... 55](#)
 - f) [Concerns with Core Data and Projections 55](#)
 - g) [Engagement and Consultation Shortcomings 55](#)
 - h) [Vision and Consultation Language..... 56](#)
 - i) [Short-Term Vision Misaligned with Long-Term Spatial Needs 56](#)
 - j) [Need for a Clear Strategy on Papakāinga and Development Vision 56](#)
 - k) [Transportation Strategy Gaps..... 56](#)
 - l) [Funding and New National Guidelines on Regional Deals 57](#)
 - m) [Uneven Coverage of Environmental Spaces 57](#)
 - n) [Failure to Address Localized Growth Dynamics..... 57](#)
 - o) [Misaligned Urban and Rural Development Assumptions..... 57](#)
 - p) [Inaccurate Representation of Industrial and Economic Growth 58](#)



- g) [Lack of Specific Vision for Infrastructure and Services..... 58](#)
- r) [Underdeveloped Strategy for Specialized Infrastructure 58](#)
- s) [Need for a Strong Place-Based Approach 58](#)
- t) [Inadequate Consideration of Future Policy Changes 59](#)
- u) [Example - Missed Opportunity for a Detailed Vision for Cambridge’s CBD 59](#)
- v) [Lack of Focus on Local Transport Needs 59](#)
- w) [Emphasis on “Place” Overlooked 59](#)
- x) [Conclusion 59](#)
- 9. [Lack of Long-Term Vision in Part B 61](#)
 - a) [Limited Place-Based Focus in Community Feedback 61](#)
 - b) [Housing Needs: Lack of Place-Based Strategy 61](#)
 - c) [Specific Issues with Housing Section: 62](#)
 - d) [Misalignment in Strategic Opportunities \(Page 56\)..... 63](#)
 - e) [Outdated Information on Infrastructure Needs 63](#)
 - f) [Failure to Strategize Long-Term Growth in Cambridge CBD 64](#)
 - g) [Vision for Infrastructure and Transportation 64](#)
 - [Housing Strategy:..... 64](#)
 - h) [Insufficient Focus on Placemaking..... 64](#)
 - i) [Lack of Specific Vision for Cambridge’s CBD and Beyond 65](#)
 - j) [Reassessment of Karapiro’s Future 65](#)
 - k) [Articulating a Place-Based Vision for Waipā’s Future 66](#)
 - l) [Addressing Connectivity and Infrastructure for Major Towns 66](#)
 - m) [Inadequate Planning for Increasing Foot Traffic in Town Centers 66](#)
 - n) [Missed Opportunities in Strategic Planning \(Page 63\)..... 66](#)



- o) [Outdated Planning Rules..... 67](#)
- p) [Use of Up-to-Date Data in Mapping..... 67](#)
- q) [Planning for Climate Resilience and Flood Risks 67](#)
- r) [Issues with Transport Strategy 67](#)
- s) [Community Spaces and Infrastructure for Older Populations..... 68](#)
- t) [Cultural and Community Sites 68](#)
- u) [Three Waters Infrastructure 68](#)
- v) [24. Vision and Specificity in Key Moves Summary \(Pages 88-89\)..... 68](#)
- 10. [Part C: Priorities and Key Issues 69](#)
 - a) [Lack of Regional Context in Service Catchments 69](#)
- 11. [Implementation \(Part D\) 73](#)
 - [Clarity on Role of Annual and Long-Term Plans..... 73](#)
 - [Use of “Vision” in Implementation..... 73](#)
 - [Timeliness of Secondary Strategies 73](#)
 - b) [Future Development and Housing Strategy 73](#)
 - [Clear Spatial Allocation for Future Growth 73](#)
 - c) [Placemaking Framework 74](#)
 - d) [Transport Strategy and Strategic Framework 74](#)
 - e) [6. Environmental Considerations 75](#)
 - f) [Community Spaces and Development Timing..... 75](#)
 - g) [. Urgency for Karapiro’s Development Plan 75](#)
 - h) [Balancing Mana Whenua and Broader Community Aspirations 76](#)
- 12. [Concerns about the World Café process – a critique. 76](#)



- 13. Our Research on the World Café Concept, Process and suggested Inadequacies in the process followed here: 77
 - a) Total Participant Group Size..... 78
 - b) 2. Age Demographics 78
 - c) Geographic Representation 79
 - d) Family and Household Composition 79
 - e) Cultural and Ethnic Diversity 80
 - f) Additional Representation Considerations 80
 - g) Conclusion 83
- 14. Consideration of the Third Bridge in Cambridge within the Ahu Ake Spatial Plan 84
 - a) Strategic Location: Downstream of Existing Bridges 84
 - b) Support for Residential Growth and Housing Density Targets 85
 - c) Environmental and Cultural Impact Assessments 85
 - d) Multimodal Transport Design to Support Sustainable Mobility 86
 - e) Traffic Flow and Congestion Management within Cambridge 86
 - f) Future-Proofing for Long-Term Adaptability 87
 - g) Enhancing Economic and Community Benefits 88
 - Conclusion 88
- 15. A Summary of Key Elements Needed for a Robust Waipā Spatial Plan..... 91
 - Identification of Core Challenges, Issues, and Opportunities 91
 - Defined Timeframe with Scheduled Reviews 91
 - Vision and Future Outlook 91
 - Strategic Pathway to Achieve the Vision..... 91
 - Comprehensive Scope Covering Key Areas..... 91



- [Respect for Private Property Rights 92](#)
- [Integration of National Policy and Advanced Technology..... 92](#)
- [Regular Community Engagement and Feedback Mechanisms 92](#)
- 16. [Detailed Challenges and Issues for Waipā 93](#)
 - [Population Growth and Location Strategy 93](#)
 - [Management of Waterways and Wetlands 93](#)
 - [Realistic Growth Projections 93](#)
 - [Service Centre Growth in Cambridge and Te Awamutu 93](#)
 - [Large Lot Subdivisions 93](#)
 - [Rolling 30-Year Residential Plan 93](#)
 - [Papakāinga and Multi-Dwelling Development 94](#)
 - [Three Waters Infrastructure Planning 94](#)
- 17. [Key Opportunities for Waipā 95](#)
 - [Industrial Growth for Economic Development..... 95](#)
 - [Productive Use of Class I and II Land..... 95](#)
 - [Defined Vision for CBDs and Satellite Areas..... 95](#)
 - [Future Green Spaces and Recreation Areas 95](#)
 - [Business Park Development 95](#)
 - [Rating Holidays for Private Investment 95](#)
 - [Capitalizing on Cambridge’s Strategic Location 96](#)
- 18. [Spatial Vision for Waipā..... 96](#)
 - [Cambridge 96](#)
 - [Satellite Villages \(e.g., Leamington, Kihikihi\) 97](#)



- Reserves and Recreational Areas..... 97
- Rural Areas 97
- Community-Driven Leadership 97

Request for Hearing 98

19. Executive Summary: 99

- a) Essential Components for Waipā’s Comprehensive Spatial Plan 99
- b) Proposed Plans for the Spatial Strategy 99

20. Key Actions for Flexibility and Compliance..... 101

Submissions/Feedback on Draft Ahu Ake Waipā Community Spatial Plan as of September 2024.

2. Opening Statement

Despite the Mayor's optimistic foreword, the Ahu Ake blueprint falls short in several key areas. The foremost priority should be to clarify the fundamental components of a spatial plan.

A well-developed spatial plan provides a vision that looks 30 to 50 years ahead, with some plans even considering factors in a 100-year outlook. It asks essential questions: What will our district look like in the future, and how will we achieve that vision? A spatial plan, by definition, considers all aspects of "space" – how it is used, organized, and evolves over time to meet the communities' needs and expectations. That is why it is a "VISION".

It is also important to acknowledge that the Government has recently repealed the two Acts on which Ahu Ake appears to be based. New guidelines now cover infrastructure, transportation, and a proposed framework for regional partnerships, and this submission incorporates these legislative changes.

The following sections outline a structured approach to the necessary components of a comprehensive Waipā spatial plan. Later, a detailed, page-by-page critique of the Ahu Ake document identifies specific areas for improvement and alignment with current best practices



Consultus Limited

These submissions have been prepared by Consultus Limited through the expertise of its Senior Environmental Law Consultant, **Murray Osmond, LL.M (Envir.) (Hons)**. Murray holds a master's degree in law with Honours, specializing in Environmental Law, from the University of Auckland. His extensive experience over nearly 50 years in environmental law and its intersection with spatial planning issues provides critical insights and depth to this analysis and the recommendations for Waipā's Ahu Ake spatial blueprint. Murray is a long term multi-generational resident of Waipā and has been based at Cambridge and Karapiro.



3. What we believe a spatial plan should contain:

a) First requirement is to establish Waipā's Vision and Strategic Objectives

- **Long-Term Vision Statement:** A vision statement that projects the desired future for the area (and parts of the area as appropriate) over at least a 30-year horizon. This vision should reflect the aspirations of the community, local government, and other stakeholders, serving as the foundation for all subsequent planning.
- **Strategic Goals:** High-level goals aligned with the vision, covering economic growth, environmental sustainability, cultural heritage, and community cohesion.
- **Guiding Principles:** Principles that will guide development choices, such as sustainability, inclusivity, resilience, innovation, and respect for cultural heritage. These principles help balance competing priorities and ensure alignment with community values and aspirations.

b) Land Use and Zoning

- **Residential Zones:**
 - **High-Density Residential:** Areas within town centres and other appropriate areas that support apartment buildings and multi-unit developments to accommodate urban growth while minimizing sprawl.
 - **Medium- and Low-Density Residential:** Areas for single-family homes, townhouses, duplexes, or low rise units balancing urban convenience with specified densities.



- **Mixed-Use Residential:** Zones that integrate all types of residential with small-scale commercial, retail, or recreational uses, creating walkable neighbourhoods with diverse amenities.
- **Commercial Zones:**
 - **Central Business District (CBD):** The core area for high-density commercial activity, including offices, retail, and entertainment, serving as the economic hub and allowing for residential high rise above three stories.
 - **Local and Neighbourhood Centres:** Smaller-scale commercial zones within residential areas to support local businesses and reduce reliance on major centres and allowing residential above the commercial.
- **Industrial and Manufacturing Zones:** Areas for heavy industry, light industry, industrial parks and warehousing, strategically located with access to transportation networks to avoid congestion in residential and commercial zones.
- **Rural and Agricultural Land:** Defined areas for agriculture and rural residential living to preserve productive soils, protect open landscapes, and maintain rural character. Zoning regulations in these areas help prevent urban encroachment and promote sustainable land use while allowing for innovation.
- **Special Use Zones:**
 - **Education and Health Facilities:** Reserved areas for educational institutions, healthcare facilities, and related infrastructure to support community needs.



- **Cultural and Heritage Sites:** Protected areas that recognize and preserve cultural landmarks, heritage buildings, and indigenous sites of significance.
- **Green Belt and Open Space Zones:** Areas set aside as green belts and parks around or within urban areas, providing natural boundaries that control sprawl, preserve ecosystems, and offer both passive and active recreational spaces.

c) Environmental and Natural Resource Management

- **Protected Natural Areas:**
 - **Conservation Zones:** Designated for sensitive ecosystems such as wetlands, forests, lakes, and rivers, which require protection from development.
 - **Biodiversity Corridors:** Ecological corridors that connect fragmented habitats, promoting species movement and maintaining biodiversity.
- **Green Spaces and Recreational Areas:**
 - **Parks and Community Green Spaces:** Public parks, playgrounds, and green spaces within urban areas for recreation and community well-being.
 - **Ecological Restoration Areas:** Zones dedicated to restoring native vegetation, enhancing biodiversity, and improving ecological health.
- **Climate Change Mitigation and Adaptation:**



- **Floodplains and Erosion Management:** Identify areas prone to flooding or erosion, implement buffer zones, and set development restrictions to reduce vulnerability.
- **Low-Impact Development:** Promote construction techniques that minimize environmental disruption, such as permeable surfaces, green roofs, and natural stormwater management.
- **Renewable Energy Zones:** Encourage the integration of solar, wind, and geothermal resources in energy planning, especially in new developments, to reduce the carbon footprint and make provision for solar wind and other electricity production uses.
- **Sustainable Resource Use:**
 - **Water Conservation:** Implement policies for sustainable water usage, rainwater harvesting, and protection of aquifers and streams and rivers.
 - **Soil and Air Quality Management:** Develop strategies to prevent soil degradation and air pollution, ensuring long-term productivity of natural resources.

d) Infrastructure and Transport Networks

- **Transportation Infrastructure:**
 - **Road Networks:** Designate primary and secondary road networks that support vehicle flow and reduce congestion, including thoroughfares for freight traffic to avoid residential areas, park and rides and ring roads.



- **Public Transport Hubs:** Establish and prioritize areas for bus terminals, train stations, and multi-modal transport hubs to promote accessible, sustainable travel.
- **Cycling and Pedestrian Paths:** Develop safe, connected networks for walking and cycling, especially within and between residential and commercial zones.
- **Transit-Oriented Development (TOD):** Encourage higher-density housing and mixed-use developments around public transport hubs and in commercial areas to reduce car dependency and promote sustainable commuting.
- **Utility Infrastructure:**
 - **Water and Wastewater Systems:** Plan and upgrade essential water supply and wastewater infrastructure to meet current and projected population needs as appropriate.
 - **Waste Management Facilities:** Develop sites for solid waste processing, recycling centres, and composting facilities, prioritizing locations that minimize environmental impact and transportation costs.
 - **Energy and Telecommunications:** Ensure reliable energy distribution networks and digital infrastructure, including high-speed internet, to meet modern residential and business demands.
- **Staged Infrastructure Development:**



- **Phasing Plan:** Define phases for short-term, medium-term, and long-term infrastructure projects, aligned with specific growth projections and funding availability.
- **Funding and Investment Strategy:** Detail funding mechanisms, including public budgets for rating purposes, council-controlled organisations public/private partnerships, and potential government grants or 'regional deals', to ensure that infrastructure projects are financially viable and sustainable.

e) Housing and Population Growth Management

- **Growth Areas and Urban Boundaries:**
 - **Urban Growth Boundaries:** Establish clear boundaries for urban expansion to limit sprawl, preserve rural Class I and II land, landscapes, and ensure efficient service delivery.
 - **Growth Nodes and Corridors:** Designate areas or corridors for future residential expansion, typically where infrastructure can be easily extended or created, and public services can be efficiently provided.
- **Housing Types and Density:**
 - **Diverse Housing Options:** Encourage a mix of housing types—apartments, townhouses, single-family homes, and intergenerational housing—to meet diverse population needs and preferences.
 - **Affordable and Social Housing:** Include provisions for affordable housing development and social housing options to support low-income families and vulnerable populations (including Maori with Papakainga).



- **Infill Development:** Promote redevelopment and increased density in existing urban areas, such as underutilized lots and brownfield sites, to reduce demand for new land and support more compact growth by going up not out.
- **Population Projections and Service Planning:**
 - **Demographic Analysis:** Use up to date population projections for specific areas to anticipate future housing needs, school enrolments, healthcare demands, and other services.
 - **School and Healthcare Facility Planning:** Identify current and future needs for educational and healthcare facilities based on population growth and demographic trends.

f) Economic Development and Employment

- **Economic Hubs and Employment Zones:**
 - **Business Districts and Industrial Parks:** Define areas for business parks, industrial hubs, and other employment centres, strategically located near transport networks to facilitate economic activity.
 - **Local Commercial Areas:** Establish smaller commercial centres within residential areas to encourage local shopping, reduce travel distances, and support small businesses.
 - **Innovation and Technology Zones:** Encourage the development of knowledge-based industries, research centres, and technology hubs to diversify the economy and attract high-skill jobs.



- **Rural Areas:** Encourage diversification of the rural based activities by removing restrictions prohibiting such diversification to continue to provide work opportunities for young people.
- **Support for Local Businesses and Industries:**
 - **Small Business and Start-Up Support:** Create incentives for small businesses, start-ups, and entrepreneurs, including development incentives, co-working spaces, and access to financing and rate relief.
 - **Rural and Agricultural Economy:** Develop strategies to sustain the rural economy, support sustainable agriculture, and promote agri-tourism to leverage local resources.
- **Vocational Training and Workforce Development:**
 - **Skills Training Programs:** Collaborate with educational institutions and national programmes to offer training programs for high-demand skills, supporting local employment and economic resilience.
 - **Partnerships with Businesses:** Facilitate partnerships between local businesses, schools, and training centres to provide apprenticeships, internships, and career pathways for residents.

g) Social Infrastructure and Community Services

- **Public Facilities:**
 - **Community Centres and Libraries:** Designate locations for community centres, libraries, and other shared spaces where



residents can access resources, participate in events, and engage with their community.

- **Healthcare and Emergency Services:** Plan for healthcare facilities, emergency response centres, and social services to ensure accessibility and resilience in times of crisis.
- **Educational Facilities:** Identify school sites and expand educational infrastructure to meet projected needs, especially in growing areas.
- **Recreational and Cultural Spaces:**
 - **Parks, Sports Fields, and Recreational Areas:** Include recreational spaces that support health and wellness, such as sports facilities, playgrounds, and walking trails.
 - **Cultural and Heritage Sites:** Protect and promote sites of cultural significance, historic buildings, and places of indigenous importance, ensuring these are accessible and preserved.
- **Inclusive and Accessible Design:**
 - **Universal Accessibility:** Ensure public spaces, transport, and facilities are accessible to people of all ages, abilities, and socioeconomic backgrounds.
 - **Community Programs and Services:** Support community programs that promote social cohesion, such as youth centres, elder care facilities, and events celebrating cultural diversity.



h) Implementation and Monitoring Framework

- **Phased Implementation:**
 - **Short-, Medium-, and Long-Term Phases:** Divide the plan into clear phases, prioritizing critical projects for the first 5 years, medium-term projects, and future-oriented long-term goals.

- **Funding Strategy:**
 - **Budget Allocations and Funding Sources:** Identify funding sources, such as local rates, government grants, private investment, and public-private partnerships, to finance various initiatives.
 - **Cost-Benefit Analysis:** Conduct financial analyses to determine the return on investment for different projects, ensuring that funds are allocated to high-impact areas.

- **Monitoring and Reporting:**
 - **Performance Indicators:** Define KPIs to measure progress, such as housing availability, infrastructure readiness, environmental preservation, and economic growth.
 - **Regular Reviews and Public Reporting:** Commit to regular reviews (e.g., every 5 years) to assess the plan's effectiveness, with annual reports to the community detailing progress, challenges, and adjustments.

- **Adaptation and Flexibility:**



- **Plan Adaptation Mechanisms:** Allow for adjustments based on evolving community needs, economic changes, environmental challenges, national government direction keeping the plan relevant over time.

i) Risk Management and Resilience Planning

- **Risk Identification and Assessment:**
 - **Natural Disaster Preparedness:** Identify areas at risk of flooding, earthquakes, landslides, erosion and other natural hazards, integrating this information into land use and infrastructure planning.
 - **Climate Change Adaptation:** Plan for climate resilience by identifying vulnerable areas and incorporating adaptive measures, such as raised infrastructure, stormwater management, and encourage use of resilient building materials.
- **Emergency Services and Response Infrastructure:**
 - **Emergency Response Hubs:** Designate locations for emergency services like fire stations, ambulance, police, and civil defence, ensuring coverage across the district.
 - **Community Resilience Centres:** Establish multipurpose centres that can serve as shelters or resource centres during natural disasters or community crises.
- **Contingency Planning:**



- **Flexible Land Use Policies:** Implement adaptable land use policies that allow for quick re-zoning or emergency measures if required by unforeseen changes or risks.
- **Risk Communication Strategy:** Support a communication plan to inform residents about risks and resilience measures, fostering a prepared and resilient community.

j) Legal and Policy Alignment

- **Consistency with National and Regional Policies:**
 - **Policy Integration:** Ensure alignment with national and regional strategies, including environmental, housing, transport, and infrastructure policies, to avoid conflicting priorities.
 - **Compliance with Legal Frameworks:** Comply with relevant laws, such as environmental protection acts, building codes, land use regulations, and indigenous rights.
- **Zoning and Land Use Regulations:**
 - **Legal Zoning Definitions:** Clearly define zoning codes and land use regulations to manage development according to the spatial plan's goals and national and regional government policy statements.
 - **Land Use Controls and Development Standards:** Establish standards for building density, height restrictions, and development types within each zone, ensuring development aligns with community objectives and national and regional government policy statements.



k) Summary

- **Incorporating the above elements** helps create a spatial plan that guides sustainable development, preserves cultural and natural resources, and meets the evolving needs of the community effectively.
 - **One of the major requirements for a spatial plan is maps** to show current areas as to where growth could occur, and the position expected each 5 years thereafter.
-



4. The importance of Maps

To create a comprehensive spatial plan, the following **graphically representative plans** (maps) should be included. Each map will provide a visual framework for specific aspects of land use, infrastructure, environmental protection, and community development, ensuring a **clear visually identifiable and actionable guide** for Waipā's expected growth and vision.

a) Land Use and Zoning Maps

- **Description:** Foundational maps that show current designated land uses, such as residential, commercial, industrial, rural, and mixed-use zones.
- **Key Features:**
 - High-density residential zones (e.g., apartments, townhouses)
 - Mixed-use areas for combined residential and commercial spaces
 - Rural and agricultural zones to prevent sprawl and protect green spaces
 - Commercial and industrial zones with proximity to transport hubs
- **Purpose:** To visually communicate existing planned land allocations and support sustainable, organized growth.



b) Growth Boundaries and Expansion Corridors Maps

- **Description:** Maps that define urban growth boundaries (UGBs) and future growth corridors to control sprawl and plan for logical expansions.
- **Key Features:**
 - Clearly defined urban growth boundaries to contain development
 - Corridors/areas earmarked for future development, such as new residential neighbourhoods or industrial parks
 - Transition zones between urban and rural areas
 - CBD areas.
 - New localised small shopping precincts
- **Purpose:** To guide growth in designated areas, protect rural landscapes, and efficiently allocate infrastructure resources.

c) Environmental Conservation and Green Infrastructure Maps

- **Description:** These maps focus on ecological preservation and green infrastructure to promote environmental sustainability.
- **Key Features:**
 - Conservation areas, such as wetlands, native forests, and protected habitats
 - Green corridors connecting green spaces to support biodiversity



- Community parks, urban forests, and public green spaces within urban areas
- Floodplains, stormwater management zones, and buffer zones for climate resilience
- Rivers, lakes and streams
- **Purpose:** To identify and protect natural resources, maintain ecological networks, and incorporate green infrastructure into urban development.

d) Transportation and Connectivity Map

- **Description:** A map detailing the transport network, including roads, bridges public transport, cycling paths, and pedestrian routes.
- **Key Features:**
 - Roads of National (and Regional) Importance
 - Primary, secondary, and local road networks, including major thoroughfares, bridges and freight routes
 - Public transport routes, bus stations, and proposed transit-oriented development (TOD) zones and land
 - Cycling and pedestrian paths connecting residential areas to key amenities
- **Purpose:** To improve mobility, reduce car dependency, and support sustainable transport modes across Waipā and in urban areas.



e) Infrastructure and Utilities Map

- **Description:** Shows the layout of essential infrastructure, including water, wastewater, energy, and telecommunications.
- **Key Features:**
 - Water supply networks, wastewater systems, and stormwater management facilities – Three waters.
 - Energy distribution infrastructure, including renewable energy sites and substations
 - Telecommunications infrastructure (e.g., broadband towers, digital connectivity zones)
- **Purpose:** To ensure essential utilities are provided efficiently and can support future growth areas including solar, geothermal and wind energy production.

f) Housing Density and Population Distribution Map

- **Description:** A map focused on residential areas with different housing densities and population projections.
- **Key Features:**
 - High-, medium-, and low-density residential zones
 - Locations for affordable housing and intergenerational (including but not limited to Papakainga) housing options
 - Population growth projections for specific areas to inform service and infrastructure needs



- **Purpose:** To guide housing diversity, meet population needs, and accommodate growth in a balanced manner where needed across the district.

g) Economic Development and Employment Zones Map

- **Description:** Designates areas for business, commercial hubs, and economic activities to support local job creation.
- **Key Features:**
 - Central business district (CBD), commercial zones, and neighbourhood centres
 - Industrial hubs, logistics centres, and business parks near transport networks
 - Innovation and technology zones to attract knowledge-based industries
 - Rural zoning suitable for more intensive labour including eco-tourism.
- **Purpose:** To strengthen the local economy by providing space for businesses, supporting job creation, and diversifying the economic base.

h) Cultural and Heritage Sites Map

- **Description:** Highlights cultural and historical landmarks, including Māori heritage sites, historic buildings, and cultural precincts.
- **Key Features:**



- Protected sites of cultural significance, such as indigenous heritage sites
- Historic landmarks and districts
- Cultural precincts for arts, events, and public gatherings
- **Purpose:** To preserve and celebrate Waipā's cultural and historical identity and ensure accessibility to cultural resources.

i) Social Infrastructure and Community Services Map

- **Description:** Shows the distribution of essential social facilities, such as schools, healthcare, recreational spaces, and halls/ community centres.
- **Key Features:**
 - Locations of schools, libraries, healthcare facilities, and community centres (including marae and district halls)
 - Recreational areas like sports fields, playgrounds, and swimming pools
 - Youth and eldercare facilities to support diverse community needs
- **Purpose:** To ensure equitable access to social services and recreational facilities, supporting the well-being of all residents.

j) Risk and Resilience Map

- **Description:** Identifies areas vulnerable to natural hazards and shows resilience measures to safeguard the community.



- **Key Features:**
 - Flood-prone zones, seismic areas, and steep land erosion risk zones
 - Emergency service hubs (e.g., fire stations, ambulance, police, shelters including school halls) for disaster response
 - Community resilience centres that provide emergency resources during crises
- **Purpose:** To inform risk mitigation efforts and ensure that infrastructure is resilient to environmental hazards.

k) **Phased Development Map**

- **Description:** Outlines the stages of planned developments, infrastructure projects, and land use changes over time.
- **Key Features:**
 - Short-, medium-, and long-term development phases, with anticipated completion dates
 - Priority infrastructure upgrades, such as roads, water systems, and utilities
 - Future expansion areas identified for potential development as demand grows in that area
- **Purpose:** To enable a structured, gradual approach to growth, ensuring that development aligns with available resources and community needs.



l) Policy Alignment and Regulatory Map

- **Description:** Shows alignment with regional and national policies, as well as land-use regulations and zoning codes.
- **Key Features:**
 - Areas that align with national regulations (e.g., Resource Management Act, National Policy Statements and standardised Tier 1 planning)
 - Zoning codes and density regulations to guide land use
 - Protected areas with legal restrictions on development
- **Purpose:** To ensure that all spatial plan components are enforceable, cohesive, and compliant with overarching policy frameworks.



5. 5-Year Review Cycle

Given a 30-year timeframe, the spatial plan should be reviewed and potentially updated every **5 years**, resulting in **six reviews** throughout the initial plan's lifespan (a rolling review so that the 30-year vision remains). This schedule balances the need for stability with the flexibility to adapt to evolving conditions such as population growth, technological advancements, environmental shifts, and economic changes.

A detailed breakdown of why this 5-year review cycle is proposed, along with ideal planning objectives for each review period follows:

a) Rationale for a 5-Year Review Cycle

i. Population Growth and Demographic Shifts:

- Rapid population growth, particularly in urban areas, requires regular adjustments to housing, infrastructure, and service provisions. A 5-year review allows the spatial plan to adapt to unexpected surges or demographic shifts (e.g., ageing populations, increases in family households, or young professionals moving into the area due to economic changes).
- Regular reviews ensure that the spatial plan can respond to demand for affordable housing, diverse housing types, and expanded services in line with population dynamics.

ii. Technological Advancements:

- Technology moves quickly, impacting everything from digital infrastructure needs to transport systems (e.g., electric vehicles, smart city technology, high-speed internet).



- Incorporating new technologies like smart infrastructure, renewable energy solutions, and advancements in transport systems (e.g., autonomous vehicles, electric public transit) every 5 years keeps the spatial plan innovative and resilient.

iii. **Environmental and Climate Resilience:**

- Given increasing environmental pressures, regular reviews ensure that climate resilience measures—such as flood protection, water management, and green infrastructure—remain relevant and compliant with national governments objectives.
- Environmental monitoring every 5 years allows for the adaptation of land use and resource management policies to align with changing conditions, such as more frequent extreme weather events.

iv. **Economic and Employment Shifts:**

- Economic conditions can shift significantly within a few years, affecting the demand for commercial zones, business hubs, and employment centres. A 5-year review allows for adjustments in economic zoning, especially to accommodate emerging industries or shifts toward remote and digital work.
- Regular reviews ensure the spatial plan continues to support a diverse and robust local economy that aligns with regional and national economic trends.

v. **Infrastructure Capacity and Innovation:**

- Infrastructure demand changes rapidly with growth, particularly for transport, water, and energy. Reviewing every 5 years ensures that infrastructure planning keeps pace with growth and integrates



innovations, such as smart grids, renewable energy, and modernized waste management systems.

b) Ideal Objectives for Each 5-Year Review

Initial Plan (Year 0): Setting the 30-Year Vision

- **Establish Long-Term Vision and Objectives:** Create a clear vision for growth, sustainability, and community well-being over the next 30 years.
- **Define Core Zoning and Land Use:** Outline key zones, including residential, commercial, industrial, and rural areas, with projected growth areas (out 30-50 years).
- **Identify Major Infrastructure Projects:** Establish primary infrastructure needs, including transport routes, three waters management, and energy hubs and distribution.
- **Plan for Immediate Growth Pressures:** Address urgent needs, particularly in high-density areas and anticipated growth corridors.

1st Review (Year 5): Early Adjustments Based on Identified Initial Growth Patterns

- **Assess Population Trends:** Review census, economic and growth data to ensure housing and social infrastructure needs are on track.
- **Integrate Initial Technological Advancements:** Evaluate the potential for smart city solutions, high-speed internet expansions, and renewable energy infrastructure.



- **Monitor Environmental Impact:** Assess the effectiveness of environmental protections and make adjustments to green corridors, conservation areas, and climate adaptation strategies.
- **Evaluate Economic Development:** Review the effectiveness of economic hubs and employment zones, adjusting if certain areas show faster growth or decline than expected.

2nd Review (Year 10): Strategic Adjustments for Emerging Needs

- **Refine Growth Zones and Housing Density:** Adjust residential and mixed-use zones as population growth patterns emerge, ensuring adequate housing diversity and affordability.
- **Upgrade Infrastructure Projections:** Reassess infrastructure needs, especially for public transport, energy, and three waters, based on updated growth and technological advances.
- **Enhance Environmental Resilience:** Strengthen green infrastructure and climate resilience features, such as flood protection and renewable energy projects.
- **Adapt to Economic Shifts:** Reallocate economic zones if necessary to support emerging industries or workforce needs, especially in technology and knowledge-based sectors.

3rd Review (Year 15): Midpoint Evaluation and Course Corrections

- **Mid-Term Population and Demographic Review:** Conduct an in-depth review of population projections, adjusting growth targets and zoning where necessary.



- **Assess Impact of Technology Integration:** Evaluate the effectiveness of smart infrastructure and renewable energy, expanding successful technologies to new areas.
- **Intensify Environmental and Green Goals:** Re-evaluate conservation zones, urban green spaces, and biodiversity corridors. Identify any new areas for protection as urban pressures increase.
- **Strengthen Economic Development and Workforce Training:** Reassess employment zones and adapt to support local businesses, remote work, and industry needs.

4th Review (Year 20): Responding to Rapid Changes and Long-Term Planning

- **Plan for Population Maturity:** Shift focus from growth to quality-of-life improvements, ensuring that existing urban areas remain vibrant and well-maintained.
- **Integrate New Transport and Infrastructure Technologies:** Explore newer technologies such as autonomous transport, smart water systems, and digital public services.
- **Revise Climate Goals and Adaptation Measures:** Strengthen climate adaptation and carbon reduction strategies in response to emerging climate data and policy changes.
- **Adapt Economic Zones for Technological Shifts:** Support new economic opportunities, such as tech parks or innovation zones, that may arise from rapid technological advancements.



5th Review (Year 25): Preparing for the Next 30-Year Vision

- **Reassess Core Land Use and Zoning Framework:** Begin identifying areas where zoning or land use could be optimized based on population and economic projections for the following decades.
- **Evaluate Long-Term Infrastructure Needs:** Assess the condition and capacity of infrastructure, considering upgrades or replacements as part of future planning.
- **Renew Environmental and Resilience Goals:** Set a pathway for the next phase of environmental protections and sustainability initiatives.
- **Economic and Social Infrastructure Review:** Review the effectiveness of economic development zones and adjust social infrastructure to address any service gaps as the population stabilizes.

6th Review (Year 30): Full Review and Adjusted Long-Term Vision

- **Develop an Adjusted 30-Year Spatial Plan:** Use insights from the previous three decades to set a renewed vision, taking into account any major changes in Waipā's demographic, environmental, and economic landscape as well as national government policies.
- **Adjust Core Land Use and Growth Strategies:** Develop a new zoning and land use framework based on updated population projections and long-term needs.
- **Redefine Long-Term Infrastructure and Environmental Strategies:** Identify new environmental goals, climate resilience needs, and infrastructure projects for the next 30-year cycle.



- **Build on Economic and Social Objectives:** Create adjusted objectives based on Waipā's evolved economic landscape, focusing on sustainable growth and community well-being.

c) Key Benefits of a 5-Year Review Cycle

- **Adaptability:** A 5-year cycle allows the plan to stay relevant and responsive to rapid changes in population, technology, and environmental conditions.
- **Accountability:** Regular reviews ensure the spatial plan is held accountable to its original objectives and community expectations.
- **Informed Decision-Making:** Shorter review cycles allow data-driven adjustments, ensuring that every decision aligns with real-time trends and emerging needs.
- **Community Engagement:** Frequent updates keep the community engaged and invested, fostering transparency and alignment between the Council and residents.
- **Innovation:** A flexible review cycle encourages the incorporation of new technologies and best practices in urban planning, infrastructure, and environmental sustainability.

d) Summary

In summary, a 5-year review cycle for the 30-year spatial plan balances stability with adaptability, allowing Waipā to maintain a forward-thinking approach to growth and sustainability. Regular evaluations ensure that the spatial plan can dynamically respond to changes, uphold ideal planning objectives, and serve the



evolving needs of the community.



6. 5-year cycle for Consideration of National Legislative Changes

As mentioned above changes by national governments will impact any spatial plan.

a) Legislative Reforms in Resource Management and Urban Planning

- **Current Context:** New Zealand's Resource Management Act (RMA) has traditionally been a cornerstone of land use and environmental regulation. However, significant reform is underway, with the RMA being replaced by new legislation. The Natural and Built Environments Act (NBEA) and the Spatial Planning Act have both been repealed.
- **Considerations:**
 - **Aligning with New Legislation:** Regularly review the spatial plan to ensure compliance with any updated national planning requirements. The replacement RMA, NBEA and an alternative to the Spatial Planning Act are expected to place a stronger focus on increasing the the rights of individual land owners, reliance on government issued standards for zones, sustainable development and climate resilience, which will need to be reflected in local land use and zoning decisions.
 - **Policy Flexibility:** Incorporate flexible zoning policies that can be adapted to meet changing national standards for housing, zoning, environmental protection, water management, and biodiversity.

b) Housing and Urban Development Policies

- **Current Context:** Housing affordability and accessibility are consistent priorities in New Zealand, with central government often introducing



policies to increase housing supply, encourage higher-density development, and promote affordable housing.

- **Considerations:**
 - **Affordable Housing Mandates:** Prepare to adjust zoning and development regulations in response to any new government mandates for affordable and social housing. This may involve designating certain areas within growth corridors specifically for affordable housing projects, adjusting density limits, or offering incentives for developers.
 - **Infrastructure Funding Changes:** Government policies may impact funding availability for infrastructure projects related to housing. For instance, the Infrastructure Funding and Financing Act 2020 provides alternative funding mechanisms for infrastructure tied to housing projects/development. Regular reviews can incorporate these funding options as they become available.

c) Climate Change Policy and Environmental Legislation

- **Current Context:** With New Zealand’s commitment to net-zero carbon emissions by 2050, national policies are increasingly focusing on climate resilience and sustainability, impacting everything from transport to energy use and waste management.
- **Considerations:**
 - **Alignment with Climate Targets:** Regularly assess the spatial plan’s carbon reduction and environmental goals in line with



national climate policies, such as those set by the Climate Change Response (Zero Carbon) Amendment Act 2019.

- **Incorporating National Emission Targets:** National climate policies may introduce stricter emission reduction targets, affecting infrastructure and transport planning. Spatial plans should include public transport expansion, cycling networks, and eco-friendly building codes to help meet national targets.
- **Environmental Protections and Biodiversity:** National policies may mandate greater protection for indigenous species and natural habitats. As biodiversity protection gains more focus at the national level, the spatial plan should reflect stricter environmental zoning and support for green corridors. It is noted a new Freshwater NPS is due by December 2025.

d) Transport and Infrastructure Policies

- **Current Context:** National transport policy, often outlined through Government Policy Statements (GPS) on land transport, affects local funding and priorities for roads, public transport, and cycling infrastructure.
- **Considerations:**
 - **Government Funding Cycles:** National funding for transport infrastructure typically follows multi-year GPS cycles. Align the spatial plan's infrastructure updates with these cycles to maximize funding access for projects like road upgrades, public transit, and active transport routes.



- **Encouraging Sustainable Transport:** Government policies may increasingly prioritize public transport and electric vehicle infrastructure to reduce emissions. Regular reviews allow for the addition of EV charging stations, integration of low-emission buses, and noting that further investment in cycling infrastructure no longer aligns with national goals.
- **Resilient Infrastructure Standards:** As national policies begin emphasizing infrastructure resilience in response to climate risks, spatial plans should account for durable infrastructure in flood-prone and erosion areas.

e) Economic Development and Regional Growth Policies

- **Current Context:** The government often introduces policies aimed at regional development, economic diversification, and supporting the Māori economy. This may involve funding or tax incentives for certain industries or zones.
- **Considerations:**
 - **Adapting to Economic Incentives:** Update the spatial plan to align with government economic incentives or regional growth policies. This might involve designating new economic zones or encouraging specific industries, such as tech hubs, green manufacturing, agri-tech or eco-tourism.
 - **Supporting Māori Economic Development:** National policy changes may include stronger support for the Māori economy, such as funding for Māori enterprises or Māori-led housing initiatives. The spatial plan should be reviewed to ensure it



supports these initiatives through dedicated economic zones and culturally inclusive land use.

- **Flexible Land Use for Emerging Industries:** National priorities can drive demand for certain industries, such as clean energy, eco-tourism, or digital services. A flexible approach to zoning can allow the plan to adapt to changing economic opportunities that arise from national policy shifts.

f) Social Infrastructure and Community Well-being

- **Current Context:** Policies related to health, education, and social services can significantly impact local infrastructure planning, especially if central government decides to prioritize new healthcare or educational initiatives (such as charter schools for example).

- **Considerations:**
 - **Adapting to Health and Education Priorities:** New government programs may require the allocation of land or infrastructure funding for hospitals, schools, daycare centres and other facilities. Spatial plans should incorporate provisions for social infrastructure expansion based on national priorities.

 - **Funding for Community Hubs:** Government support for social infrastructure may include funding for community centres, recreational areas, or social services. Regular reviews ensure that the spatial plan can leverage these resources when they become available.



g) Ideal Review Process with National Policy Considerations

Each 5-year review should include a structured process to assess and integrate relevant legislative and policy changes. Below is an outline of key actions for each review cycle:

- i) **Legislative Review:** Analyse any recent legislative changes affecting land use, environmental protections, housing, and infrastructure to ensure compliance and alignment with national law.
- ii) **Policy Review:** Evaluate Government Policy Statements (GPS), national housing policies, and regional development priorities to identify opportunities for alignment and funding.
- iii) **Funding Opportunities:** Identify available grants or financing from central government initiatives, such as transport infrastructure funding or housing development programs or support for public/private partnerships and adjust the spatial plan to take advantage of these resources.
- iv) **Community and Stakeholder Consultation:** Engage with the community, Mana Whenua/Iwi, and other appropriate stakeholders to assess how national changes align with local needs and aspirations.
- v) **Monitoring National Policy Trends:** Track emerging national trends and regulatory changes, such as renewable energy policies or emissions targets, to anticipate future requirements and adapt the spatial plan proactively.



- h) Because Waipā is subservient to national government and regional policy and legislative changes there is special need to monitor this as follows:**

Review Cycle Considerations for National Government Changes

Given the legislative uncertainty and potential for future shifts in national policy, each 5-year review should systematically evaluate the spatial plan's alignment with the current legislative and policy environment. Here's how Waipā can integrate these considerations into each review:

1st Review (Year 5): Initial Adjustments Based on Legislative Stability

- **Legislative Compliance Check:** Assess compliance with the RMA, NES, and any new amendments that have emerged since the NBA and Spatial Planning Act were repealed.
 - **Local Environmental Goals Review:** Strengthen environmental policies at the local level to fill gaps left by the absence of NBA mandates.
 - **Monitor National Housing and Transport Policies:** Make adjustments to housing density and infrastructure plans to reflect any emerging national priorities in these sectors.

2nd Review (Year 10): Adaptation to Policy and Funding Changes

- **Environmental and Climate Resilience Update:** Reassess environmental protections and climate resilience measures to ensure they remain strong under the RMA framework.



- **Evaluate Infrastructure Funding Alignment:** Align transport and infrastructure projects with the latest Government Policy Statement on land transport to ensure eligibility for national funding.
- **Housing Affordability and Density Review:** Adjust housing density and affordable housing zoning in response to any government-driven housing initiatives, ensuring the spatial plan aligns with funding opportunities or incentives.

3rd Review (Year 15): Midpoint Evaluation with National Flexibility

- **Mid-Term Compliance and Flexibility Check:** Evaluate flexibility in zoning and infrastructure to adapt to any further national legislative changes.
- **Economic and Industry Zoning Review:** Adjust economic zones to align with national or regional growth strategies, particularly if new industries (e.g., green industries, tech) gain government support.
- **Sustainable Infrastructure Enhancement:** Expand sustainable infrastructure in response to any evolving national climate priorities, focusing on renewable energy, public transit, and digital connectivity.

4th Review (Year 20): Responding to Evolving National Standards

- **Strengthen Local Environmental Protections:** Reassess environmental and conservation zones to ensure robust protections in the absence of NBA mandates, adapting to any new NES standards.
- **Align with Regional Transport and Housing Updates:** Adapt the spatial plan to reflect regional transport and housing funding opportunities, making adjustments to remain eligible for grants or national programs.



- **Support Emerging Economic Sectors:** Identify any government incentives for new industries and incorporate flexible zoning for economic diversification.

5th Review (Year 25): Preparing for Potential Legislative Shifts

- **Re-evaluate Legislative Compliance and Policy Alignment:** Assess whether new legislation has replaced or supplemented the RMA, making adjustments to ensure compliance and alignment with any national standards.
- **Strengthen Resilience Measures:** Enhance resilience in climate-vulnerable zones, particularly if national climate policies have shifted in response to global environmental standards.
- **Update Housing and Infrastructure Plans:** Incorporate the latest national policies on housing supply, infrastructure funding, and economic incentives, preparing for Waipā's next long-term plan.

6th Review (Year 30): Full Review and New Long-Term Vision

- **Comprehensive Legislative and Policy Alignment:** Develop a new 30-year spatial plan with the latest national legislation and policies as a foundation, including adjustments for population, technology, and climate needs.
 - **Sustainable and Resilient Land Use:** Integrate lessons learned over the previous 30 years, focusing on sustainable land use, resilient infrastructure, and flexible zoning to support future changes in government priorities.
-



i) Key Actions to Ensure Flexibility and Compliance

- **Legislative Monitoring:** Establish a process to monitor national legislative and policy changes, ensuring Waipā remains compliant and strategically aligned with current laws.
- **Flexible Zoning Policies:** Create adaptable zoning and land use policies that can respond to changes in housing density requirements, environmental standards, and industry trends.
- **Local Environmental and Resilience Commitments:** In the absence of NBA-style mandates, emphasize local commitments to biodiversity, green infrastructure, and climate resilience.
- **Leverage National Funding:** Align infrastructure and transport projects with government funding cycles, particularly in housing, transport, and sustainable infrastructure.
- **Regular Stakeholder Engagement:** Engage with community members, Mana Whenua/Iwi, and regional stakeholders to keep the spatial plan responsive to both national changes and local priorities.

By following this adaptive approach, Waipā's spatial plan can remain robust, legally compliant, and responsive to future legislative and policy changes, supporting a sustainable and community-focused growth strategy over the next 30 years.

Thus, there is a need to align with both Future Proof and the Waikato Regional Policy Statement.



Given the rapid population growth and urban expansion pressures in Waipā, **housing** and **infrastructure planning**, including the third bridge in Cambridge (which will be discussed later), these are critical components for achieving sustainable growth in alignment with both the **Future Proof Strategy** and the **Waikato Regional Policy Statement (WRPS)**. Below are expanded recommendations with a specific emphasis on housing strategies and the strategic placement of a third bridge in Cambridge to support Waipā’s spatial planning goals.



7. Housing Development and Density Recommendations

The spatial plan should address Waipā’s **urgent** need for diverse and affordable housing options. This involves designating high-density areas, accommodating population growth efficiently, and supporting housing affordability and accessibility. The Future Proof Strategy advocates for urban densification to manage growth within established urban areas, while the **Waikato Regional Policy Statement** WRPS emphasizes efficient land use and the protection of rural character. The government has identified Waipā as a Tier 1 area.

a) Recommended Housing Strategies for Ahu Ake

- i. **High-Density Residential Zones near Transport and Employment Hubs**
 - **Action:** Designate high-density residential zones around key transport corridors and employment centres in Cambridge, Te Awamutu, and other developing urban centres. This includes areas near proposed transit routes and public amenities, encouraging a walkable, transit-oriented approach.
 - **Benefits:** Concentrating high-density housing in these zones will reduce car dependency, minimize urban sprawl, and ensure efficient infrastructure use. It also aligns with Future Proof’s urban containment strategy by promoting growth within designated areas.
 - Affordable Housing and Mixed-Use Development Initiatives
 - **Action:** Allocate specific zones within Cambridge and Te Awamutu areas for affordable and mixed-use developments, integrating residential, retail, and commercial spaces. Incentivize affordable housing by offering density bonuses or



fast-tracked approvals for developments that meet affordability criteria.

- **Benefits:** Mixed-use developments help reduce travel distances between housing, workplaces, and amenities – (live, work, play), supporting vibrant, self-sustaining communities. These zones cater to a variety of demographics, including young professionals, families, and elderly residents, while addressing Waipā’s housing affordability challenges.
- **Greenfield and Brownfield Housing Developments**
- **Action:** Identify suitable greenfield (undeveloped land) and brownfield (previously developed land) sites for housing projects, especially in locations that won’t encroach on prime agricultural or ecologically sensitive areas and/or use existing infrastructure capacity or can easily be integrated.
- **Benefits:** This approach provides flexibility to accommodate population growth without compromising Waipā’s rural character. It also offers opportunities to implement innovative housing designs and sustainable urban development practices.

ii. Intergenerational and Community-Oriented Housing

- **Action:** Develop intergenerational housing zones/areas that provide a mix of single-family homes, townhouses, and multi-unit dwellings to accommodate families, elderly residents, and young adults. Consider incorporating community-oriented housing models, such as co-housing or communal green spaces.



- **Benefits:** Intergenerational housing supports social cohesion and provides flexible housing options for changing family needs. It also aligns with WRPS values by promoting social inclusivity and resilience.

b) Infill Housing and Redevelopment of Underutilised Areas

- **Action:** Encourage infill housing projects within established neighbourhoods, redeveloping underutilized sites to increase housing density without requiring new infrastructure. Offer incentives for sustainable building practices and designs that complement the existing neighbourhood character.
- **Benefits:** Infill housing maximizes existing infrastructure, reduces the need for new development on greenfield sites, and supports a compact urban form. This approach aligns with both the WRPS and Future Proof objectives for sustainable and efficient land use.

8. Central Business District Considerations:

c) Need for a Distinct Vision for Cambridge's Central Business District (CBD)

One critical area for consideration is the development of the District's Central Business Districts, particularly Cambridge. A separate, detailed vision is essential for the Cambridge CBD as it serves as a service centre for both residents and people from nearby districts. This cross-boundary use skews local demographics, which must be accounted for in any spatial planning.



d) Fundamental Gaps in Spatial Coverage

Ahu Ake does not adequately cover essential spatial planning elements, which undermines its effectiveness as a spatial plan. This omission suggests that the current blueprint lacks a foundational understanding of spatial planning requirements.

e) Lack of Strategic Focus on Cambridge's CBD

As illustrated by the example of Cambridge's CBD, **a spatial plan should be an outcomes-based, long-term framework, as described by the New Zealand Planning Institute's 2022 paper on spatial planning.** The paper emphasizes that spatial plans should offer a high-level strategic vision and spatially map future development, resolving conflicts and managing cumulative environmental impacts. **Ahu Ake falls short of these benchmarks, particularly for key areas like the Cambridge CBD.**

f) Concerns with Core Data and Projections

While population growth is acknowledged, Ahu Ake relies on outdated projections (over six years old) and has not integrated updates from the recent Future Proof Strategy. The figures also fail to consider users of Waipā's facilities who live outside the district, which affects the plan's accuracy and relevance. Additionally, community consultations have not been fully documented, and the **"World Café" findings lack transparency regarding participants' demographics (e.g., age bands, occupations, gender, and ethnicity), limiting the plan's representativeness – see critical analysis below.**

g) Engagement and Consultation Shortcomings

Engagement with Waipā's community has been limited, lacking sufficient detail to convey a clear long-term vision. The consultation process, including roadshows, was based on flawed assumptions and directed by an overly



academic, PR-driven approach. For a truly community-driven plan, engagement needs to be transparent, inclusive, and rooted in current, evidence-based data sets and appropriately skilled questioners and relevant questions/statements.

h) Vision and Consultation Language

Part A of Ahu Ake refers to “vision, outcomes, and influences,” yet the language is top-down, using terms like “Work with,” “Tell,” and “Seek out.” This suggests a one-way narrative, where the community is informed rather than actively involved in shaping the plan. Community well-being should be the core focus, but this is not reflected in Ahu Ake’s spatial approach.

i) Short-Term Vision Misaligned with Long-Term Spatial Needs

The vision presented on page 11 is suited for an annual or 10-year plan, **but it does not adequately project a 30-year outlook** required for true spatial planning. A truly visionary spatial plan must look to 2054 and beyond, setting tangible goals for the future landscape of Waipā.

j) Need for a Clear Strategy on Papakāinga and Development Vision

While Ahu Ake references Papakāinga (Māori communal housing) and cultural considerations, it lacks clarity on how these aspirations would be implemented within the spatial framework. Given the government’s requirement for a 30-year housing vision, Cambridge’s rapid growth (over 2% annually) highlights the need to identify specific development areas to accommodate future housing demands.

k) Transportation Strategy Gaps

The Council’s transportation strategies have been inconsistent, with recent setbacks and unresolved issues, such as the “bridge blue swathe” controversy. **The transport component of Ahu Ake fails to address local needs, such as**



parking in Cambridge and future bridge requirements, instead reflecting a regional, one-size-fits-all approach and a top-down strategy.

l) Funding and New National Guidelines on Regional Deals

Although Ahu Ake touches on investment planning, **it does not account for the government’s recent guidance on funding alternatives**, including place-based regional deals. This oversight disregards a critical funding opportunity that should inform Waipā’s spatial planning.

m) Uneven Coverage of Environmental Spaces

While the vision for the Waikato River and peat lakes is adequately addressed, **other environmental areas are not covered** as comprehensively. For example, reference to biodiversity should be left to the National Policy Statement (NPS) as it overrides local policies, and changes to the freshwater NPS are pending. Waipā has always protected its Maunga and viewshafts and SNA’s but any extensions or protected areas are not properly mapped so as to inform development in the future

n) Failure to Address Localized Growth Dynamics

Although Ahu Ake highlights “connected towns,” it lumps Cambridge, Te Awamutu, and Kihikihi together, **overlooking Cambridge’s rapid growth since amalgamation**. As of 2024, Cambridge’s population is about 55% larger than Te Awamutu’s, and its demographic trends—such as a higher aging population—and “desirability” must drive tailored planning responses.

o) Misaligned Urban and Rural Development Assumptions

The assumption that trends toward walking, cycling, and public transport are universally applicable disregards the unique demands of smaller centres like Cambridge and Te Awamutu. This city-centric approach contrasts with the



recent shift in government priorities, emphasizing Roads of National Significance (RONs) and deprioritizing cycling infrastructure.

p) Inaccurate Representation of Industrial and Economic Growth

The reference to industrial growth in central Cambridge is misleading, as zoning changes have moved industrial activities to a broader commercial classification. Future economic growth should accommodate small business expansion and recognize that Waipā's economic landscape (as the current data set shows) is driven by a majority of self-employment and small businesses rather than large-scale industrial activities.

q) Lack of Specific Vision for Infrastructure and Services

Page 46 of Ahu Ake mentions lifeline utilities **but fails to specify where new business growth and public services will be located to support community resilience**. This omission underscores a lack of spatial planning for essential infrastructure and service placements within the district.

r) Underdeveloped Strategy for Specialized Infrastructure

Ahu Ake does not address the placement of specialized infrastructure within a sub-regional context, an essential factor for affordability and efficient resource distribution. Identifying strategic locations for infrastructure within a larger regional framework could provide substantial cost saving benefits.

s) Need for a Strong Place-Based Approach

While the spatial plan appropriately references a place-based approach to health services, **it lacks specificity on where these services should be located**. For the spatial plan to guide future development effectively, it should designate commercial centres or accessible locations for such essential services.



t) Inadequate Consideration of Future Policy Changes

Compliance with legislation and higher-order plans is a given, but Ahu Ake does not adequately account for the potential impacts of imminent policy changes, such as the new Infrastructure Act and Resource Management Act reforms. These reforms could grant landowners more autonomy and streamline development processes, which Ahu Ake should anticipate and address.

u) Example - Missed Opportunity for a Detailed Vision for Cambridge's CBD

The absence of a clear vision for Cambridge's CBD is a significant oversight. For example, **allowing for vertical mixed-use development in the CBD could accommodate future housing demands while preserving land for other uses.** Cambridge's designation as a Tier 1 area supports the potential for residential development above commercial spaces and in appropriate areas.

v) Lack of Focus on Local Transport Needs

The Hamilton-Waikato Metro spatial plan primarily emphasizes Hamilton and overlooks the distinct transport needs of Waipā's smaller centres. Local solutions such as ring roads, park-and-ride facilities, and enhanced parking facilities (or incentives) in Cambridge would address specific needs more effectively than a regional focus on public transport.

w) Emphasis on "Place" Overlooked

Ahu Ake lacks a true spatial focus on "place" as it fails to designate locations for future growth and commercial development in Cambridge. Top-down planning, without community-driven insights, risks overlooking Waipā's specific and localized needs, potentially delaying necessary development.

x) Conclusion

In our respectful view, **the Ahu Ake Spatial Plan requires significant adjustments to align with Waipā's unique demographics, evolving growth**



patterns, and current legislative requirements. The plan’s lack of localized, data-driven insights and specific place-based planning undermines its effectiveness as a long-term strategy. A more comprehensive targeted consultation process, updated data, and a clearer focus on “place” (with appropriate maps) is essential to create a spatial blueprint that genuinely reflects Waipā’s needs and aspirations for the future.



9. Lack of Long-Term Vision in Part B

Page 50 of Ahu Ake acknowledges the repeal of key legislation by the current government, signalling a period of major legislative change. While this shift does not diminish the need for community-driven spatial direction, **Part B’s emphasis on “storytelling” and “aspirations” lacks a clear, forward-looking vision. Spatial planning must focus on place-based strategies rather than generalized aspirations alone**, as this risks diluting the fundamental purpose of a spatial plan.

a) Limited Place-Based Focus in Community Feedback

- Feedback from the 2023 community engagement process includes input from partners, stakeholders, and the Waipā community, **yet only two out of the seven areas mentioned in the aspirational narrative relate to specific places**. This represents a missed opportunity to address place-based priorities that should underpin strategic opportunities and implementation plans.

b) Housing Needs: Lack of Place-Based Strategy

- **While the emphasis on housing is appropriate, Ahu Ake lacks a spatial approach to address “where” new housing and accompanying infrastructure should be located**. The statement that Waipā has “yet to expand beyond the growth areas set out in 2024” is misleading. Current government policy requires a 30-year supply of land for residential, commercial, and industrial use. Waipā’s current planning does not meet this requirement given recent changes in growth projections and plan amendments AND the ongoing development of zoned areas by developers.



- **The spatial plan should address *where* additional people will be housed** and *how* Waipā will support places for work, recreation, and services.

c) Specific Issues with Housing Section:

- **Page 55:** It is unrealistic for Waipā District Council to aim to meet “all residents’ needs” in a manner that is fully “integrated, affordable, accessible, and multi-generational.” **The Council is not a housing developer.** A spatial plan should instead identify suitable locations for diverse housing types, encouraging mixed communities while allowing for varying development forms, including high-rise residential and offering incentives to encourage delivery.
- **Inclusivity in Development Types:** While the focus on Māori housing developments is valuable, similar opportunities should be available for other forms of collaborative or innovative housing, such as eco-communities or co-housing. This approach overcomes the criticism of a separatist view and fosters a community inclusive of various housing models.
- **Location for Growth:** The reference to 10,000 homes and 180 hectares of industrial space is useful, **but Ahu Ake fails to specify *where* these developments will/should occur.** Without a clear spatial strategy, these targets lack actionable direction.
- **Infrastructure Needs (Page 56):** Infrastructure planning must precede development, requiring spatial alignment on where infrastructure will be needed.



Cambridge’s past experience of rapid, unsupported and pent-up growth underscores the need for a proactive approach.

- **Three Waters:** With the possible pending removal of Three Waters from Council’s direct management, funding mechanisms and scale advantages present new opportunities for off-balance-sheet financing. This strategic shift is unaddressed in Ahu Ake, missing an opportunity for innovative funding aligned with place-based requirements.

d) Misalignment in Strategic Opportunities (Page 56)

- **The “Strategic Opportunities” section misses key place-based aspects. Restrictive language such as balancing “traffic levels and pedestrian amenities” is too narrow;** additional factors like bridge placements, CBD accessibility, parking, and vertical (upward) development should also be addressed to ensure an integrated vision for Cambridge and other centres

e) Outdated Information on Infrastructure Needs

- **The information on future land, residential, and commercial needs is out of date.** Waipā has a high proportion of small business operators, and growth has been faster in areas like Cambridge, reflecting desirability that is not captured by 2018 projections. A spatial plan should not rely on historical averages but instead present a vision based on current and expected future needs of specific places utilising up to date data sets.



f) Failure to Strategize Long-Term Growth in Cambridge CBD

- Ahu Ake misses the opportunity to outline a growth strategy for Cambridge's CBD. Strategic spatial planning should begin with an assessment of current growth areas, identifying where future expansion will be needed. Cambridge, as an example, has seen substantial growth and requires a tailored vision that considers height restrictions, development zones, accessibility, and infrastructure.

g) Vision for Infrastructure and Transportation

- **Infrastructure Preceding Development: Infrastructure needs should be mapped out in advance to support growth efficiently.** The last transport strategy was poorly managed, and Councillors recently deferred investment, illustrating the need for a coordinated spatial approach that prioritizes strategic investments.
- **Housing Strategy: The update to the housing strategy should be a core function of Ahu Ake.** Affordability is beyond the Council's control, but clear zoning and planning for diverse housing options can support this goal as long as it is without excessive regulatory barriers.

h) Insufficient Focus on Placemaking

- **Placemaking should have been a central focus of Ahu Ake.** Proper consultation on placemaking would have yielded a clearer vision, particularly for



CBD areas. Without this, the spatial plan fails to offer specific, actionable steps toward creating vibrant, functional spaces across Waipā.

i) Lack of Specific Vision for Cambridge's CBD and Beyond

- **Ahu Ake could have outlined a vision for Cambridge's CBD master plan, identifying areas for growth, accessibility improvements, and vertical development options.** Issues such as bridge access, ring roads, park and ride bases, parking, and residential units above commercial spaces should have been included to address the growing needs of Cambridge's population and economy.

11. Need for Practical Design Guidance

- **Design guidance within the spatial plan should be just that—guidance, not rigid restrictions.** Excessive regulation can stifle innovation. Community input on design standards, combined with flexibility for developers, could achieve a balanced approach that encourages high-quality, adaptable development.

j) Reassessment of Karapiro's Future

- **The planned C2P expressway extension necessitates a rethinking of Karapiro's layout.** The spatial plan should address how Karapiro will evolve within its three distinct areas: the domain and surrounds, the village between the river and expressway, and the school and service centre. A place-based strategy is essential for integrating these spaces within the wider Waipā vision.



k) Articulating a Place-Based Vision for Waipā's Future

- A spatial plan should present a vision that aligns community values with long-term spatial requirements, balancing the protection of Class I and II land with the need for development. Waipā can support diversification by designating spaces for innovative businesses, incentivizing local economic growth in appropriate locations (e.g., a rate discount for businesses that contribute to innovation).

l) Addressing Connectivity and Infrastructure for Major Towns

- **Ahu Ake acknowledges Waipā's service centres, but the focus is largely on villages.** Major towns should also be emphasized for their role in delivering services and connecting to wider networks. Professional services, healthcare, and commercial hubs should be strategically positioned and allowed to further develop to serve both rural and urban areas effectively.

m) Inadequate Planning for Increasing Foot Traffic in Town Centers

- Waipā's growing population requires improved infrastructure in town centres. The spatial plan should address the rising demand for parking, ease of access, and connectivity within CBD areas, particularly in Cambridge and Te Awamutu.

n) Missed Opportunities in Strategic Planning (Page 63)

- The blue box on strategic opportunities **lacks actionable steps for fostering growth in places like Hautapu, the airport precinct, and Cambridge and Te**



Awamutu's commercial areas. The omission of a place-based strategy undermines the plan's effectiveness in managing growth for the next 30-50 years.

o) Outdated Planning Rules

- Current planning rules are restrictive, and the government is considering relaxing regulations that inhibit land use. A spatial plan must articulate a destination vision before considering management strategies. This is absent from Ahu Ake.

p) Use of Up-to-Date Data in Mapping

- The legend on page 66 relies on 2016 data. **A forward-looking spatial plan must identify where additional housing, workspaces, and recreational areas will be established**, considering current and projected needs for each distinct area.

q) Planning for Climate Resilience and Flood Risks

- **While climate change policies are largely nationally created**, Waipā's spatial plan should consider climate impacts when choosing suitable future development sites. Flood plains, for example, may be more suitable for recreational use rather than residential development.

r) Issues with Transport Strategy

- The transport section (pages 73-76) is city-focused, unrealistic for Waipā's demographics, and **does not address critical issues like parking, CBD access, or planning for aging populations**. Key government infrastructure projects such as the Southern Links Rooding Network and C2P expressway should inform



future transport strategies, yet Ahu Ake although referencing these, lacks this forward-thinking vision.

s) Community Spaces and Infrastructure for Older Populations

- **Waipā's aging population requires accessible community spaces.** While Ahu Ake acknowledges community spaces, it lacks a specific vision for where and how these spaces should be developed to meet future needs.

t) Cultural and Community Sites

- **Connections to cultural sites are important,** but the spatial plan must go beyond general references. A place-based approach would define where public spaces, such as those for outdoor art or community gatherings, should be located, providing tangible benefits to the community.

u) Three Waters Infrastructure

- Although Three Waters is likely to be managed outside of the Council's direct control, **planning for water infrastructure placement still remains critical.** Ahu Ake should articulate a vision for essential utilities, ensuring they align with Waipā's growth and the wider Waikato basin Council participants.

v) 24. Vision and Specificity in Key Moves Summary (Pages 88-89)

- The summary map and key moves attempt to designate places but **falls short by failing to specify expansion sites.**



10. Part C: Priorities and Key Issues

a) Lack of Regional Context in Service Catchments

- **The overview of service catchments is overly simplistic, referencing only the Waipā district without consideration of adjacent districts, such as Waikato, Hamilton and Otorohanga which contribute significantly to Waipā (and Cambridge’s) service demand.** This limited scope overlooks the impact of cross-boundary service use, skewing population and service needs assessments. Additionally, the draft 2024 Future Proof Strategy fails to incorporate updated government mandates for Tier 1 areas, such as required density standards for height, coverage, and population numbers. Both Cambridge and Te Awamutu, as Tier 1 areas, must align with these requirements.

- **Cambridge-Specific Needs**

While Ahu Ake acknowledges Cambridge’s potential need for expansion, **it lacks a thorough exploration of how this expansion should occur**, specifically the strategy of building “up” rather than “out” to limit unnecessary land consumption.

- **Cycling Infrastructure Misalignment**

The mention of Te Miro as a cycling focus is perplexing given that Cambridge’s velodrome is centrally located between St Peter’s School and Cambridge’s urban area. The spatial plan should prioritise cycling networks that align with existing infrastructure.



- **Underestimated Population Growth for Cambridge**

Cambridge’s population estimate of 21,300 likely underestimates actual growth, given the average annual increase in recent years. Most residential growth cells have been reclassified as active zones and are currently under development. Additional land for development, or a stronger focus on upward development, will be essential to accommodate future demand, as remaining future development areas currently consist primarily of large-lot zones.

- **Industrial Expansion and Its Impacts**

The industrial area in Hautapu is undergoing expansion with a current plan change in progress and a recent one completed. This additional industrial land will likely drive further housing demand nearby (Cambridge urban area), supporting a “live-work-play” model within Waipā that requires careful spatial planning.

Community Aspirations (page 99)

- **Placemaking**

Ahu Ake should explicitly adopt an “up, not out” policy in its vision to support sustainable land use, minimizing urban sprawl and preserving rural spaces as well as utilising existing infrastructure.

- **Economic Development Vision**

While the focus on economic development is valuable, it should be more specific. A vision for Cambridge’s commercial growth—such as developing



restaurant and retail spaces on the southern riverbank—should be realistic, taking into account practical constraints.

- **Environmental Aspirations**

Aspirations for river connections, gully restoration, “sponge city” initiatives, and Lake Te Koo Utu restoration are **laudable but require substantial funding and should be prioritized behind critical infrastructure and services and as funding allows.**

- **Community Facilities and Prioritization**

Community aspirations around facilities can provide useful guidance for Councillors. However, priorities should be clearly defined to distinguish between essential and non-essential projects.

- **Connectivity and Transportation**

Cycleways should not be viewed as the only method for connecting Leamington. It is essential to consider alternative transport options, particularly given the complexities of a new bridge location. Forced reliance on specific modes or positions without comprehensive planning may create accessibility issues rather than solving them.

- **Geographic Mapping Gaps**

While the maps of various regions (e.g., Karapiro, Te Miro, Centre-North) are a good starting point, they lack the spatial detail required for an actionable



plan. A specific map for “Rural Spaces” would be beneficial, clearly indicating land classes to guide agricultural and development decisions.



11. Implementation (Part D)

- **Clarity on Role of Annual and Long-Term Plans**

The opening paragraph refers to **projects and services, which are more appropriately covered in the Annual and 10-year plans rather than a long-term spatial plan**. A spatial plan should emphasize high-level, place-based visioning rather than immediate project specifics.

- **Use of “Vision” in Implementation**

While the term “vision” is used to denote a long-term strategy, the current language is vague and lacks specificity. The plan should articulate a clear, consistent 30-year vision that remains adaptable to changing community needs and policy frameworks.

- **Timeliness of Secondary Strategies**

The proposal to develop secondary strategies within the first decade (2024-2034) is far too delayed. Waipā needs a clear spatial framework **now**, not later. Delaying strategic frameworks contradicts the purpose of a spatial plan, which should set out actionable steps for the present and near future to guide growth efficiently.

b) Future Development and Housing Strategy

- **Clear Spatial Allocation for Future Growth**

The plan lacks specificity on where future development and housing will be located. This omission does not meet government requirements under the



National Policy Statement on Housing & Urban Development (NPS-HUD) and the Ministry of Housing and Urban Development (Min HUD), which mandate a rolling 30-year vision. With Waipā's District Plan up for review within the next two years, it is imperative to start detailing housing and development strategies now and implementing them in that timeframe.

c) Placemaking Framework

- **Community Involvement in Placemaking**

The placemaking framework outlined in Ahu Ake appears misaligned and underinformed. Effective placemaking requires active community involvement to ensure that development aligns with local identity and needs. Urban design guidelines could support placemaking efforts, but they must be created in consultation with the community to reflect shared values.

d) Transport Strategy and Strategic Framework

- **Failure of Existing Transport Strategy**

The existing transport strategy has faced several setbacks and has not adequately addressed the district's transportation needs. Ahu Ake's strategic framework should include robust community input on future transport plans, as effective spatial planning depends on a well-integrated transportation network. This will include the third bridges placement.



e) 6. Environmental Considerations

- **Increasing Central Government Oversight**

Environmental policies are becoming more centralized under government control with a number of new National Policy Statements (NPS) proposed (up to 17) and revised Resource Management Act (RMA) legislation. Ahu Ake should clarify the limits of Council control over environmental zoning, specifying where community input can influence environmental policy.

f) Community Spaces and Development Timing

- **Delayed Implementation of Community Spaces**

Suggesting community spaces for development in the second decade (2034-2044) is impractical given the current rate of growth in Waipā. Essential community spaces should be prioritized as to place within the next five to ten years to support population needs in real-time.

g) . Urgency for Karapiro's Development Plan

- **Immediate Focus on Karapiro's Domain**

Karapiro's domain is widely recognized as a unique community asset, yet Ahu Ake defers its development. Given its importance, a detailed place-based strategy for Karapiro should be implemented now, rather than postponed. It is also critical to recognize the existing long term management contract and the ongoing review under the Reserves Act which should be informed by the spatial plan.



h) Balancing Mana Whenua and Broader Community Aspirations

- **Inclusivity of Broader Community Aspirations**

While the report appropriately addresses Mana Whenua and Iwi aspirations, it does not adequately capture the broader community's goals and aspirations. A balanced approach is essential to create a spatial plan that resonates with the entire community, not just select groups.

12. Concerns about the World Café process – a critique.

We have sourced a report on the World Café process adopted as a consultative measure. It is denoted as Draft 1.

The facts disclosed at 7.5 in the Engagement summary report are:

- A. 143 people registered their interest in being involved.
- B. Selection was quote “based upon their demographics in order to create a group that most closely represented the future demographic of the district in terms of age, ethnicity, geographic location and family makeup.”
- C. “The process was guided by selection criteria which outlined the current and future demographics and ideal makeup of a group of 45 people”



- D. 45 people were selected but 3 were unable to take part due to possible conflict and an inability to take part in at least two workshops. So, 42 were involved.
 - E. The first workshop (a briefing?) was attended by 29 people - (69%)
 - F. The second workshop to consider 4 key topics (placemaking and housing, parks and public facilities, economic development, and heritage, arts and culture) was attended by 27 people – 64%
 - G. The third workshop was an online session for the 15 people unable to attend – 6 attended so that makes 33 out of 42 – 78%
 - H. Final workshop was to review a list of draft recommendations (prepared by staff and limited to 3 per topic) – 23 attended (55%)
-

13. **Our Research on the World Café Concept, Process and suggested Inadequacies in the process followed here:**

We have researched the World Café concept and note that to meet the standards set out by the organisation based in Canada we were advised the following:

*For a "World Café" consultation process tailored to a community of **40,000 people** with an evolving and growing demographic, it's essential to ensure that the participants reflect the **diverse characteristics of the community**. The World Café format thrives on inclusivity and broad representation, so selecting an optimal participant group is critical to capturing the full spectrum of community perspectives.*



Here are key considerations and recommendations for the **optimum participant group size and composition** for a successful World Café consultation:

a) Total Participant Group Size

- **Recommended Group Size:** Aim for **120-150 participants** as an optimum number for a population of 40,000. This allows for a robust sample while keeping the process manageable.
- **Rationale:** This group size provides enough diversity to cover various age groups, geographic locations, and family structures, while still allowing each voice to be heard and reducing logistical complexity.

b) 2. Age Demographics

To capture insights across different life stages, the World Café should ideally represent a balanced distribution of age groups, reflecting both current residents and future needs.

Recommended Breakdown:

- **Youth (15-24 years):** ~20% of participants (24-30 people)
- **Young Adults (25-39 years):** ~25% of participants (30-38 people)
- **Middle-Aged Adults (40-64 years):** ~30% of participants (36-45 people)
- **Seniors (65+ years):** ~15% of participants (18-23 people)
- **Children's Advocates (Under 15):** ~10% of participants represented by advocates (12-15 people)
- **Rationale:** This breakdown reflects a community with a balanced age distribution, capturing perspectives from young people who envision future changes and seniors who may prioritize current amenities and access. Including advocates for children ensures that their unique needs and aspirations are considered.



c) Geographic Representation

To ensure geographic diversity, participants should be selected from various parts of Waipā to reflect rural, suburban, and urban needs and preferences.

- **Recommended Representation by Location:**
 - **Cambridge (urban area):** ~40% of participants (48-60 people)
 - **Te Awamutu (urban area):** ~30% of participants (36-45 people)
 - **Rural Communities (small towns and villages):** ~20% of participants (24-30 people)
 - **Newer Suburban Areas:** ~10% of participants (12-15 people)
- **Rationale:** This geographic breakdown acknowledges the larger populations in Cambridge and Te Awamutu while ensuring that the unique needs of smaller rural communities and newer suburban developments are represented. This spread ensures that concerns like urban infrastructure, rural land use, and emerging suburban services are all captured.

d) Family and Household Composition

Given that family makeup directly impacts perspectives on housing, community amenities, and schooling, it's important to ensure varied representation by family structure.

Recommended Representation by Family/Household Type:

- **Single-Person Households:** ~15% of participants (18-23 people)
- **Couples without Children:** ~20% of participants (24-30 people)
- **Families with Young Children:** ~30% of participants (36-45 people)
- **Families with Older Children or Teenagers:** ~20% of participants (24-30 people)
- **Multi-Generational Households:** ~10% of participants (12-15 people)



- **Elderly Residents (Living Alone or in Elderly Communities):** ~5% of participants (6-8 people)
- **Rationale:** This structure ensures that the full spectrum of family needs is considered, from childcare facilities to elderly accessibility and intergenerational living needs. Multi-generational households, in particular, can offer perspectives on shared amenities and community cohesion.

e) Cultural and Ethnic Diversity

Waipā's consultation process should also reflect the community's cultural makeup, including Māori perspectives as well as input from other ethnic groups.

Recommended Cultural Representation:

- **Māori:** ~20% of participants (24-30 people)
- **Other Ethnic Groups (e.g., Pacific, Asian):** ~10% of participants (12-15 people)
- **New Zealand European and Other:** ~70% of participants (84-105 people)
- **Rationale:** This breakdown ensures the inclusion of Mana Whenua and Mataawaka perspectives and captures diverse cultural values, particularly for community design, heritage protection, and public space planning. Māori perspectives are essential for aligning the spatial plan with Māori economic, social, and environmental values.

f) Additional Representation Considerations

- **Youth and Community Advocates:** Include representatives for children, youth, and vulnerable groups to ensure their specific needs are addressed in the planning process.
- **Local Business and Economic Stakeholders:** Invite participants from small business owners, agricultural sectors, and emerging industries to capture perspectives on economic development, job creation, and industry needs.
- **Environmental Advocates and Experts:** Consider including environmental experts or advocates to inform discussions on sustainability, conservation, and climate resilience, which are increasingly relevant for spatial planning.



Summary of Optimal World Café Participant Composition for Waipā’s Ahu Ake Spatial Plan

Group Percentage Approximate Count

Total Participants 100% 120-150

Age Distribution

- Youth (15-24 years) 20% 24-30

- Young Adults (25-39 years) 25% 30-38

- Middle-Aged Adults (40-64) 30% 36-45

- Seniors (65+ years) 15% 18-23

- Children’s Advocates 10% 12-15

Geographic Representation

- Cambridge 40% 48-60

- Te Awamutu 30% 36-45

- Rural Communities 20% 24-30



Group **Percentage** **Approximate Count**

- Newer Suburban Areas 10% 12-15

Family/Household Structure

- Single-Person Households 15% 18-23

- Couples without Children 20% 24-30

- Families with Young Children 30% 36-45

- Families with Older Children 20% 24-30

- Multi-Generational Households 10% 12-15

- Elderly Residents 5% 6-8

Cultural and Ethnic Diversity

- Māori 20% 24-30

- Other Ethnic Groups 10% 12-15

- NZ European/Other 70% 84-105



g) Conclusion

By gathering a diverse group of 120-150 participants, the World Café process for Waipā’s Ahu Ake Spatial Plan would have achieved a comprehensive, representative understanding of community needs and aspirations. This composition reflects Waipā’s demographic diversity, covering a wide range of age groups, geographic locations, family structures, and cultural backgrounds. This broad and balanced participation will help ensure that the Ahu Ake Spatial Plan aligns with the evolving needs of Waipā’s community, fostering a plan that resonates with current residents while anticipating future growth and development.

- i. Given that the “World Café” was intended to cover 4 areas that were considered at the time as “gaps” one must question the value of the recommendations based upon the number of participants.**
- ii. We have reviewed the recommendations for each “gap” topic. While we agree that the topics related to place there was little or no consideration or mapping as to where the growth should be accommodated AND the recommendations appear to have been “crafted” as generalizations and are not place specific.**
- iii. We do not have the resources to prepare the maps although through our “local knowledge” we can identify suitable areas for development.**
- iv. We have however given consideration to the “Third Bridge” and believe this should have been a strategic decision which needs to be taken now**

We set out our reasons:



14. Consideration of the Third Bridge in Cambridge within the Ahu Ake Spatial Plan

As Waipā District's Ahu Ake Spatial Plan addresses growing infrastructure needs, housing demands, and regional connectivity, **a third bridge in Cambridge emerges as a strategic infrastructure priority**. Incorporating the third bridge within the spatial plan aligns with the district's long-term goals for sustainable growth, improved transport efficiency, and reduced congestion in Cambridge's town centre. Below are key considerations for the third bridge as part of the spatial planning process.

a) Strategic Location: Downstream of Existing Bridges

- **Incorporation into the Spatial Plan:** Designate a downstream location for the third bridge (downstream of the Victoria and Fergusson bridges), connecting Leamington and surrounds directly with State Highway 1 (SH1). This location should be clearly mapped in the spatial plan as a critical transport node
- **Planning Objective:** This positioning is to relieve pressure on central Cambridge by creating a bypass route for through-traffic, particularly for commuters from new residential areas on the Leamington side. It provides an alternative route that reduces congestion in the town centre, enhancing accessibility and liveability in urban areas.
- **Alignment with Regional Priorities:** A downstream bridge aligns with the **Future Proof Strategy** for urban containment and the **Waikato Regional Policy Statement (WRPS)** for sustainable infrastructure, which encourages efficient transport solutions that reduce the environmental impact of high traffic volumes in town centres.



b) Support for Residential Growth and Housing Density Targets

- **Incorporation into the Spatial Plan:** Integrate the third bridge as a key transport infrastructure project supporting Waipā's planned residential growth zones, particularly on the Leamington side of Cambridge where new housing developments are anticipated as a result of recent plan changes.
- **Planning Objective:** The bridge serves as an essential link between housing areas and employment hubs, enhancing accessibility to SH1 and reducing reliance on existing road infrastructure. As the Ahu Ake Spatial Plan emphasizes increased housing density in urban zones, this bridge will enable the efficient movement of residents, supporting Waipā's housing goals without increasing traffic burdens on local roads.
- **Alignment with Regional Priorities:** By providing robust infrastructure support for higher-density housing areas, the bridge aligns with Future Proof's objective of promoting urban densification and efficient land use, helping Waipā meet regional housing targets while maintaining transport efficiency.

c) Environmental and Cultural Impact Assessments

- **Incorporation into the Spatial Plan:** As part of the planning process, mandate environmental and cultural impact assessments to evaluate the proposed bridge site and design. These assessments should be integral to the project's feasibility studies and planning stages.
- **Planning Objective:** Incorporating these assessments ensures the bridge project aligns with Waipā's commitment to sustainable development and respects culturally significant areas. This involves identifying potential impacts on local ecosystems, water quality, and cultural sites significant to Mana Whenua/Iwi, with the aim of preserving environmental and cultural integrity.



- **Alignment with Regional Priorities:** This approach meets WRPS priorities, which emphasize sustainable resource management, biodiversity conservation, and the protection of culturally significant sites. By embedding these considerations in the spatial plan, Waipā demonstrates a commitment to environmentally responsible development.

d) Multimodal Transport Design to Support Sustainable Mobility

- **Incorporation into the Spatial Plan:** Outline a multimodal design for the third bridge, including dedicated pedestrian and cyclist lanes to promote active transport. The spatial plan should depict the bridge as part of a broader network of sustainable transport infrastructure and as a visual art form.
- **Planning Objective:** The inclusion of pedestrian and cycling pathways aligns with the spatial plan's goals for sustainable mobility, encouraging non-car transportation and increasing recreational access to the river. This supports the broader transport strategy of reducing car dependency and promoting healthy, active lifestyles.
- **Alignment with Regional Priorities:** A multimodal bridge design supports Future Proof's emphasis on sustainable and active transportation and aligns with WRPS objectives for low-impact transport solutions, contributing to Waipā's overall carbon reduction targets.

e) Traffic Flow and Congestion Management within Cambridge

- **Incorporation into the Spatial Plan:** Ensure that the spatial plan includes a detailed analysis of traffic flow improvements stemming from the third bridge, particularly in relation to reducing congestion in Cambridge's town centre. The bridge should be mapped as part of a comprehensive traffic management strategy.



- **Planning Objective:** By diverting through-traffic and heavy vehicles from central streets, the third bridge alleviates peak-hour congestion, optimizes traffic flow, and enhances safety in the town centre. This approach allows Cambridge to grow while preserving the accessibility and vibrancy of local businesses and public spaces and would fit in with park and ride and local public transport options.
- **Alignment with Regional Priorities:** A traffic-optimized bridge aligns with the WRPS goal of sustainable transport infrastructure that minimizes congestion and environmental impact. By planning for efficient traffic movement, Waipā supports the region’s broader sustainability and liveability objectives.

f) **Future-Proofing for Long-Term Adaptability**

- **Incorporation into the Spatial Plan:** Design the third bridge to accommodate potential future expansion or technological upgrades, ensuring it meets both current and projected needs over the 30-year planning horizon. The spatial plan should indicate the bridge’s capacity for phased expansion if future demand necessitates additional lanes or transport options.
- **Planning Objective:** A future-proofed bridge design allows Waipā to respond to evolving population demands and infrastructure needs, reducing the likelihood of costly upgrades in the future. This includes planning for EV (electric vehicle) charging stations, the possibility of public transit lanes, or modular expansion as needed.
- **Alignment with Regional Priorities:** This adaptive approach aligns with Future Proof’s focus on long-term planning for sustainable infrastructure and WRPS’s emphasis on resilient development that can accommodate changing demands, technologies, and environmental conditions.



- **g) Enhancing Economic and Community Benefits**
 - **Incorporation into the Spatial Plan:** Highlight the bridge as a key economic enabler in the spatial plan, supporting local businesses by improving accessibility to Cambridge’s retail and hospitality areas and encouraging investment in new commercial spaces.
 - **Planning Objective:** Improved connectivity from the third bridge facilitates economic growth in Cambridge by enhancing accessibility for residents and visitors, making the town more attractive for local businesses and tourism. This infrastructure investment will foster economic resilience and create a stronger link between housing, employment, and leisure zones.
 - **Alignment with Regional Priorities:** This approach supports WRPS and Future Proof’s objectives of economic sustainability and vibrant, accessible urban areas, positioning Cambridge as a well-connected community that balances growth with quality of life.

- **Conclusion**

The third bridge in Cambridge should be a foundational element of the Ahu Ake Spatial Plan, strategically enhancing Waipā’s transport network to support both current and future growth. By mapping the bridge’s location, integrating environmental and cultural safeguards, and prioritizing multimodal access, Waipā can ensure the bridge aligns with district and regional objectives for sustainable growth. Regular assessments in the spatial plan’s review cycles will ensure the bridge continues to meet evolving community needs and regional policy goals under the Future Proof Strategy and Waikato Regional Policy Statement.



Incorporating the third bridge in this way provides Waipā with a resilient infrastructure solution that supports housing, reduces congestion, and enhances Cambridge’s connectivity, making it a critical asset in the district’s long-term growth and sustainability strategy.

CONSULTATION WITH “STAKEHOLDERS”

Aa part of our assessment we have contacted several parties and groups who are named as stakeholders. **We consider, from the responses to us, that the approaches to them appear to have been poorly focussed** and in the main lip service so as to add to a list rather than obtaining place-based ideas and strategies for growth.

USE OF AGENCY AND COMMISSION REPORTS - DATA BASES AND REPORTS

Example:

On November 1, 2024, The Infrastructure Commission released a report – Taking care of tomorrow today *Asset management state of play.*

This report had specific analysis covering many of the areas highlighted as required in spatial planning with the emphasis on infrastructure.

The key sectors (and sub-sectors in brackets) are:

- energy (electricity, gas, liquid fuels)
- telecommunications
- water and waste (three waters, river control and flood protection, irrigation)
- transport (local roads, state highways, rail, air, sea)
- health (public, private)
- community (social housing, community buildings, parks and open spaces)
- education (primary and secondary, tertiary)
- other sectors (defence, land and forestry, justice).



These types of reports should inform a spatial plan for Waipā.



15. A Summary of Key Elements Needed for a Robust Waipā Spatial Plan

- **Identification of Core Challenges, Issues, and Opportunities**
 - **Outline the specific challenges, issues, and opportunities facing Waipā**, including regional dependencies such as the nearby Waikato district, Hamilton City and Otorohanga district, which relies on Waipā's facilities and infrastructure.
- **Defined Timeframe with Scheduled Reviews**
 - **Set a 30-year planning horizon**, with periodic reviews every 5 years to allow for adjustments based on growth, changing needs, and emerging trends.
- **Vision and Future Outlook**
 - **Articulate a clear vision** for how Waipā's key zones, districts, and development areas will look by 2054. This should include an interactive GIS map to visually represent the projected evolution of Waipā over time.
- **Strategic Pathway to Achieve the Vision**
 - **Outline a comprehensive strategy to implement this vision**, including any anticipated planning changes, such as the 2026 District Plan review, ensuring the spatial plan aligns with evolving legislation and community needs.
- **Comprehensive Scope Covering Key Areas**
 - i) **Land Use, Development, and Environmental Protection:** Manage natural and built environments sustainably, identifying areas for development, conservation, and enhancement.



- ii) **Infrastructure Provision:** Address needs for transport, utilities, and community infrastructure that align with future growth.
 - iii) **Iwi, Hapu, and Whānau Engagement:** Integrate Māori cultural and environmental priorities in partnership with Mana Whenua.
 - iv) **Climate Adaptation and Mitigation:** Implement strategies to address climate change impacts on Waipā.
 - v) **Risk Management for Natural Hazards: Identify** and mitigate risks related to floods, earthquakes, and other natural hazards.
- **Respect for Private Property Rights**
 - **Ensure that the spatial plan respects property rights**, creating policies that guide growth without imposing undue restrictions on landowners.
 - **Integration of National Policy and Advanced Technology**
 - **Use Geographic Information Systems (GIS) to create spatially-driven outcomes** and enhance evidence-based planning through AI and predictive modelling.
 - **Regular Community Engagement and Feedback Mechanisms**
 - **Establish a process for regular reviews that include community feedback** to keep the spatial plan relevant and aligned with local needs.
-



16. Detailed Challenges and Issues for Waipā

- **Population Growth and Location Strategy**
 - **Define where population growth will be directed**, with a clear strategy on whether expansion will be “up” (increased density) or “out” (sprawl), or a combination of both.
- **Management of Waterways and Wetlands**
 - **Address river, stream, and wetland management**, considering recent government policy changes regarding wetland protection.
- **Realistic Growth Projections**
 - **Avoid reliance on averaged growth data by targeting projections for desirable and high-growth areas**, focusing on Waipā’s actual growth trajectory.
- **Service Centre Growth in Cambridge and Te Awamutu**
 - **Define the development strategy for Waipā’s primary service centers**, including building heights, parking solutions, ring roads, park-and-ride facilities, and additional bridge infrastructure where needed.
- **Large Lot Subdivisions**
 - **Assess the desirability of further large-lot subdivisions**, identifying appropriate locations and ensuring that such developments are balanced with land conservation priorities.
- **Rolling 30-Year Residential Plan**
 - **Establish a clear plan for accommodating residential needs** over a rolling 30-year timeframe, with specific zoning for future housing demand.



- **Papakāinga and Multi-Dwelling Development**

- **Identify zones for Papakāinga (communal Māori housing) and multi-generational living arrangements**, supporting inclusive and culturally aligned housing solutions.

- **Three Waters Infrastructure Planning**

- **Determine optimal locations for water and wastewater treatment facilities**, anticipating potential advances in technology and regulatory guidance from central government.
-



17. Key Opportunities for Waipā

- **Industrial Growth for Economic Development**
- **Identify zones to attract industries that contribute to a live-work-play environment**, building Waipā’s economic base and creating local employment opportunities.
- **Productive Use of Class I and II Land**
- **Leverage Waipā’s high-quality agricultural land** to support innovative, community-driven rural enterprises. Immediate zoning adjustments may be necessary to support this vision.
- **Defined Vision for CBDs and Satellite Areas**
- **Establish tailored visions for the CBDs of Cambridge and Te Awamutu**, including guidelines for building heights, zoning for business growth, and development strategies for satellite areas like Leamington, Ōhaupō, and Kihikihi.
- **Future Green Spaces and Recreation Areas**
- **Plan for additional parks, recreational spaces, and cultural installations**, mirroring the strategic foresight that originally shaped Cambridge.
- **Business Park Development**
- **Designate areas for future business parks akin to the Titanium Park model**, supporting local entrepreneurship and innovation.
- **Rating Holidays for Private Investment**
- **Offer temporary property tax exemptions to incentivize private investments** in infrastructure, innovation, and community-focused projects.



- **Capitalizing on Cambridge's Strategic Location**
 - **Highlight Cambridge's desirability and strategic location** near Auckland and Tauranga, leveraging its connectivity via major transport routes to attract residents and businesses.
-

18. Spatial Vision for Waipā

Our vision for Waipā includes two distinct service centres, Cambridge and Te Awamutu, each with tailored strategies to accommodate expected growth. Recognizing their unique characteristics, each centre should be approached through separate lenses:

- **Cambridge**
 - **Develop a high-rise CBD**, allowing buildings up to 30 meters with some exceptions for hotel and long-term accommodation towers. A 10-meter setback from Victoria Street should apply to buildings above three stories.
 - **Encourage underground public parking** through long-term rating holidays, and facilitate airspace development above parking structures.
 - **Leverage Tier 1 zoning for higher-density development in Leamington**, ensuring future residential areas have robust wastewater systems and provision for multi-story buildings.
 - **Create an industrial park at Hautapu**, targeting specific industries with an organized, eco-friendly layout similar to Highbrook.



- **Satellite Villages (e.g., Leamington, Kihikihi)**

- Permit higher building heights to encourage mixed-use development, with residential spaces above commercial areas, as seen in other successful urban areas.

- **Reserves and Recreational Areas**

- Designate reserves outside the town belt to accommodate active and passive recreational spaces, outdoor art installations, and bike/scooter paths, connecting with broader recreational networks.

- **Rural Areas**

- Facilitate alternative uses in rural zones with minimal red tape, supporting land-based innovations such as rock and sand extraction and modern agricultural practices, including large-building allowances for alternative food production methods.

- **Community-Driven Leadership**

- Acknowledge that the success of this vision hinges on leadership that listens to diverse community voices, particularly the youth who will inherit and shape Waipā's future.



Request for Hearing

Consultus Limited formally requests the opportunity to present these submissions in person AND would be willing to answer questions.



19. Executive Summary:

a) Essential Components for Waipā's Comprehensive Spatial Plan

1. **Vision and Strategic Objectives:** A clear vision and guiding principles for long-term growth.
2. **Land Use and Zoning:** Efficiently managed land, protecting key resources.
3. **Environmental Management:** Climate resilience and ecosystem protection.
4. **Infrastructure Planning:** Robust, future-ready infrastructure solutions.
5. **Housing and Growth:** Diverse, well-distributed housing options.
6. **Economic Development:** Business zones and support for local industries.
7. **Social Infrastructure:** Community facilities, cultural sites, and recreation.
8. **Implementation Framework:** Phased actions, adaptability, and monitoring.
9. **Risk Management:** Planning for resilience against natural hazards.
10. **Legal Compliance:** Alignment with national and regional policies.

b) Proposed Plans for the Spatial Strategy

1. **Land Use and Zoning Map**
2. **Growth Boundaries and Expansion Corridors Map**
3. **Environmental Conservation and Green Infrastructure Map**
4. **Transportation and Connectivity Map**
5. **Infrastructure and Utilities Map**



6. **Housing Density and Population Distribution Map**
7. **Economic Development and Employment Zones Map**
8. **Cultural and Heritage Sites Map**
9. **Social Infrastructure and Community Services Map**
10. **Risk and Resilience Map**
11. **Phased Development Map**
12. **Policy Alignment and Regulatory Map**

These visual representations offer a practical, comprehensive approach for Waipā’s spatial strategy, ensuring accessibility for stakeholders and community members.



20. Key Actions for Flexibility and Compliance

1. **Legislative Monitoring:** Keep up with policy shifts and ensure compliance.
2. **Flexible Zoning:** Adapt zoning for evolving housing and environmental needs.
3. **Environmental Commitments:** Prioritize local climate resilience.
4. **National Funding Alignment:** Optimize funding for transport and housing.
5. **Community Engagement:** Maintain regular engagement with diverse stakeholders.

This adaptive, community-centred approach will ensure Waipā’s spatial plan remains resilient, sustainable, and aligned with both local aspirations and national requirements over the next 30 years.





AA Future Development and Housing Package

Submission 1127

Stakeholder:	Cassidy Temese
Organisation:	Te Kōpua Marae
Submission Date:	11/5/2024 6:38:00 PM

Do you endorse the activities included in the Future Development and Housing Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

See response in attachment /

Submission received 04 Nov 2024 12.30pm

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Support

Tell us why

See response in attachment /

Submission received 04 Nov 2024 12.30pm

Would you like to present?

Yes

Ahu Ake Waipā Community Spatial Plan – Submission

Full name: Cassidy Temese

Organisation: Te Kōpua Marae Committee

Address for correspondence: [REDACTED]

Phone:

Privacy Statement: *All submissions (including names and contact details) may be provided in full to Elected Members. Submissions (including names but not contact details) may be made available to the public at our office and on our website. Your personal information may also be used for the administration of the consultation process, including informing you of the outcome of the consultation. All information collected will be held by Waipā District Council, 101 Bank Street, Te Awamutu with submitters having the right to access and correct personal information.*

√ YES: I acknowledge that I have read the privacy statement and am happy to proceed.

Appearance at hearing

√ YES: I, or my nominee, wish to present my submission verbally to a Council hearing on Wednesday, November 27. If required, due to the number of requests to make an oral submission, Council will schedule an additional day for hearings on Tuesday, December 3.

This submission will be supported by further submissions at the hearing following a review of the submissions that Council receives.

Submission of support

Te Kōpua Marae Committee

Ngāti Unu and Ngāti Kahu (Ngāti Kahupungapunga) are mana whenua within the Waipā District Council's region. Our whenua and awa extend across Kakepuku including the waipā, tributaries and the Te Kawa swamplands. Descendants of Ngāti Unu and Ngāti Kahu live across the district and wider Aotearoa, with many beneficiaries of Te Kōpua Marae returning regularly for wānanga, tangihanga and other events. Representatives of Ngāti Unu, Ngāti Kahu and committee members of Te Kōpua Marae have a long history of working alongside Waipā District Council, with delegates contributing to Ngā Iwi Tōpū o Waipā and other council engagements. This held true for Ahu Ake, with representatives of the hapū and marae contributing to the development of the plan throughout the various stages over the past few years. We provide this submission in good faith to the relations developed to date, and with the hope of continuing to work collaboratively in partnership with Waipā District Council to bring forward futures that embody the aspirations of Te Tiriti o Waitangi.

Ahu Ake development

Representatives of Ngāti Unu, Ngāti Kahu and the committee of Te Kōpua Marae contributed to the development of Ahu Ake. The essence of the kōrero wider mana whenua, iwi, hapū and marae shared throughout the development are summarised on pages 5-7 of the executive summary and throughout the document. We bring your attention to our submission below regarding the draft plan.

Submission

Ahu Ake provides an exciting opportunity to inspire the future of the Waipā and reflects the kōrero Ngāti Unu, Ngāti Kahu and Te Kōpua Marae representatives expressed throughout the development stages of the plan. Moving forward, Ngāti Unu, Ngāti Kahu and Te Kōpua Marae are steadfast in our commitment to working alongside Waipā District Council to bring to fruition the collective aspirations within this plan that will influence positive futures for our hapū, marae, whānau and wider communities.

In particular, Ngāti Unu, Ngāti Kahu and Te Kōpua Marae are interested in contributing to the prioritisation stages and implementation actions of this plan. These areas of interest include the development of:

- a Housing Strategy and Implementation Plan,
- Te Ao Māori Design Principles,
- the District Plan and Concept Plans,
- an Economic Wellbeing Strategy and Implementation Plan,
- the Climate Change and Environment Strategies and Implementation Programmes,
- and a Heritage Asset Master Plan to name a few.

On a further note, Ngāti Unu, Ngāti Kahu and Te Kōpua Marae recognise the Long Term Plan as the mechanism for funding decisions, and are strongly interested in participating in the process of developing this plan in partnership with Waipā District Council.

In line with the genesis and development of Ahu Ake, Ngāti Unu, Ngāti Kahu and Te Kōpua Marae wish to continue working closely alongside Waipā District Council to ensure our unique aspirations as a hapū and marae are embodied within the next stages. Ngāti Unu, Ngāti Kahu and Te Kōpua Marae also strongly encourage Waipā District Council to continue working alongside our whanaunga – iwi, hapū and marae – across the district respectively. Ngāti Unu, Ngāti Kahu and Te Kōpua Marae are excited to step into this next stage of the plan process, and are hopeful that we may bring the vision of Ahu Ake to life.

Ngā mihi,

Cassidy Temese on behalf of Te Kōpua Marae Committee.

AA Future Development and Housing Package

Submission 1128

Stakeholder:	Kathryn Drew
Organisation:	Te Awamutu Developments Ltd
Submission Date:	11/5/2024 6:51:00 PM

Do you endorse the activities included in the Future Development and Housing Package, and do you think this is the right way to address the strategic opportunities?

Unsure

Tell us why

See response in attachment /

Submission received 04 Nov 2024 1.46pm

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Unsure

Tell us why

See response in attachment /

Submission received 04 Nov 2024 1.46pm

Would you like to present?

Yes



Ahu Ake Waipā Community Spatial Plan

Submission form

Submissions close: 5pm on Monday, November 4, 2024

Full name:

Organisation: (if applicable)

Address for correspondence:

For office use only:

Submission No.

Email:

Phone:

Privacy statement: All submissions (including names and contact details) may be provided in full to Elected Members. Submissions (including names but not contact details) may be made available to the public at our office and on our website. Your personal information may also be used for the administration of the consultation process, including informing you of the outcome of the consultation. All information collected will be held by Waipā District Council, 101 Bank Street, Te Awamutu with submitters having the right to access and correct personal information.

I acknowledge that I have read the privacy statement and am happy to proceed.

I wish to present my submission verbally to a Council hearing on Wednesday, November 27. If required, due to the number of requests to make an oral submission, Council will schedule an additional day for hearings on Tuesday, December 3.

Yes No

Submission can be made:



Online:

waipadc.govt.nz/ahu-ake-have-your-say



Emailed to:

haveyoursay@waipadc.govt.nz Subject heading should read: "Ahu Ake Waipā Community Spatial Plan – Submission"



Posted to:

Waipā District Council
 Freepost 167662
 Private Bag 2402
 Te Awamutu 3840 Attn:
 Strategy Team



Delivering it to Council offices:

Waipā District Council
 101 Bank Street
 Te Awamutu
 Attn: Strategy Team

OR

Waipā District Council
 23 Wilson Street
 Cambridge
 Attn: Strategy Team



Te Awamutu Developments Ltd Submission on Ahu Ake Waipā Community Spatial Plan

1. Submitters Details

This is a submission on the Draft Ahu Ake Waipā Community Spatial Plan by Te Awamutu Developments Ltd.

The submitter's details are as follows:

Submitter: Te Awamutu Developments Ltd (TAD)

Address for Service: C/-Bloxam Burnett & Olliver
Attn: Kathryn Drew
PO Box 9041
Hamilton



2. Executive Summary

Te Awamutu Developments Ltd (TAD) has reviewed the Draft Ahu Ake Waipā Community Spatial Plan and make the following overarching comments:

1. Seek that greater recognition is given within Ahu Ake that caters for housing choices for an ageing population. As currently drafted the document recognises that there is a need to meet the changing needs of an ageing population, however, the implementation methods are not as directive. Failing to consider the methods and locations could result in planning for an ageing population being overlooked.
2. Seek that Ahu Ake provides a pathway for residential development outside of the identified growth cells in Waipā 2050 and mapped as 2050 scenario area in Ahu Ake through retention of implementation actions that seek to review Waipā 2050 to meet projected population growth for Te Awamutu.

Further details on these themes and feedback on Ahu Ake are provided in the following sections.



3. Background to TAD Submission

Waipā District is experiencing strong population growth, which is set to continue well into the foreseeable future. As the district's population grows, so does its demand for housing including alternative forms of housing. In addition, the district's population is ageing¹, which creates a heightened demand for housing designed specifically for older populations². To cater for this demand, economies of scale mean that retirement village providers are looking for landholdings between 8-25ha³ for new villages. The scale of these villages is sometimes difficult to provide for within existing residential environments due to the size, scale and ownership of titles and secondly as they may conflict with master planning for the growth cells.

TAD is the proponent of Private Plan Change 29 (PC29) to the Waipā District Plan (District Plan)⁴. PC29 seeks to rezone 25.78ha of land at 2025 Ohaupo Road, Te Awamutu from a Rural Zone to a Residential Zone. TAD owns all of the land subject to PC29 and are motivated to develop it.

Although the zoning is Residential, the plan change has a clear objective of providing housing options for an ageing population. The proposed rezoning will enable a master planned development, for 500 new dwellings/units as follows:

- A comprehensively planned lifestyle/retirement village – comprising 180 retirement villas and 160 apartments, including some managed care and communal facilities.
- Approximately 160 dwellings on fee-simple lots (being standalone or terraced housing), that are for senior living outside of the traditional lifestyle and retirement village model.

PC29 was lodged in January 2023 and in May 2023 a decision was made, under Clause 25(4)(a) and Clause 25(4A) RMA, to accept the plan change and prepare it for public notification. PC29 has not proceeded to public notification at this time, to enable decisions on Plan Change 26: Residential Intensification (PC26) to be made. Those decisions were made in August 2024 and TAD is currently working through the implications of those decisions on their plan change.

Attachment 1, of this submission, provides various plans that support PC29 and provide context as to its location relative to the Te Awamutu urban environment. These plans show that the site is located on the northern outskirts of Te Awamutu, directly adjoining the existing urban environment and is at a size and scale of which delivery of these outcomes can be achieved.

The plan change is located on land that has not been identified in Waipā District Council's growth strategy (Waipā 2050) as being one of their future growth cells for development in Te Awamutu nor is it earmarked in Ahu Aku as being within the 'scenario areas 2050' mapped in the various figures in Ahu Ake.

Waipā 2050 was last updated in 2017. With significant changes in resource management since then, it's time to ask: is Waipā 2050 still effective?

¹ Ahu Ake records that the number of residents over 65 will double to 30% by 2050.

² According to industry statistics, about 14% of people aged 75 or older choose to live in a retirement village and/or aged care facility.

³ Examples include Summerset Cambridge - 9.9ha, Ryman Cambridge - 8.6ha, Te Awa Lifecare Village Cambridge - 18.6ha, Lauriston Park (Arvida Cambridge) - 9.3ha, Whai Mauri Ora (Arvida Te Awamutu) - 11.8ha, Highfield Country Estate Te Awamutu - 13.3ha, Tamahere Country Club - 25ha, Eventide Resthome Tamahere - 10.5ha

⁴ <https://www.waipadc.govt.nz/our-council/waipā-district-plan/wpdc-variations/current-plan-changes/private-plan-change-29-2025-ohaupo-road>



In relation to Te Awamutu, Waipā 2050 identified 13 residential growth cells (described as T1-T5 and T8-T14). Of these growth cells, 7⁵ were identified as pre-2035 growth cells, and the balance were post 2035 growth cells. The closest of these growth cells to the PC29 site is T13. T13 covers the Te Awamutu Racecourse land⁶ directly south of the PC29 site and some of the kiwifruit orchard that adjoins the site's southern boundary.

Collectively, Waipā 2050 specifies that the pre-2035 growth cells are anticipated to provide for approximately 2484 dwellings pre-2035 and a further 2784 dwellings between 2035 and 2050⁷.

The zoning outcomes anticipated by Waipā 2050 were brought through into the District Plan in 2022 through Plan Change 13 – Uplifting Deferred Zones (PC13). PC13 rezoned all the pre-2035 growth cells to their live zone, with the post 2035 growth cells retaining a deferred zoning status. It also brought through Structure Plans for some of the growth cells⁸, but not all. Some of the growth cells were consequently rezoned with little consideration of their actual constraints and whether the anticipated development potential could and would be realised.

TAD is of the opinion that the yield figures noted above were based on high-level assessments and without due regard to actual physical characteristics and constraints for the growth cell land. In this context, some of the growth cells face significant challenges due to issues such as low-lying areas, wetlands, flooding, and undulating topography. These factors will impact the achievable yield from these cells. An example of this is that the T11 growth cell is described in the Structure Plan as having *“significant flood constraints... which has resulted in a large portion of the cell being deemed unsuitable for development”*. This constraint has taken approximately 50 dwellings out of the cell’s capacity from that anticipated in Waipā 2050.

Additionally, neither Waipā 2050 nor the District Plan’s growth projections for the growth cells have been updated since 2017 to give effect to the constantly changing national policy framework (i.e. the National Policy Statement on Freshwater (NPS-FW) and National Policy Statement for Urban Development (NPS-UD), as such, it is subjective as to whether the density anticipated by Waipā 2050 will be realised. Lastly, a number of the identified growth cells in Te Awamutu are being hamstrung by landowners not wishing to develop or by multiple land ownership. Examples of this are the fact that apart from the T1 growth cell (and titles that have already been delivered in other growth cells), all other pre-2035 growth cells that have live residential zoning do not have active subdivision consents that are being given effect to. This would not be the case with the PC29 site. TAD own all of the land and are committed to developing it.

At the same time, the NPS-UD imposes strong obligations on Councils in high growth areas, like Waipā, to ensure that there is ‘at least’ enough feasible capacity ‘at all times’ to meet ongoing growth in housing demand, including providing a range of options to meet demand. The Housing and Business Capacity Assessment (HBCA) that supported the Future Proof 2024 update identified that there are capacity shortfalls in the short-term for Te Awamutu but not in the medium or long term as those shortfalls are expected to be addressed through the residential intensification plan change (PC26)⁹ and through infrastructure being provided to existing growth cells.

⁵ T1, T3, T9, T10, T11, T12 and T13

⁶ The Waipa Racing Club Inc operates the site, and acts as a training venue for local horses.

⁷ Based off capacity figures in Appendix S1 of the Waipa District Plan.

⁸ T6 (being Rural Residential) and T11 (Residential)

⁹ The short-falls are noted in the HBCA as being driven by planning constraints that do not enable smaller dwellings on smaller sites.



In reality, capacity and what will be realised differs across several dimensions. In this respect, Insight Economics¹⁰ records that capacity is highly unlikely to be available in the short to medium term because of:

- Developer intentions;
- Land banking and drip feeding;
- Tax implications;
- Site constraints;
- Operational capacity; and
- Financing.

As an overarching national policy, the NPS-UD policy directive requires councils to apply an open mind genuinely and properly to consideration of unanticipated new growth areas. This needs to be applied, despite pre-existing strategies. There are also climate change effects, natural hazard issues and environmental bottom-lines, as well as economic and political wind changes. Council's, and by virtue of documents such as Ahu Ake, must stay open minded and flexible to consider the merits of new urban growth areas and be prepared to re-examine the planning merits or viability of growth existing cells such as that the land areas are affected by new NPS policies, or more detailed knowledge available of constraints.

It is with this background, that the scene is set for the following TAD submission.

4. Reasons for Submission

The submission by TAD can be broken down into two key topics which are discussed in more detail below.

4.1 Providing for an ageing population

Although the outcome sought for the PC29 is residential zoning, the primary objective of the plan change is to provide a variety of accommodation options for New Zealand's ageing population. Waipā is a highly attractive location for retirees in the Waikato region, as highlighted by the recent growth in retirement villages within the district over the last 5 years. Between now and 2050, the population aged 65 over is forecast to double to 30% of the population (which is higher than the national average). The Future Proof region is experiencing similar ageing population growth patterns.

While Ahu Ake recognises this demographic change and the need for different housing types and levels of accessibility¹¹ none of the implementation plan outcomes reflects how this changing population will be specifically catered for. This is because both Future Proof and Waipā 2050 have tried to address the required demand for an ageing population by rezoning sufficient land for residential purposes. The issue with this approach is that retirement villages land-intensive, are most often not what residential neighbours want, nor do district plans specifically anticipate or enable them (in that they require resource consent approvals).

Retirement villages are best delivered comprehensively and at scale, which means they are expensive to deliver and require large landholdings. The evidence of the Retirement Village Association (RVA) on PC26¹² and other IPI's across NZ cities highlighted these issues, whereby they sought for a consistent permissive

¹⁰ Insight Economics Economic Assessment of Proposed Plan Change in Te Awamutu, dated 14 April 2023 – that supported the TAD Future Proof Submission

¹¹ Pages 31 and 32 of Ahu Ake

¹² <https://www.waipadc.govt.nz/our-council/waipā-district-plan/wpdc-variations/current-plan-changes/draft-plan-change-26-residential-zone-intensification/plan-change-26-hearing-session-2-ipi-waipā-dc-hearing>



consenting framework for retirement villages in Medium Density Residential Zones (MDRZ). Some of the points made in this evidence are:

- Retirement villages are a residential activity but have some notable differences from other residential activities. They have unique functional, operational and other needs which differentiates them from other forms of residential development. Retirement village living entails residing “at home” within a community living category, accompanied by supporting wrap-around services such as communal and open space amenities.
- Modern retirement villages necessitate larger sites, to cater for the full range of facilities that support that landuse outcome in or near existing urban environments and such suitable locations are scarce. There are significant challenges in finding suitable sites.
- The planning framework is not enabling retirement villages with consent being required. Similarly, the planning regulations do not adequately address the unique features of retirement villages or the different specialist units and amenities they offer.
- The NPS-UD seeks to provide for well-functioning urban environments that “enable *all people and communities to provide for the wellbeing, health and safety.*” To achieve this objective, in relation to older persons within the community, means providing for the specific housing and care needs of those people.

Therefore, while it may appear that the Waipā district has a residential development capacity for retirement villages, it may not be sufficient to accommodate a retirement village of the required size to provide the full range of services sought by the various retirement village providers. In terms of size, recent examples in Cambridge, Te Awamutu and Tamahere show that retirement village operators are looking for landholdings between 8-25ha. In a number of cases, such land sizes are divided among multiple landowners, creating challenges in securing a suitable site (regardless of zoning). This is not the case with the PC29 site.

For these reasons, TAD submitted on Future Proof recording that there needed to be a better way of providing for retirement village living outside of identified growth cells or in the case of Ahu Ake the 2050 scenario areas. Future Proof acknowledged this and has specifically identified an action in their Implementation Plan of ‘Understanding Retirement Sector Demand’ (Project 6.1). In relation to this implement action they record that: *“There is ongoing pressure in the subregion for new retirement living developments, particularly in the rural area. With an aging population, it is likely that this pressure will increase. Further work is needed to assess the level of demand and where retirement living should best be provided/enabled”*¹³. TAD welcomes this acknowledgement and seeks similar recognition in Ahu Ake, by making the following changes:

1. Page 27 (Waipā is a collection of connected towns, village, marae, and rural communities) recognises under the present situation that the Waipā district is part of the clustering trend for retirement village living. Clustering denotes the concentration of retirement villages within a specific micro-location, resulting in heightened local penetration rates. This can be evidenced in both Cambridge and Te Awamutu in the growth of retirement villages in the last 12-24 months by the key providers (i.e. Arvida, Summerset, Ryman). This commentary could link to the statement about changing mix of housing.
2. Page 55 (Placemaking, Future Development and Housing) records that retirement villages have been integrated into main urban areas. Although typically found on the outskirts of urban areas due to land needs, examples include Arvida in Te Awamutu, situated in the western growth cell. Similarly, new sites like Ryman and Te Awa Lifecare Village, once peripheral, are now within residential zones. Update of this page's language is needed to indicate it is a historical outcome. It is highly unlikely that new villages will achieve the same integration due to their land needs.

¹³ Future Proof Implementation Plan – Adopted September 2024



3. On Page 57, under the heading “more housing choices and facilitating Maori housing”, provide a statement about opportunities for different forms of housing for an ageing population in addition to the commentary about enabling a wider range of housing types.
4. On page 88 (Key moves-summary) include a statement under more housing choices that provide for housing for an ageing population, not just differing types of housing outcomes.
5. Add a further sub-clause to the FD1 Implementation Method that aligns with the Future Proof Implementation Plan action of assessing the level of demand and where retirement living should be best provided and enabled. This change will ensure that the review of the growth strategy will be informed by consideration of how Waipā intends to cater for its ageing population.

4.2 Providing a pathway for additional residential development outside of identified growth cells

Although Ahu Ake is not classified as a Future Development Strategy, the language in the document suggests that it aims to establish a foundational document that will guide infrastructure planning and investment for the Waipā community and will ultimately inform the next Future Development Strategy to be prepared by Future Proof. This language elevates the importance of getting the outcomes right, being that spatial plans are generally lower level than Future Development Strategies.

The concern that TAD has regarding the elevation of the status of this document is the limited pathways for considering alternative development areas or growth cells not already specified in Waipā 2050. Additionally, the Council may base decisions on private plan changes, such as PC29, on this spatial plan, implying that if an area is not included, it will not be supported. This raises issues because market conditions and site-specific constraints are evidently impacting yield and return, resulting in the pre-2035 growth cells activated by PC13 underperforming.

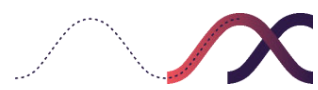
Given that Waipā 2050 is over 7 years old, TAD requests Ahu Ake to offer development opportunities beyond the identified growth cells. This opportunity should be signalled in the document in addition to the FD1 Implementation Method which provides for reviewing the growth strategy and implementation plan for long term high growth areas. TAD supports this implementation method. TAD also supports the non-solid boundary line (or monitoring land supply line – on page 59) that has been included to the north of the 2050 scenario areas for Te Awamutu, as it appears to provide the opportunity for appropriate growth northwards.

In addition to the above point, TAD also seeks the following additional changes to Ahu Ake:

1. Under Part C: Priorities in places and Section 1. – Overview amend the description on page 94 to provide for growth of both Cambridge and Te Awamutu. It is unclear why Cambridge has been solely signalled out, particularly when the boundaries of both towns are articulated as having a monitoring land supply line or opportunity for expansion. It might be better to omit references to Cambridge and let future investigations determine the requirements.
2. On page 115, update the population projections for Te Awamutu. The data used is from 2017 and 2021 and is out of date, particularly since the population of Te Awamutu is already over 14,000 people.
3. On page 116, under the placemaking, future development and housing amend the first bullet point on housing choices to also acknowledge and provide for housing options for an ageing population.



Attachment 1 – TAD Plan Change Site Plans



1.2 Site Location and Context

The site is located at 2025 Ohaupo Road, north of Te Awamutu and adjacent to State Highway 3 which connects Te Awamutu to Hamilton. The drive time from the site to Hamilton Central is approximately 27 minutes.

The Site has a reasonable level of connectivity being adjacent to State Highway 3, also known as Ohaupo Road. Given the compact urban form of Te Awamutu, the site is approximately a 25 minute walk from the commercial centre of the town. Sidewalks do not currently exist along the entirety of this route.

Additionally the site is adjacent to the only public bus stop for Route 24 (Te Awamutu to Hamilton Central) within Te Awamutu, aside from the Terminus which is located within the commercial centre of the town. The bus stop is less than one minutes walk from the site, and

takes approximately 48 minutes to travel to Hamilton Central.

There is a current lack of access to public open space and other recreational opportunities within the northern extents of Te Awamutu.

Future cycleway connections are planned within the northern area of Te Awamutu, providing important connections to schools, and to the commercial centre. A connection from the site to the future terminus of these planned cycleways would be beneficial in completing a safe and quality network.









Figure 4 - Site
1:5,000 at A3

1.3 Understanding the site

The site is located within the jurisdiction of the Waipa District Council and to the north of Te Awamutu township, along State Highway 3. The land is currently zoned Rural within the Waipa District Plan with the land to the south zoned residential.

The site is made up of two lots under one rating parcel of land equal to 25.8 Ha. A drain partially splits the site into two areas to the north and south. The drain aligns east to west through the middle of the site and bounding a small part of the site to the south, at the far western edge of the site.

The site presents an opportunity for additional housing on the edge of Te Awamutu, along State Highway 3, to support the growth of Te Awamutu and the region. The site does present some challenges, however, as further described in this report, there are opportunities to create unique and accessible neighbourhoods too.

-  Viewpoints - Refer to page 9 for photos
-  Rural zoned land
-  Residential zoned land
-  State Highway 3

3.1 Conceptual Structure Plan

A collaborative urban design approach with planning and engineering has driven the development of the conceptual structure plan, with the aim of providing an appropriate place making framework to guide the future development of the site.

A comprehensive analysis of the existing environment's qualities, features and characteristics informed the identification of appropriate opportunities and constraints. This, in turn has informed the development of the structure plan which indicates key structural elements of movement and land use as well as specific road cross sections, open space and other place making recommendations.

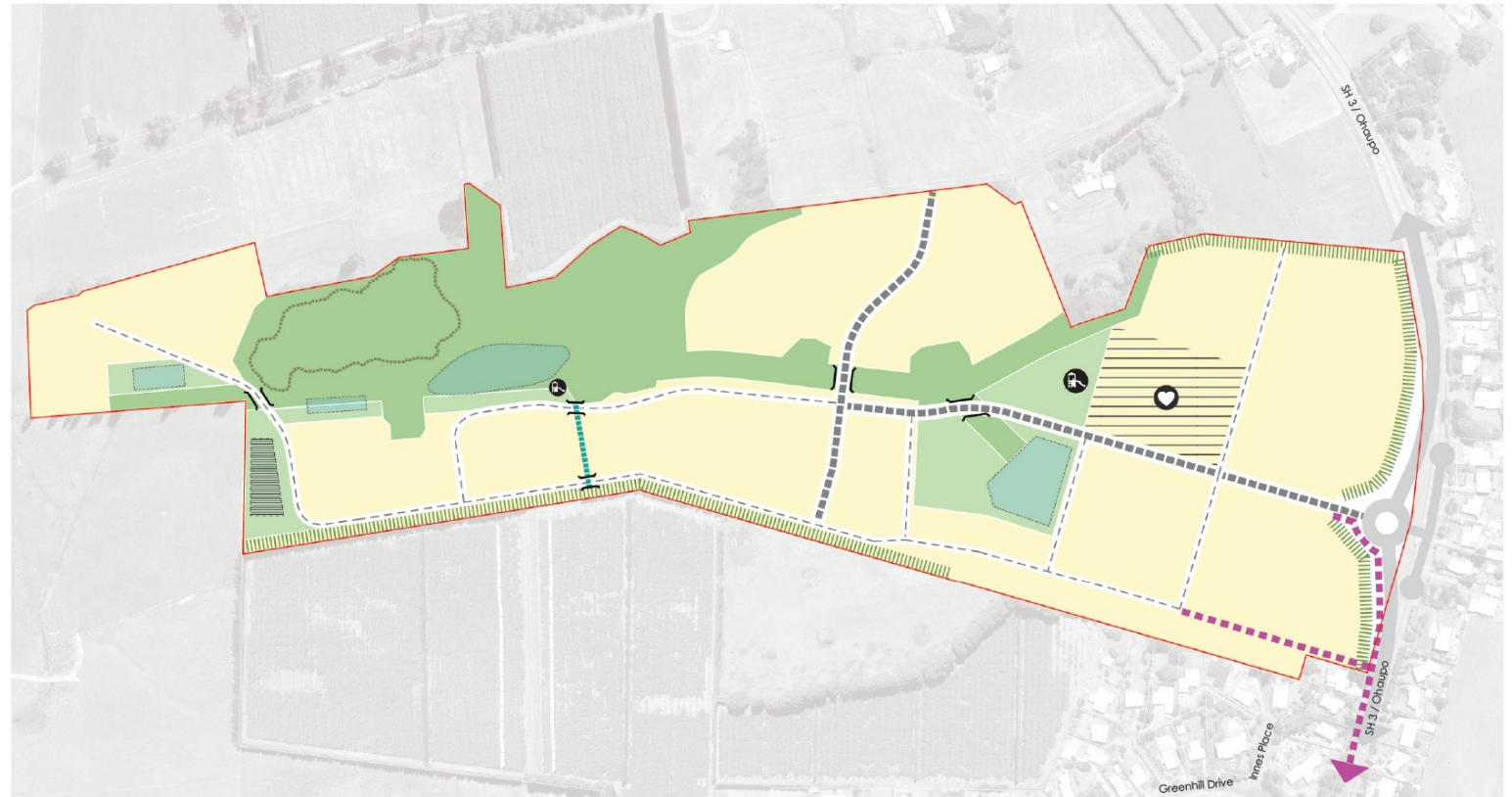


Figure 12 - Conceptual structure plan
1:8,000 at A3

Legend

- | | | | |
|--|-----------------------------|---------------------------|--|
| Indicative general residential (Approximately) | Indicative stormwater pond | Landscape buffer (5) | Indicative conveyance swale |
| Indicative commercial use (Cafe) | Indicative waste water | Indicative Collector Road | Indicative culvert / bridge |
| Indicative ecological | Significant Ecological Area | Indicative Local | Pedestrian and cycle connections to and along Ohaupo Road to Greenhill |
| Indicative open | Indicative play | | |



AA Future Development and Housing Package

Submission 1129

Stakeholder:	Bruce Cuff
Organisation:	Rukuhia Neighbourhood Zone
Submission Date:	11/5/2024 7:01:00 PM

Do you endorse the activities included in the Future Development and Housing Package, and do you think this is the right way to address the strategic opportunities?

Don't support

Tell us why

See response in attachment /

Submission received 04 Nov 2024 02.03pm

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Don't support

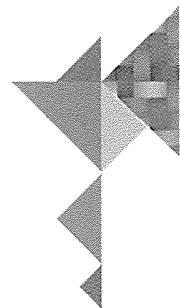
Tell us why

See response in attachment /

Submission received 04 Nov 2024 02.03pm

Would you like to present?

Yes



Ahu Ake Waipā Community Spatial Plan

Submission form

Submissions close: 5pm on Monday, November 4, 2024

Full name: BRUCE CUFF
Organisation: (if applicable) CUFFS / KUKUHIA NEIGHBOURHOOD ZONE
Address for correspondence:

For office use only:

Submission No.


Email: [Redacted]
Phone: [Redacted]

Privacy statement: All submissions (including names and contact details) may be provided in full to Elected Members. Submissions (including names but not contact details) may be made available to the public at our office and on our website. Your personal information may also be used for the administration of the consultation process, including informing you of the outcome of the consultation. All information collected will be held by Waipā District Council, 101 Bank Street, Te Awamutu with submitters having the right to access and correct personal information.


I acknowledge that I have read the privacy statement and am happy to proceed.


I wish to present my submission verbally to a Council hearing on Wednesday, November 27. If required, due to the number of requests to make an oral submission, Council will schedule an additional day for hearings on Tuesday, December 3. Yes No

Submission can be made:

 **Online:**
waipadc.govt.nz/ahu-ake-have-your-say

 **Emailed to:**
haveyoursay@waipadc.govt.nz Subject heading should read: "Ahu Ake Waipā Community Spatial Plan – Submission"

 **Posted to:**
Waipā District Council
Freepost 167662
Private Bag 2402
Te Awamutu 3840 Attn: Strategy Team

 **Delivering it to Council offices:**
Waipā District Council **OR** Waipā District Council
101 Bank Street 23 Wilson Street
Te Awamutu Cambridge
Attn: Strategy Team Attn: Strategy Team

Waipa District Council

c/o haveyoursay@waipadc.govt.nz

copy – [REDACTED]

Ahu Ake Submission

Waipa District Council (WDC) have sought submissions to FINAL DRAFT of Ahu Ake Spatial Plan. Council have also specifically referred their Statement of Proposal – which provides rationale behind Draft Plan.

This submission focusses solely on Rukuhia, and the Rukuhia Neighborhood Zone (RNZ). The submission notes **we do not support** strategic opportunities or staged approach for ;

- Future Development and Housing Package
- Placemaking Package
- Strategic Framework
- Community Places Package

In reality RNZ likely support many aspects of Ahu Ake Statement of Proposal, but have concerns Ahu Ake does not achieve their own specified outcomes, or the outcomes are ambiguous so need clarity.

A letter has been prepared rather than the supplied forms as the reason for not supporting Ahu Ake, can be better stated with more spatial allowance than the forms allow. Additionally, the supplied forms may provide unnecessary repetition, as concerns are often linked across all submission headers. Attached is Submission Form for Future Development and Housing Package – so submission uses some correct paperwork.

This submission represents all stakeholders of Rukuhia Neighborhood Zoned land (where land permits further sub-division). The **we** provides thus represents the 8 stakeholders – Rukuhia Neighborhood Zone (RNZ) – who previously submitted to WDC on Ahu Ake and whose contacts can be found in Appendix A. The views here however may not represent all of the Stakeholders, and limited re-consultation has been completed since previous submission.

Consultation

Prior to delving into the reasons for not supporting Ahu Ake, we would like to provide comment on the Ahu Ake consultation process.

Consultation has been ongoing for many years with intermittent windows of opportunities for Public submissions, per section 7.2 of Engagement Summary document. Despite this outreach, only one stakeholder within RNZ was aware of, and attended Ahu Ake community days. All other Stakeholders, who have developable land within RNZ, advise they had no contact though Ahu Ake process or realization of it, when contacted.

Also despite submissions (refer attached) being made concurrently on PC20 (for which WDC are a stakeholder) the submission matters , which also directly relating to Ahu Ake, were not

considered within the Ahu Ake Engagement Summary. PC20 submissions were well documented and with key Council staff present – it should have been straight forward for his to be considered.

Subsequent meetings held with WDC staff, and discussing servicing of RNZ, are also not noted in the Engagement Summary. WDC advised at one such meeting that any consideration of RNZ’s connection to adjacent infrastructure would require better certainty as to community uptake.

The last contact made with WDC representative, was with David Totman. He advised that RNZ would be subject to a further Planning Process called FUTUREPROOF which deals with land affected by PC 20 and Sth Links. Verbal reference was made to the land to north of Southern Links however, so unclear if RNZ is within FUTUREPROOF remit or not.

RNZ’s letter requesting further consultation to Ahu Ake and WDC has also not been noted in the Engagement Summary. This fell just outside the consultation period and it was suggested it would be prudent to front foot concerns from RNZ on Ahu Ake in advance of Final DRAFT. WDC refused any further consideration of Rukuhia within Ahu Ake process noting that Final Submissions would only be open in Sept/Oct.

Rukuhia’s Situation

Rukuhia’s growth despite proximity to Hamilton City has been hampered for many years. Growth to the north of Hamilton has progressed whilst growth towards Rukuhia has been slow due to infrastructure and District Boundaries and Rules.

Previous recognition of this issue was provided in the Southern Growth Corridor Strategic Land Use and Infrastructure Plan 2015, signed by WDC’s then Mayor. It preceded the now defunct 3-Waters reform, but set the template for future development of key areas such as Rukuhia. It required that Infrastructure Opportunities be assessed at Rukuhia should neighboring developments occur. Council’s Infrastructure Engineer noted that WDC could not consider Infra Opp until it had an understanding of uptake.

In the last 12 months major Planning Changes and Developments are now confirmed for land adjoining Rukuhia Neighborhood Zone. This includes PC20 and Southern Links funding confirmed with timeframe by new Government.

Despite these developments Ahu Ake appears to note support of an “alternative lifestyle” at RNZ and no further consideration of stakeholder uptake, desires or viability has been provided to RNZ, despite requests (refer Appendix) for further discussion/investigations.

Key Trends within Ahu Ake documents for Rukuhia note “130 new households” by 2050, but that all land would remain un-serviced and as large -lot residential providing alternative form of living. Contradicting information can be found in Ahu Ake that this Area is subject to further Planning Docs (linked to Sth Growth Corridor – however advice received is that this is only land to North of the new motorway – i.e bordering Peacockes and adjoining PC20.

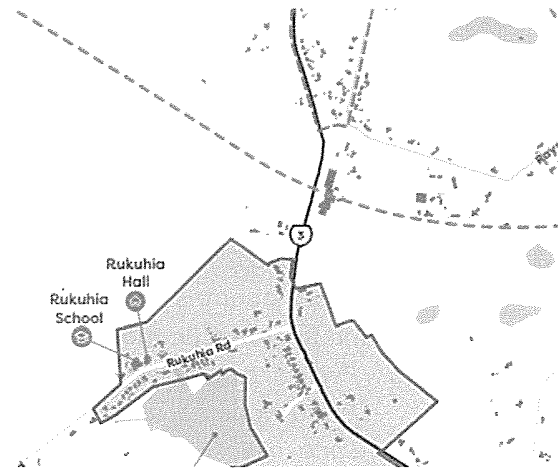
Rukuhia

Key trends and influences

The village of Rukuhia is located in the northern boundary within the Waipā district, on the outskirts of Hamilton. Consisting of large lot residential areas which are unserviced in terms of both wastewater and water supply, Rukuhia provides an alternative form of living for residents near Hamilton City.

Rukuhia is currently home to 100 residents and by 2050, the population is projected to increase by an additional 300 residents, adding 130 new households. Further large lot residential areas are expected to develop around the existing ones. Growth is limited by the surrounding geology (peatland).¹⁴

Rukuhia will be considered through the recommended master planning exercise undertaken for the southern Hamilton area, focused on the airport. It is adjacent to the South Hamilton Future Development Area, abutting the Southern Links designation, and is near to the airport and related commercial developments. It will change as these development areas evolve.



Central Government Policy

Despite intent of 2015 Southern Growth Corridor, there already exists many central government policy statements providing an intent for Council's in delivering affordable housing and minimizing losses of productive land.

Hamilton, including the Waipā District, is a Tier 1 urban environment as defined by the NPS-UD. The Waipā 2021 Housing and Building Capacity Assessment (HBA) report identified there was sufficient planned urban land for the 10-30 year period¹. . Rukuhia's close proximity to Tier 1 Council, and previous Strategy Agreements, should be considered a higher priority – where development feasible – than maintaining an alternative lifestyle. In discussions with WDC Planners and Engineers there appeared a reluctance to further investigate these opportunities despite some preliminary high level costings being noted.

Rukuhia is highly likely to be the closest area to new employment opportunities within Waipā District. It provides unique work, live play opportunities supported by multi-modal transportation opportunities. It seems that's Rukuhia is a prime example of land that both respective Governments would want to see developed to provide meaningful land supply for national housing shortage. Southern Links is noted as being funded to support Residential Development by Central Government, with land adjoining being under Fast Track legislation.

Ahu Ake's own Policies – Not applied RNZ

The Ahu Ake Executive Summary notes on page 18 Opportunities to work towards. We note, through only a preliminary review, the failure of Ahu Ake to meet these Opportunities, or to even discuss these with key-stakeholders in RNZ. Example include;

- **Enviro Stewardship**
 - Ongoing development and reliance of existing on-site wastewater solutions in close proximity to peat lake when new reticulated supply available
 - No recognition of a comprehensive stormwater management approach linking in with Southern Links and PC20 land which also opens opportunities for ecological betterment and linkages – ecological and community access
- **Land Use Management and Housing Affordability**

¹ Waipā District Council web site summary of Council meeting 7 Sept 2021.

- *No recognition of constraints to development in existing RNZ i.e many Stakeholders have inadequate land access widths*
- *No consideration of developing land in accordance with densities of other small Villages 12-15 Dwelling/Ha*
- **Integrated Freight Transport**
 - *No mention of connection to PC20/Peacocks Walk and Cycleway*
 - *No discussion of betterment (i.e visual amenity, footpaths etc) and or further speed controls on Ohaupo Rd post Sth Links.*
- **Local and Regional Economic Development**
 - *Failure to optimize economic benefits for RNZ. The land is in close proximity to PC20 Industrial and Hamilton offering work/life/play – concept fulfilment.*
 - *Land in close proximity to Hospital services offering opportunities for*

Opportunities we will work towards

Opportunities were defined through engagement by asking how we can best deliver the Vision and Community Outcomes, Mana Whenua and Iwi Aspirations, and considering Waipā's context and influences.

Environmental & Cultural Stewardship

- 1: Preserve biodiversity and support ecosystem services by protecting and restoring the district's natural environment.
- 2: Foster a sense of belonging and cultural continuity for all members of our community by actively promoting and safeguarding the district's rich cultural heritage including its expression through natural features like the Waikato and Waipā rivers.

Critical Community Infrastructure

- 3: Improve community resilience and wellbeing by maintaining high-quality community infrastructure, including lifeline utilities, and adapting to climate change.
- 4: Maintain Waipā's quality of lifestyle by meeting the needs of a population that has growing aged and youthful cohorts and which is becoming increasingly culturally diverse.

Land Use Management and Housing Affordability

- 5: Improve housing affordability and choice to meet evolving community needs and ensure housing developments and economic activities take place in appropriate areas.

Integrated Transport and Freight Management

- 6: Prioritise local walking and cycling options when relevant and possible and strengthen existing and future regional connections with a comprehensive, safer, multi-modal transport system.
- 7: Safeguard the freight function of key transport corridors and integrate major transport infrastructure (i.e., airports, inland ports, freight hubs) with the development of our towns and villages in a symbiotic way.

Local and Regional Economic Development and Resilience

- 8: Optimise social and economic benefits in towns and villages by taking a place-based approach to community planning to balance traffic levels and pedestrian amenities.
- 9: Enhance economic development to provide local opportunities for working-age residents and Mana Whenua and Iwi by leveraging market connections, the land-based primary sector, Māori economy, and heritage/environmental tourism to facilitate high-quality job creation.
- 10: Maximise regional economic development initiatives by focusing on key sectors to bolster economic resiliency, generate new growth opportunities for an ageing population and the emerging workforce.

Eastern RNZ

The Eastern side of Rukuhia has been adversely affected by PC20 and Southern Growth Corridor. WDC's District Plan did note that its key consideration for WDC was to maintain rural character, and it is evident that land in Eastern RNZ will have rural character adversely affected.

The land in Eastern RNZ is also less constrained than land to West and of bigger scale.

Submissions made on PC20 (for which WDC are a stakeholder) were not considered or referred to Ahu-Ake despite commonality.

What RNZ seek for Rukuhia

Ahu Ake sets the scene for what Rukuhia will look like in 30 years. The directives it provides regards Rukuhia are inconsistent but seem to err more on the side of large-lot residential development despite opportunities that exist for a more dense urban village. This is despite what is occurring in neighboring land in Hamilton such as Peacockes and the newly Fast Tracked land..

Failure to adequately consider opportunities for RNZ within Ahu Ake is inconsistent with its own objectives and the NPS-UD. Failure to best utilize land within Rukuhia, to best support housing affordability whilst maintaining best outcomes goes against the intent of policies from historic and current governments.

Failure to adequately consider opportunities for RNZ within Ahu Ake is contrary to Central Governments reasoning and logic for funding Sth Links.

Submissions made by RNZ have identified 47 ha of land affected by possible Ahu Ake directives. If Ahu Ake is allowed to remain as currently presented, the opportunity to ever deliver a community consistent with its location and environment will be lost. The opportunity to work with Waka Kotahi, Airport Precinct and Hamilton City Council is now. Delays and lack of foresight could affect opportunity for RNZ to connect to wastewater, develop community plans, ensure infill subdivision adequately accessed (some properties have no ability to sub-divide).

Ahu Ake should provide the framework for this planning and thinking and developers should not necessarily need to rely on private plan changes to unravel mistakes and lost opportunities.

Ahu-Ake should reconsider staging of RNZ. There is reference to what impact Southern Links will have on development along Ohaupo Rd, and this should be reflected in document so can be updated in District Plan.

WDC/Ahu Ake should work with RNZ Stakeholders and produce high level structure plan Drawings to understand opportunities and limitations within RNZ to reflect what Stakeholders want. This will develop understanding of growth potential and infrastructure viability to direct Ahu Ake document. Development should remain in line for other Small Villages with development densities of 12-15 lots/Ha – noted in Ahu Ake Spatial Plan. This will require infrastructure planning and a staged reticulation program, which will lead to a more sustainable development outcome and better use of land and infrastructure to meet the housing supply needs of the district.

WDC should consider updated Ahu Ake developments in the next revision of Long Term Financial Planning and District Plan updates.

WDC/Ahu Ake should recognize all previous submissions and communications whether within consultation periods or not, and if pertaining to consenting processes occurring concurrently with Ahu Ake.

Sincerely

Bruce Cuff, representing RNZ and JV/RA Cuff – Ohaupo Rd, Rukuhia.

Request to Waipa District Council for further consideration of Rukuhia Neighbourhood Zone within Ahu Ake Growth Strategy

The following land owners provide written request for further discussions with Waipa District Council as to development plans and growth strategy for Rukuhia Neighbourhood Zone. This request is made as a result of Council advice directive, under Ahu Ake Planning framework. We understand Council has already sought community engagement for Ahu Ake submissions, however many parties were not made aware of this process and the developed landscape and opportunities has changed significantly since consultation began thus further validating this request.

Key considerations (although not exhaustive) are as follows;

- Connection of Rukuhia Neighbourhood Zone to proposed Wastewater Treatment Plant connecting HCC's Peacockes Rd Development and WDC's Northern Precinct (PC20)
- Development of a Comprehensive Stormwater Management Plan in conjunction with Waka Kotahi to service developments and create/enhance network of recreation reserves
- General Infrastructure and Planning direction
- Now project go-ahead by Central Government for Southern Links Road Project, we want to understand how Ohaupo Road will be re-developed so more in keeping with Residential Area

Furthermore we note that the current "Southern Corridors Growth Strategy" signed by Waipa Mayor, requires Council to consider infrastructure connections should large scale developments occur in vicinity. Advice provided by Council staff is that Ahu Ake is now correct frame work for such consideration however Council would require buy-in from significant portion of stakeholders for this to be considered. Stakeholders of Rukuhia Neighbourhood Zoned land are as follows;

Current Landowners	Street No	Legal Description	Growth Cell	Area (Ha)	% Total
Barnard	3322A Ohaupo Rd	Lot 2 DPS91539	R1	8.5	18.16%
Bradley/Coombes	13 Rukuhia Rd	Lot 2 DP 442073	R1	3.4	7.26%
Cuff	3347 Ohaupo Rd	Lot 1&2 DP424611	R4	4.7	10.04%
Grayling	24 Rukuhia Rd	Pt Lot 4 DP7872	R3	6	12.82%
Hewer	3338 Ohaupo Rd	Pt Lot 1 DPS31766	R5	8.8	18.80%
Legg	21 Rukuhia Rd	Lot 1 DP60902	R1	1	2.14%
McDowell	3293 Ohaupo Rd	Lot 2 DP 406864	R4	2	4.27%
McDowell	3393 Ohaupo Rd	Lot 1&2 DP448964	R4	4.4	9.40%
Turner/Tye	48 Rukuhia Rd	Lot 7 DPS11216	R2	4	8.55%
Walker	3358 Ohaupo Rd	Lot1&2 Dp 433157	R5	4	8.55%
Total				46.8	100.00%

Stakeholders of Rukuhia Neighbourhood Zoned thus confirm request for Waipa Council to further consider Development Strategy for Rukuhia, as forementioned;

Name	Signed	Date
Barnard..... Name		
Bradley/Coombes <i>Ben Bradley</i> Name	<i>[Signature]</i>	Date 30/5/24
Cuff Name <i>RA+JU CUFF</i>	<i>on behalf of [Signature]</i>	Date 4/5/24
Grayling Name <i>Liz & Liz Grayling</i>	<i>[Signature]</i>	Date 30-5-24.
Hewer Name		
McDowell Name <i>M A L MCDOWELL</i>	<i>[Signature]</i>	Date 30/5/24
Storey Name		
Turner/Tye Name		
Walker Name <i>Adam & Amy Walker</i>	<i>[Signature]</i>	Date 30-5-24

Before Independent Hearing Commissioners in Hamilton

In the Matter of of the Resource Mangement Act 1991

and

In the Matter of **Proposed Private Plan Change 20 – Airport Northern Precinct Extension**

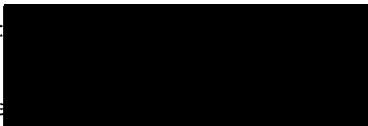
Application By **Titainium Park Limited and Rukuhia Properties Limited**

Statement of Evidence of

Bruce Cuff

Email:

Phone:



- 2 -

Qualifications and Experience

1. My name is Bruce Cuff and I am son of, and representing, Joan and Robin Cuff who own [REDACTED] Joan and Robin are the neighbours of Murray and Lynn McDowell who own 3323 Ohaupo Rd; Lots 1 [REDACTED] which totals around 11.2 Ha of land zoned Rukuhia Neighbourhood Zone.
2. Incidentally, I am a Chartered Civil Engineer principally involved within the Land Development sector however over my 30 year career I have had a vast amount of experience in many areas of Civil Engineering and Construction Management. I project manage the development of several residential subdivisions in the Bay of Plenty which includes ensuring the development occurs in an orderly, sequential and planned manner that meets the various resource consents from both district and regional councils. I am involved in discussions with Council's and other stakeholders regarding the infrastructure delivery, capacity uptake of that infrastructure and ensuring the environmental outcomes are sustainable and efficient in terms of planned urban growth as well as environmental outcomes. I therefore have a good understanding of urban growth planning and development.
3. Joan and Robin have not kept abreast of Planning Developments for Rukuhia Neighbourhood Zone nor Plan Change 20 so unfortunately have not had opportunity or spare time to work though the many aspects of this Application which has also been fluid with significant quantities of updated reports and statements released in recent weeks. This evidence statement therefore is a best endeavour to ask appropriate questions to ensure the Rukuhia Neighbourhood Zone plans are brought in line with opportunities PC 20 bring, and are not adversely affected, by this.

Code of Conduct

4. I have read the Code of Conduct for Expert Witnesses issued by the Environment Court in 2014. I confirm that my evidence is in accordance with the Code of Conduct and my duties and obligations as a professional witness. With specific regard to my evidence, the matters which I address are within my

- 3 -

area of expertise and I have not omitted any material facts that might alter or detract from the professional opinions that I express.

Scope of evidence

5. I have kept my evidence brief and focused on the issues specifically relevant to the Plan Change.

6. The specific topics areas that I will discuss are:
 - Executive Summary
 - Background
 - Key Concerns Around AEE Submission
 - Potential Adverse Effects
 - Infrastructure Assessment
 - Visual Assessment
 - Transportation
 - Pedestrian and Cycle Connectivity
 - Stormwater
 - Consultation Process

Executive Summary

7. The following is a summary of the key matters that are of concern to us.
 - Rukuhia Neighbourhood Zone (RNZ) should have future infrastructure capacity accommodated for by PC 20 with allowance for wastewater, water, power and communications to extend to RNZ. The development timeframe for RNZ would ideally be brought forward but not including such provision in PC 20 would result in major inefficiencies resulting from a lack of integrated growth planning.
 - RNZ is in close proximity to the PC 20 land and its servicing will enable “work, live, play” environment and this should be considered by Council and the Applicant and their planning. Infrastructure servicing would allow greater density development in line with Central Government policy and as suited for its location in proximity to Hamilton City and PC20 Industrial areas.
 - I am concerned with the absence of consideration of the RNZ within Landscape Visual Assessment. We believe there may be adverse effects to the RNZ due PC20 which amplified by height differential of sites, removal of hills through large scale earthworks currently buffering view shafts to airport and other matters which require due consideration.

- 4 -

- I believe that there was a lack of specific consultation given RNZ land already zoned for development as a Neighbourhood Zone. There needs to be consideration as to how development resulting from PC20 will affect the RNZ and property values and development potential are mitigated or otherwise addressed.
- I believe there was a lack of transparency during the limited verbal consultation on PC20 and infrastructure capacity by acknowledging WDC share holding. We believe WDC have obligation to service existing zoned Neighbourhood land as priority before rezoning adjoining land that will affect their ability to service PC 20 particularly if infrastructure is of limited capacity.
- I have specific concerns around the 'high-level' nature of the Stormwater Assessment for this Application. I have concerns the design will prove non-functional and may have adverse effects on downstream properties during large storm events. Given the future development of surrounding areas (Waka Kotahi, Neighbourhood Zone) we believe a Comprehensive SW Consent dealing with entire catchment is necessary prior to any development (including large scale earthworks) associated with PC20 commencing.
- I have concerns around the Road connection design at Raynes Rd, the triggers and timing of works, and the effect this will have on local residents, recreational amenity and public safety.
- There is significant commentary in the PC20 documents around pedestrian and cycle connection to the Peacocke development but no mention around the existing Rukuhia Neighbourhood Zone. Planning should include both.

Background

- Rukuhia Neighbourhood Zone (RNZ) is located in close proximity to Northern Precinct expansion. The portion of RNZ directly affected by PC20 is the area to the East of Ohaupo Rd which currently consists of life style blocks with limited agricultural output zoned for low density residential housing. The submission by two of the Rukuhia Neighbourhood Landowners (Cuff/McDowell) was completed due to perceived adverse effects caused by PC20.
- The Submitters acknowledge endeavours for consultation made, but this was affected by COVID lockdowns and subsequently the full consultation time period and process was not considered adequate.
- In addition to the perceived adverse effects, we also believe the proposed PC20 does not provide adequate consideration of, nor integration with the Neighbourhood Zone in its planning.
- The Rukuhia Neighbourhood submission made on PC20,-used the Forms provided and every endeavour was made to keep Submission succinct and brief. The Summary of Discussions Document (by Submitter) appeared to summarise key concerns made in Submission however no further contact by PC20 Applicant or Council's reporting planner was made with Submitters to seek any further clarity on Submission Points prior to Applicants re-submission/response. Some concerns appeared to be ignored and others we believe were inadequately addressed.
- Furthermore it is important to note that prior to PC20 submissions closing, but before Applicants Submission made, an attempt to consult with Greenstone Group was made regarding their plans for Infrastructure

- 5 -

servicing of the proposed Development. Greenstone Group advised that contact should be made with Council for this information as the Development was solely focussed on servicing its land. Discussions with Council did not reveal that Council maintained a stake holding in Titanium Properties and the verbal advice provided was that we should seek Titanium Properties Plan Change to include the Neighbourhood Centre. Whilst probably technically correct advice, it was naïve in that it was not in Titanium Properties interest to consider land outside theirs. However this appears to be inconsistent with the Southern Growth Corridor Strategic Land Use and Infrastructure Plan prepared by Future Proof in 2015 and also the appended Head of Agreement.

Key Concerns Around AEE/Submission

The Rukuhia Neighbourhood Submission has limited resource available in preparing this submission. We have not called on a raft of “experts” to write reports or to aid our submission however we have the following concerns around the current submission (expanded upon in subsequent sub-sections);

(Potential) Adverse Effects

- Infrastructure.
- Visual
- Transportation –
- Pedestrian Connectivity
- Urban Design
- Stormwater

Infrastructure Assessment

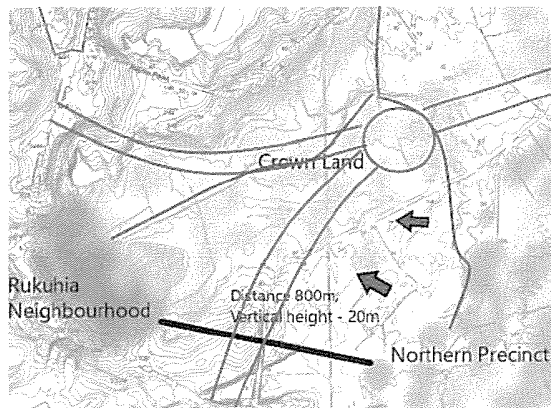
- Initial contact made during consultation period sought to gain clarity from Applicant, then WDC, on provision for Infrastructure and capacity allocation for RNZ
- Under RMA it is understood provision must be made to accommodate network capacity for upstream zoned properties when undertaking Infrastructure design
- Discussion on connection of infrastructure to wider network made but excludes RNZ from comment
- Infrastructure capacity allocation in Applicants design should extend to existing zoned land, and consideration of increased yields this will facilitate should also be made as part of due Planning in accordance with National directives and Heads of Agreement for Southern Corridor Growth
- There appears to be various wastewater options being considered. We understand one is to use a modular wastewater treatment plant however we understand these would be unable to provide treatment for industrial waste. The extension of waste water collection system to be discharged to a WDC or HCC led WWTP would appear more viable and enable wider catchment to be serviced.
- It is understood all remaining capacity for water supply system would be allocated to Nth Precinct as part of PC 20. RNZ believe WDC should

- 6 -

reserve allocation for RNZ land to enable better use of land and better housing supply.

Visual Assessment

- The Visual Assessment does not refer to RNZ in its assessment and whilst this concern was raised in our Submission, little effort appears to be made to respond to this concern by Applicant. The Visual Assessment only considers immediate properties and considers these of exiting rural amenity so of little "effect".
- The RNZ is, if excluding Waka Kotahi land, effectively a direct neighbour (see snippet) and the proposed development has the potential to devalue the RNZ land by affecting current rural outlook.



- The Neighbourhood Zone land is elevated (69m versus 49m of Northern Precinct) meaning the Neighbourhood Zone could look down on the proposed development exacerbating visual effect, the increased traffic, light pollution and have a greater sensitivity to noise generation.
- PC 20 will likely speed up timing of Waka Kotahi's State Highway 3 which has an indirect effect on Neighbourhood Centre, another consideration which may have validity on effect on Neighbourhood Zone.
- The extent of future growth cell and whether incorporated into PC20, and its effect, remain unclear, so how is this assessed
- Land allocated for Buffers also appears to also be allocated for SW Detention ponds.
- Removal of hills may mean RNZ will have an increased sight line to airport activities and noise/light generation from Airport Activities

Transportation

- I have concerns around how PC 20 land will connect and feed into Raynes Rd/Narrows Rd,, and the effect this will have on immediate neighbourhood. We believe a "left out and no right" intersection design (Drawings unable to be located) to prohibit vehicles from using Narrows and Raynes Rd when exiting PC 20 land is unrealistic and we agreed with

- 7 -

comments by Vinish Prakash on its practicality. Comments by Nick Grala that “one must assume motorists will drive by the law” appears naïve when considering motorists will willingly drive an extra 15km/day (if travelling via SH3 to Hamilton). This would cost average motorist an extra \$40/wk and 20 min travel time, hereby determining driver behavior. Also local residents would be affected if access constrained.

- Raynes and Narrows Rd are used for recreational purposes by local residents for exercise as State Highway 3 is unsuitable/dangerous. The development would further reduce the ability for residents to exercise locally and would increase hazard for locals and motorists alike on these existing low volume, poorly designed roads
- I note that the increased transport caused by PC20 will bring forward the timing of Waka Kotahi’s Motorway Upgrade due to demand triggers. This will adversely affect land surrounding it with rural views affected and it will be of detriment to RNZ.
- Conversely, Waka Kotahi’s Motorway Upgrade will also enable eastern side of RNZ to be developed sooner as it will reduce traffic flows on Ohaupo Rd enabling better road connection. Ideally this would be triggered much sooner.

Pedestrian and Cycle Connectivity

- I note that there is significant mention of pedestrian and cycle connection consideration to Peacocke Development but no mention to RNZ. We believe this should be considered as part of PC 20 and outcomes demonstrated

Stormwater

- Historically low-lying areas around Rukuhia have tendency to pond SW due to high water tables and poor drainage. The presence of isolated stands of Kahikatea (Swamp Kauri) are indicative of the pre-colonial ecosystem. Isolated flooding of low-lying areas located between Neighbourhood Zone, proposed Northern Precinct and Waka Kotahi Links Road has been witnessed by RPZ.
- The Precinct’s site is of unproven stormwater discharge potential. A quick review of plans notes;
 1. two hills could crudely generate 400,000m³ cut for blending and formation of building platforms. It is understood from Geotech that this material is predominately ash and clays and not suitable for soakage. The areas located immediately below these cuts are also likely unsuitable for soakage.
 2. Geotech considerations may require some re-compaction of upper soil layers which would also affect soakage potential
- Soakage systems are difficult to maintain and are prone to clogging. This could lead to system failure and inundation of downstream properties.
- SW detention system will naturally pond water and attract bird life to detriment of airport activities and ecological factors. Given this

- 8 -

- environment it seems more appropriate to allow excess surface water to egress site and make use of adjoining low lying peat areas for disposal
- Detention basins may prove land hungry for Precinct and better option may be to allow water to discharge via Nukuhau Stream but have culverts for Nukuhau Stream under new Motorway sized to choke flow to river. This would allow low-lying areas in this vicinity to buffer flow peaks. Such land is already owned by crown and would safe-guard effects of all development form untested SW disposal theorems whilst providing some ecological restoration, bat habitat, valued reserve space for community. *Presumably Waka Kotahi will have to also deal with their SW treatment, attenuation and disposal too. Such a scheme could also accommodate events greater than the 1:100 year which when comparing design rainfall via HIRDS with recent Cyclone Gabrielle event – seem to indicate HIRDS may not be conservative enough*
 - RITS design guides notes that for catchments in excess of 8Ha Regional Council must be consulted with regards design. Should this be part of Application to ensure viability as they will likely require more stringent assessment for Consenting.

Consultation Process

- Prior to Plan Change 20 becoming notified contact was made with Titanium Properties and queries were made around the proposal¹. At the time we were notified by Greenstone Group that further information would only be made available at the time Submissions called for. Notes on the Waipa District Council website note that under the RMA the Plan Change submissions can only relate to the proposal and can not look to extend the Plan Change area – but this wasn't explained in earlier consultation with Greenstone Group. We believe the consultation process should have allowed Neighborhood zoned properties who have an outlook to the Industrial Zone to actually review plans as part of an preliminary consultation. As this did not occur the consultative process is limited with legislative process noted.
- Contact was also made with Waipa District Council on this matter. We queried infrastructure proposed for the Industrial Sector however very little information was provided but a verbal comment was made that there was an existing development plan for the Neighborhood Centre which only allowed Residential Lots of 4000 m2 area due to lack of infrastructure availability. This Plan was prepared back in 2015. Infrastructure linkage to Rukuhia Neighbourhood from Nth Precinct queried but was advised that this infrastructure was private and a request to piggy back Plan Change best approach. This was unachievable as Nth Precinct were

-
- ¹ *Email to Nth Precinct (20/4). Query on Noise, Visual, Motorway and Infrastructure. Response (Ben Ingle (Monocle – 27/4) noted that detailed information provided with Plan Change Application. It was recommended that Infrastructure queries be placed with WDC.*
 - *Phone Call (WDC) approx. 1/5. WDC did not note conflict of interest and noted that Nth Precinct yet to*
 - *Email WDC (23/8) . Query on submission dates. Response (Leah Newman) (30/8) that PC 20 accepted for processing 23/8 and yet to be notified*

- 9 -

- unwilling to share any specific information as they noted this was Council's role. We were not advised Council was shareholder at this time
- The Plan Change process is stacked in favour of Applicant or those with financial clout to engage consultants and external experts to support contesting the Plan Change. The time allocated for private individuals to review, and respond to update information, by way of reference to solely a web page for uploads, is neither fair or consultative.

Conclusion

The Southern Growth Corridor Strategic Land Use and Infrastructure Plan 2015 identified Rukuhia as a growth area with no challenges but identified servicing as a constraint unless opportunities arose from nearby developments or infrastructure upgrades. Rukuhia was identified as one of 6 growth areas within the Southern Growth Corridor Area and the report highlighted that infrastructure opportunities should be considered if adjacent development was to occur. This opportunity appears to have been totally overlooked by Plan Change 20 and has failed to take a 'one network approach' adopted by the Southern Growth Corridor Heads of Agreement appended to that report.

Ideally, on behalf of my parents and other third parties who may benefit from a more integrated planning approach, it is proposed that Council pauses consideration of this Plan Change until a closer look at the servicing of wider growth area has been completed, particularly with respect to the provision of urban infrastructure and road connectivity to Rukuhia.

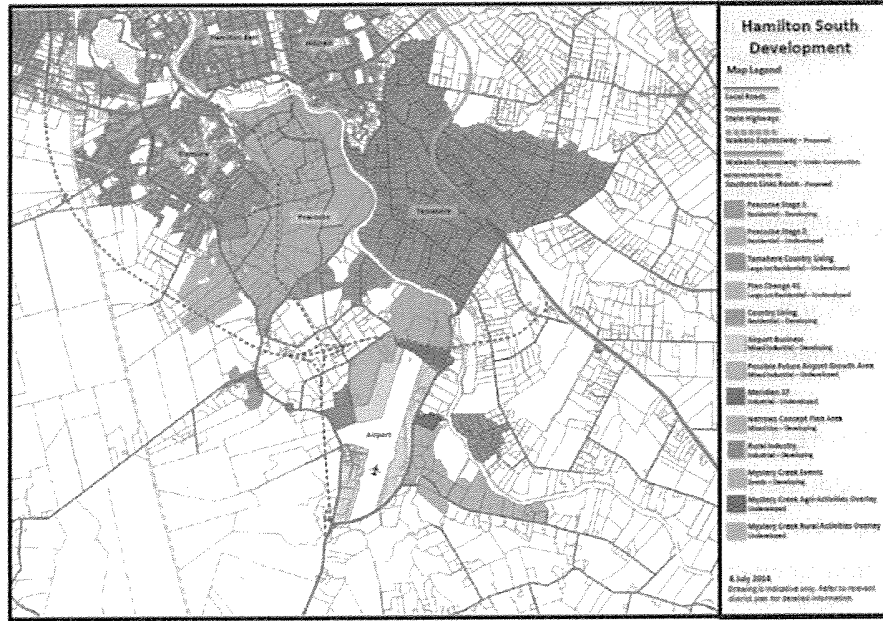
Bruce Cuff

CPEng

7 March 2023

Extract From Southern Growth Corridor HOA

Appendix 1: Southern Growth Corridor



AA Strategic Framework Package

Submission 1130

Stakeholder:	Mark Rushworth
Organisation:	NZTA
Submission Date:	11/5/2024 7:14:00 PM

Do you endorse the activities included in the Strategic Framework Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

See response in attachment /

Submission received 04 Nov 2024 02.04pm

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Support

Tell us why

See response in attachment /

Submission received 04 Nov 2024 02.04pm

Would you like to present?

No



Address

1/11/2024

Kirsty Downey
Waipā District Council
Private Bag 2402
Te Awamutu 3840

Via Email: [REDACTED]

Dear Kirsty,

Ahu Ake

The NZ Transport Agency Waka Kotahi (NZTA) welcomes the opportunity for further engagement in the development of Ahu Ake.

NZTA acknowledges the benefits of developing a spatial plan. We support spatial planning as a way of setting the strategic direction for how a place will grow, develop and change over time. In our experience, a collaborative spatial plan process enables key partners to work together to develop a shared understanding of the evidence base, outcomes being sought and co-development of a supporting implementation programme which clearly identifies the role each partner will need to play overtime to enable the plan.

This letter sets out the position of NZTA in relation to the draft plan.

NZTA interest in urban development, integrated land use and transport planning

NZTA has a statutory objective to undertake its functions in a way that contributes to an effective, efficient, and safe land transport system in the public interest whilst giving effect to the strategic priorities and transport outcomes set by the Government through the Government Policy Statement on Land Transport (GPS).

The strategic priorities of the GPS 2024-2034 are:

- Economic Growth and Productivity
- Increased Maintenance and Resilience
- Safety
- Value for Money

The overarching priority is economic growth and productivity. This includes the identification of Roads of National Significance (RONS), two of which: Cambridge to Piarere (SH1) and Hamilton Southern Links, are situated within Waipa Ahu Ake plan area.

The National Land Transport Programme (NLTP) 2024 – 2027 sets out the direction for New Zealand's land transport system over the next 10 years and allocates funding to a range of activity classes to enable delivery.

NZTA takes an integrated approach to transport planning, investment and delivery.

NZTA is a member of the Future Proof partnership and supports the Future Proof Strategy that sets out the sub regional approach to growth management over the next 30 years.

Ahu Ake draft plan

NZTA broadly supports the draft plan and considers it to be generally aligned with the strategic direction of the sub-regional Future Proof Strategy and the Hamilton – Waikato Metro Spatial Plan (MSP) Transport Programme Business Case.

Our key submission points are as follows:

- Support the overall spatial growth pattern and integration of land use and transport.
- Support safeguarding the freight function of key transport routes and integration of major transport infrastructure, with specific recognition of the RONS within the plan area.
- Karapiro school accessibility – noting that provision for a shared path, separated from State Highway 1, is being made in the Cambridge to Piarere RONS project.
- Providing appropriate speed and safety in settlements and near schools – drawing attention to alignment with the new Land Transport Rule: Setting of Speed Limits 2024

Further detailed feedback is attached in the submission table at the end of this letter.

Concluding comments

We acknowledge the progress that has been made on Ahu Ake and look forward to working with the Council and other partners on the future work programmes to enable it.

If you have any questions regarding this letter, please do not hesitate to contact Mark Rushworth, Principal Planning Advisor on 021 245 9934 or mark.rushworth@nzta.govt.nz.

Yours sincerely



Cole O'Keefe

Lead System Planner

Ahu Ake		
NZTA Submission November 2024		
Topic	Issue	Relief Sought
<p>Transport systems provide balance between place and movement. (p73)</p> <p>Strategic Opportunities (p74)</p>	<p>This approach is consistent with the One Network Framework (ONF). The ONF provides a tool to help establish network function, performance measures, operating gaps and potential interventions for each road and street type.</p>	<p>Include reference to the ONF as a tool to inform network planning and establish priority uses, performance measures and potential interventions for each road and street type.</p>
<p>Strategic roading network has been expanded and safeguarded. (p73)</p>	<p>Welcome the recognition of Cambridge to Piarere and Southern Links projects, which are identified as Roads of National Significance (RONS) in the GPS and the NLTP.</p> <p>Note the reference to the Designation for Te Awamutu Western Arterial.</p> <p>The need for a third bridge in Cambridge should be determined through a detailed transport plan and business case with supporting evidence.</p>	<p>Retain reference to the strategic significance of the RONS projects, and recognise the need for strategic new infrastructure investments to be supported by a business case.</p>
<p>Strategic Opportunities - Safeguard freight function of key transport corridors and integrate major transport infrastructure with development of towns and villages. (p74)</p>	<p>The economic importance of freight and strategic transport corridors is recognised. This aligns with the GPS strategic priority – Economic Growth and Productivity. The GPS includes two RONS within Waipa (Cambridge to Piarere and Hamilton Southern Links), and Arataki identifies a number of strategic freight corridors within the district.</p>	<p>Retain reference to the importance of safeguarding the freight function of key transport routes and the integration of major transport infrastructure, including RONS, with planned urban growth.</p>

<p>Implementation Plan</p> <p>K2. Investigate Karāpiro Village Connections – school access (p151)</p>	<p>We understand the Ministry of Education has indicated that relocating the school is unlikely.</p> <p>The Cambridge to Piarere Roads of National Significance (RONS) project includes a number of changes to State Highway 1 in the vicinity of Karapiro School, including a new grade separated intersection south east of Karapiro Rd. A new parallel access road will run from Hydro Rd to the new intersection, adjacent to SH1. This will include a shared path that will link to the school.</p> <p>The NLTP 2024-2027 has identified funding to progress the RONS project to implementation.</p>	<p>Recognise the proposed new access arrangements for Karapiro school included within the Cambridge to Piarere RONS project.</p>
<p>Priorities in Place -</p> <p>Speed and safety</p>	<p>The community aspirations for managing traffic speed in various settlement, and in particular near to schools, is acknowledged. Safety is one of the Government's strategic priorities for transport. The Government has recently announced a new Land Transport Rule: Setting of Speed Limits 2024, that came into effect from 30 October. NZTA wrote to all Road Controlling Authorities on 1 October confirming details including the availability of a new speed guide.</p>	<p>Traffic management proposals should reflect and align with the Land Transport Rule: Setting of Speed Limits 2024.</p>
<p>Implementation Plan</p> <p>T1. Review the Transport Strategy (p147)</p>	<p>In high growth areas such as Waipa it is important to ensure that the District's transport strategy is kept up to date and</p>	<p>Retain updating the Transport Strategy and aligning it with the MSP transport programme, and</p>

	<p>integrated with population growth and land use planning.</p> <p>The strategy should reflect current policy settings and Government direction and be consistent with the sub regional approach such as the Future Proof FDS and the endorsed Hamilton-Waikato Metro Spatial Plan Transport Programme.</p>	<p>NZTA being a partner in the review process.</p>
<p>Infrastructure affordability is a challenge p27</p>	<p>The challenge of infrastructure affordability is recognised.</p> <p>Opportunities to take a co-ordinated strategic approach to growth and infrastructure planning, as indicated on p46 <i>Investments made at the sub-regional level can alleviate affordability challenges</i> are supported.</p> <p>The Government has signalled that it expects that 'growth pays for growth' and has identified Value for Money as a strategic priority in the GPS.</p> <p>The Intervention Hierarchy assists getting the most from limited resources by demonstrate both efficiency and effectiveness while delivering intended outcomes.</p>	<p>Include reference to the use of innovative ways of funding infrastructure such as through value capture, and use of the intervention hierarchy.</p>
<p>Economic development – Master Planned high growth economic activity areas (p63)</p>	<p>The broad locations of northern Waipa and Hautapu have the potential to leverage investment from the RONS to support economic growth.</p> <p>There is opportunity for master planning to provide a co-ordinated approach to land use and infrastructure planning and investment that can improve the</p>	<p>Retain reference to master planning economic activities in northern Waipa and Hautapu.</p>

	<p>efficiency and effectiveness of delivery and value for money.</p> <p>It is recognised that these areas have the potential for wider sub regional strategic opportunities, as reflected in Future Proof FDS Implementation Plan actions 5.1: integrated spatial framework for North Waipa/South Hamilton and 5.2 economic and connectivity spatial concept for the Hamilton to Tauranga corridor.</p>	
<p>Implementation Plan</p> <p>FD1. Review the Growth Strategy and Implementation Plan for long term high growth areas</p>	<p>In high growth areas such as Waipa it is important to ensure that the District’s growth strategy is kept up to date and integrated with transport strategy and infrastructure planning.</p> <p>The growth strategy should reflect current policy settings and Government direction, including the current RMA reforms, and be consistent with the sub regional approach such as the Future Proof FDS and endorsed Hamilton-Waikato Metro Spatial Plan Transport Programme.</p> <p>Strategic growth should be informed by the sub regional planning identified in the FDS Implementation Plan actions 5.1: integrated spatial framework for North Waipa/South Hamilton and 5.2 economic and connectivity spatial concept for the Hamilton to Tauranga corridor. This will enable an integrated approach and provide the context for key locations including the centre north of the District and Ohaupo.</p>	<p>Retain reference to reviewing the Growth Strategy and NZTA being a partner in the review process.</p>

<p>Implementation Plan</p> <p>EC1. Develop an Economic Wellbeing Strategy and Implementation Plan</p>	<p>Economic growth is likely to require good transport connectivity. Focusing on Hautapu and Southern Hamilton/Airport provides opportunity to integrate with existing and planned infrastructure including RONS and rail.</p> <p>Master planning growth areas provides an opportunity to integrate land use and transport and co-ordinate infrastructure investment. This is consistent with, and should be informed by, the sub regional approach identified in the FDS Implementation Plan actions 5.1: integrated spatial framework for North Waipa/South Hamilton and 5.2 economic and connectivity spatial concept for the Hamilton to Tauranga corridor.</p>	<p>Retain the theme areas including master planning for business parks, and add NZTA to stakeholders.</p>
<p>Implementation Plan</p> <p>K1 Prepare a Lake Karapiro Destination Management Plan</p>	<p>It is recognised that Lake Karapiro is a facility of regional significance.</p> <p>The Cambridge to Piarere RONS project will enhance access and potentially provide opportunities for other activities around the lake.</p> <p>A Destination Management Plan will help to provide a co-ordinated approach to events and activities, including access arrangement.</p>	<p>Retain preparation of a Lake Karapiro Destination Management Plan and NZTA being a stakeholder.</p>

AA Future Development and Housing Package

Submission 1131

Stakeholder:	Robert Dol
Organisation:	SL1 Consortium
Submission Date:	11/5/2024 7:35:00 PM

Do you endorse the activities included in the Future Development and Housing Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

See response in attachment /

Submission received 04 Nov 2024 03.28pm

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Support

Tell us why

See response in attachment /

Submission received 04 Nov 2024 03.28pm

Would you like to present?

Yes



Ahu Ake Waipā Community Spatial Plan

Submission form

Submissions close: 5pm on Monday, November 4, 2024

Full name: Robert Dol Organisation: (if applicable) SL1 Consortium Address for correspondence: Attention - Fraser McNutt, Barker & Associates	For office use only: Submission No.
Email: [Redacted]	
Phone: [Redacted]	

Privacy statement: All submissions (including names and contact details) may be provided in full to Elected Members. Submissions (including names but not contact details) may be made available to the public at our office and on our website. Your personal information may also be used for the administration of the consultation process, including informing you of the outcome of the consultation. All information collected will be held by Waipā District Council, 101 Bank Street, Te Awamutu with submitters having the right to access and correct personal information.

I acknowledge that I have read the privacy statement and am happy to proceed.

I wish to present my submission verbally to a Council hearing on Wednesday, November 27. If required, due to the number of requests to make an oral submission, Council will schedule an additional day for hearings on Tuesday, December 3.

Yes No

Submission can be made:

Online:
waipadc.govt.nz/ahu-ake-have-your-say

Emailed to:
haveyoursay@waipadc.govt.nz Subject heading should read: "Ahu Ake Waipā Community Spatial Plan – Submission"

Posted to:
 Waipā District Council
 Freepost 167662
 Private Bag 2402
 Te Awamutu 3840 Attn: Strategy Team

Delivering it to Council offices:

Waipā District Council 101 Bank Street Te Awamutu Attn: Strategy Team	OR	Waipā District Council 23 Wilson Street Cambridge Attn: Strategy Team
--	-----------	--

Future development and housing package

Why do we need this package?

By 2055, Waipā is expected to welcome 22,000 new residents who will require adequate housing, employment opportunities, educational facilities, and recreational spaces. Council must effectively accommodate this growth by closely aligning infrastructure and planning with development opportunities across the district. The activity in this package aims to facilitate high-quality growth outcomes that reflect Waipā's authentic places and people.

What will we work towards?

This package will support the delivery of the following strategic opportunities identified in the plan:



Land use Management and Housing Affordability

Improve housing affordability and choice to meet evolving community needs and ensure housing developments and economic activities take place in appropriate areas.



Critical Community Infrastructure

Maintain Waipā's quality of lifestyle while meeting the changing needs of both an ageing population and a growing youth demographic.



Local and Regional Economic Development and Resilience

Optimise social and economic benefits in towns and villages by taking a place-based approach to community planning to balance traffic levels and pedestrian amenities.



Environmental & Cultural Stewardship

Foster a sense of belonging and cultural continuity for all members of our community by actively promoting and safeguarding the district's rich cultural heritage – including its expression through natural features like the Waikato and Waipā rivers.

How do we propose to achieve this?

In the short term (0-3 years) Council will:

- Review and Implement: Growth Strategy (i.e., Waipā 2050).
- Ongoing activities beginning in the short term: Update the Housing Strategy and Implementation Plan, District Plan changes, monitoring and reporting of Village and Town Concept Plans, Three Waters Masterplan review and implementation.

In the medium term (3-10 years), Council will:

- Develop and Implement a Heritage Asset Master Plan.





1. About the package activities:

Do you endorse the activities included in the Future Development and Housing Package, and do you think this is the right way to address the strategic opportunities?

Support Don't support Unsure

Tell us why... See attached.

2. About the staged approach

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Support Don't support Unsure

Tell us why... See attached.

Placemaking Package

Why do we need this package?

Council recognises the importance of strong and well-connected rural and urban communities to benefit our residents. We need to create and maintain vibrant, active places that showcase the district and its people.

By taking a comprehensive approach to placemaking, Council, working with project collaborators, will play a pivotal role in coordinating further investments in community infrastructure and activation (such as public arts and events) that attract high-quality businesses and employees who want to invest, live, and work in the Waipā district.

What will we work towards?

This package will support the delivery of the following strategic opportunities identified in the plan:



Critical Community Infrastructure

Maintain Waipā's quality of lifestyle while meeting the changing needs of both an ageing population and a growing youth demographic.



Local and Regional Economic Development and Resilience

Optimise social and economic benefits in towns and villages by taking a place-based approach to community planning to balance traffic levels and pedestrian amenities.



Environmental & Cultural Stewardship

Foster a sense of belonging and cultural continuity for all members of our community by actively promoting and safeguarding the district's rich cultural heritage – including its expression through natural features like the Waikato and Waipā rivers.

What's included in this package?

In the medium term (3-10 years), Council will:

- Develop a Placemaking Strategy and an Implementation Plan.
- Review Urban design guidelines for towns and villages in the district.
- Develop Te Ao Māori Design Principles in partnership with Mana Whenua & Iwi.





1. About the package activities:

Do you endorse the activities included in the Placemaking Package, and do you think this is the right way to address the strategic opportunities?

Support Don't support Unsure

Tell us why...

2. About the staged approach

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Support Don't support Unsure

Tell us why...



Strategic Framework Package

Why do we need this package?

Council must effectively work towards positive and lasting environmental, economic, transportation, and climate change outcomes. To do this Council must establish defined and clear directions for future investments and partnership. This will help the Council to reduce risks and allocate resources efficiently in the long run.

What will we work towards?

These activities will be measured against the achievement of the following Strategic Opportunities:

Land use Management and Housing Affordability

- Optimise social and economic benefits in towns and villages by taking a place-based approach to community planning to balance traffic levels and pedestrian amenities.
- Enhance economic development to provide local opportunities for working-age residents and Mana Whenua and Iwi by leveraging market connections, the land-based primary sector, Māori economy, and heritage/ environmental tourism to facilitate high-quality job creation.
- Maximise regional economic development initiatives by focusing on key sectors to bolster economic resiliency, generate new growth opportunities for an ageing population and the emerging workforce.

Critical Community Infrastructure

- Improve community resilience and wellbeing by maintaining high-quality community infrastructure, including lifeline utilities, and adapting to climate change.
- Maintain Waipā's quality of lifestyle while meeting the changing needs of both an ageing population and a growing youth demographic.

Environmental & Cultural Stewardship

Preserve biodiversity and support ecosystem services by protecting and restoring the district's natural environment.

Integrated Transport and Freight Management

- Prioritise local walking and cycling options when relevant and possible and strengthen existing and future regional connections with a comprehensive, safer, multi-modal transport system.
 - Safeguard the freight function of key transport corridors and integrate major transport infrastructure (i.e., airports, inland ports, freight hubs) with the development of our towns and villages in a symbiotic way.
-

What's included in this package?

In the short term (0-3 years) Council will:

- Develop an Economic Wellbeing Strategy and Programme [underway]
- Develop a Climate Change Strategy [underway]

In the medium term (3-10 years), Council will:

- Review the Transport Strategy
- Review the Environment Strategy and Implementation Plan

Community Places Package

Why do we need this package?

In the next 30 years, we anticipate that 90 per cent of Waipā's population will reside in urban areas (towns and villages), a 20 per cent increase from the current numbers. Community facilities such as community halls, libraries, museums, sports fields, and aquatic facilities play a crucial role in meeting the diverse needs of both urban and rural residents. We also need to ensure that all individuals feel a sense of belonging in those places by aligning customary practices with present and future needs. The role of these communities' facilities and spaces will evolve to encompass a broader range of functions that are increasingly relevant to the communities they serve.

What will we work towards?

These activities will be measured against the achievement of the following Strategic Opportunities:



Critical Community Infrastructure

- Improve community resilience and wellbeing by maintaining high-quality community infrastructure, including lifeline utilities, and adapting to climate change.
- Maintain Waipā's quality of lifestyle while meeting the changing needs of both an ageing population and a growing youth demographic.



Local and Regional Economic Development and Resilience

Optimise social and economic benefits in towns and villages by taking a place-based approach to community planning to balance traffic levels and pedestrian amenities.



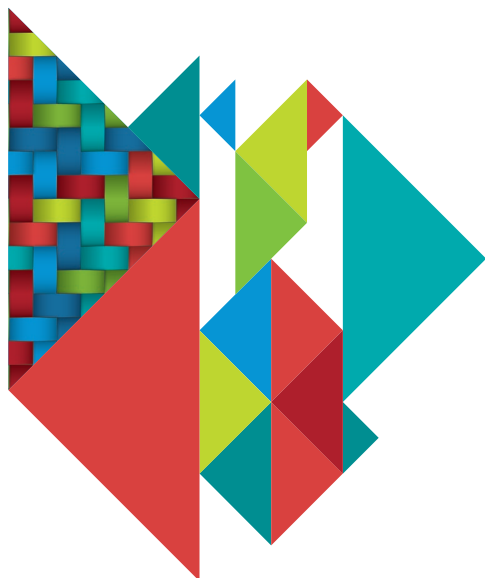
Environmental & Cultural Stewardship

Foster a sense of belonging and cultural continuity for all members of our community by actively promoting and safeguarding the district's rich cultural heritage - including its expression through natural features like the Waikato and Waipā rivers.

What's included in this package?

In the medium term (3-10 years), Council will:

- Conduct a Parks and Public Facilities Needs Assessment for Future Direction to identify the level of service and investment needed.
- Review needs for multi-cultural funeral facilities, including urupā facilitation.





1. About the package activities:

Do you endorse the activities included in the Community Places Package, and do you think this is the right way to address the strategic opportunities?

Support Don't support Unsure

Tell us why...

2. About the staged approach

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Support Don't support Unsure

Tell us why...

Karāpiro Programme Package

Why do we need this package?

Karāpiro village and its community are currently experiencing severance issues with the community being separated by the dam and the expressway. The expressway's pathway and location could potentially open new opportunities for development around Karāpiro, within and/or beyond existing growth areas. By aligning these opportunities arising from existing and planned programmes of works around the Karāpiro Village, we can maximise investment benefits and ensure Council, Mana Whenua / Iwi, and the Karāpiro community are fully involved.

By enhancing Karāpiro's accessibility to surrounding areas, Council would facilitate improved movement for residents, visitors, and businesses.

What will we work towards?

These activities will be measured against the achievement of the following Strategic Opportunities:



Local and Regional Economic Development and Resilience

- Optimise social and economic benefits in towns and villages by taking a place-based approach to community planning to balance traffic levels and pedestrian amenities.
- Enhance economic development to provide local opportunities for working-age residents and Mana Whenua and Iwi by leveraging market connections, the land based primary sector, Māori economy, and heritage/ environmental tourism to facilitate high-quality job creation.



Environmental & Cultural Stewardship

- Preserve biodiversity and support ecosystem services by protecting and restoring the district's natural environment.
- Foster a sense of belonging and cultural continuity for all members of our community by actively promoting and safeguarding the district's rich cultural heritage – including its expression through natural features like the Waikato and Waipā rivers.



Critical Community Infrastructure

Improve community resilience and wellbeing by maintaining high-quality community infrastructure, including lifeline utilities, and adapting to climate change.

What's included in this package?

In the medium term (3-10 years), Council will:

- Prepare a Lake Karāpiro Destination Management Plan.
- Investigate Karāpiro Village Connections - severance issues caused by the dam and the expressway.





1. About the package activities:

Do you endorse the activities included in the Karāpiro Programme Package, and do you think this is the right way to address the strategic opportunities?

Support Don't support Unsure

Tell us why...

2. About the staged approach

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Support Don't support Unsure

Tell us why...

**Barker & Associates
Hamilton**

PO Box 9342, Waikato Mail Centre, Hamilton 3240
298 Victoria Street, Hamilton 3204

4 November 2024

Waipa District Council

Via email: [REDACTED]

[REDACTED] koutou Ahu Ake Waipa Community Spatial Plan,

Submission on Draft Ahu Ake Waipa Community Spatial Plan

Thank you for the opportunity for SL1 Consortium (SL1) to provide a submission on the Draft 2024 Ahu Ake Waipa Community Spatial Plan (WCSP).

The SL1 development is directly affected by the Draft WCSP. Through this submission, SL1 seek to present and further expand on the strategic significance of this land area and reiterate the importance of the Strategic Boundary Agreement 2022.

SL1 could not gain an advantage in trade competition through this submission.

SL1 wish to be heard in support of this submission.

Background Information

SL1 owns the land shown in Figure 1 below within the Waipa District, adjoining the Hamilton City boundary to the south-west boundary. This land is formally identified as 'Southern Links 1' (SL1), which as of August 2022, was identified by Hamilton City Council (HCC) as an 'Emerging Area – Market intentions yet to be reviewed' (see Figure 2).



Figure 1 Outline of land applicable to SL1

Barker & Associates

+64 375 0900 | admin@barker.co.nz | barker.co.nz

Kerikeri | Whangārei | Warkworth | Auckland | Tauranga | Hamilton | Cambridge | Napier | Wellington | Christchurch | Wānaka | Queenstown



Figure 2 Emerging Areas - Developer Proposals.

A 'Strategic Boundary Agreement' (SBA) between Waipa District Council (WDC) and Hamilton City Council (HCC) was signed on the 3rd of October 2022 which outlined the transfer of the Southern Links Land Area from the authority of WDC to HCC. SL1 is located within the land identified as a Priority 1 Area within the Hamilton City District Plan. A copy of the SBA can be viewed in Attachment 1.

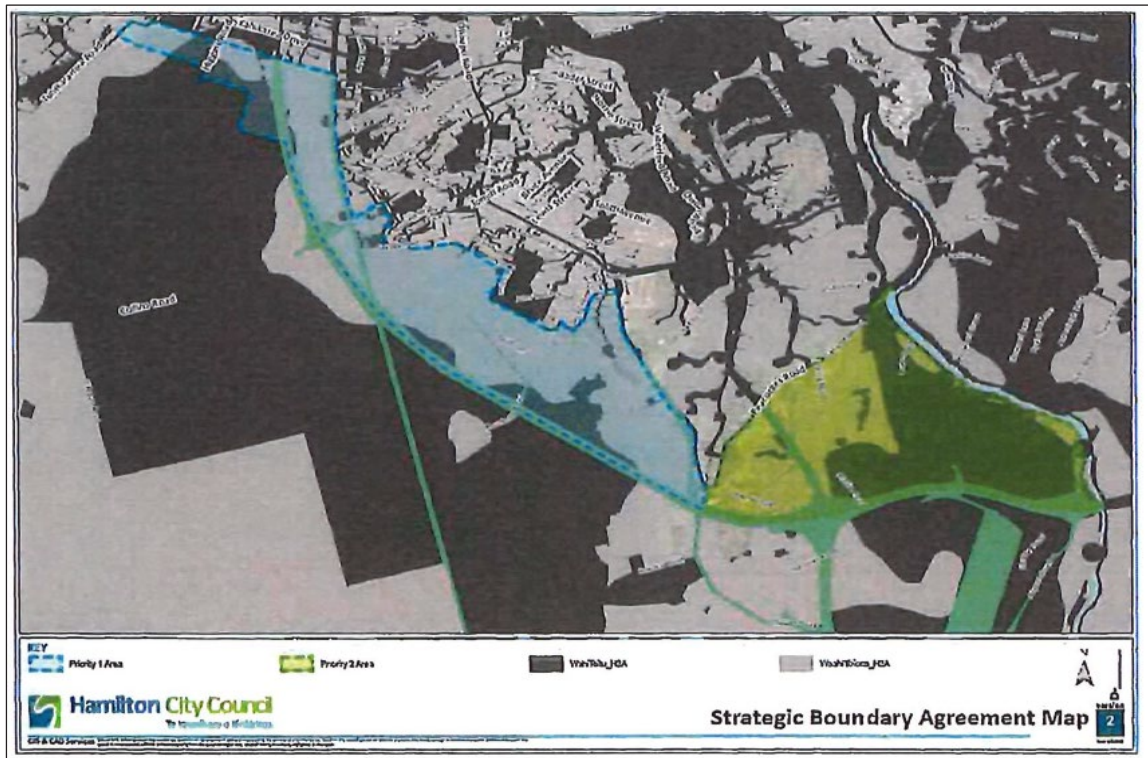


Figure 3 The SL1 land identified as a "Priority 1 Area" from the signed SBA document.

Barker & Associates

+64 375 0900 | admin@barker.co.nz | barker.co.nz

Kerikeri | Whangārei | Warkworth | Auckland | Hamilton | Cambridge | Tauranga | Napier | Wellington | Christchurch | Queenstown | Wānaka

Following on from the signing of the SBA, a Memorandum of Understanding (MOU) was signed on the 25 January 2023 between HCC and the landowners of SL1 (refer to Figure 4 below for the SL1 landowners). The MOU set out the terms for the parties to work collaboratively and in good faith to investigate and progress the transfer of SL1 land as per the terms set out within the SBA.

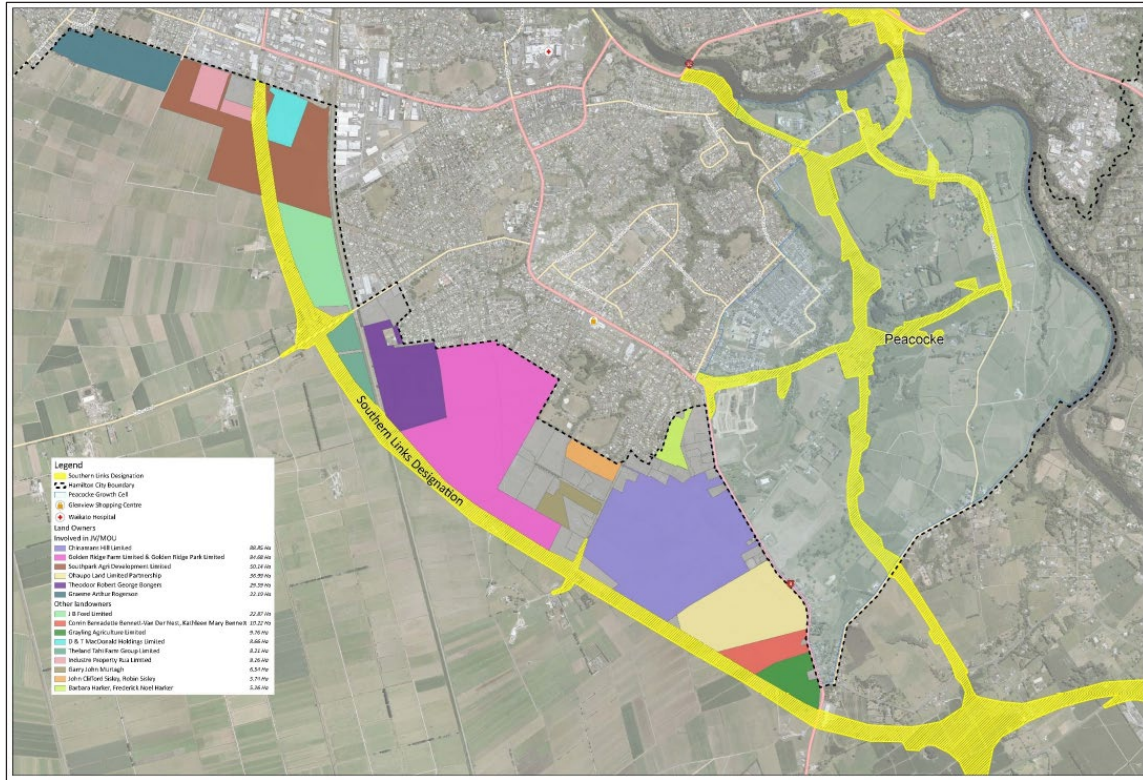


Figure 4 Identified Land Owners within SL1

SL1 is a key strategic area of land within Hamilton City (and the wider Waikato Region) that can deliver and cater for the regions current and future growth. It is highly accessible to the Peacocke’s growth cell, State Highway 26, the rail corridor, Hamilton’s CBD and existing urban areas. Additionally, there are some existing roading links into the SL1 area.

Scope of Submission

SL1 generally supports the purpose and intent of Ahu Ake Draft WCSP in providing a clear framework to manage growth and spatial aspirations for Waipa.

Specific aspects of the SL1 submission include:

- Support the intent of giving effect to the National Policy Statement for Urban Development and aligning with strategic land and boundary considerations
- Support the strategic identification of SL1 within the Ahu Ake Draft WCSP as an area subject to potential future land transfer to Hamilton

Barker & Associates

+64 375 0900 | admin@barker.co.nz | barker.co.nz

Kerikeri | Whangārei | Warkworth | Auckland | Hamilton | Cambridge | Tauranga | Napier | Wellington | Christchurch | Queenstown | Wānaka

- Support the master planning proposed for this area of southern Hamilton. SL1 are well advanced with master planning for this SL1 area and would welcome the opportunity to continue to progress this with the relevant Council(s) and key stakeholders (see Attachment 2 which supported FTA Bill application)
- Support the wider Hamilton Airport environs and the key role of integrating with the Southern Wastewater Treatment Plant and other key infrastructure in the future
- Support the alignment of integrating key servicing and infrastructure requirements for Southern Hamilton efficiently, including the Southern Wastewater Treatment Plant, Water Reservoir and bulk main timing and costing
- Support the role of industrial and residential opportunities within SL1 being realised
- Acknowledge that Stage 1A Residential (48 hectares and approximately 1035 residential units) and Industrial (approximately 66 hectares) for SL1, see Attachment 3, were identified as a listed project as part of the Fast-track Approvals Bill (FTA Bill)
- Support and acknowledge the strategic alignment with Southern Links Road of National Significance (RONs) which is a listed project for New Zealand Transport Agency Waka Kotahi as part of the FTA Bill, where it will develop an effective network of state highway and urban arterial routes to support Hamilton’s planned southern growth. It will link SH1 from Kahikatea Drive to the Waikato Expressway at Tamahere, and SH3 from Hamilton Airport to central and east Hamilton. There are 11km of local arterials and 21kms of state highway along with associated infrastructure, activities and works
- Support the proactive approach to addressing any subsequent plan change requirements and Local Government Act processes associated with a potential boundary adjustment and subsequent land use and infrastructure considerations

Conclusion

We thank Waipa for the opportunity to submit on the draft Ahu Ake Waipa Community Spatial Plan. We support the positive intent and direction which Waipa outlines. We are open to discussing any of this submission in more detail with Waipa.

Yours sincerely | Nāku noa, nā

Barker & Associates Limited



Fraser McNutt

Partner

027 425 3902 |

fraserm@barker.co.nz

Barker & Associates

+64 375 0900 | admin@barker.co.nz | barker.co.nz

Kerikeri | Whangārei | Warkworth | Auckland | Hamilton | Cambridge | Tauranga | Napier | Wellington | Christchurch | Queenstown | Wānaka

Attachment 3

Strategic Boundary Agreement



Urban & Environmental

STRATEGIC BOUNDARY AGREEMENT

Between

HAMILTON CITY COUNCIL

And

WAIPA DISTRICT COUNCIL

Handwritten signatures and initials in blue ink, including a large 'P' and 'D'.

AGREEMENT dated 3rd October 2022

PARTIES

HAMILTON CITY COUNCIL

WAIPA DISTRICT COUNCIL(Councils)

BACKGROUND

- A. Hamilton City Council (HCC) and Waipa District Council (WDC) are both parties to the Future Proof Sub-Regional Growth Strategy that sets out a development pattern for the sub-region and is embedded in statutory planning documents including the Waikato Regional Policy Statement, and WDC and HCC District Plans.
- B. The Southern Links Designation route provides the strategic transport corridor from the south, around the Airport, through WDC land into HCC land and specifically the Peacocke area.
- C. As part of the Future Proof Strategy - Southern Sector Study, it was identified that the Southern Links Designation route should ultimately form an urban boundary for the southwestern extent of the Hamilton urban area.
- D. The Future Proof Strategy has been updated and adopted in June 2022, and included an action to progress negotiations between Hamilton City Council and Waipa District Council in relation to a strategic land agreement regarding the Waipā district land which is on the Hamilton City-side of the Southern Links designation.
- E. In 2018 Central Government progressed, as part of the Urban Growth Agenda, the development of the Hamilton to Auckland Corridor Plan, and from this came the development of the Hamilton-Waikato Metro Spatial Plan that took a 'boundaryless' approach to planning for the Metro Hamilton area beyond existing territorial boundaries.
- F. Through the development of the Hamilton-Waikato Metro Spatial Plan, the Southern Links Designation area was also flagged for potential future growth consideration.
- G. HCC is currently undertaking a review of its Hamilton Urban Growth Strategy (HUGS) to update and identify the future form of the city, including the sequence and timing of growth areas, both within and on the periphery of the city.
- H. HCC and WDC wish to establish a clear framework for amending their respective territorial boundaries whereby land within the areas identified as "Priority 1 Area" and "Priority 2 Area" in Attachment 1 (Southern Links Land Area) that is within the territorial boundary of WDC is transferred into the territorial boundary of HCC (Transfer). This is to be implemented in a manner that gives effect to the Future Proof Strategy, the Hamilton-Waikato Metro Spatial Plan and HUGS.
- I. HCC and WDC also wish to establish a process for a Transfer for additional areas of land should that further land be identified as suitable for future urban development and supported by the Future Proof Partnership. WDC does not currently consider there to be any such suitable land available for Transfer, but nevertheless supports formalising a process for its consideration through this agreement.
- J. Both parties acknowledge that to give effect to any changes to their respective territorial boundaries, the approval of the Local Government Commission and the Minister of Local Government is required, as well as a separate public process, in accordance with the Local Government Act 2002 (LGA).

40
A. [Signature]

AGREEMENT

Strategic Planning

1. The Councils will continue to work collaboratively on all matters concerning potential Transfers within the Southern Links Land Area).
2. All such engagement will be informed by other collaborative processes relating to strategic land use including but not limited to Future Proof, the Hamilton to Auckland Corridor Plan, the Hamilton - Waikato Metro Spatial Plan, HUGS, Waipa Growth Strategy 2050, and Individual District Plans including changes/amendments.
3. The Councils agree that due to the dynamic nature of strategic land use planning, land within the Southern Links Land Area may be subject to Transfer at a time to be determined by mutual agreement between the Councils, informed by the terms of this agreement and subject to the requirements of the LGA.
4. The Councils will apply the principles of 'boundaryless planning' as identified by the Future Proof Partnership when considering strategic land use planning, infrastructure provision and funding, and any potential Transfer within the Southern Links Land Area .
5. Subject to and without limiting WDC's plan making and regulatory functions under the Resource Management Act 1991 (RMA), the land uses within the Southern Links Land Area will continue to be strategically managed and retained for rural use, in accordance with the existing WDC District Plan, Future Proof and other plans to protect the land resource for its ultimate potential urbanisation.
6. In their strategic planning the Councils will recognise Hamilton Airport as regionally significant economic and social infrastructure. Both Councils will use their best endeavours to ensure any development occurring within the outer control noise boundary as identified in the operative WDC District Plan should be non-residential activities.
7. All strategic land use decision making undertaken by the Councils, including plan changes and district plan reviews, will take into consideration the terms of this agreement.

Transfer within the Southern Links Land Area

8. The Councils agree that the first priority of any Transfer within the Southern Links Land Area will be land located to the west of State Highway No.3 within the Southern Links Land Area , including Waipā District land requiring access from within the City boundaries. This area is identified on Attachment 1 as Priority 1 Area.
9. The process for the Transfer of land within Priority 1 will commence with HCC making a formal written request to WDC. Agreement to the Transfer will only occur if WDC resolves to give effect to the Transfer on terms and conditions acceptable to both Councils. Once so resolved, each Council will take all necessary steps to give effect to the Transfer in the most efficient and timely manner possible in accordance with the LGA, including:
 - a) jointly developing a reorganisation plan in accordance with paragraph 22A of Schedule 3 to the LGA; and
 - b) subject to the outcome of public consultation on that plan in accordance with Schedule 3, jointly submitting to the Local Government Commission an adopted reorganisation plan in accordance with Schedule 3 to the LGA; and/or
 - c) such other agreed necessary steps to give legal effect to the Transfer.
10. The terms and conditions attached to the Transfer within Priority 1 Area, will be determined by mutual agreement of the Councils having regard to the matters set out in Attachment 2.

11. The remaining land within the Southern Links Land Area, located to the east of State Highway No.3 bounded by the City boundary, the Southern Links Boundary and the Walkato River (or any part thereof), identified on Attachment 1 as Priority 2 Area, will be subject to a Transfer under the same process applied to Priority 1 Area. The process for the Transfer of Priority 2 cannot commence ahead of Priority 1 Area commencing. The Transfer of land is not a guarantee that the area will be developed as urban. Any development proposals will need to take into account relevant/agreed growth strategy principles.
12. The process of any Transfer of an area (or part thereof) will be preceded by open and transparent dialogue between the Councils wherein the prospect of a Transfer request will be clearly identified.
13. Any decision by HCC to make a Transfer request will take into account HUGS and Future Proof, the impacts of growth on HCC, strategic infrastructure decisions affecting HCC, the financial considerations set out in Attachment 2, and the outcomes of the strategic land use planning processes set out above.
14. Prior to any Transfer request being given effect to by a reorganisation plan or similar mechanism, the Councils will agree on financial adjustments, to be made between HCC and WDC to account for local government funding issues arising as a result of the Transfer of rateable land from WDC to HCC. The local government funding adjustment shall be addressed taking into account the principles and factors set out at Attachment 2 and any required legal processes or requirements including requirements under the LGA.

Further transfer areas

15. The Councils acknowledge that strategic land development is informed by a collaborative/partnership approach between the Councils. This approach is underpinned by the aspirations and principles of planning land development in a way that is not constrained to local government boundaries, also known as 'boundaryless planning'.
16. In the event either Council identifies the prospect of further Transfers not expressly identified in this agreement, the Councils will commence open and transparent dialogue in good faith regarding the further transfer areas. These discussions will be undertaken in the forum of the HCC/WDC Governance Committee, or its equivalent replacement forum, and progressed through the Future Proof partnership if appropriate.
17. Following the commencement of dialogue either of the Councils may, by written notice to the Chief Executive of the other Council, commence negotiations regarding further Transfers not expressly identified in this agreement (further area notice), provided the further area notice is consistent with the strategic land use planning processes identified above, and that the land affected by any Transfer takes into account Waahi Tōtū and Waahi Tōlora as identified in the Hamilton-Waikato Metro Spatial Plan/Future Proof Strategy.
18. Upon receipt of a further area notice each Council will commit sufficient resources and personnel to directly engage in discussions regarding the location and area of land subject to a potential Transfer and will work collaboratively and in good faith to resolve whether the land identified in the further area is consistent with the outcomes contemplated by this agreement.
19. If the location and area of land are agreed between the Councils (further area), the further area will be mapped and presented as an additional future attachment to this agreement. Once a further area is recognised under this agreement via this mechanism, it may be subject, either immediately or at any later date, to the Transfer mechanism as prescribed in this agreement.

Regulatory Function

- 20. Nothing in this agreement shall fetter the regulatory function of either Council to assess and determine applications for resource consent (either land use or subdivision) in accordance with the rules, policies and objectives as contained in the applicable District Plan. The Councils may, at their discretion, consider this agreement under section 104(1)(c) of the RMA as 'any other matter the consent authority considers relevant and reasonably necessary to determine the application'.

Dispute Resolution

- 21. The Councils will work in a transparent and open basis in respect of boundary related issues and will each apply sufficient resources and personnel to ensure effective engagement between Councils.
- 22. If agreement cannot be reached on any issues the Councils will attempt to resolve matters by engaging in direct dialogue between the respective Chief Executives and Mayors.

Review

- 23. This agreement shall be binding on HCC and WDC and may only be varied or revoked by the mutual agreement of both Councils. The parties will review the agreement within five years of the date of signing of the agreement, and thereafter at the same intervals, to ensure it remains fit for purpose and determine whether any amendments are necessary.

- 24. Subject to clause 23, and unless an extension is agreed, this agreement will terminate on 7 September 2032

P Southgate L. Vervoort JSM
ES

Dated this 3rd October 2022

J Mylchreest P Southgate

J Mylchreest/Garry Dyet
Mayor/CE of Walpa District

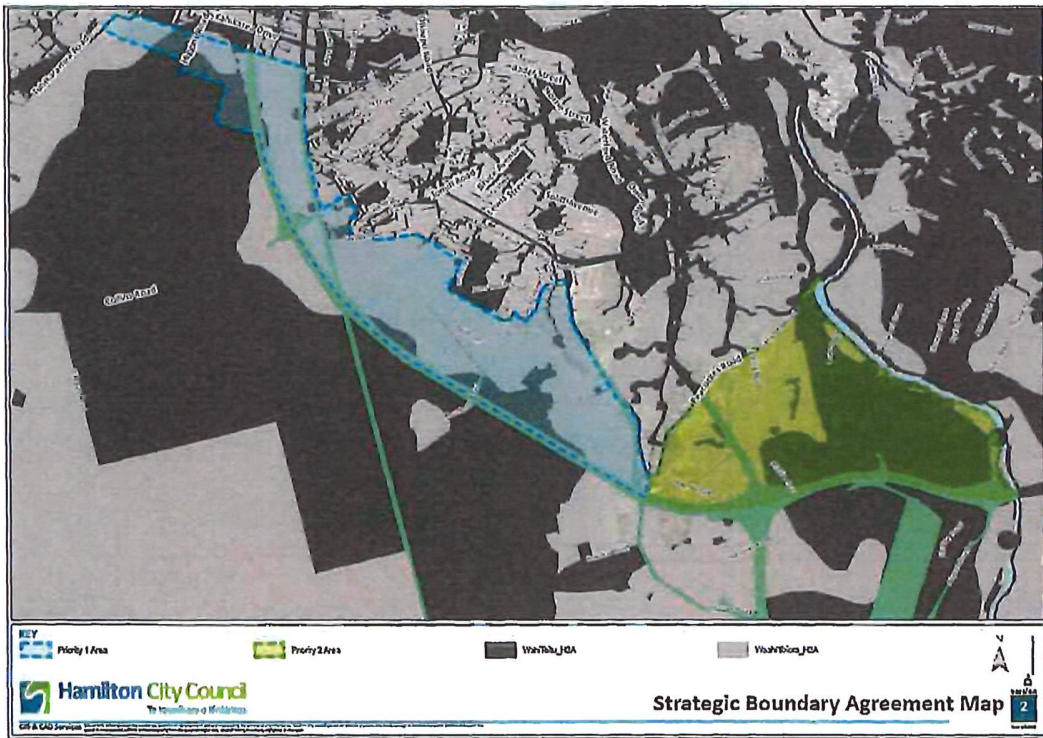
P Southgate L. Vervoort

P Southgate/L Vervoort
Mayor/CE of Hamilton City Council

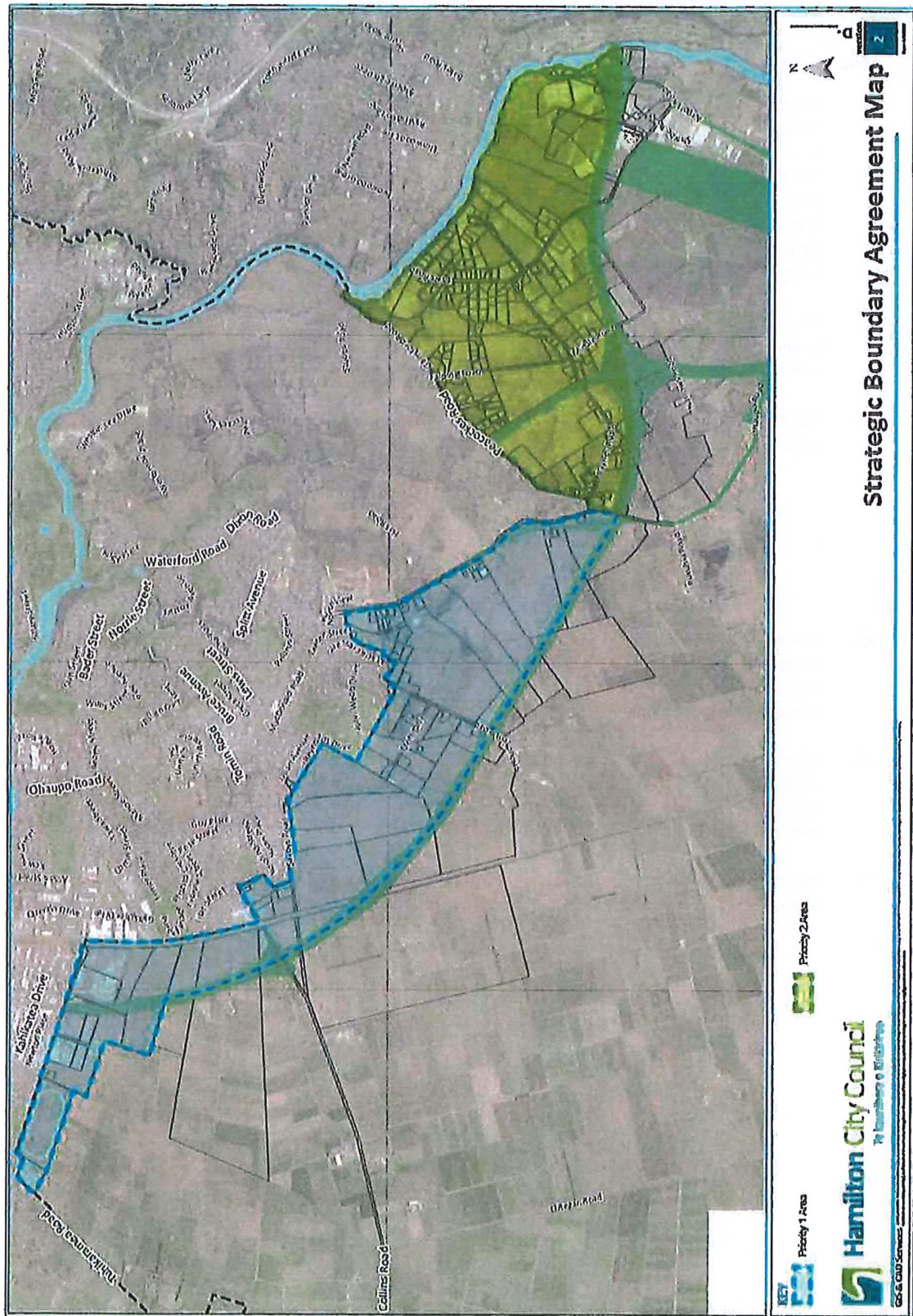
JSM
ES P Southgate

Pa

ATTACHMENT 1: MAPS – The Southern Links Land Area Is Identified as “Priority 1 Area” And “Priority 2 Area”.



cc. John



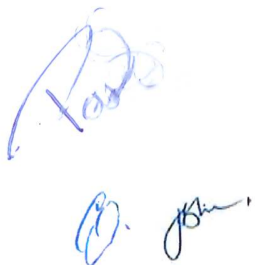
John

Paul

ATTACHMENT 2: LOCAL GOVERNMENT FUNDING FACTORS AND PRINCIPLES

Financial Principles

25. The primary financial principle to be observed in any Transfer is the fact the arrangement must be "financially sustainable" for both councils.
26. For WDC, financial sustainability means a transition period where the income contribution to Council's cost structure received from those properties within an area to be transferred (transfer land) and which is included in any WDC LTP (rating revenue less operating cash flows) must continue for a period of time to enable the WDC business to adjust. It is noted WDC has rating income budgeted in each year of its LTP which includes the areas of land described in Attachment 1.
27. The transition period is particularly important given the high growth environment WDC is operating in and the pressure this growth provides on costs. It is recognised that the period for which net income is paid to WDC will be dependent on the quantum of the net income to WDC.
28. The financial principles to implement for the areas of land described in Attachment 1 requires payment from HCC to WDC over a transition period whereby:
 - Consideration, being an amount of the overhead contribution attributed to the transfer land, for a minimum of ten (10) years (this term determined based on time needed to replace the net income) following the transfer of the land.
 - The 'overhead contribution' is the rating and other receipts attributed to the transfer land less operating costs and debt repayment. This assumes any debt and development contribution reserves (if any) at the time of land transfer will be transferred to HCC.
29. A number of options exist in terms of paying consideration. These include options of a lump sum, regular payments over a period of time or a mixture of both. For administrative simplicity a lump sum payment, made at the time of transfer (discounted to reflect a present value of net cash flows as referenced above) may be the most suitable option.
30. Over time, increases in rates revenue attributable to the transfer land places pressure on the financial contribution from Hamilton City Council to WDC. Early transfer of the areas of land described in Attachment 1 is an effective tool to potentially mitigate the impact of value uplift and is a legitimate consideration for HCC in any timing decision.
31. Where possible the parties may consider arrangements for shared infrastructure services and may factor these arrangements into the financial considerations.



BACKGROUND INFORMATION AND ANALYSIS FOR SL1

1.0 LANDOWNERSHIP BREAKDOWN

1.1 Land Ownership

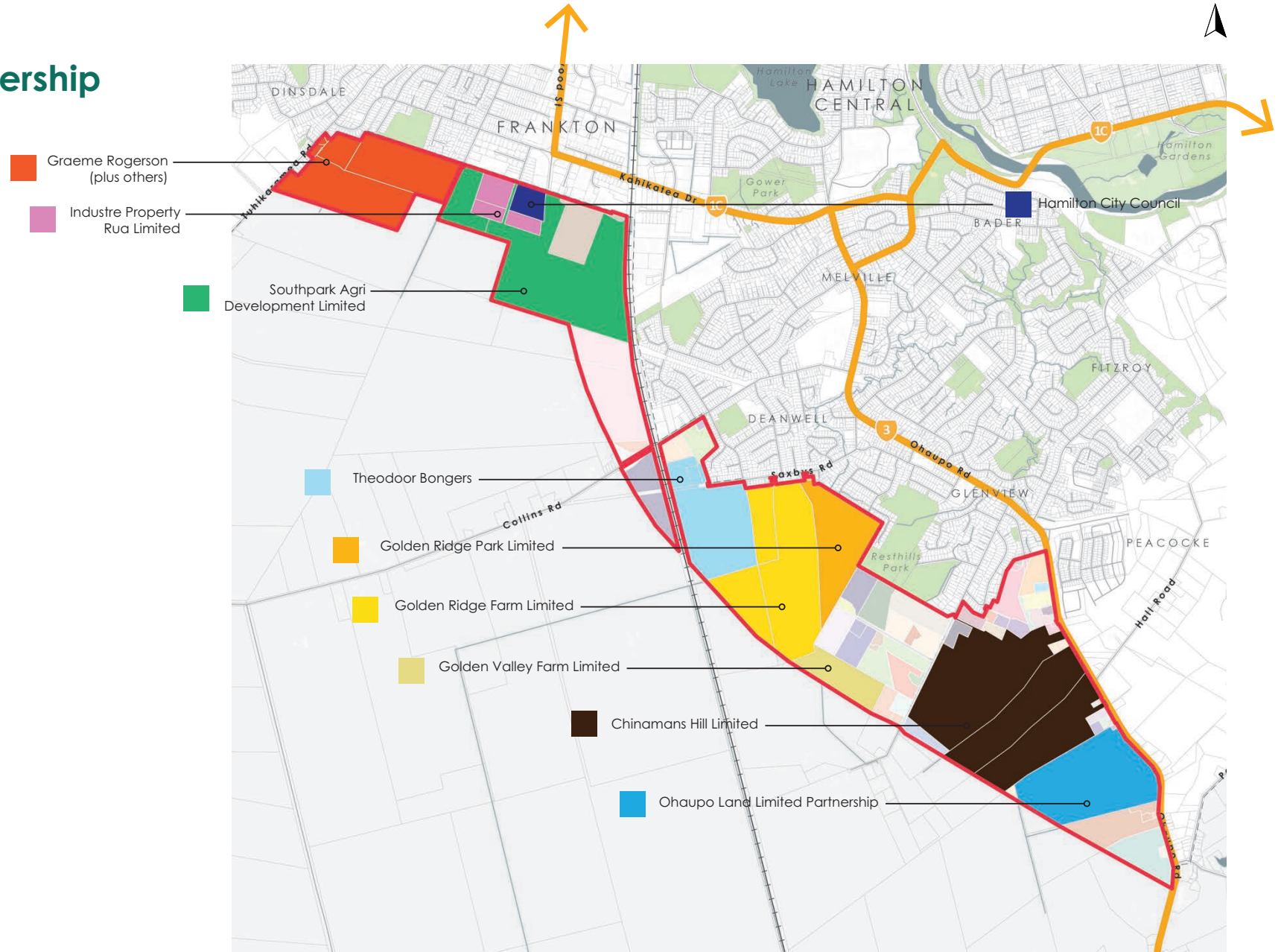


Figure 1: Indicative Land Ownership Map
Scale 1:25,000

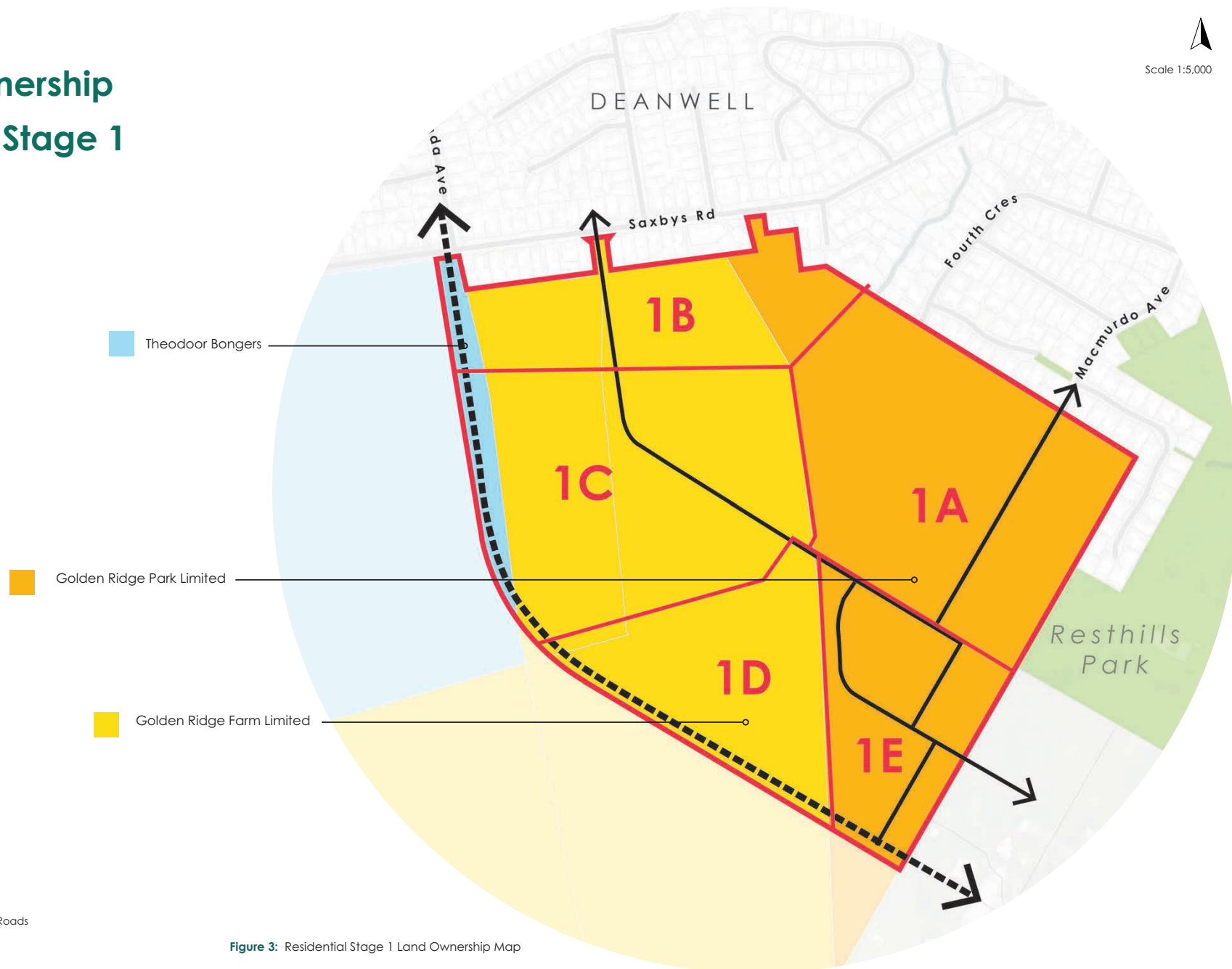
1.2 Land Ownership - Southern Block

Scale 1:15,000



Figure 2: Southern Block Land Ownership Map

1.3 Land Ownership - Residential Stage 1



- KEY**
- Site Boundary
 - Reserves
 - Railway Line
 - State Highway
 - Proposed Stages
 - Indicative Key Collector Roads
 - Indicative Local Roads

Figure 3: Residential Stage 1 Land Ownership Map

1.4 Land Ownership - Northern Block

Scale 1:15,000

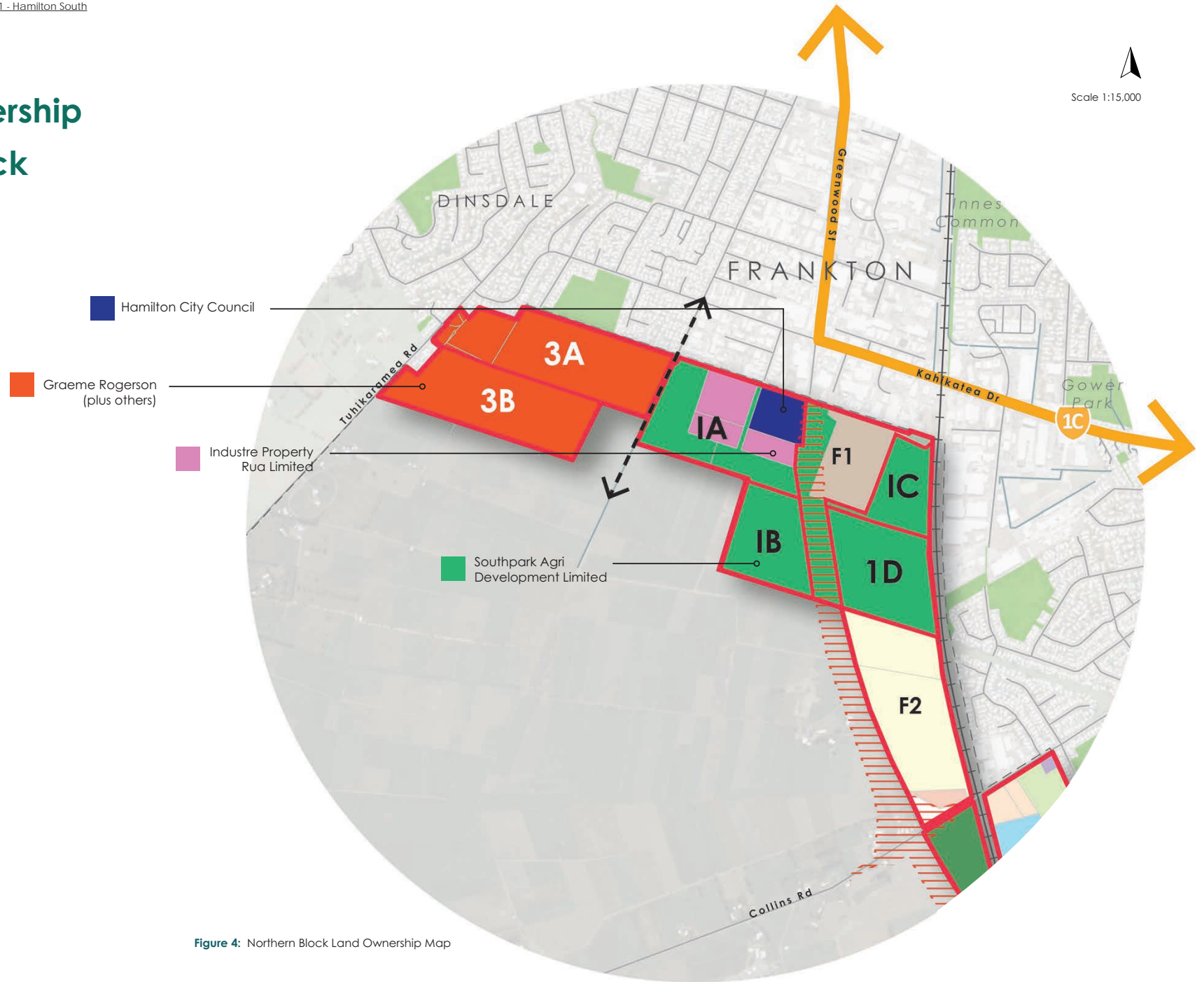


Figure 4: Northern Block Land Ownership Map

- KEY**
- Site Boundary
 - Reserves
 - Railway Line
 - State Highway
 - Proposed Stages
 - Indicative Key Collector Roads

1.5 Land Ownership - Northern Block

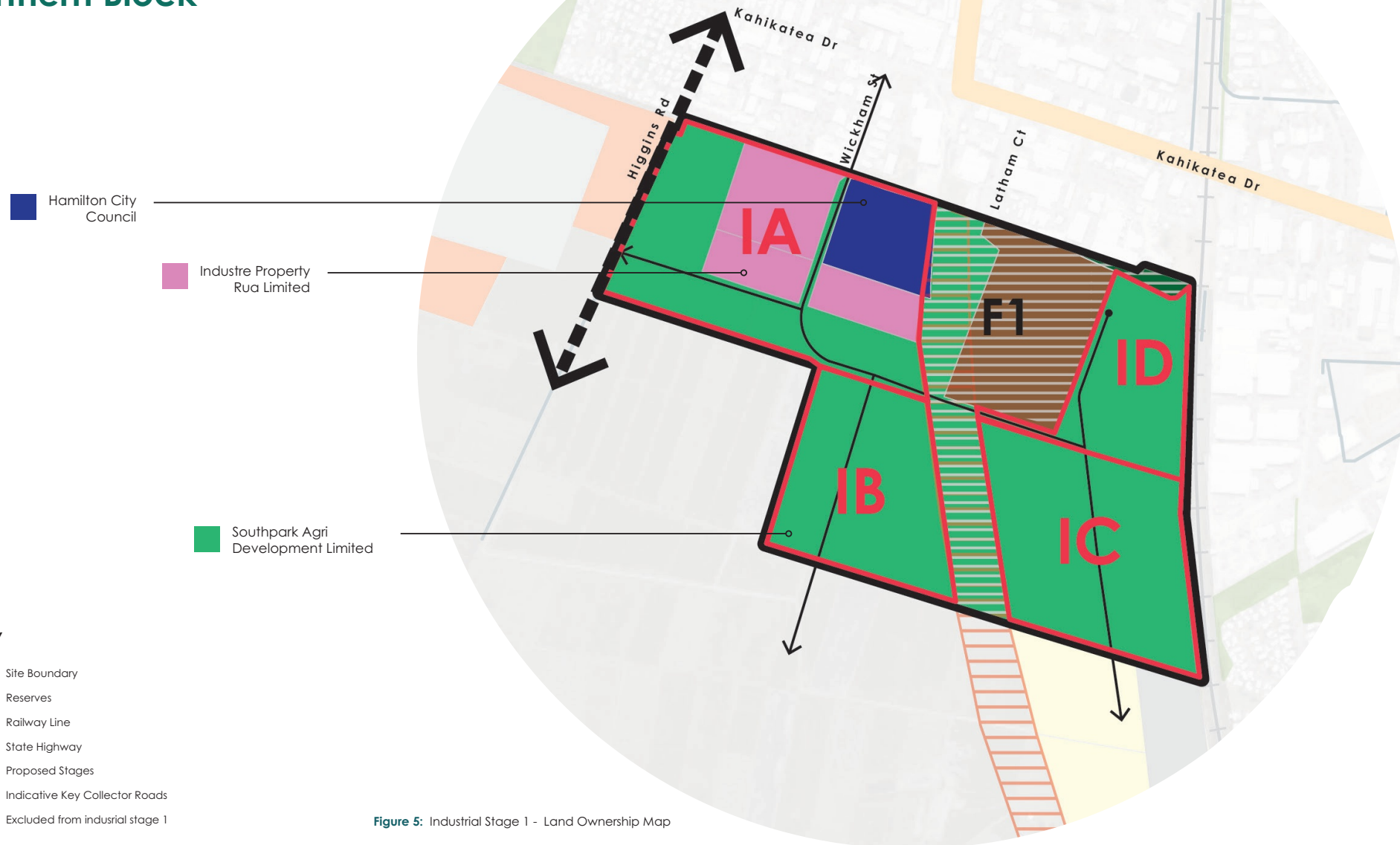


Figure 5: Industrial Stage 1 - Land Ownership Map

2.0 SITE AND CONTEXT ANALYSIS

2.1 Planning Context

The site is currently zoned as Rural Zone and Large Lot Residential under the Waipa District Plan. Future development of the SL1 area, specifically for the industrial areas, should carefully consider the planning context under the Hamilton City Operative District Plan, in order to create a cohesive and comprehensive transition from the existing rural / semi-rural environment context into urban environment context.

Industrial

Industrial Objectives that are relevant of the Operative District Plan are listed below. The corresponding policies and standards are sought to be adhered to for land development of the intended industrial zone component of SL1. There is no intention to endorse wet industry development and no focus on non-industrial activities (unless supportive) within the industrial zone of SL1.

We note that the proposed area of industrial is contiguous with the existing Hamilton South industrial zone, separated from residential, accessible and future proofed via Southern Links designation. Integration of multi modal pathways that interact with future stormwater wetland devices is an opportunity that is explored and connectivity is considered and shown within the planning maps at a high level to indicatively confirm movement in all forms between land holdings.

9.2.1 Industrial activities are able to establish and operate within the zone in an efficient and effective manner.

9.2.2 Non-industrial activities which establish and operate within the zone do not undermine the primacy, function, vitality and amenity of the Central City, the sub-regional centres and the function of the lower order centres in the business hierarchy.

9.2.3 The amenity levels of industrial areas are to be enhanced.

9.2.4 The adverse amenity impacts of industrial activities on residential and open space areas are to be avoided.

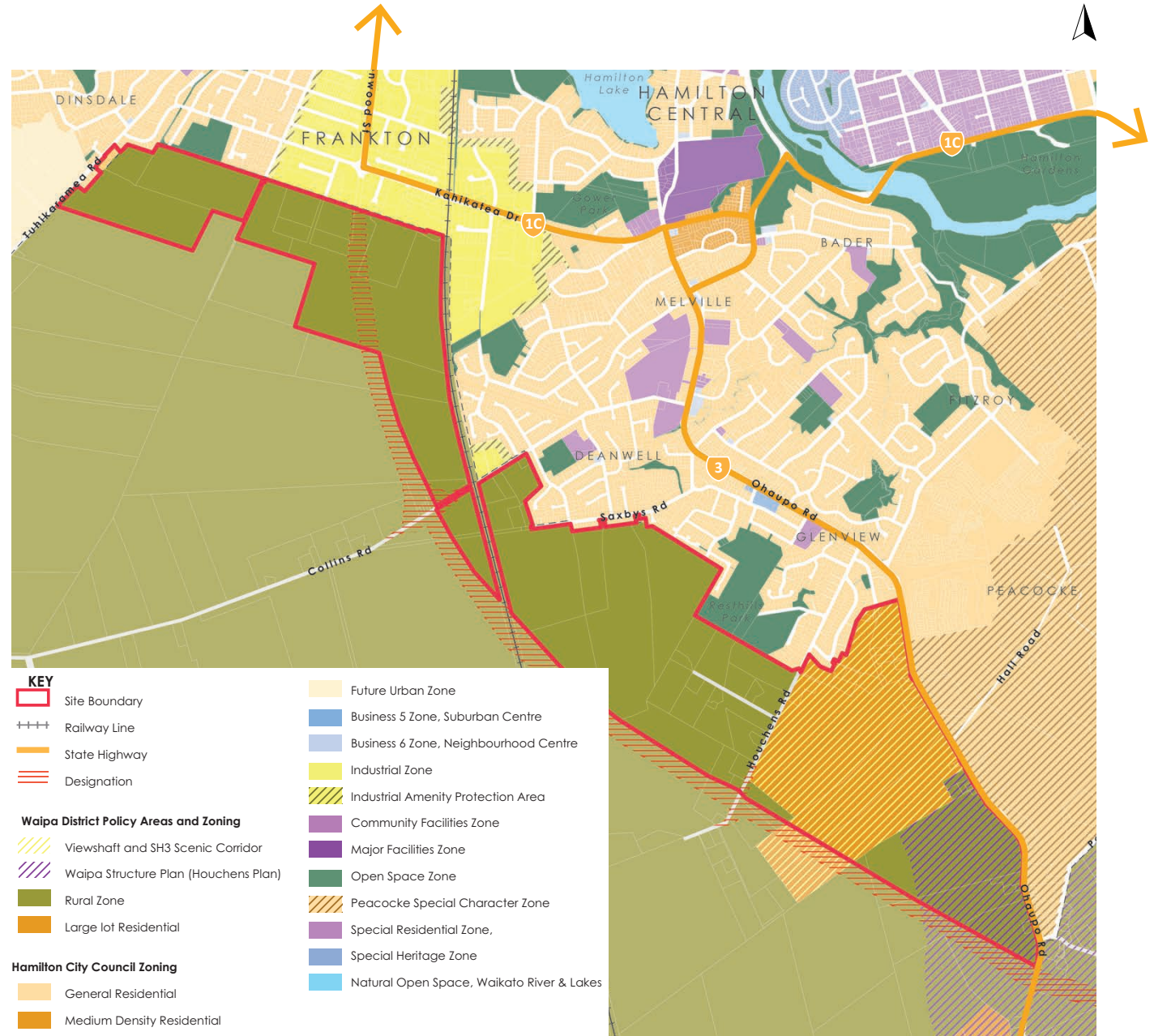


Figure 6: Existing Zoning Map
Scale 1:25,000



2.2 Infrastructure (Existing)

Figure 3 shows the key existing infrastructure servicing the city.

Future development of SL1 will need to take into account of any potential infrastructure related constraints, including to demonstrate how the SL1 area would be able to be serviced during initial stages and over the longer term.

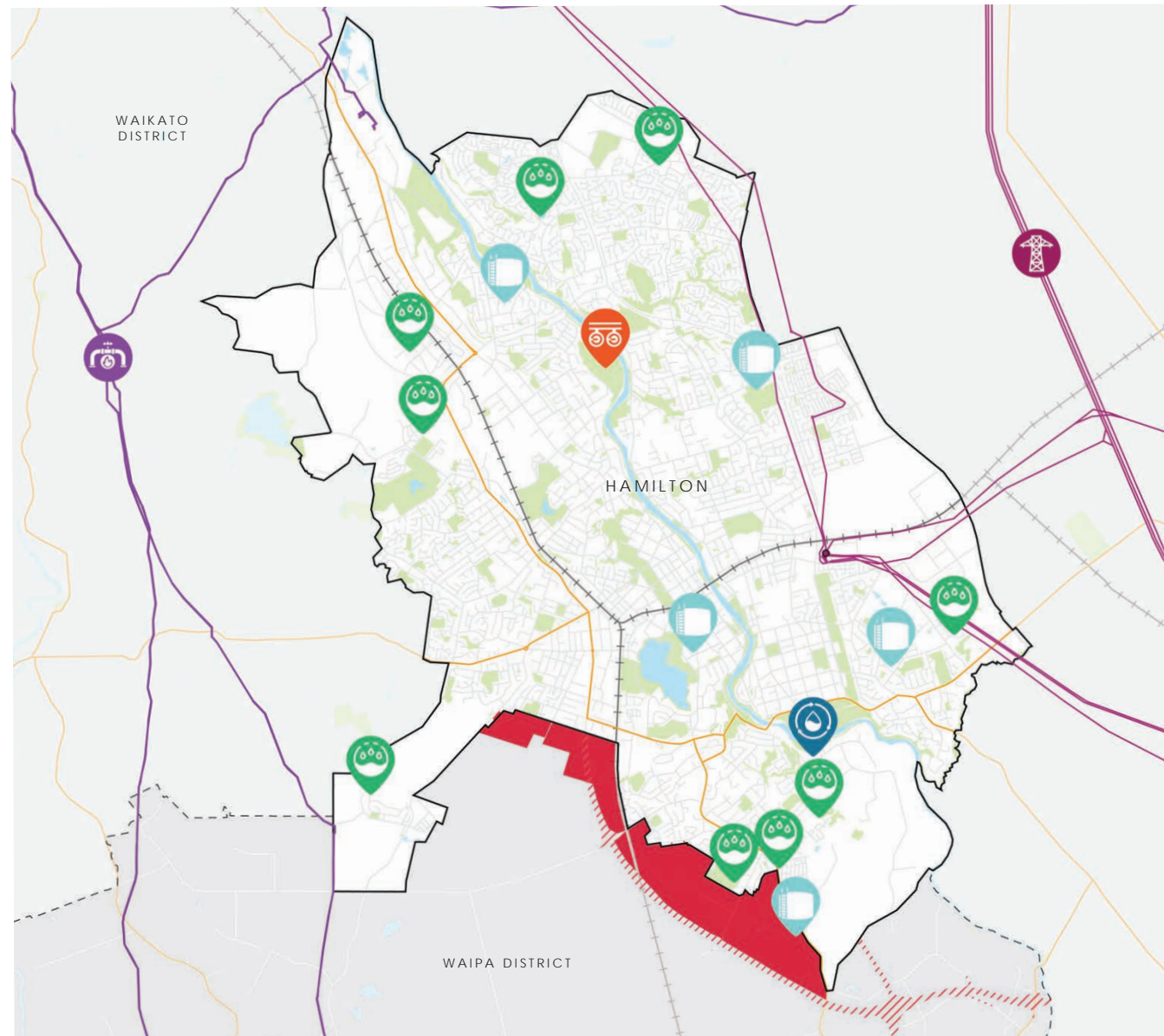
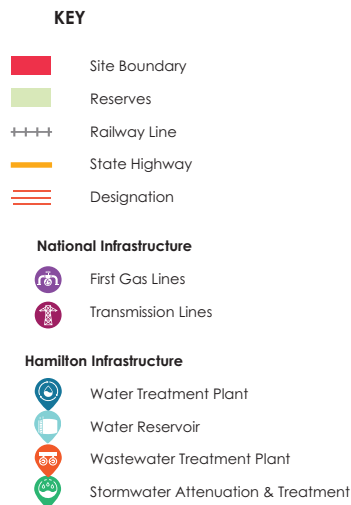


Figure 7: Existing Infrastructure Map
Scale 1:75,000

2.3 Land Transport

The site has access to both the arterial and local road network of Hamilton. The local road network, including primary and secondary collector roads, provide opportunities to link the site to proximate social amenities including schools and parks.

Key opportunities to connect include:

- Macmurdo Avenue
- Fourth Crescent
- Saxbys Road
- Houchens Road
- Latham Court
- Wickham Street
- Collins Road
- Higgins Road
- Tuhikamea Road
- Ohaupo Road

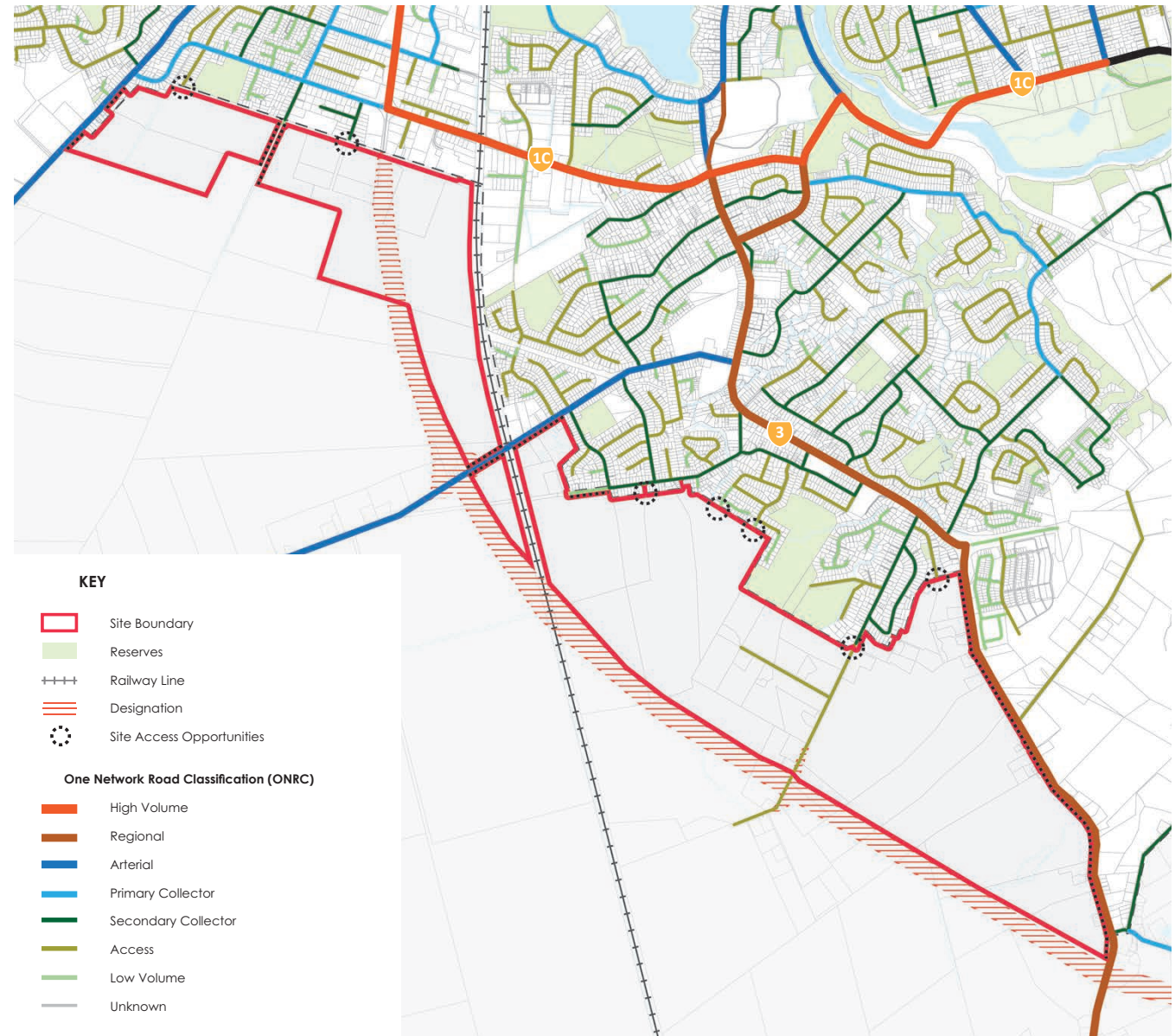


Figure 8: Existing Land Transport Map
Scale 1:25,000



2.4 Walking & Cycling

A mix of on-road, off-road and shared paths are provided in the immediate vicinity of the site providing alternative routes and forms of transport between the site, Dinsdale, Frankton and Hamilton Central to the north. These also provide links to key employment nodes and important destinations including Waikato Hospital, and Melville Highschool.

Development of the Site and/or neighbouring properties may provide an opportunity to extend the segregated cycling network into Dinsdale.

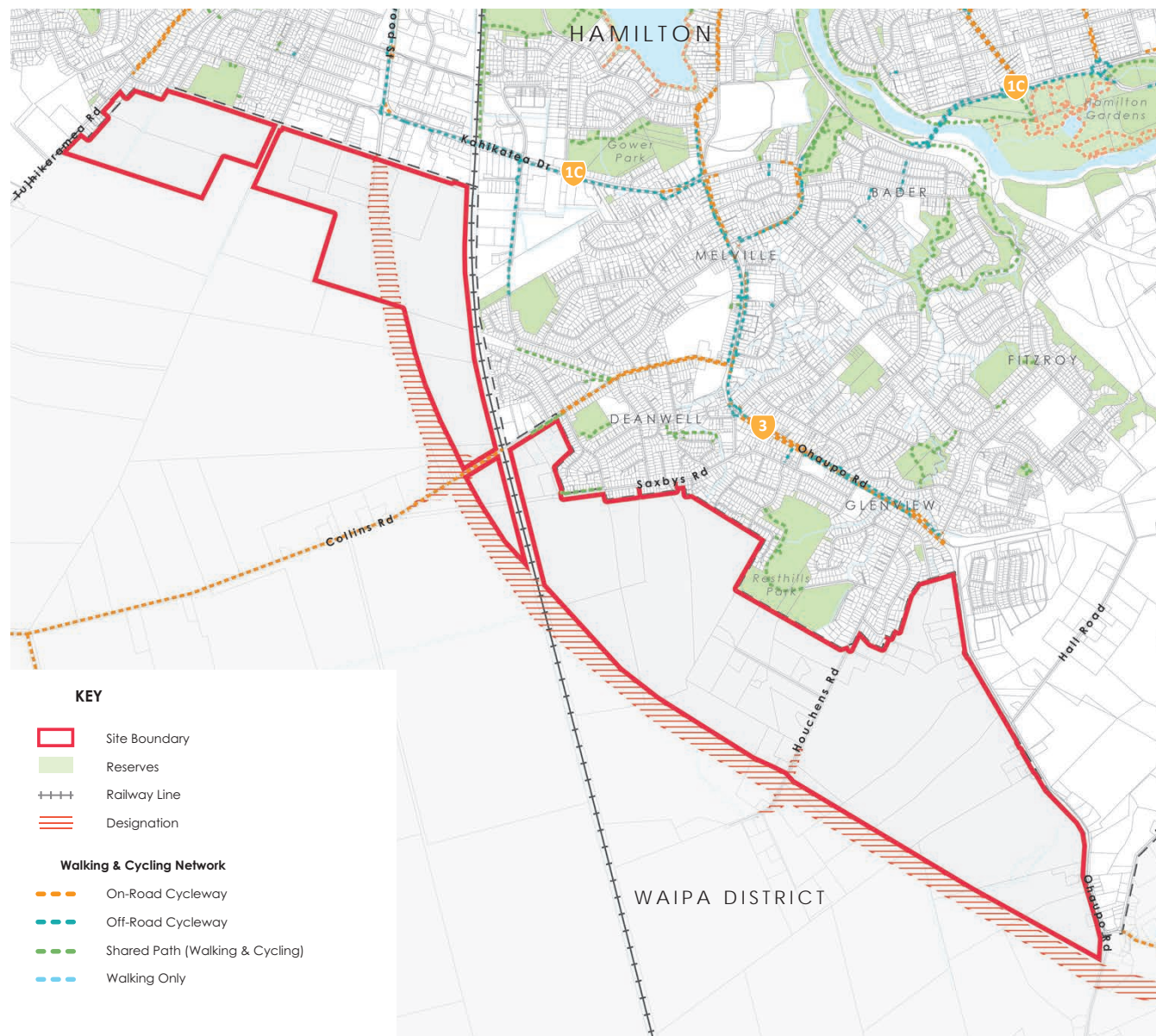


Figure 9: Existing Walking and Cycling Map
Scale 1:25,000

2.5 Existing Public Transport

The site has access to both the arterial and local road network of Hamilton. The local road network, including primary and secondary collector roads, provide opportunities to link the site to proximate social amenities including schools and parks.

Key opportunities to connect include:

- Macmurdo Avenue
- Fourth Crescent
- Saxbys Road
- Houchens Road
- Latham Court
- Wickham Street
- Collins Road
- Higgins Road
- Tuhikaramea Road
- Ohaupo Road

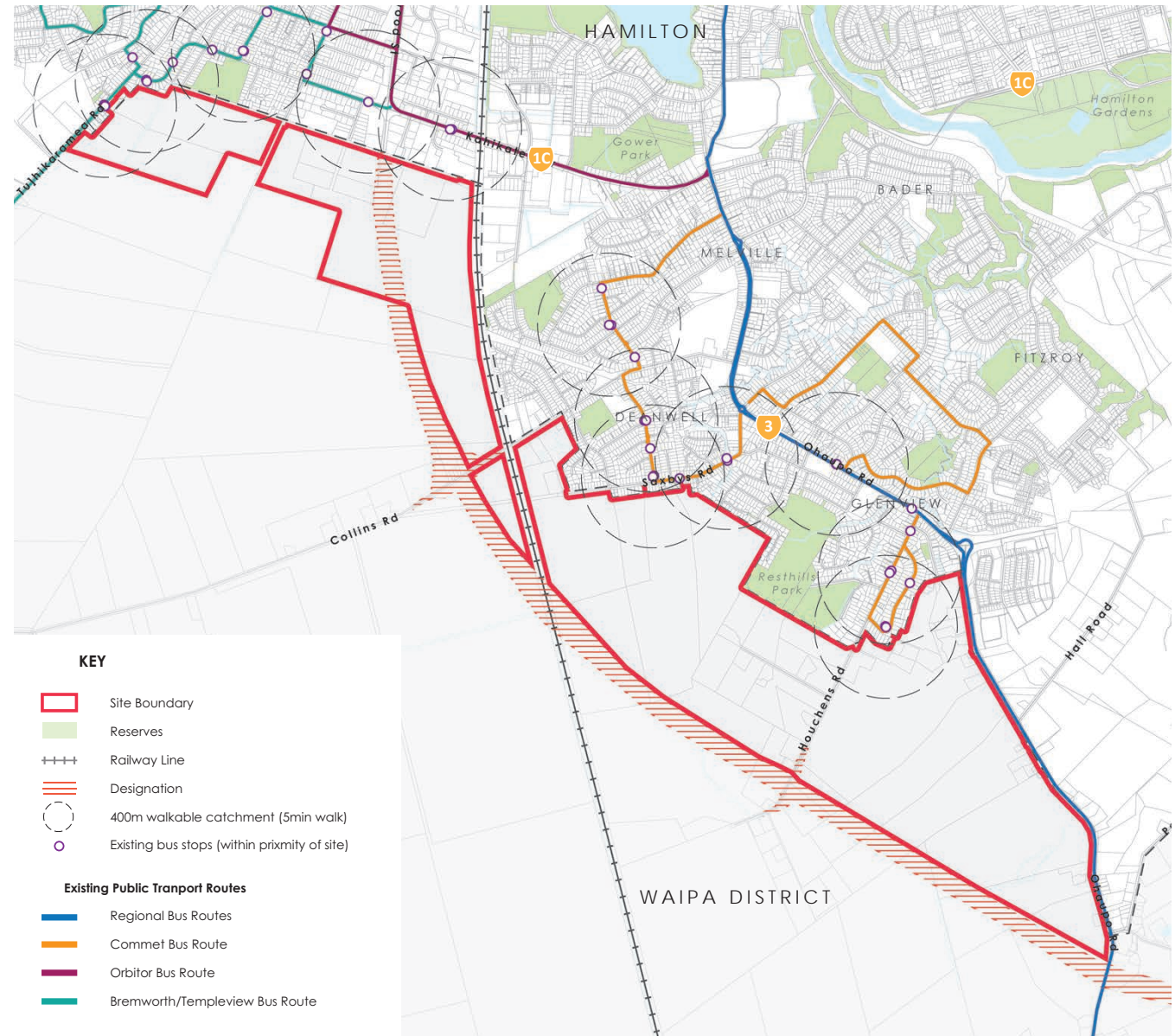


Figure 10: Existing Public Transport Map
Scale 1:25,000

2.6 Social Amenities

Policy 3(d) of the NPS-UD identifies accessibility by active travel or public transport to a range of commercial activities and community facilities as being a relevant consideration for supporting growth or intensification.

Figure 7 identifies the general location of those amenities within Hamilton city, which are considered important for supporting day-to-day living for a residential population including schools, preschools, supermarkets, medical facilities and retail destinations in relation to the Site.

In addition, a network analysis was undertaken to highlight a 800m catchment, which generally equals to approximately 10 minutes walking proximity from these amenities.

It is noted that existing bus routes and bus stops, as identified in the sections above, which could serve future residents should development be enabled.

In general, this analysis demonstrates that the Site is well located in terms of proximity to supporting amenities either via active travel modes or public transport.

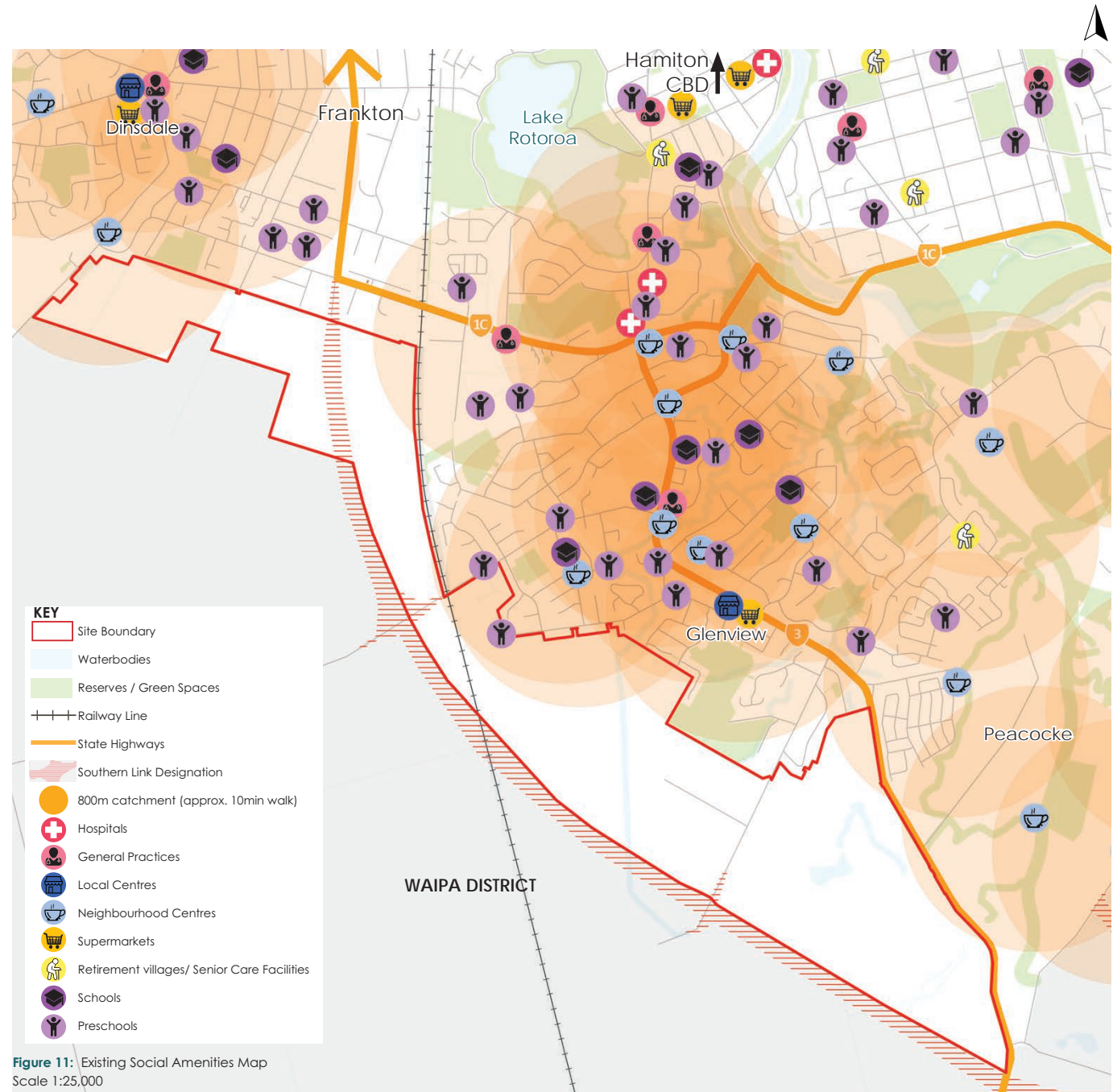


Figure 11: Existing Social Amenities Map
Scale 1:25,000

2.7 Open Spaces

Hamilton City Council holds about 1160 ha of green spaces which equals approximately 10% of the city's area. Figure 8 shows some parts of the site is within 400m catchment (approx. 5 minutes walking distance) to 800m catchment (approx. 10 minutes walking distance) of a park. The key parks that within the proximity to the sites include:

- Resthills Park
- Deanwell Park
- Mahoe Park
- Kahikatea Park
- Pygmalion Park
- Rhode St Park
- Bremworth Park

The Mangakotukutuku Stream, other watercourse and wetland areas provide blue spaces for the site.

This analysis demonstrates that the Site is generally well located in terms of proximity to several key open spaces, in particular within its north-west part and mid-north part of the site.



2.8 Accessibility Analysis

- Access to Employment

Further to an assessment of the site's proximity to social amenities, of particular relevance to strategic assessment of potential growth areas is proximity to employment opportunities.

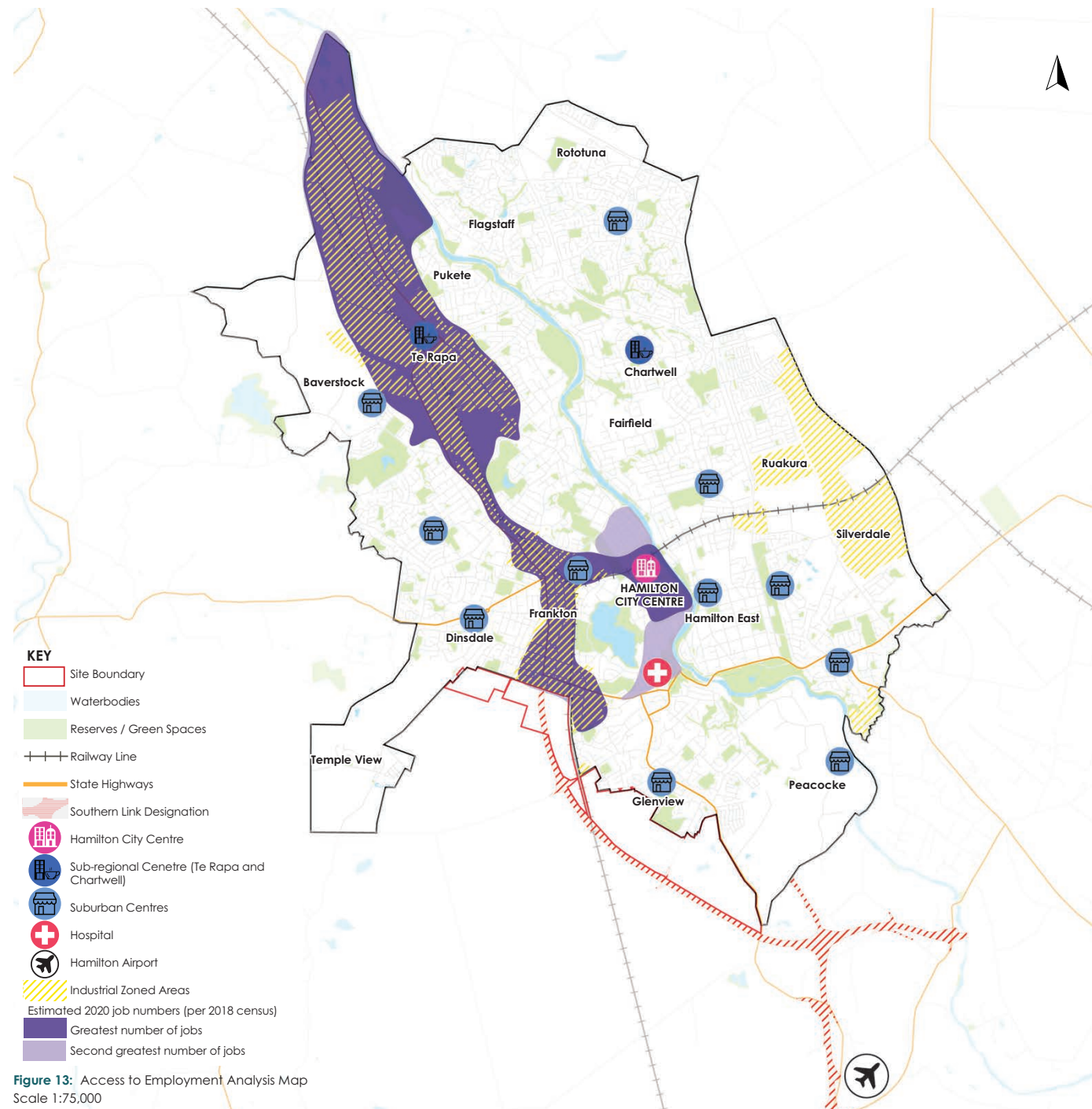
This links back to Objective 3 which of the NPS-UD **enables more people to live in, and more businesses and community services to be located in**, areas are in or near a centre zone or other area with many employment opportunities.

The Figure 9 identifies the site in relation to estimated 2020 job numbers per the 2018 Census SA2 unit boundaries.

The site sits immediately adjacent to the existing Frankton industrial area and further connect to Te Rapa industrial area. This Frankton - Te Rapa area comprises the largest area of employment in the region.

The Waikato Hospital and Hamilton Airport are also a major employment generators located in close proximity to the SL1 area.

In addition, the site is in proximity to the Hamilton city centre and several suburban centres, including Glenview suburban centre and Dinsdale suburban centre.



2.9 Overall Accessibility Analysis

A high-level desktop study looking at overall accessibility across Hamilton has been undertaken.

This study has taken into consideration access to job numbers via walking, cycling and public transport, as well as walking catchments for key social amenities including primary, intermediate and secondary schools, supermarkets, general practices, town centres, and Waikato Hospital. These layers were then layered on top of each other, and those areas that have the most layers that reach / cover over them are then defined as high accessibility and those areas that have the least are defined as low accessibility.

This coarse analysis unsurprisingly indicates that Hamilton City Centre and its fringe are the most accessible areas within Hamilton. In addition, this analysis also indicates that areas to the southeast through to south-west of the City Centre could generally be considered more accessible than Hamilton's northern suburbs.

The result of the analysis is shown in Figure 10 and it indicates an opportunity for the SL1 area to leverage off this improved accessibility and this should be reflected in residential densities enabled across the site.

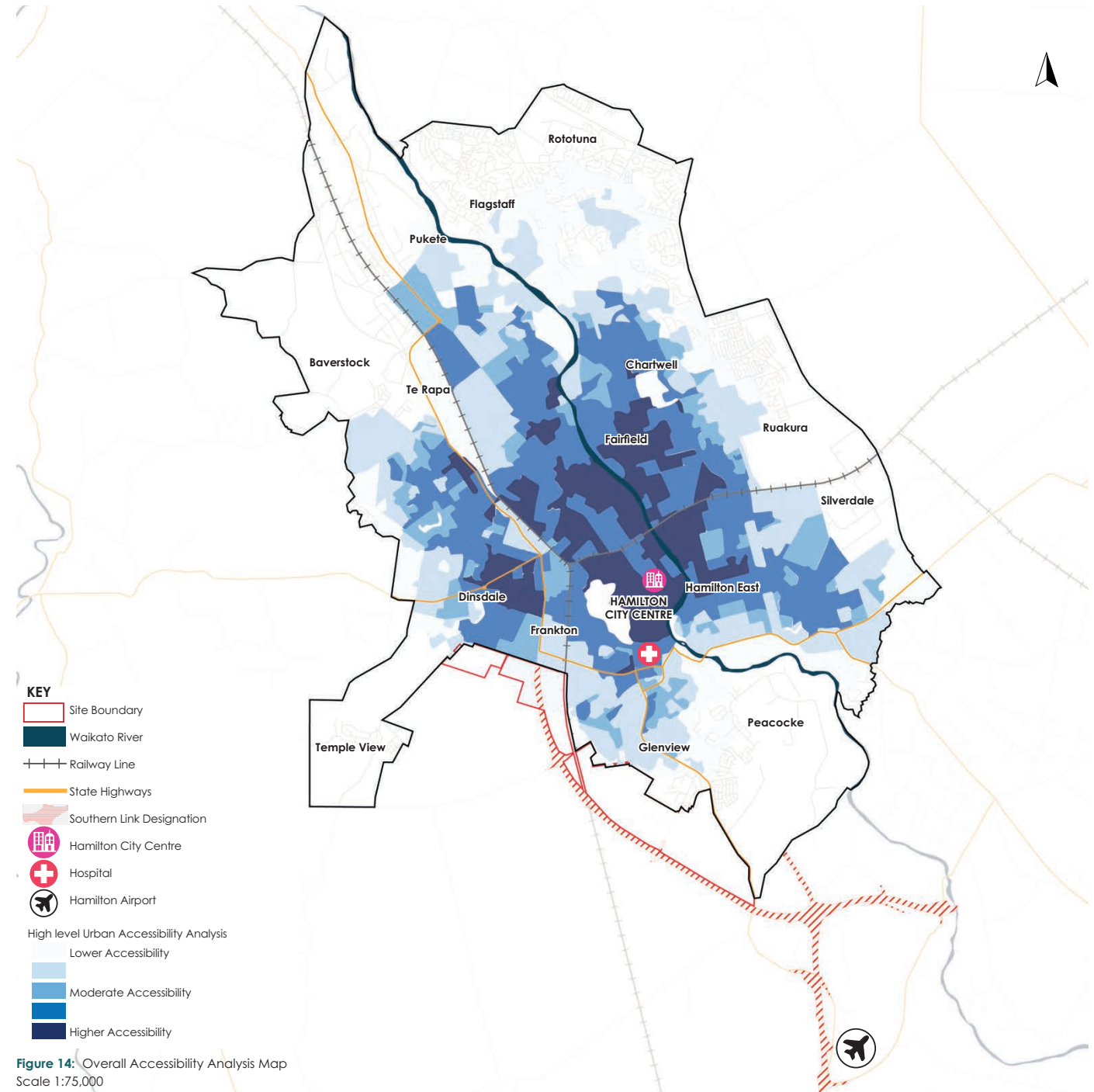


Figure 14: Overall Accessibility Analysis Map
Scale 1:75,000

2.10 Soils - Highly Productive Land

The National Policy Statement on Highly Productive Land (NPS - HPL) is relevant to the site as the majority of the site is classified LUC 2, as shown in Figure 11 on the left.

There is no LUC 1 land identified within the site.

It is our view that there is a policy pathway for Tier 1 and 2 territorial authorities to rezone of highly productive land for urban purposes, as stated in Section 3.6 of the NPS-HPL. This includes looking at the existing capacity and demonstrating that it is required to provide sufficient development capacity to meet expected demand for housing and business land.

We believe there is a robust case to align with Section 3.6 and the proformas of the HPL to allow development within HPL.



Figure 15: Highly Productive Land Map
Scale 1:25,000

2.11 Soils - Peat

As shown in Figure 12 on the left, soil within the brown dash line shown the existing extent of peat soil under the Waipa District Plan Soil Classification map. Areas outside of the dash line is classified as 'other soil', which is non-peat soil.

In addition, work done to date in the area shows that there is large areas of peat soil with less than 2m depth, which will be suitable for early stages of the development. Areas of peat may limit the construction of tall buildings, however is still widely and readily used as residential land around New Zealand.

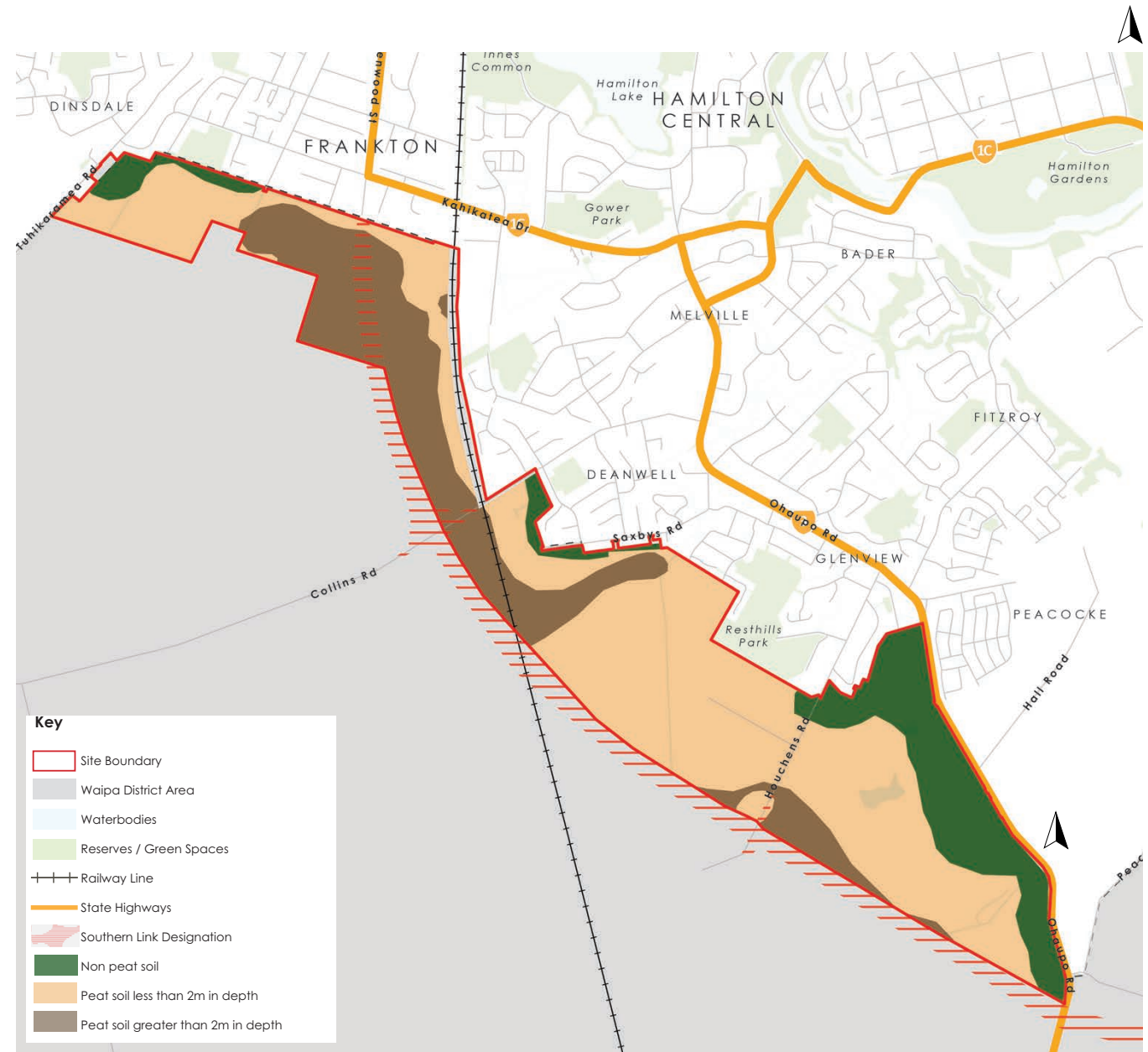


Figure 16: Peat Soil Map
Scale 1:25,000

2.12 Topography - Slope and Aspect Studies

One of the defining characteristics of the most eastern part of the site is the steep topography. The slope gradients and aspects vary along its length but get as steep as over 25% in some places and there are some slopes with southeast, southwest and/or south aspects.

Significant earthworks would likely be required to accommodate building platforms and to traverse this terrain in order to meet relevant subdivision and transport requirements of the District Plan.

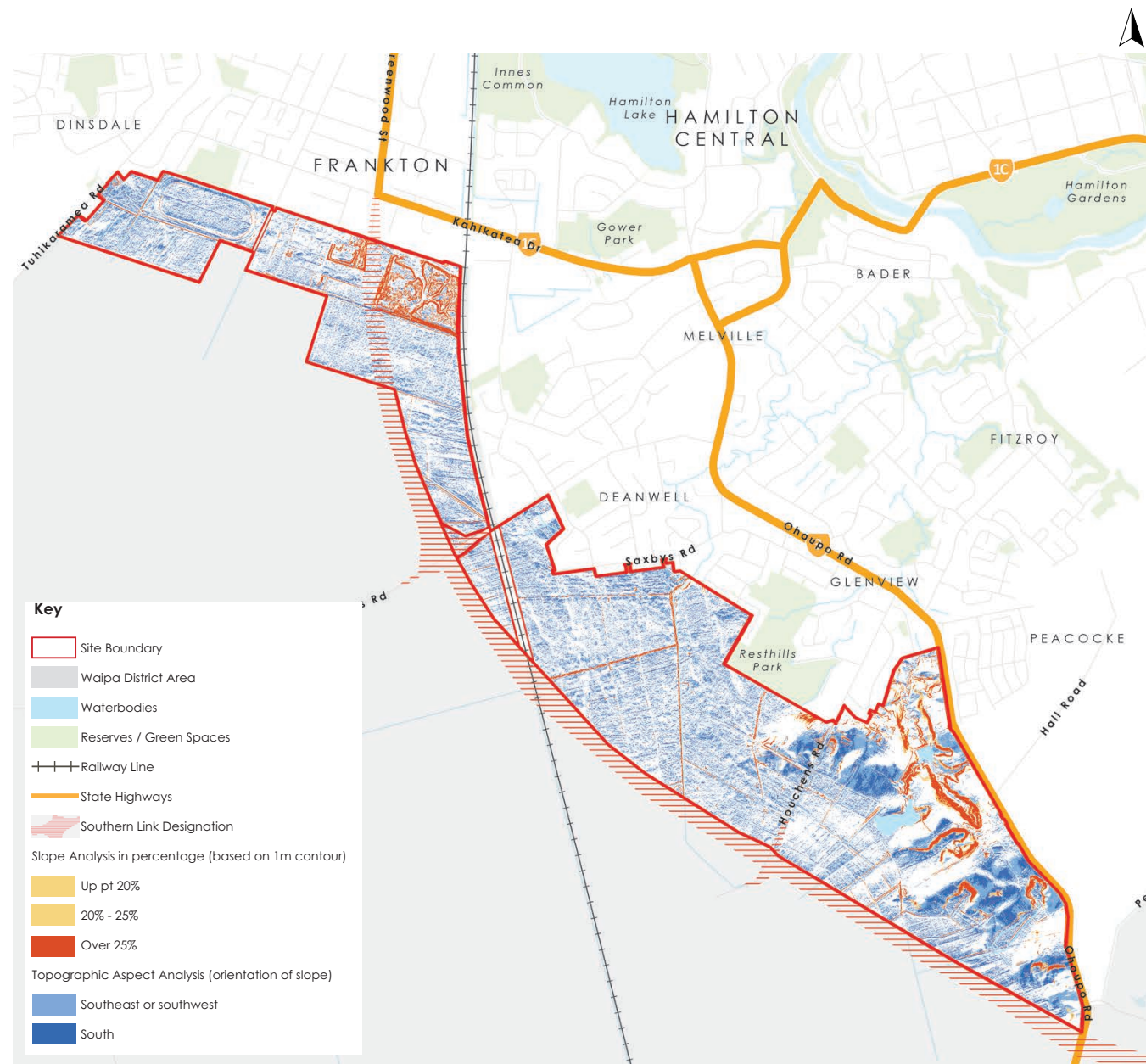


Figure 17: Topography - Slope and Aspect Studies
Scale 1:25,000

2.13 Natural Hazards

Indicative Flood

Figure 14 on the left identifies the areas of indicative pre-development flooding, with minimum 100mm depth and 300mm depth showing in light blue and darker blue respectively.

Flood management and mitigations will be through a network of naturalised streams and stormwater ponds.

Liquefaction

In addition, Figure 18 also identifies part of the site is subject to potential liquefaction in accordance with the Waikato Regional Council Liquefaction Assessment.

The identified potential liquefaction is unlikely to prevent future urbanisation or intensification of the site. Further risk assessment will be undertaken at the time the impacted areas are developed and to manage liquefaction-related risk.

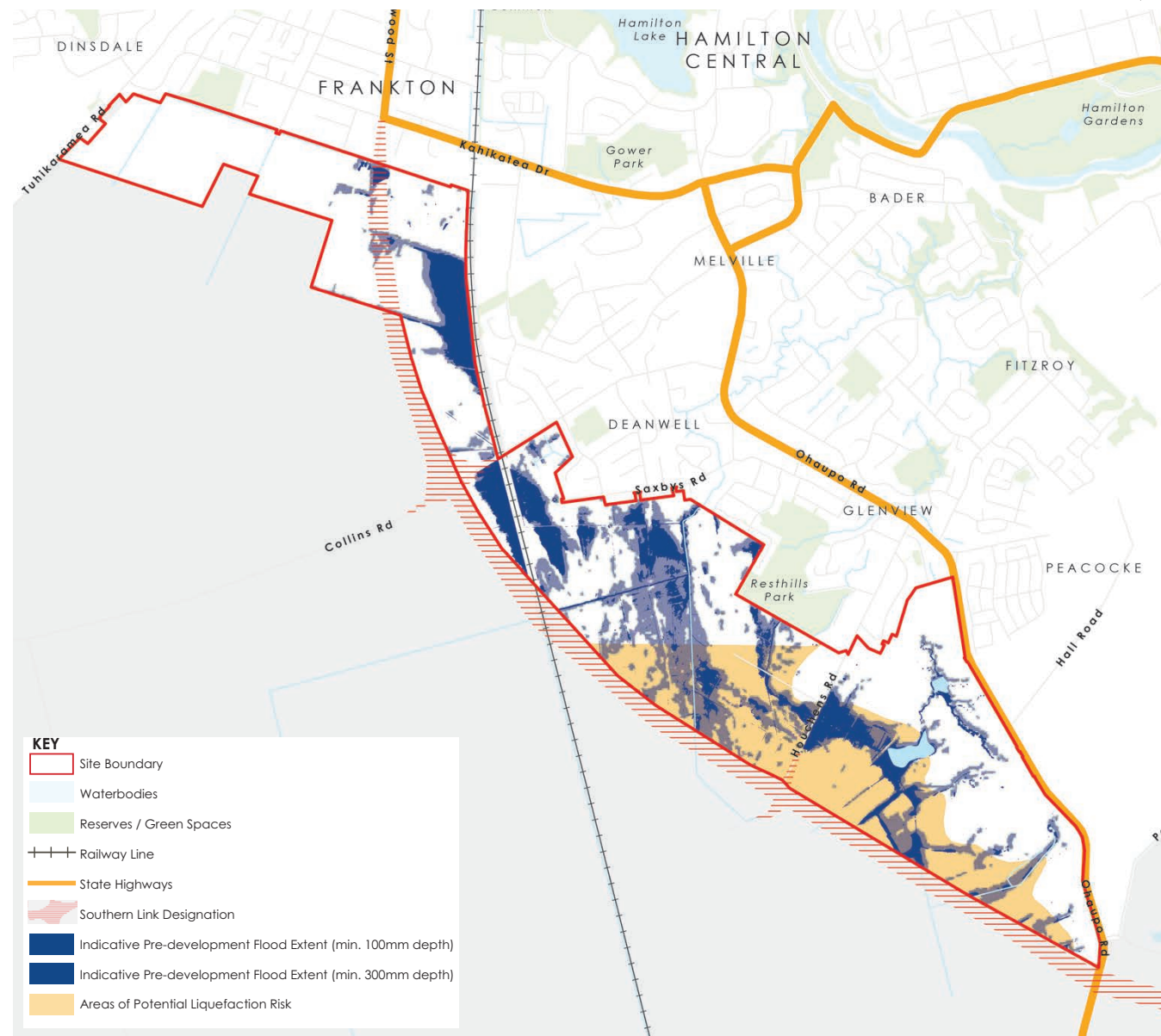


Figure 18: Natural Hazards Map
Scale 1:25,000

2.14 Ecology and Biodiversity

Hamilton city is one of the only cities in New Zealand to still support a resident population of long-tailed bats (*Chalinolobus tuberculatus*) and the long-tailed bat is unique to New Zealand, and is one of our two remaining species of native terrestrial mammals.

Long-tailed bats are capable of long distance flight. These bats may have large home ranges and regularly move between forest fragments to feed and roost.

Figure 15 shows the existing gullies, green spaces and blue spaces network across the city, which most of them have detected long tailed bats. There are several confirmed bat roosting sites in the southern part of the city.

The spatial distribution of long tailed bats, gullies and blue-green networks indicates an opportunity for the SL1 area to leverage off this unique biodiversity and ecological values, and this should be reflected in residential densities enabled across the site.

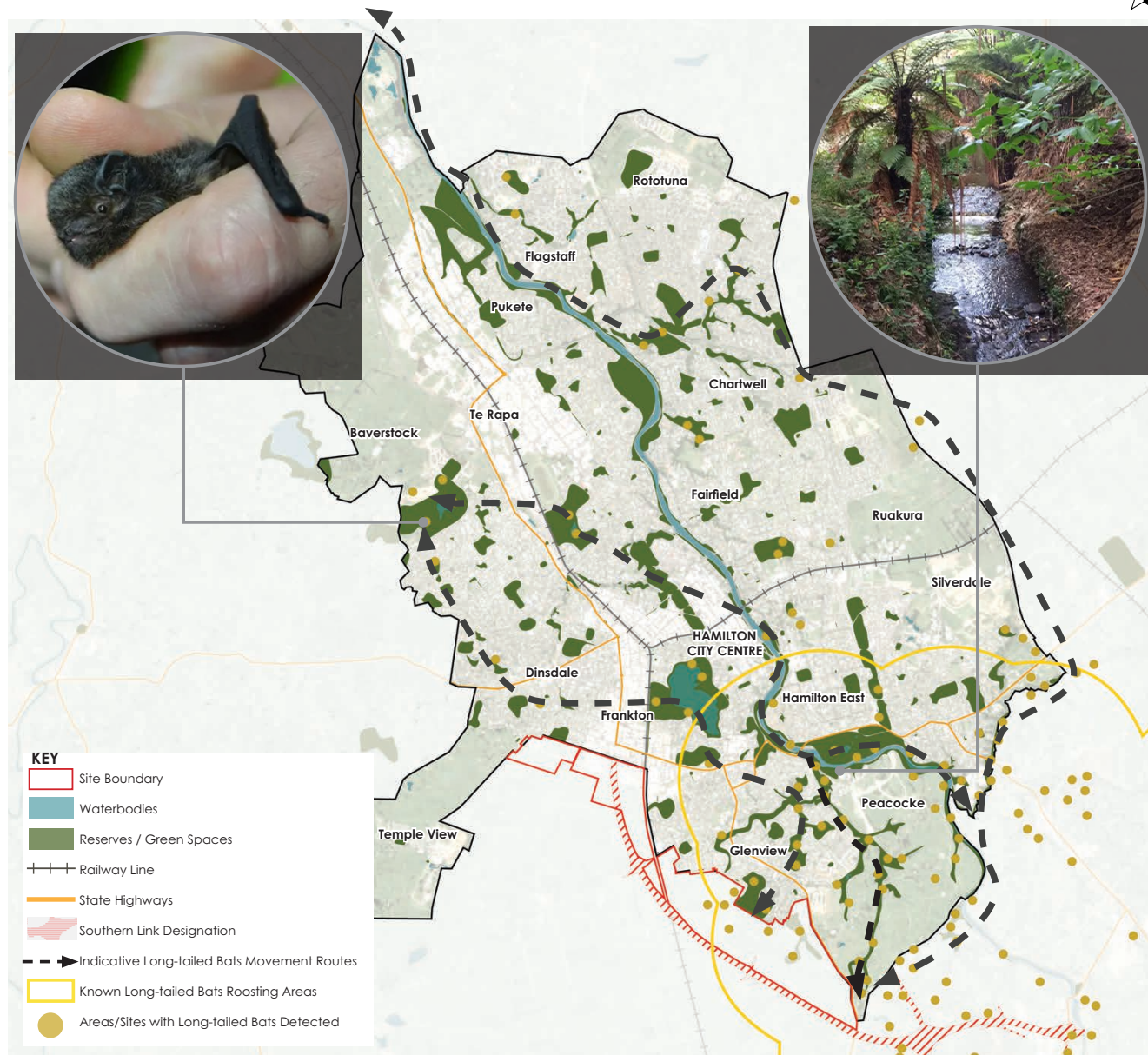









Figure 19: Biodiversity and Ecological Map
Scale 1:75,000

3.0 OPPORTUNITIES AND CONSTRIANTS

3.1 Constraints

Figure 16 identifies the key physical and spatial constraints in relation to SL1. The concept plan design of the area will respond to these constraints.

Of note that constraints are not bad in and of themselves but they create boundaries and require us to think up creative ways of working with them.

-  Potential interface and noise issues from train and Southern Links.
-  Existing railway causes severance and creates issues and barriers for connectivity, accesses to nearby services, community facilities and amenities.
-  Large areas of LUC 2 soil and peat soil are anticipated to be found on site which may limit residential densities attainable.
-  Areas with steep topography presents a challenge in providing connectivity through the site as well as supporting more intense forms of housing.
-  Potential flood risk, waterways and wetlands may limit the extent of development in some areas.
-  Existing infrastructure capacity constraints in existing urban areas adjacent to SL1 area.
-  Intersection capacity constraints along Ohaupoo Road, requiring additional north south routes through SL1.

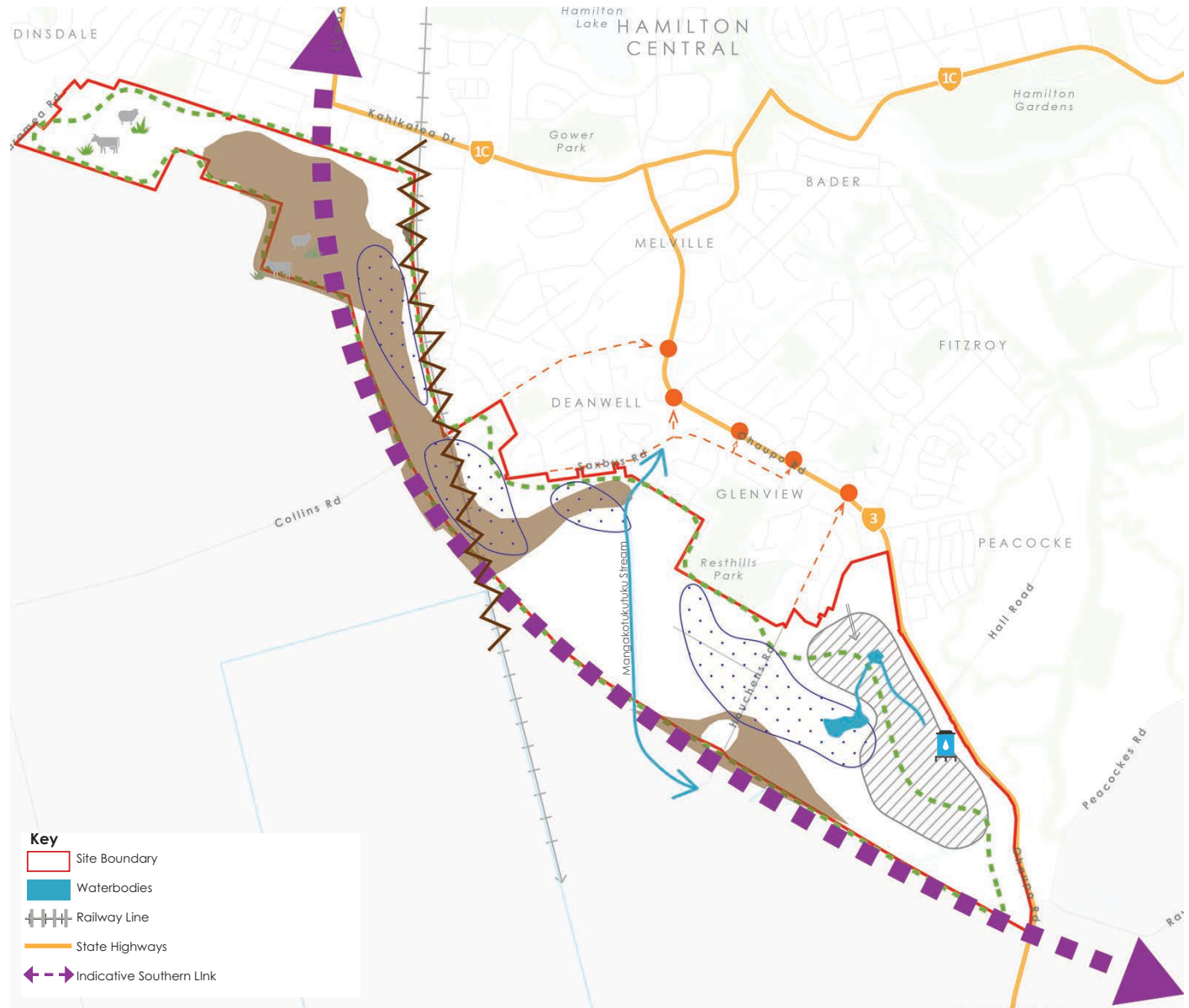


Figure 20: Key Constraint Map
Scale 1:25,000

3.2 Opportunities

Figure 17 identifies the key physical and spatial opportunities in relation to SL1. The concept plan design of the area will leverage and enhance these opportunities.

-  Southern Links forms the a defensible boundary to the south of Hamilton City.
-  Existing and potential connection to some existing key roading networks, as well as to encourage and improve active mode transports.
-  Opportunity to provide additional residential developments and provide housing choices and diversity.
-  Opportunity to provide additional industrial land and form part of the existing Te Rapa - Frankton industrial corridor.
-  Several large existing parks are located immediately adjacent to the SL1 area which provide the opportunity for a high level of amenity and outlook.
-  A spine road can be formed between Collins Road and SH3.
-  The area is able to be stitched into the existing urban fabric which includes schools, supermarkets and community facilities. This will be able to be leveraged for early stages of development.
-  Opportunity to leverage infrastructure proposed to serve Peacockes.
-  Opportunity to naturalise farm drains and streams, as well as to improve and enhance ecological values.

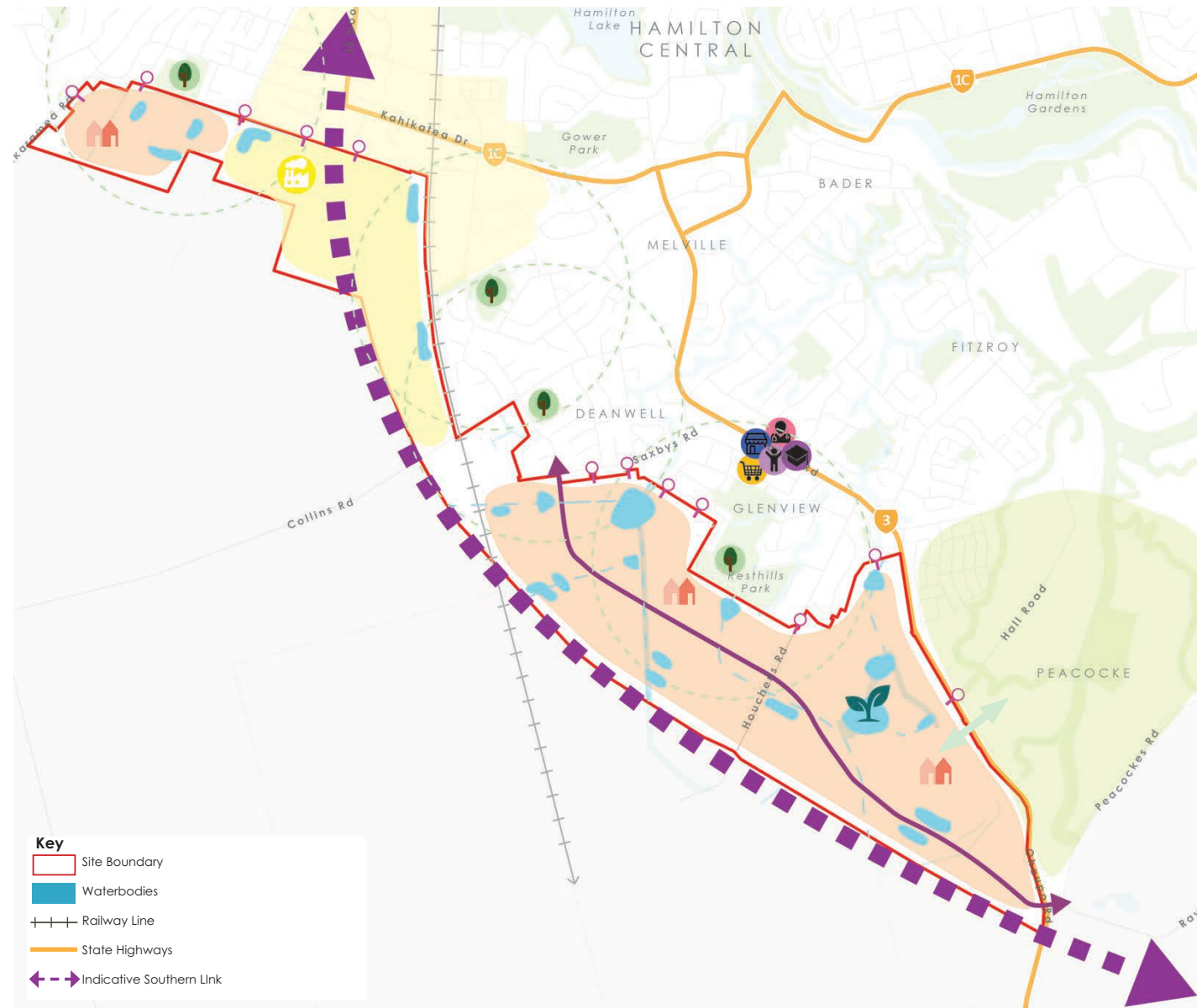


Figure 21: Opportunities Map
Scale 1:25,000

4.0 SL1 CONCEPT PLAN LAYERS

4.1 Indicative Concept Plan - Roothing Network

- Key**
- Site Boundary
 - Medium Density Residential
 - Medium Density Residential (topographical)
 - Industrial Development
 - Indicative Green Space
 - Existing Social Amenities (schools and sport grounds)
 - Indicative Stormwater Treatment and Ecological Enhancement Opportunities
 - Indicative Collector Spine Road
 - Indicative Key Collector Connection and Movement Road
 - Indicative Key Local Connections/Road Network
 - Existing Roothing Network
 - State Highway
 - Railway
 - Southern Links Designation
 - Indicative Future Connections to Existing Roothing Networks
 - Indicative Intersection Signals
 - Indicative Roundabouts

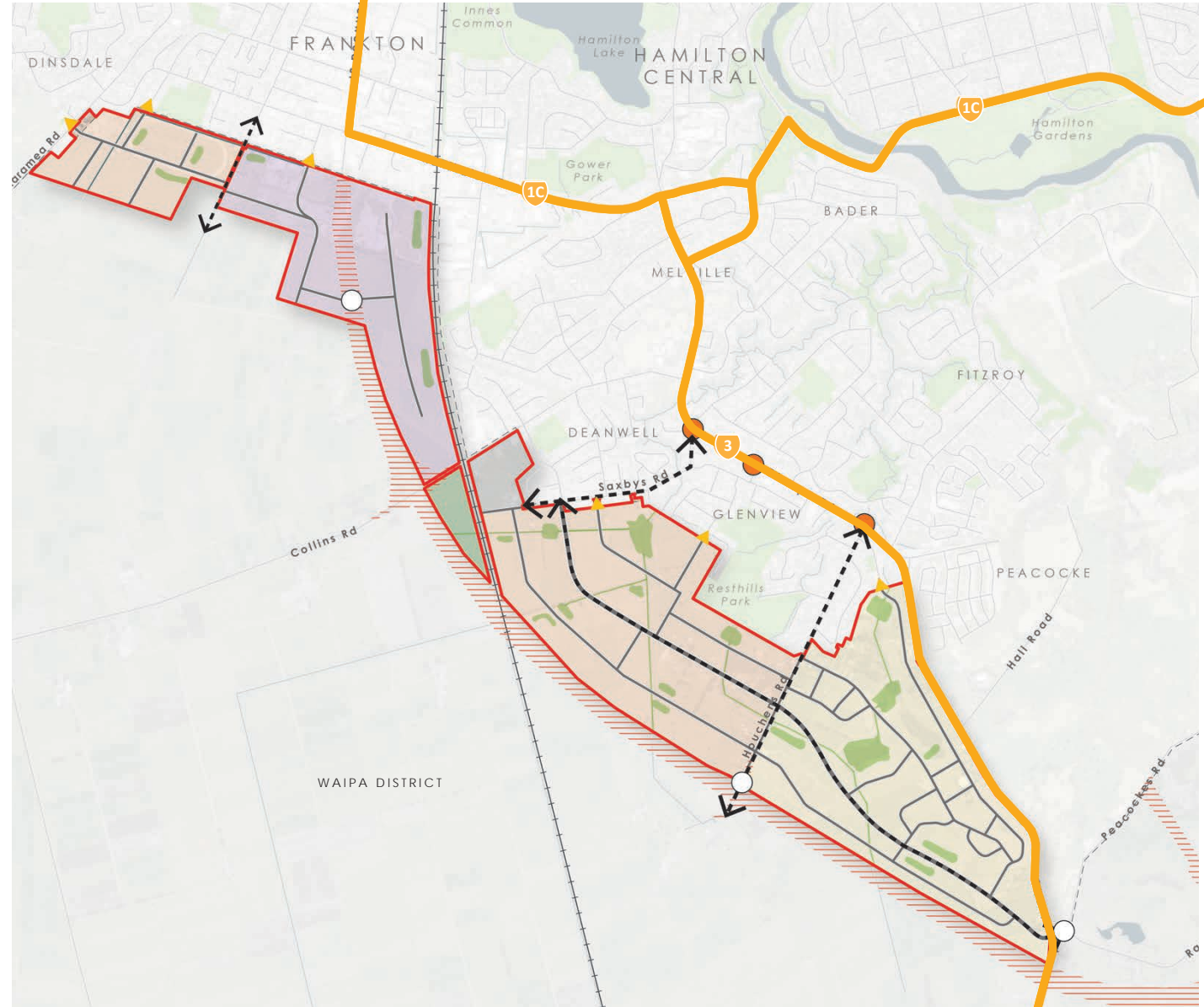


Figure 14: Indicative Concept Plan Roothing Network Map
Scale 1:25,000



4.2 Indicative Concept Plan - Public and Active Transport

- Key**
- Site Boundary
 - ←→ Indicative on-road cycle connections
 - ←→ Indicative off-road walking and cycle routes
 - Existing walking & cycling route
 - Indicative public transport routes
 - Existing public transport routes
 - Proposed Open Space
 - Possible bus stop locations
 - Existing bus stop locations
 - 400m walkable catchment
 - State Highway
 - Railway
 - Southern Links Designation
 - Vegetated buffer along designation and railway line

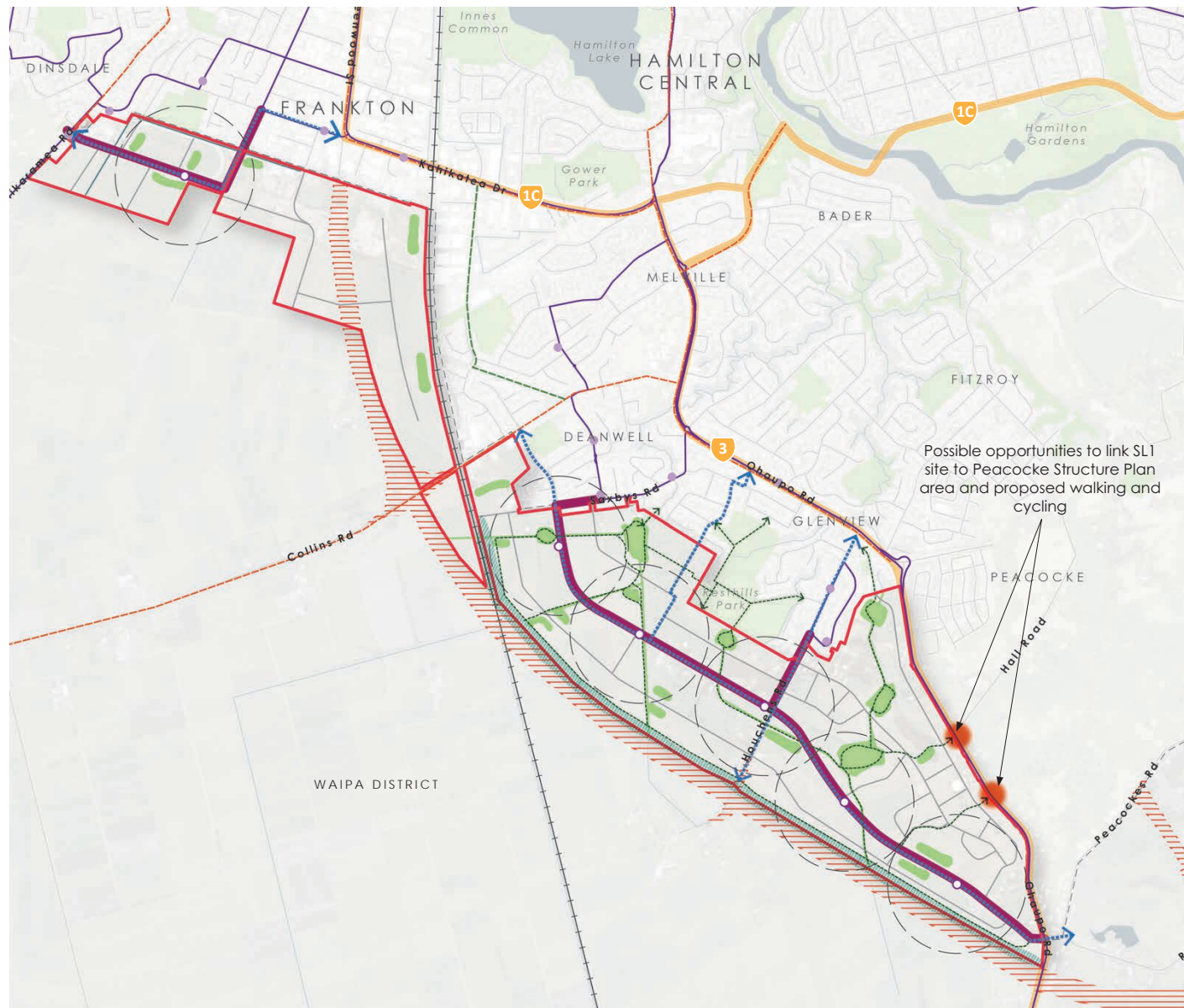


Figure 15: Indicative Public and Active Mode Transport Network Map
Scale 1:25,000

4.3 Indicative Concept Plan - Open Space Network




- Key**
-  Site Boundary
 -  Reserves / Green Spaces
 -  Waterbodies
 -  Railway Line
 -  State Highway
 -  Indicative Stormwater Treatment and Ecological Enhancement Opportunities
 -  Indicative Green Space
 -  Southern Link Designation
 -  400m Catchment (approx. 5min walk)
 -  800m Catchment (approx. 10min walk)



Figure 16: Indicative Open Spaces Network Map
Scale 1:25,000

4.4 Indicative Concept Plan - Three Waters Infrastructure

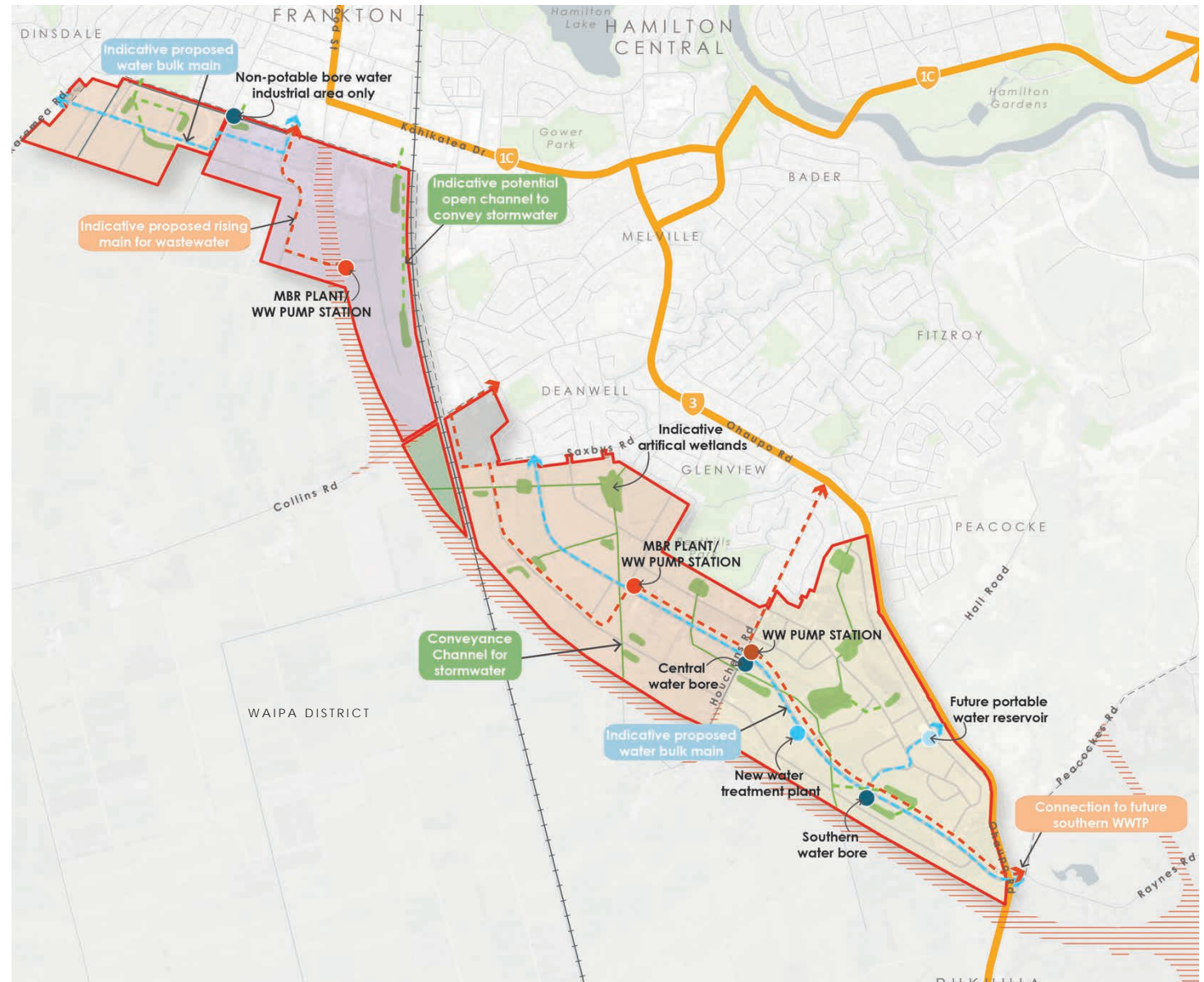


Figure 17: Indicative Three Waters Infrastructures Network Map
Scale 1:25,000

- Key**
- Site Boundary
 - Medium Density Residential
 - Medium Density Residential (topographical)
 - Industrial Development
 - Indicative Green Space
 - Existing Social Amenities (schools and sport grounds)
 - Indicative Stormwater Treatment and Ecological Enhancement Opportunities
 - Indicative Key Collector and Local Roads
 - State Highway
 - Railway
 - Southern Links Designation



ATTACHMENT 1 - Urban Design Package

Fast Track Application | 3 May 2024



Urban & Environmental



Urban & Environmental

Prepared for:

Colliers Project Leader (on behalf of SL1 Consortium)

Prepared by:

Alicia Lawrie - Barker and Associates

Katherine Hu - Barker and Associates

Reviewed by:

Fraser McNutt - Barker and Associates

Document date:

6 May 2024

01

Site Address / Location

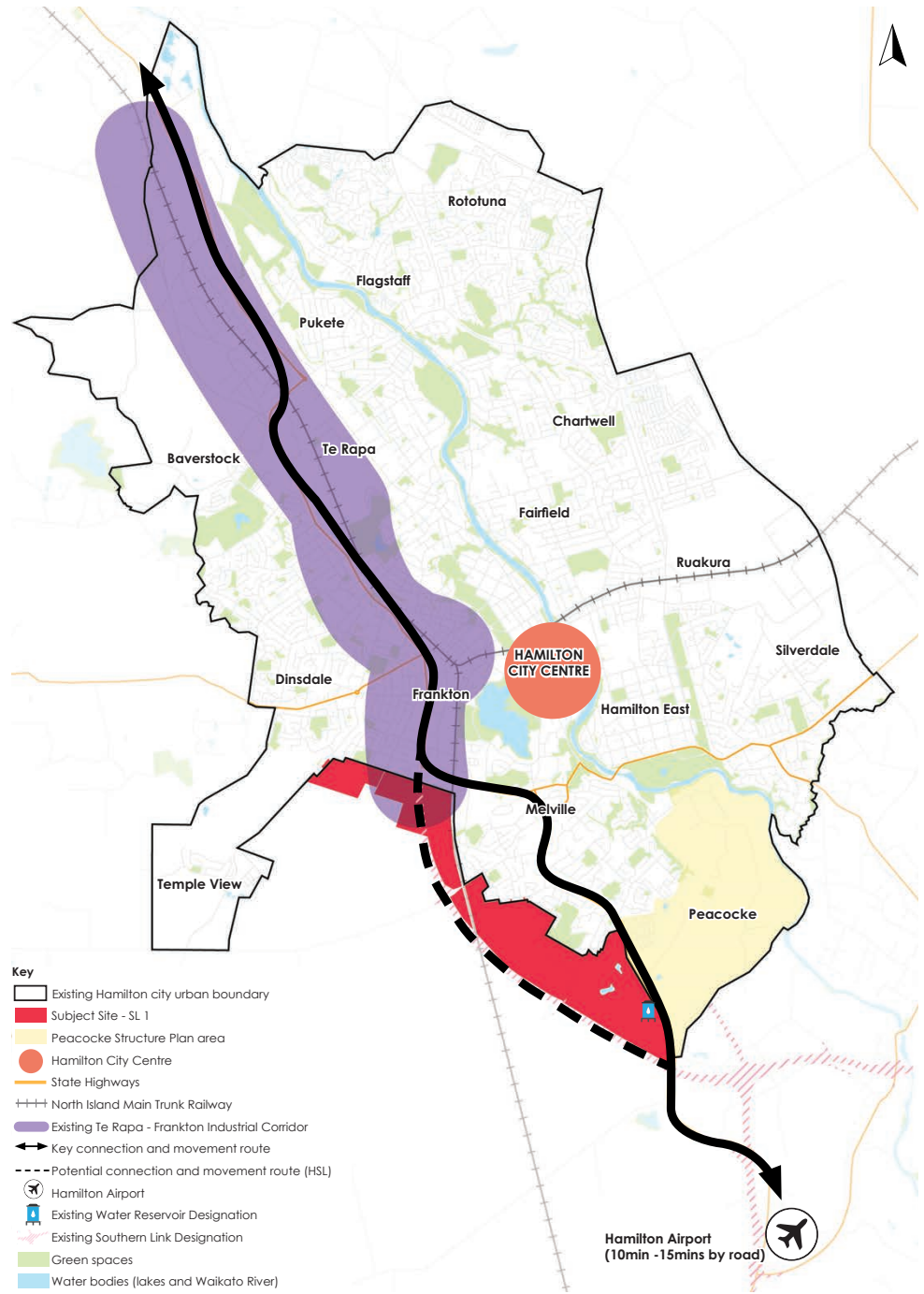
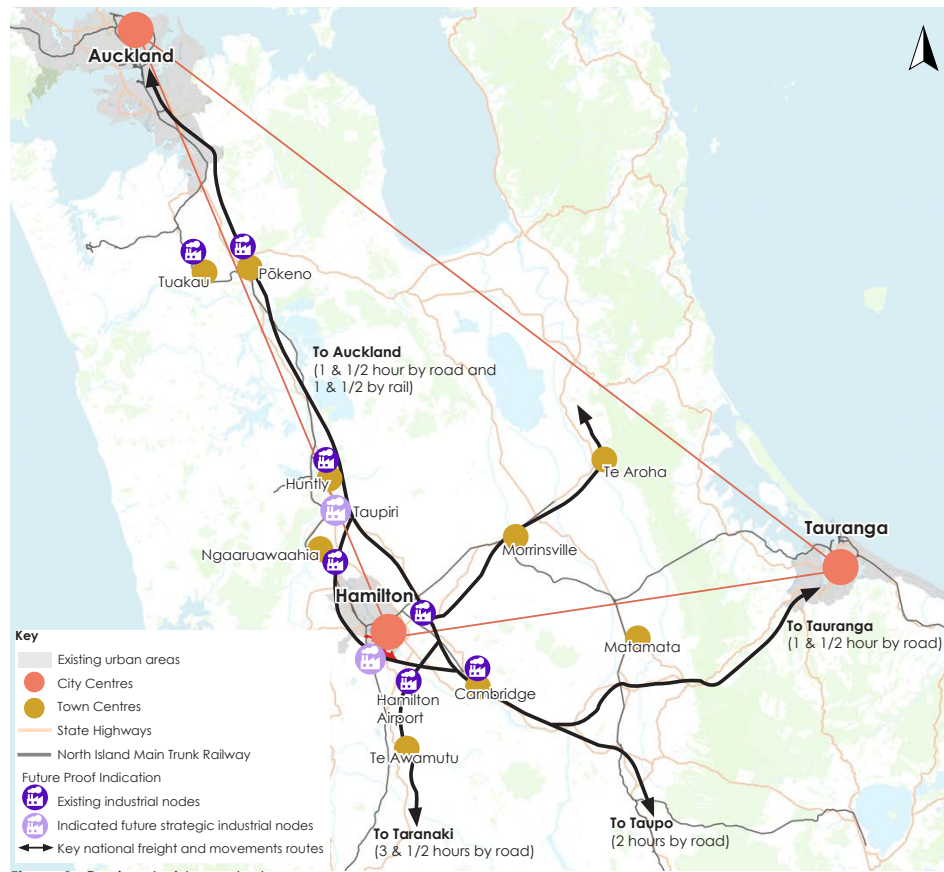
(SECTION 1: PROJECT LOCATION)

1.1 Regional and City-wide Context

The subject site (SL1) is situated within the Waipa District, and contiguous with Hamilton City Council's southern boundary to the south-west. Located approximately 3 - 4 km south west of Hamilton City Centre, the site stretches from south Frankton to the south western edge of the Peacockes Structure Plan area (Plan Change 5).

SL1 is partially bound by State Highway 3 (SH3) to the south east the North Island Main Trunk Rail to the north east and the Hamilton Southern Links designation (HSL) to the west.

This land is formally identified as 'Southern Links 1' (SL1), and as of August 2022, was identified by Hamilton City Council (HCC) as one of the 'Emerging Areas'.



1.2 Site Location

The site is approximately 440 ha in size. It is situated between the established Hamilton suburbs of Dinsdale, Frankton, Deanwell and Glenview to the northeast, and rural land within Waipa to the southwest. The site is currently zoned rural under the Waipa District Plan and comprises of lots in pasture, rural lifestyle, equine industry and peri-industrial use.

The Hamilton Airport is located approximately 4.5 km south-east the site and is accessible from Ohaupo Road/SH3. The site is well connected to the existing Frankton industrial activities to north and through State Highway 1c (SH1c) are also connected to the industrial area of Te Rapa further north. Waikato Hospital is also located approximately 3km to the north.

SL1 is split into two distinct parts due to the North Island Main Trunk Rail line (NIMTR), the Collins Road arterial and the Southern Links designation.

Key

-  SL1 Site Boundary
-  Existing Open Space
-  Existing Industrial Land
-  Peacockes Structure Plan area (Plan Change 5)
-  Existing Roading Network
-  State Highway
-  Railway
-  Southern Links Designation
-  Waikato Hospital

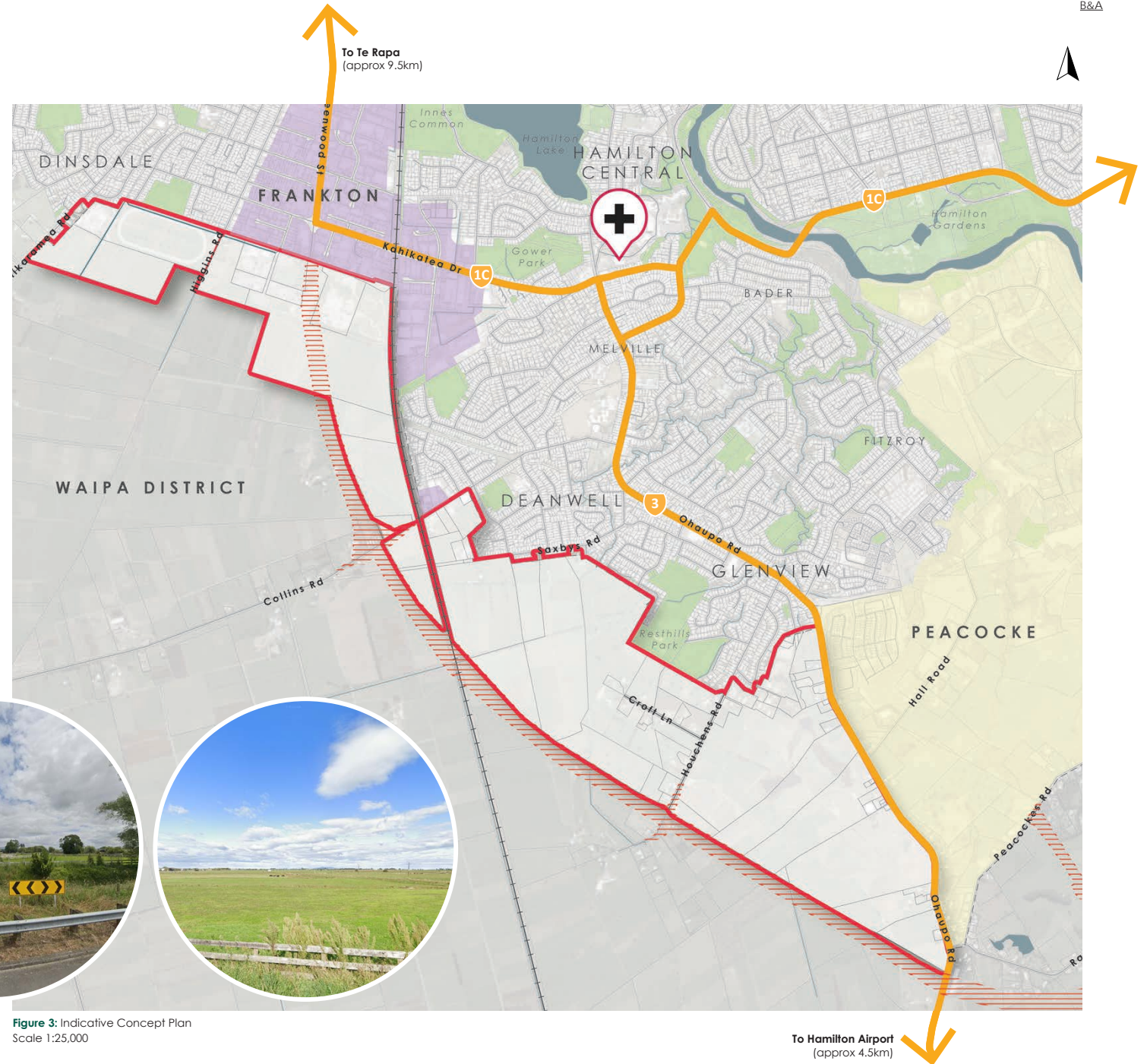


Figure 3: Indicative Concept Plan
Scale 1:25,000

To Hamilton Airport
(approx 4.5km)

02

Project Summary

(SECTION 2: PROJECT DETAILS)

2.1 SL1 CONCEPT PLAN

SL1 is an extensive area of land that comprises of future industrial and residential development potential. The full **SL1 Concept Plan - Background/ Analysis** can be found in **Appendix One**.

The site has two distinct parts know and the 'Northern block' and 'southern block.' Divided by Collins Road, the southern block comprises of residential development potential, while the northern block is a proposed as a mix of residential and industrial land (divided by Higgins Road).

PROJECT DETAILS

This project seeks to give effect through consent applications for the first stages:

- Residential Stage 1
- Industrial Stage 1

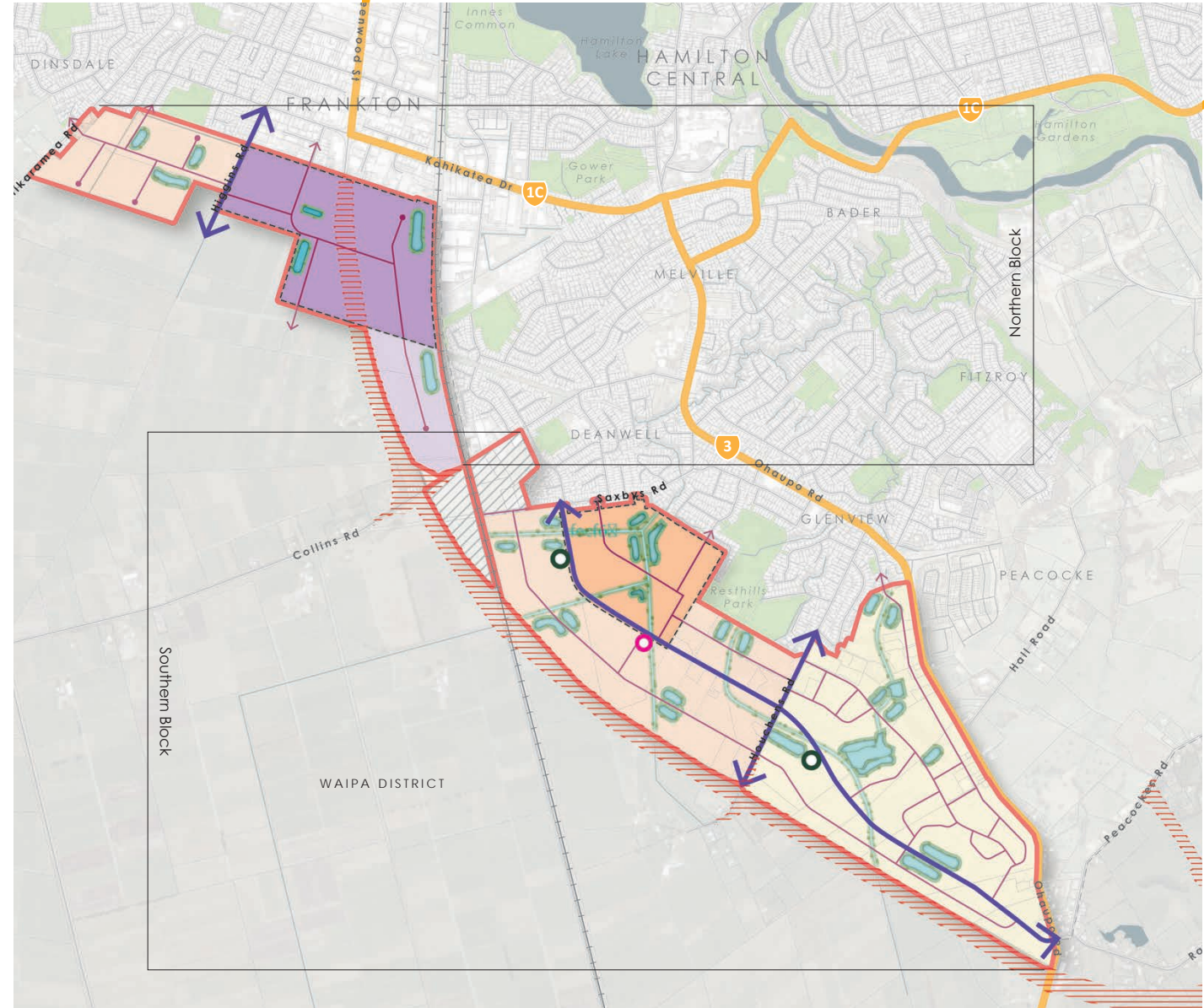
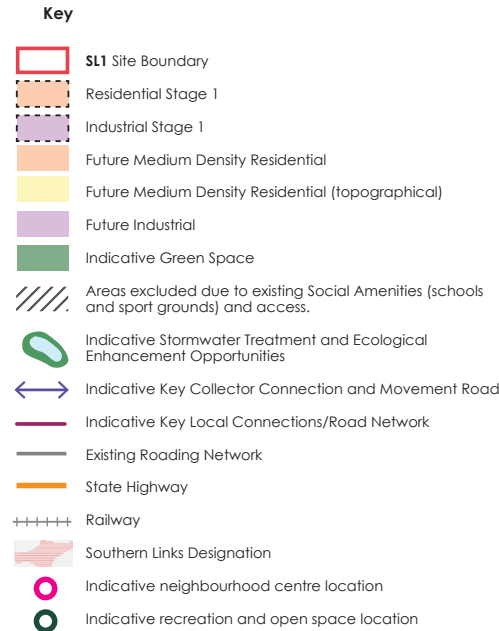


Figure 4: Indicative Concept Plan
Scale 1:25,000

03

Project Staging

(SECTION 2: PROJECT DETAILS)

3.1 Full Staging Plan

SL1 has been divided into four key stages (Industrial Stage 1, and Residential Stage 1, 2 & 3) as well as identified proposed future stages. This has been informed by records of title, lot parcels development potential, high level transport and infrastructure analysis.

As noted previously, this project seeks to give effect to Residential Stage 1 and Industrial Stage 1.

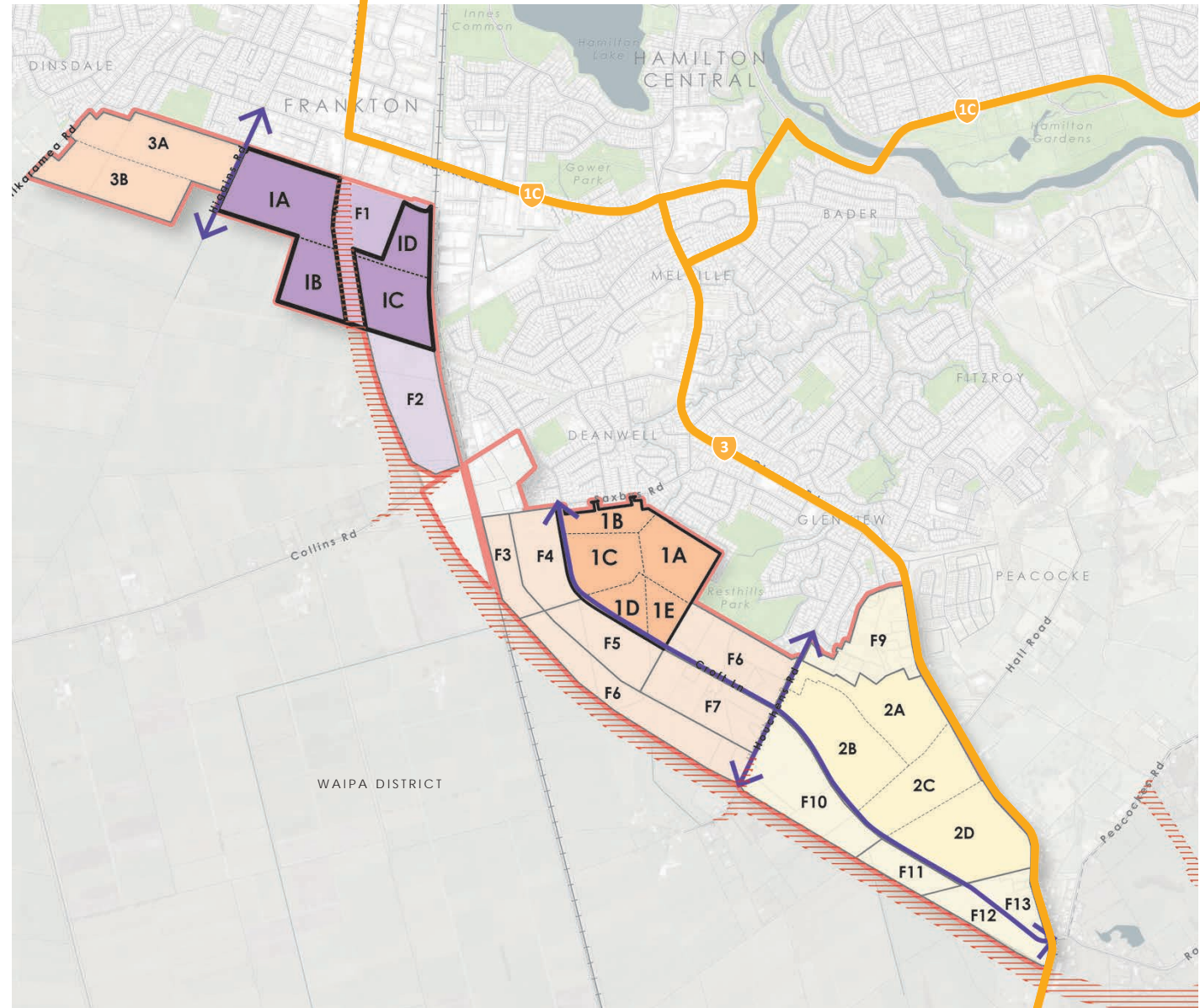
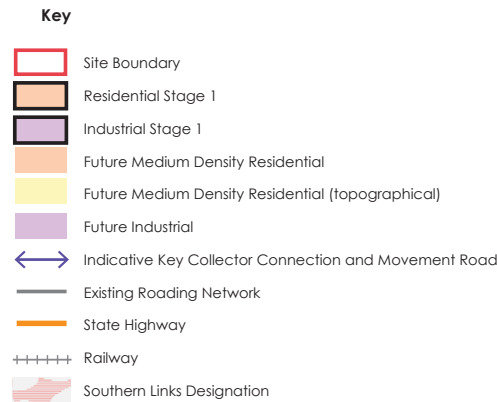


Figure 5: Full Staging Plan
Scale 1:25,000

3.2 Indicative Transport Trigger Plan

Estimated Timeline

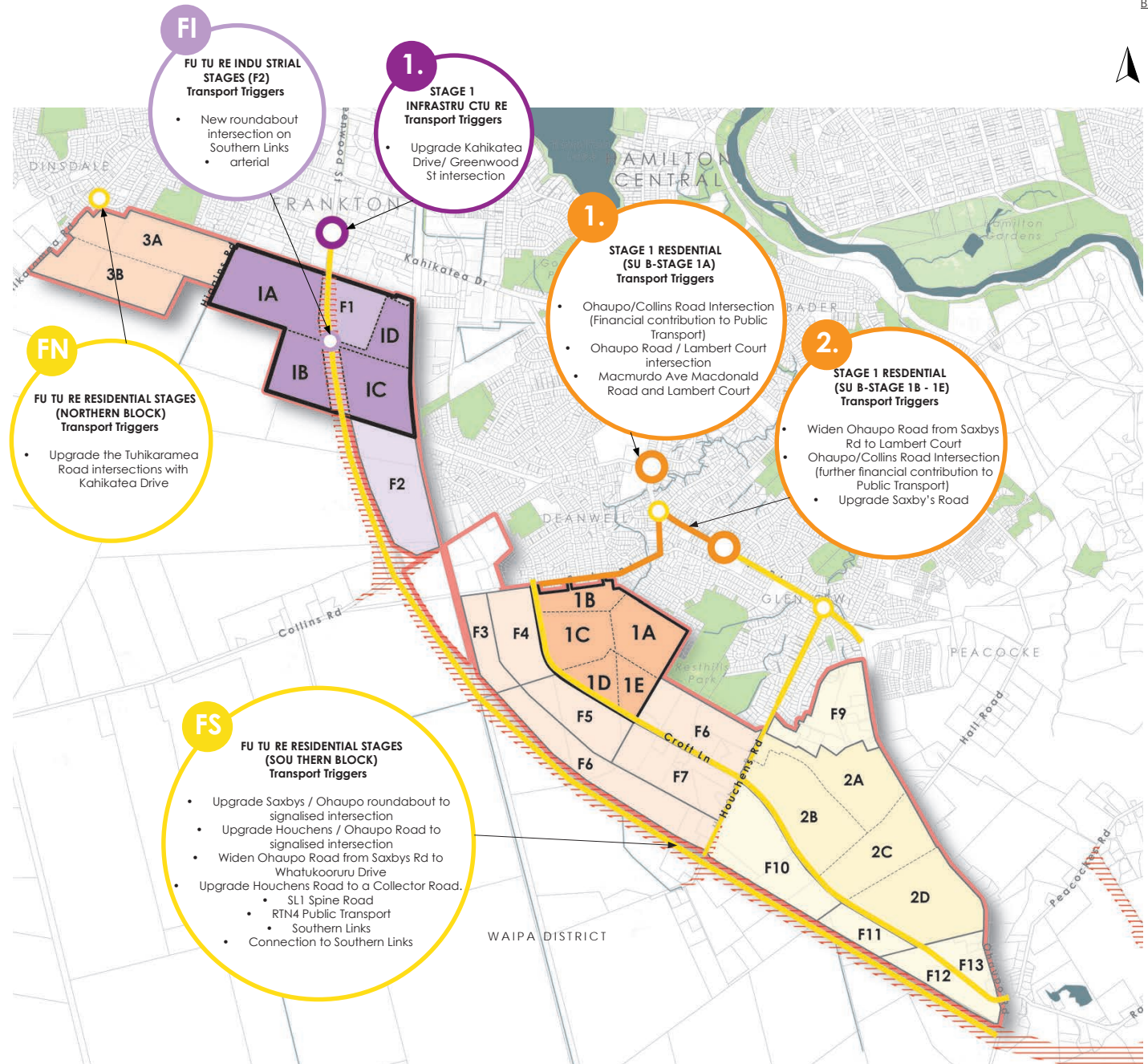
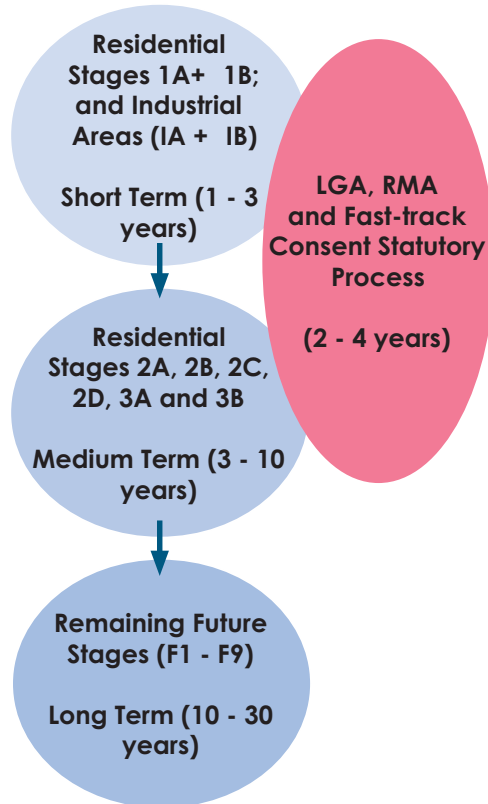


Figure 6: Transport Trigger Plan
Scale 1:25,000

3.3 Indicative Infrastructure Trigger Plan

Estimated Timeline

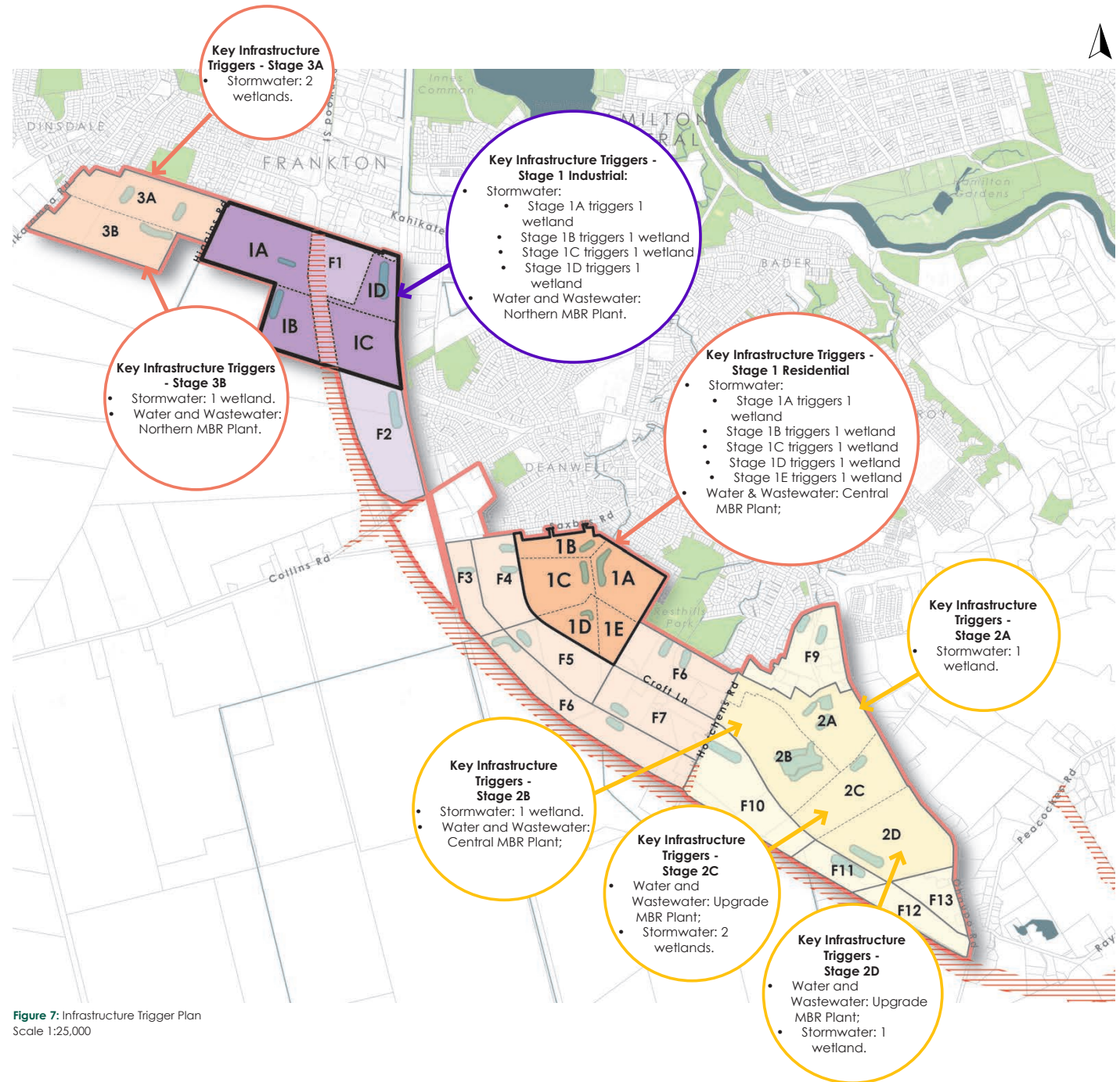
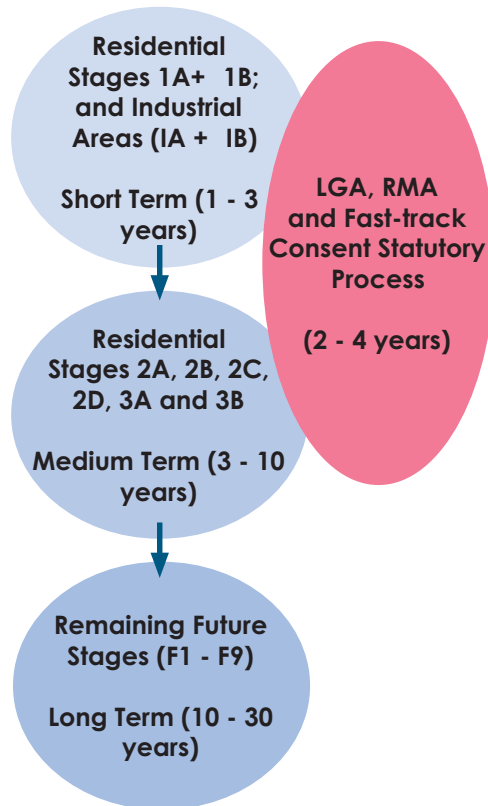


Figure 7: Infrastructure Trigger Plan
Scale 1:25,000

04

RESIDENTIAL STAGE 1

(SECTION 2: PROJECT DETAILS)

4.1 RESIDENTIAL DEVELOPMENT METRIC

RESIDENTIAL DEVELOPMENT METRICS			
Sub Stages	Block	Ave. Density (sqm per lot)	Estimated Yield (per block)
1A	1	300m ²	22
	2	300m ²	24
	3	200m ²	34
	4 - 9	200m ²	40
	10	200m ²	20
1B	11	200m ²	12
	12	300m ²	14
	13	300m ²	22
	14	200m ²	26
	15	200m ²	32
1C	16 & 17	200m ²	40
	18	250m ²	30
	19	200m ²	18
	20	250m ²	25
	21	200m ²	40
	22	200m ²	30
	23	200m ²	50
	24	200m ²	48
1D	25 & 26	200m ²	24
	27	250m ²	50
1E	28	250m ²	24
	29 & 30	200m ²	24
	31	200m ²	16
	32	200m ²	34
	33	200m ²	22
	34	200m ²	20
GRAND TOTAL (STAGE 1)			1,035
NET DENSITY			46 units per ha

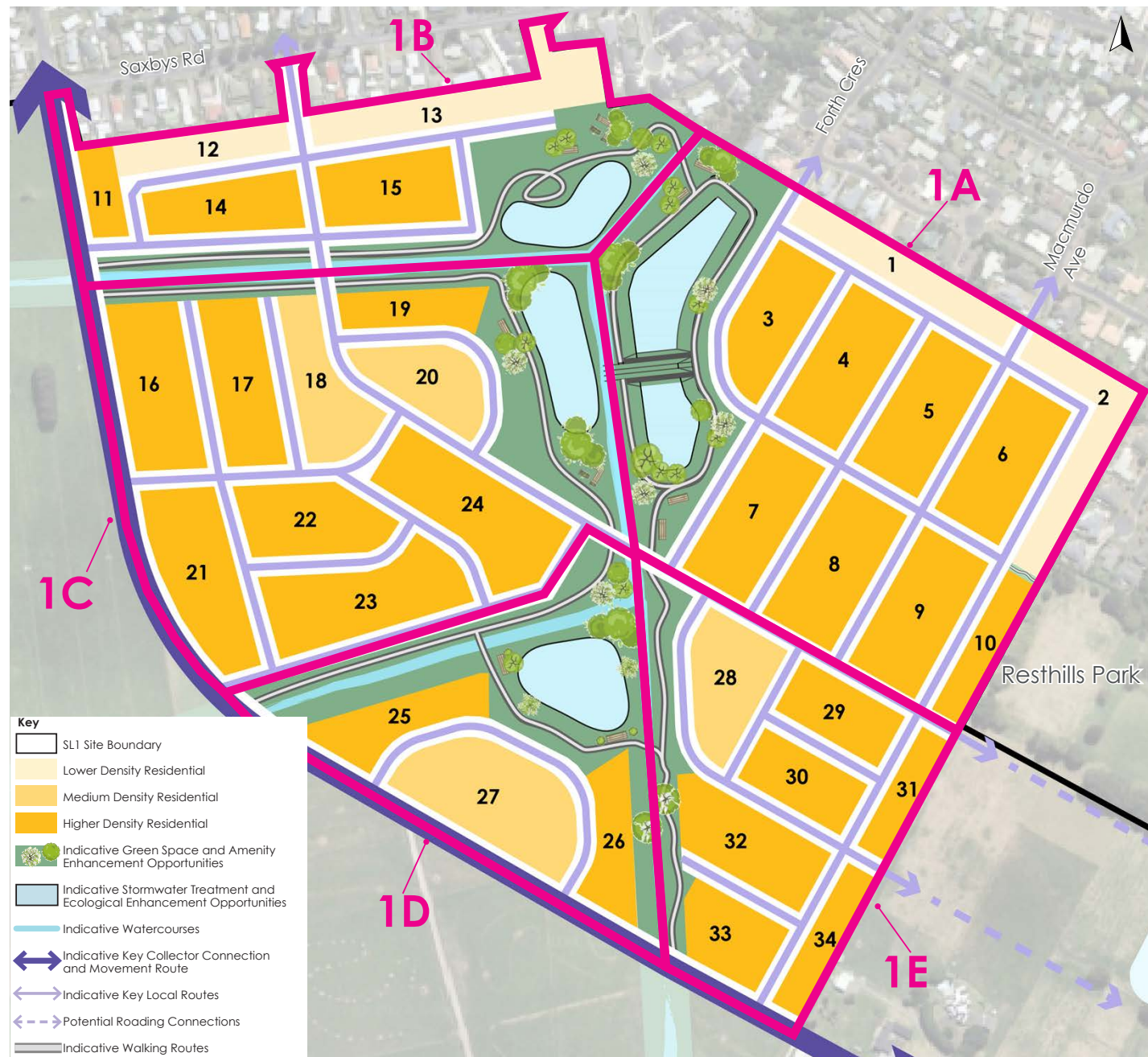


Figure 8: Indicative Residential Development Metric
Scale 1:3,500

4.2 RESIDENTIAL MOVEMENTS HIERARCHY PLAN

- Key**
- SL1 Site Boundary
 - Lower Density Residential
 - Medium Density Residential
 - Higher Density Residential
 - Indicative Green Space and Amenity Enhancement Opportunities
 - Indicative Stormwater Treatment and Ecological Enhancement Opportunities
 - Indicative Watercourses
 - Indicative Collector Connection and Movement Route
 - Indicative Key Local Routes
 - Indicative Local Routes
 - Indicative Rear Lanes
 - Indicative Walking Routes



Figure 9: Indicative Residential Movement Hierarchy Plan
Scale 1:3,500

4.3 RESIDENTIAL ACTIVE MODE MOVEMENT PLAN



- Key**
- SL1 Site Boundary
 - Lower Density Residential
 - Medium Density Residential
 - Higher Density Residential
 - Indicative Green Space and Amenity Enhancement Opportunities
 - Indicative Stormwater Treatment and Ecological Enhancement Opportunities
 - Indicative Watercourses
 - Indicative On-road Active Mode Routes
 - Indicative Off-road Active Mode Routes

Figure 10: Indicative Residential Masterplan Development
Scale 1:3,500

4.4 RESIDENTIAL INDICATIVE MASTERPLAN



- Key**
- SL1 Site Boundary
 - Indicative Building Footprints
 - Indicative Green Space and Amenity Enhancement Opportunities
 - Indicative Stormwater Treatment and Ecological Enhancement Opportunities
 - Indicative Watercourses
 - Indicative Collector Connection and Movement Route with Indicative Planting Strip
 - Indicative Key Local Routes
 - Indicative Walking Routes

Figure 11: Indicative Residential Masterplan Development
Scale 1:3,500

05

INDUSTRIAL STAGE 1

(SECTION 2: PROJECT DETAILS)

5.1 INDUSTRIAL DEVELOPMENT METRICS

INDUSTRIAL DEVELOPMENT METRICS		
Sub Stages	Gross Area (hectares)	Developable Land / Super blocks (hectares)
IA	24.2ha	19.9ha
IB	12.4ha	9.5ha
1C	16.5ha	15.6ha
1D	8.5ha	4.7ha
GRAND TOTAL (STAGE I)	61.6ha	49.7ha (80.6%)

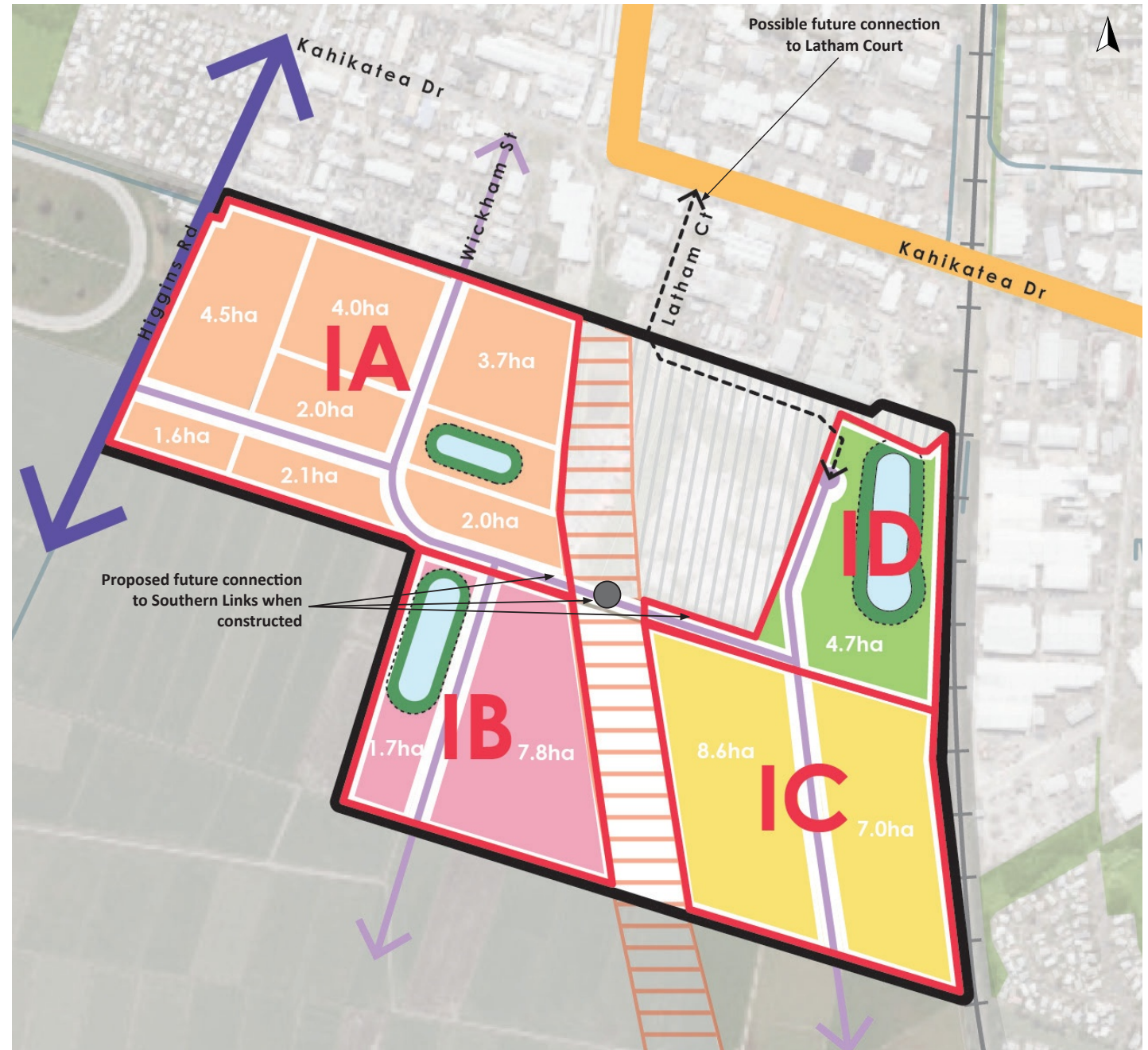


Figure 12: Indicative Industrial Staging Plan
Scale 1:6,000

AA Future Development and Housing Package

Submission 1132

Stakeholder:	Poto Davies
Organisation:	Ngāti Koroki Kahukura
Submission Date:	11/5/2024 7:41:00 PM

Do you endorse the activities included in the Future Development and Housing Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

See response in attachment /

Submission received 04 Nov 2024 3.47pm

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Support

Tell us why

See response in attachment /

Submission received 04 Nov 2024 3.47pm

Would you like to present?

Yes

Ahu Ake Waipā Community Spatial Plan – Submission

Full name: Poto Davies

Organisation: Ngāti Koroki Kahukura

Address for correspondence: [REDACTED]

Phone: [REDACTED]

Privacy Statement: *All submissions (including names and contact details) may be provided in full to Elected Members. Submissions (including names but not contact details) may be made available to the public at our office and on our website. Your personal information may also be used for the administration of the consultation process, including informing you of the outcome of the consultation. All information collected will be held by Waipā District Council, 101 Bank Street, Te Awamutu with submitters having the right to access and correct personal information.*

YES: I acknowledge that I have read the privacy statement and am happy to proceed.

Appearance at hearing

YES: I, or my nominee, wish to present my submission verbally to a Council hearing on Wednesday, November 27. If required, due to the number of requests to make an oral submission, Council will schedule an additional day for hearings on Tuesday, December 3.

This submission will be supported by further submissions at the hearing following a review of the submissions that Council receives.

I support other mana whenua and iwi groups submitting collaboratively with me, whether they provided a written submission.

Submission of support

Ngāti Koroki Kahukura

Ngāti Koroki Kahukura is a mana whenua group within the Waipā District Council's region, along with a number of mana whenua and iwi groups, some of whom have overlapping interests with Ngāti Koroki Kahukura. I was the Ngāti Koroki Kahukura representative in developing Ahu Ake. Mana Whenua appointed me to the Project Control Group as one of three mana whenua representatives.

Ahu Ake development

Ahu Ake was developed in partnership with mana whenua and also included collaboration with stakeholders and the community. Mana whenua and iwi aspirations are summarised on pages 5 – 7 of the Executive Summary and elsewhere in Ahu Ake. These aspirations relate to Māori housing (including but not limited to papakāinga development), he kāinga te wāhi (this place as home), Māori economy and Te Taiao (environment).

Submission

The notified strategic opportunities identified in Ahu Ake, the accompanying activities and the staged approach required are currently supported. It is expected that Ahu Ake will, amongst other things, be a vehicle to advance mana whenua and iwi aspirations.



04/11/2024

Rahui Papa
Co-Chair
Ngaati Koroki Kahukura Trust



04/11/2024

Hinerangi Kara
Co-Chair
Ngaati Koroki Kahukura Trust

AA Strategic Framework Package

Submission 1133

Stakeholder:	Nick Grala
Organisation:	Titanium Park Limited and Rukuhia Properties Limited
Submission Date:	11/5/2024 7:58:00 PM

Do you endorse the activities included in the Strategic Framework Package, and do you think this is the right way to address the strategic opportunities?

Unsure

Tell us why

See response in attachment /

Submission received 04 Nov 04.01pm

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Unsure

Tell us why

See response in attachment /

Submission received 04 Nov 04.01pm

Would you like to present?

Yes

SUBMISSION BY TITANIUM PARK LIMITED AND RUKUHIA PROPERTIES LIMITED ON THE DRAFT AHU AKE – WAIPĀ COMMUNITY SPATIAL PLAN

1. Submitter Details

This submission provides feedback from Titanium Park Ltd (TPL) and Rukuhia Properties Limited (RPL) on the Draft Ahu Ake – Waipā Community Spatial Plan.

The submitter details are as follows:

Submitter: Titanium Park Limited (TPL) and Rukuhia Properties Limited (RPL)

Address for Service: Titanium Park Limited and Rukuhia Properties Limited
c/ Harrison Grierson Consultants Limited
Level 2, 3 Cook Street Hamilton East
HAMILTON 3216
Attention: Nick Grala

TPL and RPL would like to be given the opportunity to present their submission in person.

2. Executive Summary

TPL and RPL have reviewed the Draft Ahu Ake – Waipā Community Spatial Plan (the 'Draft Spatial Plan') and:

1. Seek that the full extent of the Northern precinct approved in Plan Change 20 to the Waipā District Plan ("PC20") and the 'Future Extension Direction' as outlined in the Waipā District Plan (Appendix S1) are accurately portrayed throughout the Spatial Plan.
Updates are sought to the following figures to correctly identify the Northern Precinct and the 'Future extension Direction' area: Figures 5, 6, 8, 9, 12, 13, 14 and unnumbered figures on pages 59, 65, 66, 71, 76, 80, 84, 89, 105 and 108.
2. Seek that that servicing is planned for the full extent of the Northern Precinct (now operative as a result of PC20) and the Northern Precinct Expansion Area (as foreshadowed by the Future Extension Direction contained as Appendix S1 of the Waipā District Plan).
3. Agree that masterplanning has already been undertaken for the short and medium term development around the Airport as part of PC20. However, TPL and RPL seek that the Draft Spatial Plan should implement a masterplanning exercise to be undertaken to inform and guide long term urban growth surrounding the Airport. Such an exercise will improve the ability to strategically plan for and develop the full extent of the Northern Precinct in an integrated and comprehensive way. The masterplanning should, at a minimum, include the Northern Precinct Expansion Area (as foreshadowed by the Future Extension Direction contained as Appendix S1 of the Waipā District Plan).

3. Background

TPL is a wholly owned subsidiary of Waikato Regional Airport Limited which operates Hamilton Airport. TPL has delivered Titanium Park – a master planned business park adjacent to Hamilton Airport. RPL owns a 29ha site located between State Highway 3 and Middle Road.

TPL and RPL were the joint applicants for Plan Change 20 to the Waipā District Plan (“PC20”). PC20 was made operative on 1 July 2024¹ and expanded the Northern Precinct of Titanium Park including:

- extending the Northern Precinct of the Airport Business Zone by approximately 89ha; and
- establishing the planning framework for 130ha of the Northern Precinct for business activities

Titanium Park is entirely zoned Airport Business zone under the Waipā District Plan. It is separated into several Precincts, with only the Northern Precinct left to be developed (refer **Figure 1** below). RPL owns a 29ha site located between State Highway 3 and Middle Road which also forms part of the Northern Precinct.

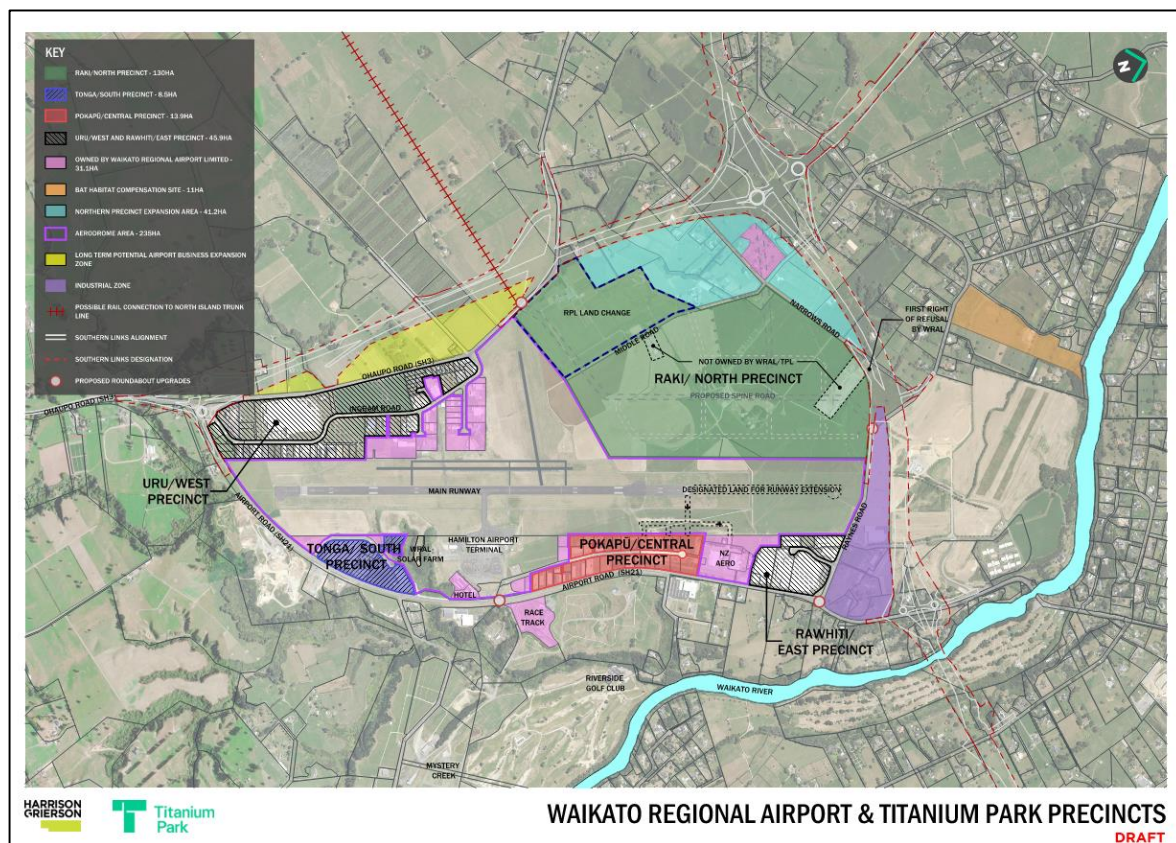


Figure 1: Shows the location and extent of the various Industrial Precincts at the Airport.

¹ [ECM_11224314_v1_\[2024\] NZEnvC 107 Royal Forest and Bird Protection Society of New Zealand Incorporated v Waipa District Council](#)

The Northern Precinct comprises approximately 130ha of land to the north of the Airport, in which TPL and RPL are the majority landowners. It is bordered by the Airport's main runway to the east, the secondary grass runway to the south, Ōhaupō (SH3) and Narrows Road to the west and Raynes Road (SH21) to the north. The extent of Northern Precinct is denoted by the red shaded area in **Figure 2** below.

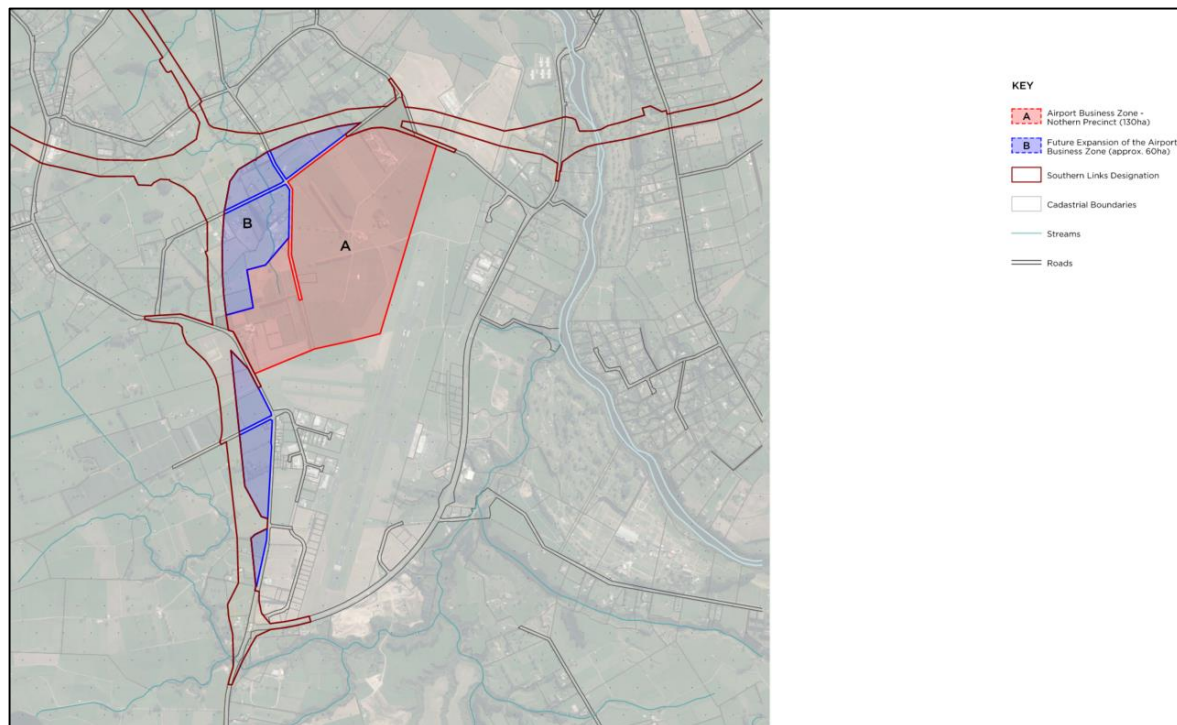


Figure 2: The extent of Northern Precinct shown in red, with the future growth area for Northern Precinct shown in blue.

A 'future extension direction' beyond the Northern Precinct has already been identified in the Waipā District Plan as a Future Growth Cell. The area is identified on the Hamilton Airport Growth Map, which is contained in Appendix S1 of the Waipā District Plan (refer **Figure 3** below). The map outlines where any further development should be located given the alignment of Southern Links. It is anticipated within the Waipā District Plan that this future extension is to provide for a future expansion area of the Hamilton Airport Business Zone beyond 2035.

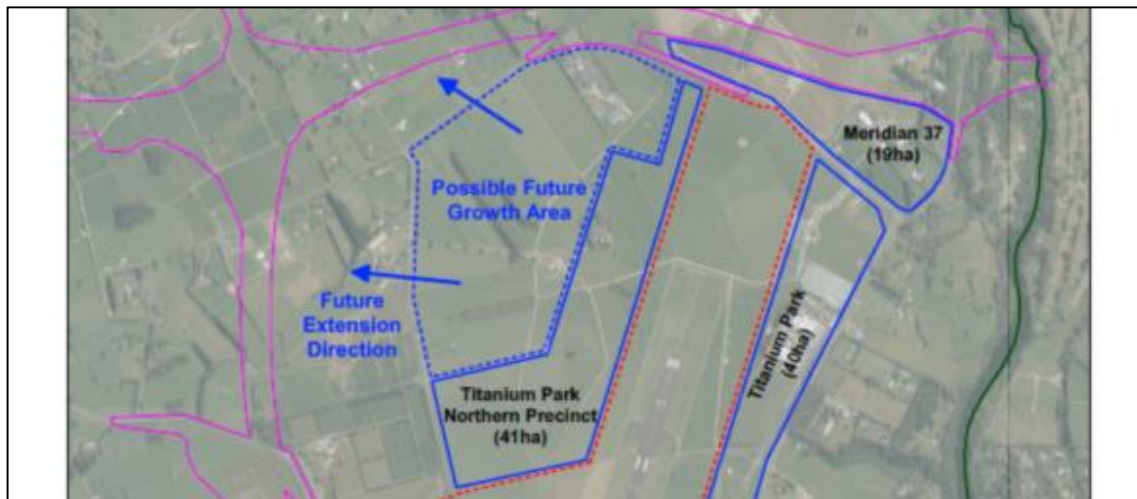


Figure 3: Appendix S1 of the Waipā District Plan.

4. Feedback

Feedback 1: The Operative extent of the Northern Precinct and the Northern Precinct Expansion Area should be included in the Spatial Plan

The Draft Spatial Plan has limited the area of the Northern Precinct / Airport Business Zone to its previous extent that existed under the pre-PC20 version of the Waipā District Plan. In doing so, the Draft Spatial Plan fails to align with the full and now operative extent of the Northern Precinct in the Waipā District Plan.

The Draft Spatial Plan also fails to plan for the long term growth the of the Airport Business zone / Northern Precinct and recognise the long term growth direction that is already signalled within the Appendix S1 of the Waipā District Plan. TPL and RPL say that this long term growth can be provided by the Northern Precinct Expansion Area because it forms the logical long term growth of the Northern Precinct.

TPL and RPL consider that:

1. The full extent of the Northern Precinct that is now operative in the Waipā District Plan (being the red area in Figure 2) and the Northern Precinct Expansion Area (being the blue area in Figure 2) be shown as *Scenario Areas 2050* on *Figure 5: Significant natural features must be protected*, *Figure 6: Map of towns, villages and marae*, *Figure 8: Where people live*, *Figure 13: Areas to protect from / avoid development*, *Figure 14: Lifeline infrastructures*, and *page 105: Centre-north: Ōhaupō, Rukuhia, and Hamilton Airport*; and
2. The full extent of the Northern Precinct and the Northern Precinct Expansion Area be shown as *Towns and Villages areas 2050* on *Figure 9: Highly productive land class coverage of the district*; and

3. The full extent of the Northern Precinct and Northern Precinct Expansion Area be shown as *Urban Areas on Figure 12: Waipā is well connected and part of the fast-growing 'golden triangle';* and
4. A third implementation action that develops a long-term masterplan for industrial development around the Airport be included on *pages 57 and 64*. The masterplanning should, at a minimum, include the Northern Precinct Expansion Area.
5. We understand and aware of a masterplanning exercise that the Future Proof Partners will shortly commence for the northern parts of the Waipa District, which includes land in and around the Airport. We expect this will include the Northern Precinct Expansion Area and request that both TPL and RPL be approach early to be an active participant in this process.
6. The full extent of the Northern Precinct and Northern Precinct Expansion Area be shown as *Town and Village boundaries 2050 on page 59: Future Development, Placemaking and Housing, and page 89: Ahu Ake proposed Key Moves;* and
7. The full extent of the Northern Precinct and Northern Precinct Expansion Area be correctly shown as *Plan Change 20 – Airport Growth Area (Operative) on page 65: Economic Development, or shown as Urban Areas 2050 on page 65: Economic Development;* and
8. The full extent of the Northern Precinct and Northern Precinct Expansion Area be shown as *Urban Areas 2050 on page 71: Environment, page 76: Transport, page 80: Parks and public facilities, and page 84: Heritage, culture, arts;* and
9. The full extent of the Northern Precinct and Northern Precinct Expansion Area be shown as *Urbanised area by 2050 on page 66: Rural Economy;* and
10. The Northern Precinct Expansion Area be included on *page 108: Hamilton Airport environs.*
11. Amend the text on *page 108* as follows (deletions in strikethrough and additions in underline):

“The Hamilton Airport sits in the north of the district, near the border with Hamilton City. This locality is a vital part of the regional economy, providing for both freight and passenger travel. Titanium Park is the area’s business centre, capitalising on the opportunities provided by the airport. Nearby, the Mystery Creek area serves as the district’s premier events location, and supports the infrastructure provided by the airport.

Titanium Park is expected to remain a strong growing industrial centre. The Northern Precinct is the last precinct to be developed within Titanium Park. It ~~industrial node~~ is projected to grow to 190-140 ha by 2050 from its current size of 130ha ~~from its current size of around 94 ha.~~ “

The changes sought are appropriate for the following reasons:

1. The Northern Precinct as approved under PC20 is Operative in the Waipā District Plan.
2. The Structure Planning that underpins the Northern Precinct also contemplates the longer-term Northern Precinct Expansion Area to ensure that a well-functioning urban environment can be achieved. The Northern Precinct Expansion Area is a logical area for long-term business growth, as already recognised and foreshadowed by the Waipā District (within Appendix S1).
3. Including the full extent of the PC20 Northern Precinct and Northern Precinct Expansion Area improves the ability to strategically plan for and develop the full extent of the Northern Precinct in an integrated and comprehensive way. It also provides a balanced settlement pattern for the growth that is planned between Hamilton and the Hamilton Airport/Southern Links, providing a clear direction for establishing new residential areas that are near future business land / employment opportunities. This will improve the ability to strategically plan the growth of the Hamilton Airport / Southern Links area over the 2035-2050 period and in the long-term.

Feedback 2: Timeline and servicing for Northern Precinct Expansion Area

The Draft Spatial Plan has recognised the servicing intent by 2050 for both water and wastewater for the Waipā District. The Draft Spatial Plan has not included the Northern Precinct area and Northern Precinct Expansion Area as part of the water and wastewater servicing intent area.

TPL and RPL consider that:

1. Integrated provision of infrastructure will be required to unlock urban development around the airport over the short-, medium-, and long-term horizons. Amendments are sought to *Page 56* to incorporate long-term masterplanning that is needed and which should include the Northern Precinct Expansion Area.
2. The full extent of the Northern Precinct and Northern Precinct Expansion Area be included in the *Servicing intent by 2050: both water and wastewater on page 87: Three Waters*.

The changes sought are appropriate because the strategic planning for infrastructure should be advocated by the Spatial Plan and portrayed in the Three Waters map. Additionally, the growth of the Northern Precinct Expansion area should be accounted for to ensure the future development area will also be serviced by the Southern WWTP.



Signature: 

Nick Grala – National Planning & Environment Manager

Date: 4 November 2024

Address for Service of Submitter:

Harrison Grierson Consultants Limited
Level 2, 3 Cook Street Hamilton East
HAMILTON 3216

Telephone: 

Email: 

Contact person: Nick Grala

AA Strategic Framework Package

Submission 1134

Stakeholder:	Mark Chrisp
Organisation:	Tabby Tiger Ltd
Submission Date:	11/5/2024 8:04:00 PM

Do you endorse the activities included in the Strategic Framework Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

See response in attachment /

Submission received 04 Nov 2024 04.03pm

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Unsure

Tell us why

See response in attachment /

Submission received 04 Nov 2024 04.03pm

Would you like to present?

Yes



PO Box 1307, Hamilton 3240
New Zealand



Reference: MDL002186

4 November 2024

Waipā District Council
Private Bag 2402
Te Awamutu 3840
Attention: Strategy Team

By Email: haveyoursay@waipadc.govt.nz

RE: Ahu Ake Waipā Community Spatial Plan – Submission

On behalf of my client, Tabby Tiger Limited (**Tabby Tiger**), we welcome the opportunity to provide feedback on the Draft Ahu Ake Waipā Community Spatial Plan (**Ahu Ake**). Tabby Tiger supports the approach that the Waipā District Council has taken in respect of strategic planning over a 30+ year timeframe.

Tabby Tiger is currently advancing a Private Plan Change to rezone land to the east of Airport Road from Rural Zone to Airport Business Zone with an Agre-tech Precinct Overlay. The Rukuhia area is uniquely positioned with the benefit of an airport (with significant growth potential), existing and proposed roads of national significance, and the North Island Main Trunk Railway Line.

The following provides specific feedback on several aspects of Ahu Ake.

What is Ahu Ake & what is it not?

The section of Ahu Ake titled: “What is Ahu Ake & what is it not?” is very helpful. The statements about Ahu Ake being a “live document” and not a “static document” are very encouraging. However, experience shows that documents of this nature only get reviewed and updated on a periodic basis with long periods in between.

Mitchell Daysh Limited

Auckland | Hamilton | Tauranga | Taupo | Napier | Wellington | Dunedin

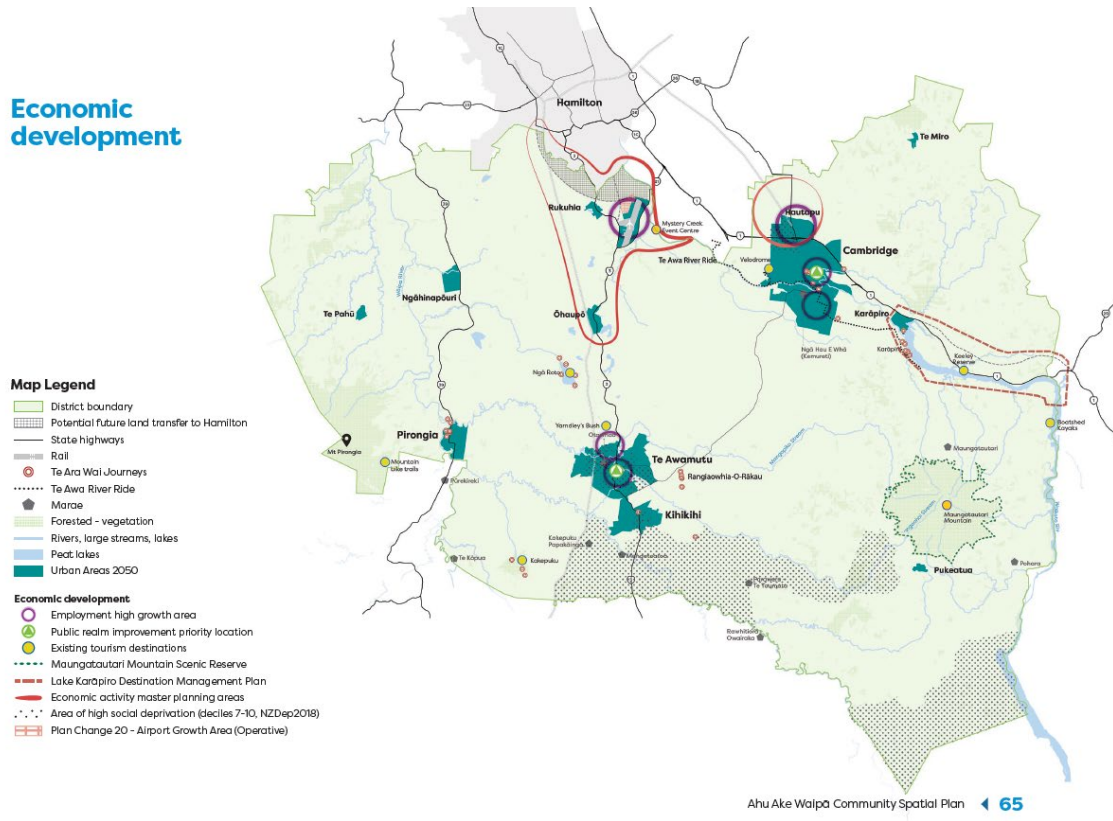
www.mitchelldaysh.co.nz

It would be helpful, particularly given the 30+ year planning horizon, for Ahu Ake to acknowledge that it is not intended to foreclose merit-worthy development proposals advanced by the private sector which have yet to be reflected in a spatial planning document such as Ahu Ake. It is important that documents such as Ahu Ake do not foreclose new merit-worthy developments so that they face an unnecessary uphill battle to get through the planning process because they are not recognised or foreshadowed in the document.

Economic Development

Tabby Tiger strongly supports the identification of the area surrounding Hamilton Airport as a “Economic Activity Master Planning Area” (as shown on the plan of page 65 of Ahu Ake reproduced below). This is consistent with Future Proof and the Waikato Regional Policy Statement identifying the Hamilton Airport area as a Strategic Industrial Node (but yet to define the geographical extent of the node). Tabby Tiger is pleased to see that the starting point for any master planning takes in a large area surrounding Hamilton Airport including Tabby Tiger’s land holdings.

Tabby Tiger wishes to be an active participant in relation to any master planning process relating to the Hamilton Airport area.

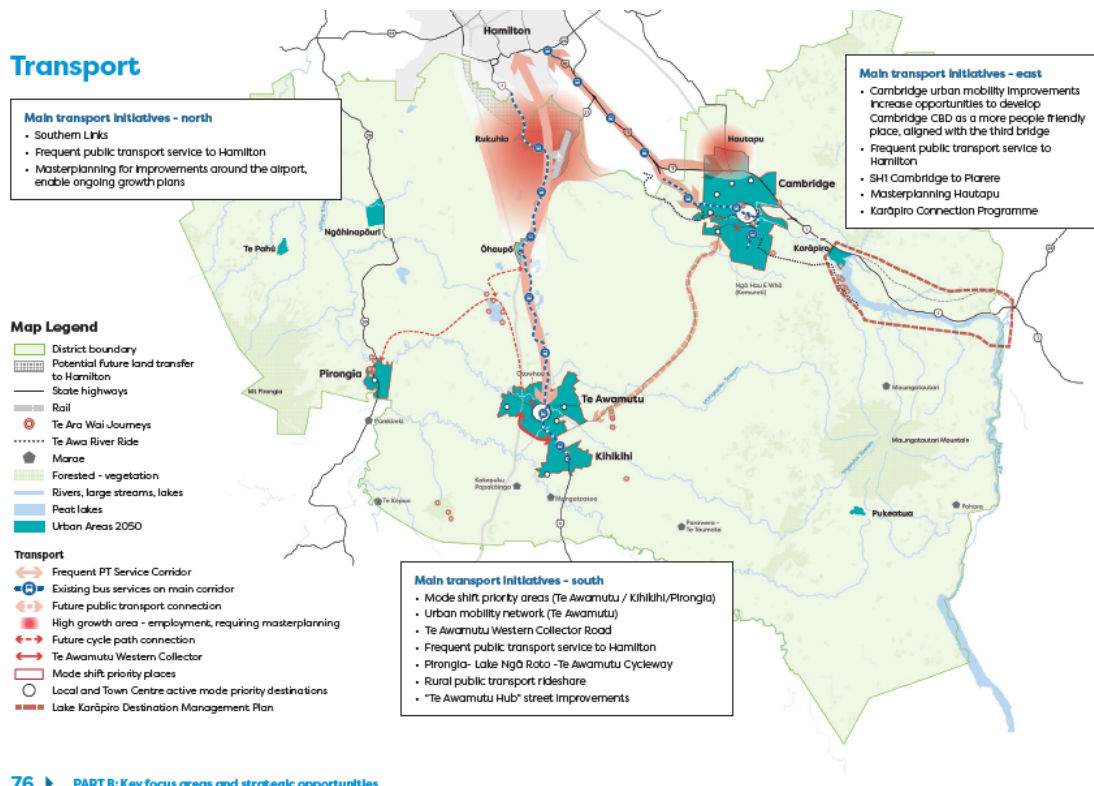


Land Use Compatibility

It is important that a spatial plan (and other planning documents such as the Waipā District Plan) identifies areas that can develop for industrial purposes in a manner whereby they are not compromised by the establishment or intensification of incompatible activities. This is essential to enable developers to be able to invest with confidence and achieve the consequential benefits in terms of economic activity and employment. This may require, as part of Ahu Ake and/or the subsequent master planning, the identification of areas where a greater level of restriction applies in relation to the establishment or intensification of incompatible sensitive land uses including any form of residential activity. This could include restrictions on subdivision and development in the areas immediately surrounding the Hamilton Airport area.

Transport

Tabby Tiger strongly supports the identification of the land around Hamilton Airport as a “High growth area - employment, requiring master planning” (as shown on the plan on page 76 of Ahu Ake reproduced below).



Tabby Tiger and its representatives are happy to meet with you in relation to the above. Please contact me if you wish to discuss any aspect of the above.

I look forward to hearing from you.

Yours faithfully
Mitchell Daysh Ltd

A handwritten signature in black ink, appearing to read 'Mark Chrisp', written on a light-colored rectangular background.

Mark Chrisp
PARTNER

AA Strategic Framework Package

Submission 1135

Stakeholder:	Mark Chrisp
Organisation:	Puaawai Whenua Limited Partnership
Submission Date:	11/5/2024 8:13:00 PM

Do you endorse the activities included in the Strategic Framework Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

See response in attachment /

Submission received 04 Nov 2024 04.09pm

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Unsure

Tell us why

See response in attachment /

Submission received 04 Nov 2024 04.09pm

Would you like to present?

Yes



PO Box 1307, Hamilton 3240
New Zealand



Reference: MDL001295

4 November 2024

Waipā District Council
Private Bag 2402
Te Awamutu 3840
Attention: Strategy Team

By Email: haveyoursay@waipadc.govt.nz

RE: Ahu Ake Waipā Community Spatial Plan – Submission

On behalf of my client, Puaawai Whenua Limited Partnership (**Puaawai**), we welcome the opportunity to provide feedback on the Draft Ahu Ake Waipā Community Spatial Plan (**Ahu Ake**). Puaawai supports the approach that the Waipā District Council has taken in respect of strategic planning over a 30+ year timeframe.

Puaawai has been in discussions with Central Government, Waipā District Council, Hamilton City Council, Waka Kotahi and other agencies in relation to the proposed development of a large area of land surrounding the Hamilton Airport referred to as the “Rukuhia Block” located to the west of Hamilton Airport between State Highway 3 and the North Island Main Trunk Railway, and a block of land to the north of Rynes Road. The plan below shows the landholdings in question.

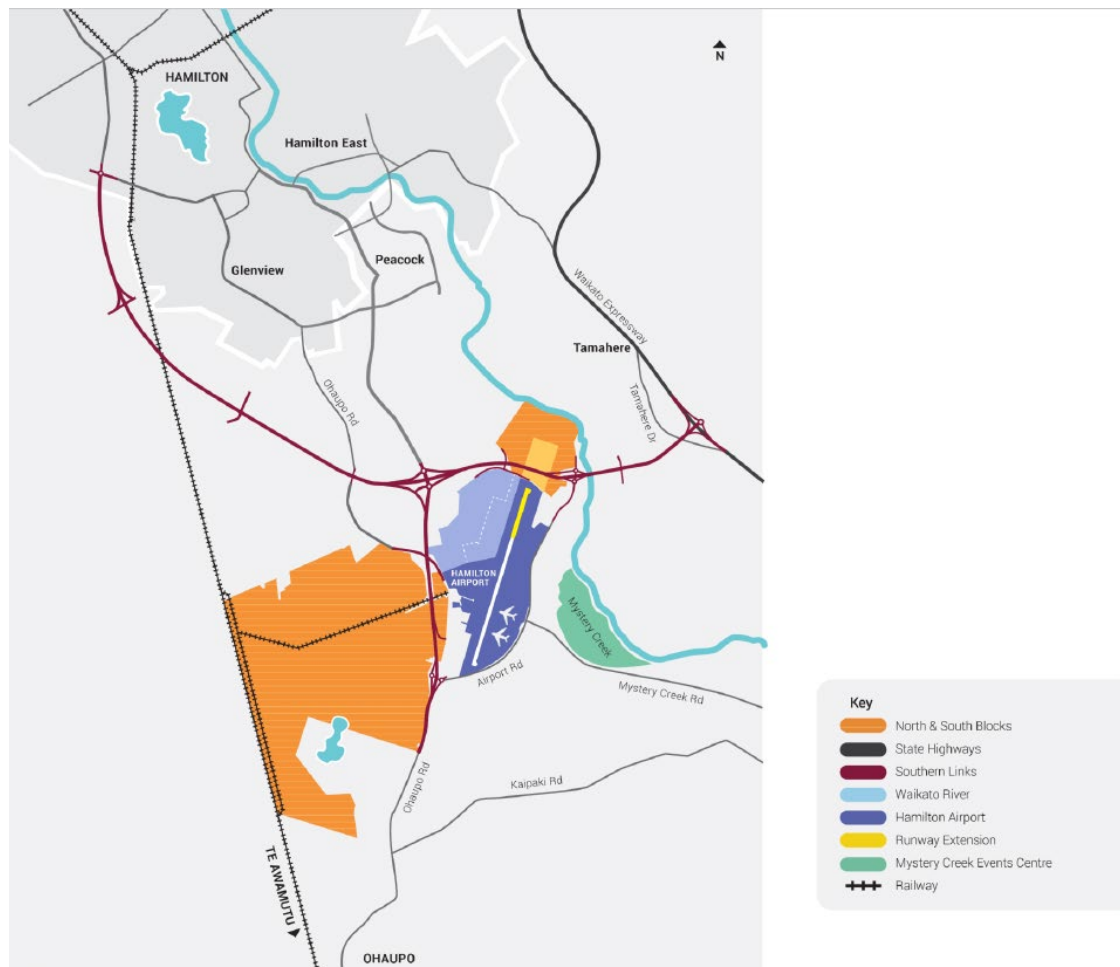
These two areas amount to approximately 1,100 hectares of land which is proposed to be developed as a Multimodal Freight Hub along with a range of other complementation and/or compatible activities (including industrial activities). Many of the type of activities being contemplated are of a nature and scale that opportunities to development them do not currently exist elsewhere in the Future Proof Sub-region.

Mitchell Daysh Limited

Auckland | Hamilton | Tauranga | Taupo | Napier | Wellington | Dunedin

www.mitchelldaysh.co.nz

The Rukuhia area is uniquely positioned with the benefit of an airport (with significant growth potential), existing and proposed roads of national significance, and the North Island Main Trunk Railway Line.



The following provides specific feedback on several aspects of Ahu Ake.

What is Ahu Ake & what is it not?

The section of Ahu Ake titled: “What is Ahu Ake & what is it not?” is very helpful. The statements about Ahu Ake being a “live document” and not a “static document” are very encouraging. However, experience shows that documents of this nature only get reviewed and updated on a periodic basis with long periods in between.

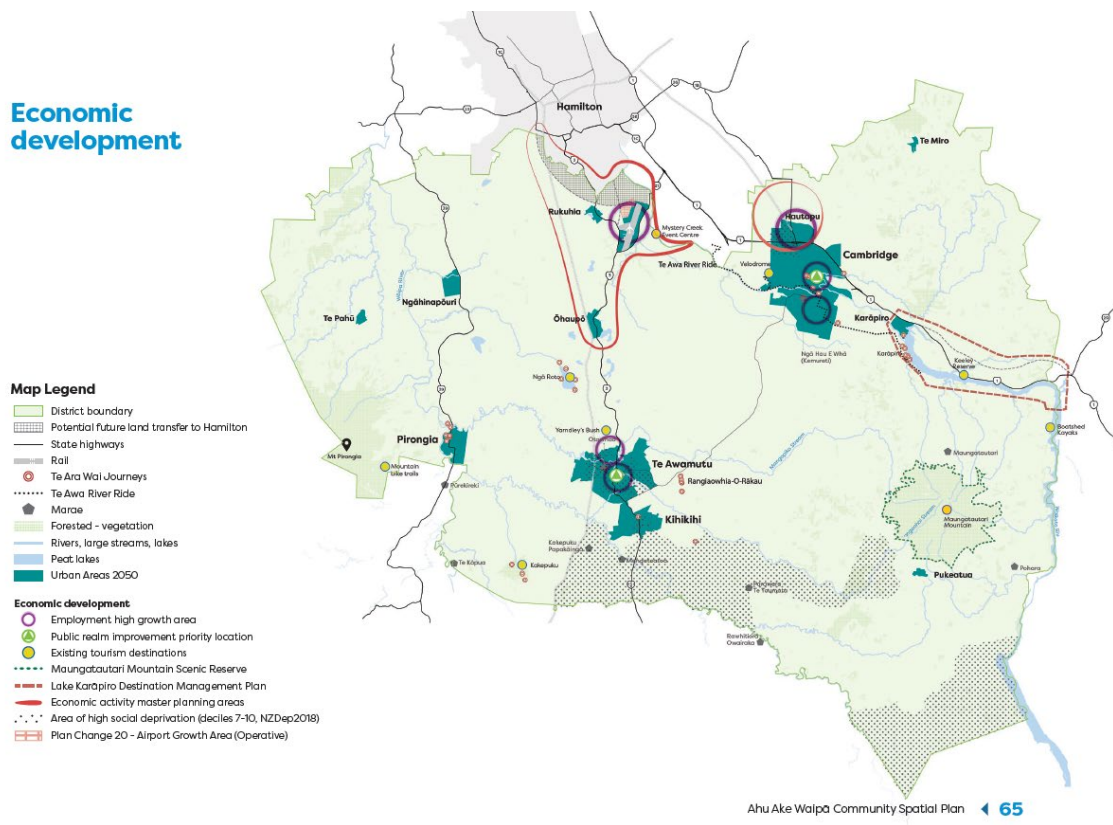
It would be helpful, particularly given the 30+ year planning horizon, for Ahu Ake to acknowledge that it is not intended to foreclose merit-worthy development proposals advanced by the private sector which have yet to be reflected in a spatial planning document such as Ahu Ake. It is

important that documents such as Ahu Ake do not foreclose new merit-worthy developments so that they face an unnecessary uphill battle to get through the planning process because they are not recognised or foreshadowed in the document.

Economic Development

Puaawai strongly supports the identification of the area surrounding Hamilton Airport as a “Economic Activity Master Planning Area” (as shown on the plan of page 65 of Ahu Ake reproduced below). This is consistent with Future Proof and the Waikato Regional Policy Statement identifying the Hamilton Airport area as a Strategic Industrial Node (but yet to define the geographical extent of the node). Puaawai is pleased to see that the starting point for any master planning takes in a large area surrounding Hamilton Airport including Puaawai’s land holdings.

Puaawai wishes to be an active participant in relation to any master planning process relating to the Hamilton Airport area.



Land Use Compatibility

It is important that a spatial plan (and other planning documents such as the Waipā District Plan) identifies areas that can develop for industrial purposes in a manner whereby they are not compromised by the establishment or intensification of incompatible activities. This is essential to enable developers to be able to invest with confidence and achieve the consequential benefits in terms of economic activity and employment. This may require, as part of Ahu Ake and/or the subsequent master planning, the identification of areas where a greater level of restriction applies in relation to the establishment or intensification of incompatible sensitive land uses including any form of residential activity. This could include restrictions on subdivision and development in the areas immediately surrounding the Hamilton Airport area.

Transport

Puaawai supports the identification of the following 'strategic opportunity' in relation to transportation (on page 74):

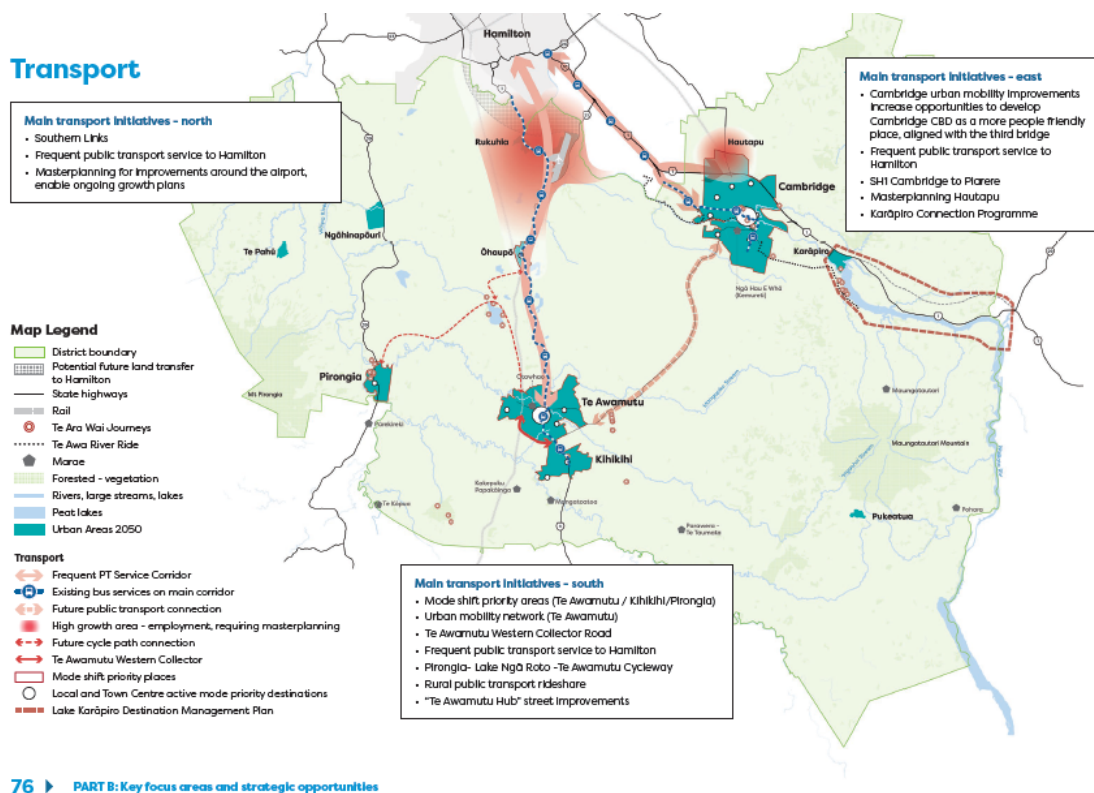
“Safeguard the freight function of key transport corridors and integrate major transport infrastructure (i.e., airports, inland ports, freight hubs) with the development of our towns and villages in a symbiotic way.”

However, Puaawai considers that Ahu Ake could be far more explicit in this regard in terms of the nature and scale of the strategic opportunity. There is only one airport in the Waipā District. As noted above, Hamilton Airport in combination with existing and proposed roads of national significance and the North Island Main Trunk Railway Line makes this area a unique location for the development of a Multimodal Freight Hub utilising all three modes of transportation that coincide at Rukuhia.

How we plan to get there (page 75) should be a lot more than just updating and implementing a transport strategy. In line with the proposed master planning for the Hamilton Airport area, this needs to take a comprehensive approach to the development of transportation infrastructure and land use.

Puaawai is of the view that Ahu Ake could be a document that (appropriately) strategically advocates for various infrastructure upgrades including the construction of Southern Links.

Puaawai strongly supports the identification of the land around Hamilton Airport as a “High growth area - employment, requiring master planning” (as shown on the plan on page 76 of Ahu Ake reproduced below).

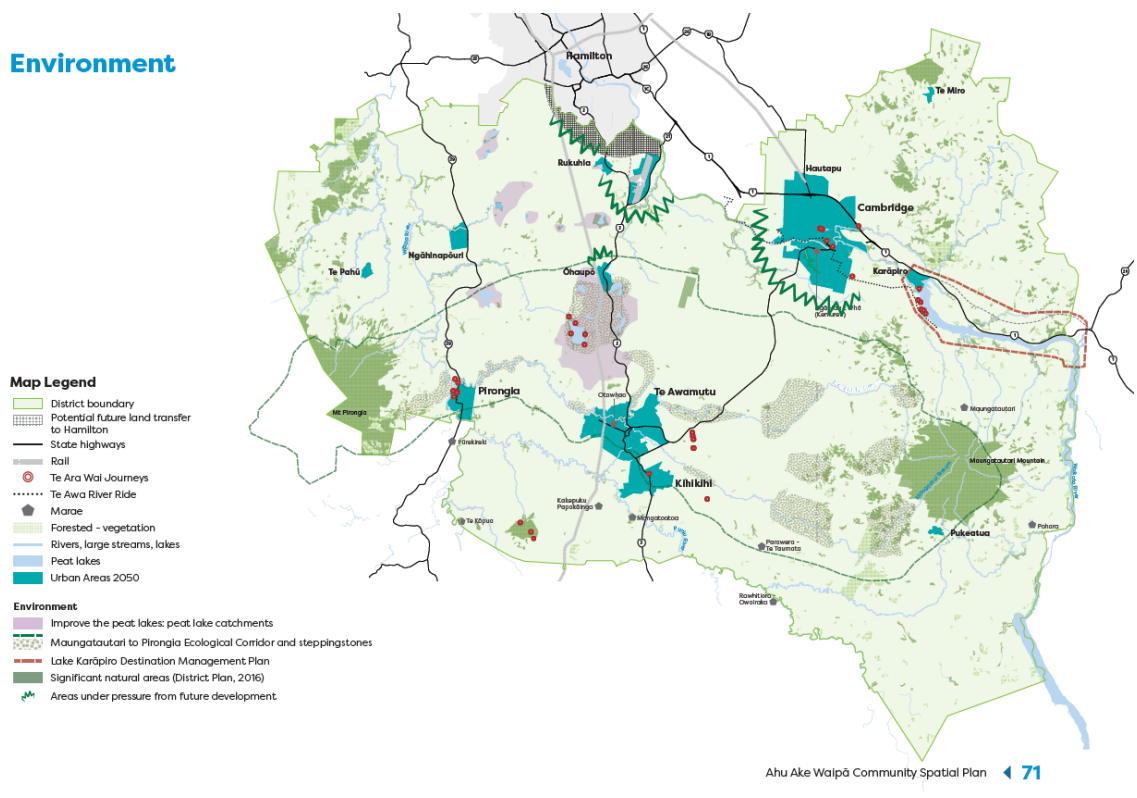


76 ▶ PART B: Key focus areas and strategic opportunities

Environment

The plan headed “Environment” (on page 71 – reproduced below) identifies the area to the south of Hamilton Airport as one of two “Areas under pressure from future development”. The appears to be presented as if it is an issue or problem to be solved or avoided. This notation appears to conflict with the (appropriate) recognition of the Hamilton Airport area (including the land to the south of the airport) as being an “Economic Activity Master Planning Area” (as shown on the plan of page 65 of Ahe Ake reproduced above) and a “High growth area - employment, requiring master planning” (as shown on the plan on page 76 of Ahe Ake reproduced above). To avoid this inconsistency (and potential confusion), Puaawai suggests that the notation “Areas under pressure from future development” be removed insofar as it relates to the land to the south of Hamilton Airport (i.e. delete the squiggly line on the plan). The same applies to the land on the southern side of Southern Links.

Environment



Puaawai and its representatives are happy to meet with you in relation to the above. Please contact me if you wish to discuss any aspect of the above.

I look forward to hearing from you.

Yours faithfully
Mitchell Daysh Ltd

Mark Chrisp
PARTNER

AA Strategic Framework Package

Submission 1136

Stakeholder:	Mark Chrisp
Organisation:	Fonterra
Submission Date:	11/6/2024 8:08:00 AM

Do you endorse the activities included in the Strategic Framework Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

See response in attachment /

Submission received 04 Nov 2024 04:37pm

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Support

Tell us why

See response in attachment /

Submission received 04 Nov 2024 04:37pm

Would you like to present?

Yes



FONTERRA LIMITED

FEEDBACK ON DRAFT AHU AKE WAIPĀ COMMUNITY SPATIAL PLAN

To: Waipā District Council

SUBMITTER: FONTERRA LIMITED

Contact: Suzanne O'Rourke
National Environmental Policy Manager –
New Zealand Operations

Address for Service: Fonterra Limited
C/- Mitchell Daysh Ltd
PO Box 1307
Hamilton 3240
Attn: Mark Chrisp

T [REDACTED]
[REDACTED]

1. INTRODUCTION

- 1.1. Fonterra Limited (“**Fonterra**”) welcomes the opportunity to provide feedback on the Draft Ahu Ake Waipā Community Spatial Plan (“**Ahu Ake**”).
- 1.2. Fonterra provided feedback on the Interim Draft of Ahu Ake in March 2023. That feedback included:
 - Background information about Fonterra including the scale and economic importance of its activities in the Waipā District and throughout New Zealand;
 - Details about the nature of Fonterra’s dairy manufacturing sites at Hautapu and Te Awamutu; and
 - Feedback on specific aspects of the Interim Draft of Ahu Ake.
- 1.3. Most of the feedback that Fonterra provided in March 2023 supported the aspects of Ahu Ake that are important to Fonterra and its shareholders and it is pleasing to see that many of those aspects of Ahu Ake have been retained. We do not propose to repeat the feedback presented in March 2023 other than to reinforce several points where necessary.

2. FEEDBACK ON AHU AKE

General

- 2.1. Fonterra supports the approach that the Waipā District Council has taken in respect of strategic planning over a 30+ year timeframe. Fonterra commends the Waipā District Council for the extent of engagement on Ahu Ake, and for providing a second draft of the document for interested parties to comment on.
- 2.2. From the outset it is emphasised that Fonterra seeks to continue to be a partner to the Waipā District Council in delivering the aspirations set out in Ahu Ake, as one of the most significant employers in the Waipā District.
- 2.3. In line with Fonterra’s feedback in March 2023, it is pleasing to see that Ahu Ake now has plans included which are essential in terms of any sensible notion of ‘spatial planning’, i.e. it must have a spatial / geographical dimension.
- 2.4. Fonterra is also pleased to see that Ahu Ake no longer uses the term “bottom lines”.
- 2.5. The specific comments on the latest draft of Ahu Ake are set out below.

What is Ahu Ake & what is it not?

- 2.6. The section of Ahu Ake titled: “What is Ahu Ake & what is it not?” is very helpful. The statements about Ahu Ake being a “live document” and not a “static document” are very encouraging. However, experience shows that documents of this nature only get reviewed and updated on a periodic basis with long periods in between.

- 2.7. It would be helpful, particularly given the 30+ year planning horizon, for Ahu Ake to acknowledge that it is not intended to foreclose merit-worthy development proposals advanced by the private sector which have yet to be reflected in a spatial planning document such as Ahu Ake. The development of the Fonterra Lichfield and Darfield Dairy Manufacturing Sites in South Waikato and Selwyn District Councils respectively are cases in point. It is important that documents such as Ahu Ake do not foreclose new merit-worthy developments so that they face an unnecessary uphill battle to get through the planning process because they are not recognised or foreshadowed in the document.

Part A: Section 2 – Context and Influences

- 2.8. Fonterra supports the recognition (on page 34) that the dairy sector is the largest industry in the Waipā District and setting out the economic value of the dairy industry.
- 2.9. Fonterra supports the recognition of the North Island Main Trunk Railway (NIMT) Railway Line, the Hautapu Branch Line and the West Coast Main Trunk Line (between Hamilton and Tauranga) and the fact these lines are regularly used by Fonterra.
- 2.10. Fonterra supports the various references to the dairy sector within Ahu Ake including the dairy manufacturing sites at Hautapu and Te Awamutu. Fonterra particularly supports the recognition that, in relation to Te Awamutu, “dairying remains at the heart of the local community”. That sort of recognition (which is both accurate and appropriate) needs to flow thorough into planning provisions which seek to protect the ability of the dairy industry to continue to operate in an efficient and cost-effective manner.

Economic Development

- 2.11. Fonterra supports the identification of the Hautapu and Te Awamutu Dairy Manufacturing Sites as major employers (on the plan on page 38). Fonterra requests that these sites be referred to (in the Map Legend) as “Fonterra Dairy Manufacturing Sites” rather than “Fonterra Milk Factory”.
- 2.12. Fonterra supports the identification of the Hautapu area as a “Economic Activity Master Planning Area” (as shown on the plan of page 65 of Ahu Ake). This is consistent with Future Proof and the Waikato Regional Policy Statement identifying the Hautapu area as a Strategic Industrial Node. It is important that a spatial plan (and other planning documents such as the Waipā District Plan) identifies areas that can develop for industrial purposes in a manner whereby they are not compromised by the establishment or intensification of incompatible activities. This is essential to enable developers to be able to invest with confidence and achieve the consequential benefits in terms of economic activity and employment. This may require, as part of Ahu Ake and/or the subsequent master planning, the identification of areas where a greater level of restriction applies in relation to the establishment or intensification of incompatible sensitive land uses including any form of residential activity. This could include restrictions on subdivision and development in rural areas immediately surrounding the Hautapu Dairy Manufacturing Site and other Strategic Industrial Nodes such as the Hamilton Airport Precinct.

Reverse Sensitivity

- 2.13. Ahu Ake only mentions “reverse sensitivity” in four instances, two of which relate to the National Policy Statement for Highly Productive Land (**NPS-HPL**). Within the Waipā District, reverse sensitivity issues arise on a regular basis in relation to a range of activities including farming, infrastructure and industrial activities.
- 2.14. Reverse sensitivity effects are a significant problem that arise when our planning system does not get it right in terms of ‘what should be allowed to occur where’. The consequences if getting it wrong can

be very significant. It is therefore an important aspect of spatial planning which needs to be addressed more comprehensively in Ahu Ake.

- 2.15. Fonterra is of the view that Ahu Ake should explicitly recognise, and state, that the separation of incompatible activities is one of the most fundamental principles of sound planning and resource management practice, including in the context of spatial planning. Ahu Ake has an important role to play in terms of ensuring that sensitive activities do not establish or intensify in close proximity to farming, infrastructure or industrial activities, including Fonterra's dairy manufacturing sites at Hautapu and Te Awamutu. This has obvious implications in terms of where Ahu Ake promotes the development or intensification of residential activities. This applies to both the urban and rural environments. The proliferation of rural residential and lifestyle blocks has significantly increased the amenity expectations and associated reverse sensitivity issues in the rural environment in relation to farming activities that have occurred for decades prior to the establishment of more sensitive activities.
- 2.16. To achieve the above, Fonterra suggests that a new section be added at the end of the section dealing with economic growth (pages 34 – 38) along the lines of the following:

Avoiding Reverse Sensitivity Effects

Many important activities in the Waipā District, including farming, infrastructure and industry, have experienced 'reverse sensitivity effects'. This occurs when sensitive landuses establish or intensify in proximity to existing activities (or areas planned for further activities such as industrial growth cells) and then complain or seek to constrain the nature of the existing or pre-planned activity. This can have significant effects on the willingness of developers to invest in economic and employment activities or otherwise unnecessarily increase the cost of doing business.

It is important that spatial planning seeks to avoid this type of situation arising by ensuring the separation of incompatible activities. This will be a particularly important aspect of the detailed planning for areas that have been identified in Ahu Ake as 'Economic activity masterplanning areas' (see the map on page 59). It will also have implications in terms of where Ahu Ake promotes the development or intensification of residential activities. This applies to both the urban and rural environments. The proliferation of rural residential and lifestyle blocks has significantly increased the amenity expectations and associated reverse sensitivity issues in the rural environment in relation to farming activities that have occurred for decades prior to the establishment of more sensitive activities.

Transport

- 2.17. Fonterra supports the recognition that the "future we want" (page 73) includes the Cambridge to Piarere extension of the SH1 Waikato Expressway and Southern Links. While there is a focus on alternative modes of transport, freight (including milk and dairy products) can only realistically be transported by a combination of road and rail networks.
- 2.18. Fonterra is of the view that Ahu Ake could be a document that (appropriately) strategically advocates for various infrastructure upgrades including the construction of the Cambridge to Piarere extension of the SH1 Waikato Expressway and Southern Links.
- 2.19. It is noted that Ahu Ake is silent on the prospect of a third bridge in, or in the vicinity of, Cambridge. Fonterra has an interest in this matter in relation to the transportation of milk and milk products. Given that Ahu Ake is a 30+ year spatial plan, the third bridge is an element of infrastructure that should be on the agenda (at least to investigate and determine the best outcome). In addition to the section

dealing with Transport, this is a matter that should flow through into the “Key Moves” section of Ahu Ake.

Cambridge/ Leamington/ Hautapu

- 2.20. The map in the section of Ahu Ake titled: “Cambridge/ Leamington/ Hautapu” (page 97), and elsewhere throughout the whole of Ahu Ake, does not include the full extent of the Hautapu Industrial Area following the outcome of Plan Change 17 to the Waipā District Plan. Specifically, Areas 6 and 7 of the Hautapu Industrial Structure Plan (forming part of the C9 Industrial Growth Cell) are not shown as forming part of and the Hautapu Strategic Industrial Node and being within the “Town boundaries 2050”. This needs to be rectified for the purposes of accuracy. It is also important in terms of Fonterra’s interests whereby industrial activities (compared with rural residential activities) are far more compatible activities in close proximity to the Hautapu Dairy Manufacturing Site.

3. OVERALL CONCLUSION

- 3.1. Overall, Fonterra supports Waipā District Council’s approach in developing Ahu Ake and considers it to be a well-considered document. However, Fonterra considers that further refinements, as set out above in this document, are required to address a range of important issues facing the Waipā District.
- 3.2. Fonterra would be more than happy to meet with representatives of Waipā District if there is a desire to discuss the matters raised in this feedback. Fonterra would also like to present its submission verbally at the Council Hearing.

Dated: 4 November 2024

Fonterra Limited



Suzanne O’Rourke

AA Karāpiro Programme Package

Submission 1137

Stakeholder:	Blair Firmston
Organisation:	Ministry of Education
Submission Date:	11/6/2024 8:21:00 AM

Do you endorse the activities included in the Karāpiro Programme Package, and do you think this is the right way to address the strategic opportunities?

Don't support

Tell us why

See response in attachment / Submission received 04 Nov 2024 05.03pm

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Don't support

Tell us why

See response in attachment / Submission received 04 Nov 2024 05.03pm

Would you like to present?

No



**Te Tāhuhu o
te Mātauranga**
Ministry of Education

4/11/2024

Tēnā koutou

Draft Ahu Ake Spatial Plan – October 2024

Te Tāhuhu o te Mātauranga | Ministry of Education (the Ministry) thanks Waipā District Council for the opportunity to provide feedback on the draft Ahu Ake Spatial Plan (Ahu Ake).

Background

The Ministry is the Government's lead advisor on the New Zealand education system. It is responsible for providing the direction for education agencies and providers and shapes the Government's goals for education. The Ministry assesses population changes, enrolment fluctuations, and other trends and challenges impacting on education provision at all levels of the education network so the Ministry can respond effectively.

The Ministry has responsibility for all education property owned by the Crown. This involves managing the existing property portfolio, upgrading and improving the portfolio, purchasing and constructing new property to meet increased demand, identifying and disposing of surplus State school sector property and managing teacher and caretaker housing. The Ministry is therefore a considerable stakeholder in terms of activities that may impact on existing and future educational facilities and assets in the Waipā district.

Engagement to date

The Ministry holds several key roles as Crown Agency, provider/developer of additional infrastructure and landowner relating to the provision of social infrastructure across the education system. In order to plan for education requirements and to support well-functioning urban environments, the Ministry seeks to understand the likely location, quantum, timing and type of growth. Ahu Ake, when complete, will be a key document to assist the Ministry in our planning.

The Ministry had the opportunity to provide feedback on the draft spatial plan during its development and provided informal feedback as well as a formal submission. In that submission the Ministry sought the removal of statements related to lobbying for the relocation of Karāpiro School into Karāpiro village as this would necessitate prioritising the relocation of a fully functional existing school of approximately 30 students above critical and urgent school property requirements elsewhere in the national schooling network. Because discussions had already taken place between Waipā District Council and the Ministry, we requested that this method be removed from the draft spatial plan.



Overall feedback

As Ahu Ake is an overarching strategy it is assumed further detail will emerge through implementation planning, which might include the review of the Waipā 2050 growth strategy, the Transport Strategy, and the development of the Parks and Public Facilities Needs Assessment. The Ministry looks forward to working with Waipā district council on the implementation of Ahu Ake.

In this submission the Ministry wishes to support some elements within Ahu Ake and seek some amendments as outlined below.

Growth Strategy review

Ahu Ake identifies that the growth strategy and implementation plan for long term high growth areas will be reviewed, with a particular focus on Cambridge, Ōhaupō, Te Awamutu and Kihikihi in the long term. The implementation action identifies the Ministry of Education as a stakeholder, which is supported.

Provision	Existing wording	Proposed change
Implementation Plan Action FD1. Review the Growth Strategy and Implementation Plan for long term high growth areas.	The Ministry of Education is identified as a stakeholder	Retain.

Transport

Ahu Ake outlines strategic intents around the future of transport in the Waipā district. This includes, for example, that all people in Waipā have equitable access to education, social services, healthcare, and open spaces, including through improvements in the choice of ways to travel. A key action in implementing the strategic intent is to undertake a review of the Transport Strategy. Whilst there are several mentions in Ahu Ake relating to safety and active mode provision around schools, the Ministry of Education requests that we be considered as a stakeholder in the review of the Transport Strategy.

Provision	Existing wording	Proposed change
Implementation Plan Action T1 – Review the Transport Strategy	N/A	Add Ministry of Education as a stakeholder in the review of the Transport Strategy.

Community Spaces

Ahu Ake seeks that community hubs (libraries, village halls, museums, schools and recreation hubs) will become more central to the communities they serve and that their functions will become increasingly wide. To investigate this further, it is proposed to undertake a Parks and Public Facilities Needs Assessment. The Ministry of Education is listed as a stakeholder in the development of this plan, which is supported.

We would like to draw attention to the procedures that have been developed around community use of school facilities, in accordance with the Education and Training Act 2020, which can be found at:

[Lease agreements for third-party use of school land - Ministry of Education](#)

Provision	Existing wording	Proposed change
Implementation Plan Action CP1. Conduct a Parks and Public Facilities Needs Assessment for Future Direction.	Ministry of Education identified as a stakeholder	Retain.

Karāpiro School

We note that there are a number of references throughout Ahu Ake relating to the council support for the relocation of Karāpiro School closer to the village centre or undertaking a different intervention to improve safety for accessing the school and connections to the village.

As outlined in our previous feedback, whilst we are sympathetic to the placemaking aims outlined in Ahu Ake, moving the school to the village would require prioritisation across the needs of a national network of schools. Karāpiro School is in an existing and well-provisioned site that is of sufficient capacity for projected local growth. Given these factors, relocating the school for the purposes of bringing it closer to the village centre is not likely to justify prioritisation.

The Ministry does, however, have concerns about the potential impact of the new State Highway alignment on the operation of the school. Consistent with Ahu Ake we wish to ensure that there is safe and effective access to the school by all modes of transport, and we are interested in ensuring that the school is able to continue to deliver excellent educational outcomes both throughout the construction and once the expressway is operating. We, along with the school Board, are working with NZTA to seek to address these concerns.

We therefore seek the following changes to the Ahu Ake provisions relating to Karāpiro School.

Provision	Existing wording	Proposed change (Delete or re-word as follows)
Key move: Strengthening Karāpiro village	To strengthen Karāpiro village, once SH1 is realigned, we will lobby to relocate the school closer to the village centre (and if not possible, then ensure there is a good pathway for walking and cycling connecting the school to the village).	To strengthen Karāpiro village, once SH1 is realigned, we will lobby to relocate the school closer to the village centre (and if not possible, then ensure there is a good pathway for walking and cycling connecting the school to the village). <u>improve safety for accessing the school and connections to the village.</u>
Transport – Karāpiro village connections	Karāpiro village relies on a road across a dam that closes periodically, and its children attend a school located outside of the village with access and transport safety challenges. Council will facilitate a discussion with Mercury and the New Zealand Transport Agency to investigate how to maintain public access across the dam in the long term and how to manage closures. This is important for the purposes of connecting residents, but also for access for people travelling to Lake Karāpiro for events. Council will work with the School Board of Trustees, Ministry of Education, Ngāti Koroki Kahukura and the New Zealand Transport Agency to investigate the opportunities and benefits of changing the location of the school to within the village or undertaking a different intervention to improve safety for accessing the school and connections to the village. Relocation of the school is a concept that depends on asset owner agreement and funding being	Karāpiro village relies on a road across a dam that closes periodically, <u>and the nearest school is</u> its children attend a school located outside of the village with access and transport safety challenges. Council will facilitate a discussion with Mercury and the New Zealand Transport Agency to investigate how to maintain public access across the dam in the long term and how to manage closures. This is important for the purposes of connecting residents, but also for access for people travelling to Lake Karāpiro for events. Council will work with the School Board of Trustees, Ministry of Education, Ngāti Koroki Kahukura and the New Zealand Transport Agency to investigate the opportunities and benefits of changing the location of the school to within the village or undertaking a different intervention to improve safety for accessing the school and connections to the village. Relocation of the school is a concept that depends on asset owner agreement and funding being

	<p>identified before it can be confirmed and alternative solutions may be available. Implementation actions: • Investigate Karāpiro Village Connections.</p>	<p>identified before it can be confirmed and alternative solutions may be available. Implementation actions: • Investigate Karāpiro Village Connections.</p>
<p>Karāpiro</p>	<p>The New Zealand Transport Agency has plans to deliver the Cambridge to Piarere State Highway 1 expressway, which would shift the location of State Highway 1. This creates opportunities for changing the access routes around the north side of lake, including opportunities to review the location and access for the Karāpiro school. No additional growth areas will be provided because of the limited access offered by the expressway.</p>	<p>The New Zealand Transport Agency has plans to deliver the Cambridge to Piarere State Highway 1 expressway, which would shift the location of State Highway 1. This creates opportunities for changing the access routes around the north side of lake, including opportunities to review and improve the location and access for the Karāpiro school. No additional growth areas will be provided because of the limited access offered by the expressway.</p>
<p>Implementation Action K2 - Investigate Karapiro Village Connections.</p>	<p>The Ministry of Education is listed as a partner. NZTA is listed as a stakeholder.</p>	<p>Amend to include the Ministry of Education as a stakeholder.</p>

The Ministry appreciates the opportunity to make this submission and looks forward to continuing to work Waipā District Council on the implementation of Ahu Ake.

The Ministry does not wish to be heard in support of its submission.

Nāku noa, nā



Blair Firmston
Manager – Spatial Planning
Land Investment and Planning



Clive Huggins
Director – Land Investment and Planning



AA Future Development and Housing Package

Submission 1138

Stakeholder:	Helena Gubelmann
Organisation:	
Submission Date:	11/6/2024 10:05:00 AM

Do you endorse the activities included in the Future Development and Housing Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

Cambridge does need more housing as it is an attractive place to live. I would like to see more apartment buildings. Please consider building apartments over the town shops. It would bring more people to the town centre and via this more safety. People on streets and eating out in the evening.

A further sprawl should be avoided by building upwards. It would be better to turn some land into places for walking etc.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Don't support

Tell us why

Needs to develop faster!

Would you like to present?

No

AA Placemaking Package

Submission 1139

Stakeholder:	Helena Gubelmann
Organisation:	
Submission Date:	11/6/2024 10:08:00 AM

Do you endorse the activities included in the Placemaking Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

Please include concrete ping pong tables in playgrounds and parks. It's a game/sport for young and old. There is always a lot for children but what about everyone else. I would like to play ping pong in a park with my ageing mother, e.g.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Don't support

Tell us why

Has to develop faster!

Would you like to present?

No

AA Strategic Framework Package

Submission 1140

Stakeholder:	Helena Gubelmann
Organisation:	
Submission Date:	11/6/2024 10:11:00 AM

Do you endorse the activities included in the Strategic Framework Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

I would like to see more circuits. Outdoor fitness tracks are frequently one way and you have to return via the same route. Please more circuits. Bridges (for pedestrians and cyclists) over the Waikato and tracks down the other side.

More walking/cycling paths inside town. E.g. Shelley Street via Pope Terrace.

Widening of foot paths of footpaths where they exist and suddenly stop and change to other road side. And continuation through to town. Connecting path through field behind Marae.

Not only connecting the towns but also the suburbs of Cambridge. It needs by far more public transport! Wind has to be used more!

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Don't support

Tell us why

Must develop faster!

Would you like to present?

No

AA Community Places Package

Submission 1141

Stakeholder:	Helena Gubelmann
Organisation:	
Submission Date:	11/6/2024 10:11:00 AM

Do you endorse the activities included in the Community Places Framework Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Support

Tell us why

Would you like to present?

No

AA Karāpiro Programme Package

Submission 1142

Stakeholder:	Helena Gubelmann
Organisation:	
Submission Date:	11/6/2024 10:12:00 AM

Do you endorse the activities included in the Karāpiro Programme Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Support

Tell us why

Would you like to present?

No

AA Future Development and Housing Package

Submission 1143

Stakeholder:	Patrick O'Connell
Organisation:	Dais Commercial Ltd
Submission Date:	11/6/2024 10:25:00 AM

Do you endorse the activities included in the Future Development and Housing Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

Totally support the Future Development & Housing Package regarding future opportunities to align with Wai pa's growth projections, especially in Cambridge. This planning is essential and a challenge for Council, Partners and Stakeholders to achieve best outcomes and meet objectives. Essential to include flexibility to amend or fine tune plans as future conditions avail.

My wife, daughter and I moved to Cambridge 7 years ago having purchased an idyllic small 2 ha lifestyle block at [REDACTED]. We have noticed the significant appeal and growth of Cambridge as a unique and beautiful town we are proud to call home.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Don't support

Tell us why

I read with interest the draft FDI. Review Growth Strategy and Implementation Plan, which includes wording describing objectives to attract high quality businesses and people, who want to invest, live and work in the district. To assist with that objective in line with growth strategy planning, I would ask Council to consider changing the restrictive subdivision requirements of rural land close to the town centre. Please evaluate the idea of allowing small rural designated blocks of land to be subdivided into smaller lifestyle blocks of say 2000sqm minimum. I believe most of the small blocks in our area (Forrest Rd) have a special soil tag which is a farce. These small rural blocks have no possible financially viable options to grow crops or graze cattle. Most of our immediate neighbours enjoy the idyllic environment but costs associated with weed control, pest control and general maintenance can become problematic. Most would still enjoy the environment on a smaller block of land as opposed to managing a 5 to 10 acre block. There appears to be a shortage of manageable lifestyle blocks in Cambridge. This has been the case for at least the last 7 years.

A change of this nature would promote further discussion and non-Council partnerships would be established to access viability and start the detailed planning process.

Would you like to present?

No

AA Future Development and Housing Package

Submission 1144

Stakeholder:	Elizabeth Harvey
Organisation:	Cambridge Historical Society
Submission Date:	11/6/2024 11:07:00 AM

Do you endorse the activities included in the Future Development and Housing Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

CHS SUPPORTS the Council's commitment to cultural continuity and safeguarding the district's rich cultural heritage.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Don't support

Tell us why

Prioritising the development of a housing strategy in the short term while delaying the development and Implementation of a Heritage Asset Master Plan for three years could potentially put heritage sites in jeopardy. In recent years for instance, unique archaeological evidence of Māori farming ingenuity has been destroyed along Hooker Road and the Water Tower on Hamilton Road is under threat because of a lack of foresight.

We would urge closer collaboration between the Council, mana whenua, iwi and Heritage NZ before other heritage sites disappear.

Would you like to present?

No

AA Community Places Package

Submission 1145

Stakeholder:	Elizabeth Harvey
Organisation:	Cambridge Historical Society
Submission Date:	11/6/2024 11:09:00 AM

Do you endorse the activities included in the Community Places Framework Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

CHS SUPPORTS coordinating Council investments in community infrastructure and events, promoting heritage, arts, culture, and open spaces. Our experience with pop-up displays and interpretation panels shows that there are exciting opportunities to take heritage to the community and create place-based interpretation. We look forward to the development of measures that ensure that public spaces are inclusive and accessible for all cultural groups.

However, while there are great opportunities for cultural hotspots, this should not be at the expense of a central focus for historical preservation and storytelling which provides a timeline, context and a place for quiet reflection and mental stimulation, both of which contribute to a community's overall well-being.

Our Summer visitor survey at Cambridge Museum showed how important it is for people to see themselves reflected and connected in cultural and heritage experiences. As Cambridge society becomes more diverse, a museum will play a vital part in fostering connections by celebrating and documenting the stories of all people. The role of a local museum is to create a common ground for people from various backgrounds to share, understand, and appreciate different perspectives, helping to build empathy and cultural understanding.

A museum also has the power to address contemporary issues and inspire reflection on societal challenges. They highlight themes like social justice, equality, and environmental sustainability through exhibitions and educational programs, encouraging visitors to think critically about current events and their role in society

Most importantly, a museum is essential in creating a sense of place and community identity. It celebrates local achievements, unique histories, and cultural landmarks, helping people feel rooted in where they live. This connection strengthens local pride and inspires communities to protect and celebrate their heritage.

For these reasons, we would urge you to consider expanding the space provided for Cambridge Museum in your midterm plans. This is required to provide:

- Sufficient exhibition space to share Cambridge stories in association with Mana Whenua in an inclusive and accessible way
- improved storage facilities for the collection
- space to support schools with learning experiences and resources to meet the requirements of the national curriculum.
- space to enable and encourage the use of the Museum as a research centre for academics, historians and the community.

Consideration should be given for it to be part of a new library. The existing old Courthouse building would be retained as a Historical Research and Learning Centre.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

AA Community Places Package

Submission 1145

Unsure
Tell us why
Would you like to present? No

AA Placemaking Package

Submission 1146

Stakeholder:	Elizabeth Harvey
Organisation:	Cambridge Historical Society
Submission Date:	11/6/2024 11:10:00 AM

Do you endorse the activities included in the Placemaking Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

CHS SUPPORTS coordinating Council investments in community infrastructure and events, promoting heritage, arts, culture, and open spaces. Our experience with pop-up displays and interpretation panels shows that there are exciting opportunities to take heritage to the community and create place-based interpretation. We look forward to the development of measures that ensure that public spaces are inclusive and accessible for all cultural groups.

However, while there are great opportunities for cultural hotspots, this should not be at the expense of a central focus for historical preservation and storytelling which provides a timeline, context and a place for quiet reflection and mental stimulation, both of which contribute to a community's overall well-being.

Our Summer visitor survey at Cambridge Museum showed how important it is for people to see themselves reflected and connected in cultural and heritage experiences. As Cambridge society becomes more diverse, a museum will play a vital part in fostering connections by celebrating and documenting the stories of all people. The role of a local museum is to create a common ground for people from various backgrounds to share, understand, and appreciate different perspectives, helping to build empathy and cultural understanding.

A museum also has the power to address contemporary issues and inspire reflection on societal challenges. They highlight themes like social justice, equality, and environmental sustainability through exhibitions and educational programs, encouraging visitors to think critically about current events and their role in society

Most importantly, a museum is essential in creating a sense of place and community identity. It celebrates local achievements, unique histories, and cultural landmarks, helping people feel rooted in where they live. This connection strengthens local pride and inspires communities to protect and celebrate their heritage.

For these reasons, we would urge you to consider expanding the space provided for Cambridge Museum in your midterm plans. This is required to provide:

- Sufficient exhibition space to share Cambridge stories in association with Mana Whenua in an inclusive and accessible way
- improved storage facilities for the collection
- space to support schools with learning experiences and resources to meet the requirements of the national curriculum.
- space to enable and encourage the use of the Museum as a research centre for academics, historians and the community.

Consideration should be given for it to be part of a new library. The existing old Courthouse building would be retained as a Historical Research and Learning Centre.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

AA Placemaking Package

Submission 1146

Unsure
Tell us why
Would you like to present? No

AA Karāpiro Programme Package

Submission 1147

Stakeholder:	Elizabeth Harvey
Organisation:	Cambridge Historical Society
Submission Date:	11/6/2024 11:10:00 AM

Do you endorse the activities included in the Karāpiro Programme Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

CHS SUPPORT the focus on actively promoting and safeguarding the district's rich cultural heritage. Recent displays about hydropower at the museum have been developed in consultation with Mercury and mana whenua as there is significant potential to inspire community reflection on issues regarding renewable energy sources, environmental and ecological restoration.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Unsure

Tell us why

Would you like to present?

No

AA Future Development and Housing Package

Submission 1149

Stakeholder:	Nardene Berry
Organisation:	
Submission Date:	11/11/2024 9:11:00 AM

Do you endorse the activities included in the Future Development and Housing Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

Yes, we need more housing (taking into consideration affordability and choice), but we need more good quality housing that uses nature-based solutions and has less impact on the environment across the lifespan of the building. We also need Council to help support the building of these types of houses - ones that use passive heating and cooling (rather than heat pumps), double glazing, rain water collection, solar panels, compostable toilets and white roofs. See:

<https://e360.yale.edu/features/urban-heat-can-white-roofs-help-cool-the-worlds-warming-cities>

Also rain gardens and swales, rather than impermeable surfaces and hard infrastructure, especially around car parks and so on.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Support

Tell us why

Would you like to present?

No

AA Placemaking Package

Submission 1150

Stakeholder:	Nardene Berry
Organisation:	
Submission Date:	11/11/2024 9:31:00 AM

Do you endorse the activities included in the Placemaking Package, and do you think this is the right way to address strategic opportunities?

Support

Tell us why

Please draw on work already done around Aotearoa when developing the Placemaking Strategy and Implementation Plan. For example, Jim Diers visited Aotearoa in 2016, more info here: https://inspiringcommunities.org.nz/ic_resource/neighbourhood-strengthening-ideas-from-jim-diers/

Also, Waikato DC have a placemaking strategy here which you are most likely aware of:

https://www.waikatodistrict.govt.nz/docs/default-source/services-and-facilities/community-funding/placemaking-strategy-docx-1.pdf?sfvrsn=7325b8c9_4#:~:text=Put%20simply%2C%20it%20involves%20looking,common%20vision%20

And there's a placemaking kit which can be downloaded here:

<https://www.placemaking.nz/placemaking-kit>

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the activities?

Unsure

Tell us why

I'm concerned there will be a lot of time, resources and money spent on developing all the plans in this strategy without actually achieving outcomes on the ground.

Would you like to present?

No

AA Strategic Framework Package

Submission 1151

Stakeholder:	Nardene Berry
Organisation:	
Submission Date:	11/11/2024 9:33:00 AM

Do you endorse the activities included in the Strategic Framework Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

We are in a biodiversity and climate change crisis. We need to be doing all we can NOW to protect and enhance our native biodiversity – we can't actually wait another three years to review the Environment Strategy and Implementation Plan.

I am acutely aware there are many people and organisations working hard to support and enhance native biodiversity within Waipā, but we all must do more. Once we lose a species endemic to Aotearoa, it's gone for ever, and we have a moral responsibility to not let that happen.

I realise there is a lot of work going into protecting species on Maungatautari, Pirongia and Kakepuku, but our lowland forests and wetlands are still at threat of development and loss.

Our unique peat lakes have water quality which is mostly declining and getting worse, not better. I know it's going to take generations to turn things around, as it's taken generations to get to this point, but if we don't do something now, there will be nothing left to look after in the future.

For example, the endangered native species, Matuku-hūrepo needs a minimum of a 20 hectare site with vast areas of dense reeds or rushes, over shallow water for secure breeding. See attached PDF showing 12 features of an intact bittern habitat factsheet.

We need to work with nature, rather than against it in our development.

I urge all Councillors and staff to watch this recent TED talk by Johan Rockstrom from the Stockholm Institute. He was the person who came up with the nine planetary boundaries framework 30 years ago. He's probably the most informed climate scientist in the world. Nature based solutions are something he mentions as being vitally important for us to move to immediately:

<https://www.stockholmresilience.org/research/research-videos/2024-08-19-the-tipping-points-of-climate-change---and-where-we-stand.html>

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Unsure

Tell us why

I don't agree with waiting three years to just review the Environment Strategy and Implementation Plan. We need to get on and do the work now. We know what needs to be done, more animal and plant pest control, more protection of existing lowland forests

Would you like to present?

No

AA Community Places Package

Submission 1152

Stakeholder:	Nardene Berry
Organisation:	
Submission Date:	11/11/2024 9:34:00 AM

Do you endorse the activities included in the Community Places Framework Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

The package makes sense – a place-based approach is evidence based and is open to adaptive management.

As always, I would encourage WDC to take advantage of nature based solutions within this package. Upgrade community halls and all council buildings with solar panels to generate power during the day when these buildings are being used. There are packages now where you don't have to own the panels, but a company installs them, and you get to use the power. Manaaki Whenua Landcare Research in Hamilton has recently done this, so you could contact them for further information.

I have recently read about hot composting trials going on in Te Awamutu and totally support this initiative. I would love to see it expanded across the whole district. Reducing food waste to landfill is crucial.

It's proven that more green spaces within urban areas improves mental health outcomes for people, too. These spaces are also important for our native biodiversity.

I know you've developed a spatial plan from a human perspective, but we are only part of the ecosystem: we rely on clean freshwater, healthy air and soil as well as many plants and animals to live. We must consider the requirements of our native biodiversity too, as they have no voice to be included in these plans unless we provide for them. Another example is lighting at night. Many buildings are brightly lit up, but this can cause harm to our moths and night migrating birds. See National Geographic article: <https://www.nzgeo.com/stories/let-there-be-night/> "Nothing on this planet evolved with the artificial light we've now created. There has been little research into the effect of artificial light on the natural environment in New Zealand, despite the host of native species that are nocturnal."

Perhaps a butterfly garden could be created in Cambridge and/or Te Awamutu, for example.

I don't know if this is the right place to include this, but I would love to see a cemetery in Te Pahū. There isn't one currently, and the nearest is Cambridge, which is too far away.

Options for natural burial should be considered, again, focusing on nature based solutions. There's this amazing company in the Netherlands making coffins out of mushrooms and upcycled hemp fibres. See: <https://loop-biotech.com/living-cocoon/> Would love to see something like this available in Waipā.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Support

Tell us why

As long as it doesn't get pushed further out after three years.

Would you like to present?

No

AA Karāpiro Programme Package

Submission 1153

Stakeholder:	Nardene Berry
Organisation:	
Submission Date:	11/11/2024 9:35:00 AM

Do you endorse the activities included in the Karāpiro Programme Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

Yes, seems sensible to do this. Please use nature based solutions when considering new opportunities for development around Karāpiro, especially considering the dam and the lake are right there. Please consider what else can be done to enhance the biodiversity within this area rather than reducing it with further development.

Cycleways and shared pedestrian walkways need to be included in this package, too.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Support

Tell us why

Would you like to present?

No

AA Strategic Framework Package

Submission 1154

Stakeholder:	Brian Winter
Organisation:	Te Awamutu College Students
Submission Date:	11/11/2024 1:25:00 PM

Do you endorse the activities included in the Strategic Framework Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

See response in attachment / Submission received 22 October 2024 11.30am

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Support

Tell us why

See response in attachment / Submission received 22 October 2024 11.30am

Would you like to present?

No

Te Awamutu College

Y13 Students Social Studies and Tourism – Teacher: Brian Winter

Verbal submission received on Tuesday 22 October 2024 at Te Awamutu College.

- The walk around Ngāroto Lake has become degraded and is no longer an appealing spot for locals and visitors alike. This needs to be addressed.
- We would appreciate more public transport options, especially since some of us will be commuting to Hamilton for further studies. It's essential that public transport is frequent, accessible, and dependable.
- While we don't plan to cycle around the district extensively, we do enjoy cycling for recreation. When we do, it's crucial that the cycle lanes are fully separated from vehicle traffic.
- There's a need to liven up our streets in Te Awamutu by introducing a greater variety of shops, particularly takeaways. Currently, there are too many similar options that lack appeal, and the food choices are quite repetitive. If we're looking for a nicer dining experience, we tend to go elsewhere.
- Te Awamutu lacks a strong sense of identity. We need something distinctive that sets our town apart, rather than just mimicking neighbouring areas.
- It's important to connect our placemaking and street activation efforts with the district's stories. However, this should be done thoughtfully and in appropriate locations, possibly through interactive storytelling initiatives.
- We also need to enhance tourist accommodations to stimulate the local economy. While there are plenty of attractions in Waipa and around Te Awamutu, tourists often don't feel compelled to stop here.
- Most of us aspire to become homeowners, ideally seeking single-family homes with gardens where we have some privacy. We prefer that our neighbours can't easily see into our homes.

- It's vital for us to maintain our rural character and preserve the greenery both within our communities and in the surrounding areas.
- Regrettably, the future isn't looking bright for living in Te Awamutu; some of us are considering other rural locations within Waipa.
- Tourism will be hard to develop in this region.
- Cars still play an important role in this area – Te Awamutu is a rural town and services rural areas, cars will not disappear.
- People from rural areas need to have access to parks in town centres. For people who have families, cars will be necessary
- There are differing views on the use of traffic lights vs roundabouts for roading
- Carparks should have time limits but not be metered
- Feasibility of opening up a train service to Hamilton?
- Western bypass should be built will help make Alexandra St safer in centre
- Bike lane off the roads/away from it similar to Park Rd to Kihikihi

AA Placemaking Package

Submission 1159

Stakeholder:	Shirley & David Murdoch
Organisation:	
Submission Date:	11/12/2024 8:41:00 AM

Do you endorse the activities included in the Placemaking Package, and do you think this is the right way to address the strategic opportunities?

Unsure

Tell us why

Shirley would like decisions to be made and plans for volunteers to work within our community on the following:

- shared purpose and values. Align everyone and create a sense of belonging. There are lots of ideas we need these to come together.
- Inclusivity and diversity: people from different backgrounds for fresh perspectives, innovation and understanding.
- Open communication: transparent, respectful communication is essential upon dialogue, values feedback and safe space for all community members to express themselves without fear of judgement.
- support and empowerment
- collaboration and engagement
- leadership and guidance
- recognition and celebration.
- a community garden to support and give to our community.
- to preserve the history of all ethnicities and events of our community
- a place to grow the plants for the restoration work - volunteering
- I want our wetlands and gullies to be restored. Invasive species to be removed - happy to volunteer
- a centrally based community centre for displays, meetings and interest groups, markets etc.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Unsure

Tell us why

Would you like to present?

No

AA Placemaking Package

Submission 1160

Stakeholder:	Dominic Belfield
Organisation:	
Submission Date:	11/4/2024 1:26:00 PM

Do you endorse the activities included in the Placemaking Package, and do you think this is the right way to address the strategic opportunities?

Don't support

Tell us why

Even more so, sounds like a bunch of ideological gobbly gook that's costing a lot for no reason or any real outcome.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the medium-term activities?

Don't support

Tell us why

Same as above.

Would you like to present?

Yes

AA Future Development and Housing Package

Submission 1161

Stakeholder:	Angela Frost
Organisation:	
Submission Date:	10/28/2024 8:24:00 PM

Do you endorse the activities included in the Future Development and Housing Package, and do you think this is the right way to address the strategic opportunities?

Don't support

Tell us why

There is no detail on how you plan to achieve this, or how much it going to cost the district for you to implement it.

Without such detail, how can you expect an informed response from residents?

As far as housing is concerned, it's best if the council stays out of that industry, especially since you prefer to make people bike and walk everywhere so garages and roads are unlikely to feature on your priorities list.

Perhaps you should concentrate on the feelings of the current ratepayers in the district instead of the potential ratepayers of the future? After all, you won't be around to find out if any future ratepayers are happy with what you are doing.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Don't support

Tell us why

Your broke Waipa District Council - worse than that, you're \$100mill further in debt this year than last year.

And your predicting the same for next year. It's not support you need...

Would you like to present?

No

APPENDIX 2

List of Late Submissions received on the Draft Ahu Ake, Waipā Community Spatial Plan and Draft Implementation Plan (ECM Number 11338118)

AA Future Development and Housing Package

Submission 1155

Stakeholder:	Orrin Kapua
Organisation:	Apakura Ruunanga Trust
Submission Date:	11/11/2024 1:33:00 PM

Do you endorse the activities included in the Future Development and Housing Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

See response in attachment / Submission received 05 Nov 2024 04.56pm

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Support

Tell us why

See response in attachment / Submission received 05 Nov 2024 04.56pm

Would you like to present?

Yes

Ahu Ake Waipā Community Spatial Plan – Submission

Full name: Orrin Kapua

Organisation: Apakura Ruunanga Trust

Address for correspondence: [REDACTED]
[REDACTED]
[REDACTED]

Privacy Statement: *All submissions (including names and contact details) may be provided in full to Elected Members. Submissions (including names but not contact details) may be made available to the public at our office and on our website. Your personal information may also be used for the administration of the consultation process, including informing you of the outcome of the consultation. All information collected will be held by Waipā District Council, 101 Bank Street, Te Awamutu with submitters having the right to access and correct personal information.*

√ YES: I acknowledge that I have read the privacy statement and am happy to proceed.

Appearance at hearing

√ YES: I, or my nominee, wish to present my submission verbally to a Council hearing on Wednesday, November 27.

This submission will be supported by further submissions at the hearing following a review of the submissions that Council receives.

I support other mana whenua and iwi groups submitting collaboratively with me, whether they provided a written submission.

Submission of support

Apakura Ruunanga Trust

Apakura Ruunanga Trust is a mana whenua group within the Waipā District Council's region, along with a number of mana whenua and iwi groups, some of whom have overlapping interests. I was the [mana whenua group name] representative in developing Ahu Ake.

Ahu Ake development

Ahu Ake was developed in partnership with mana whenua and also included collaboration with stakeholders and the community. Mana whenua and iwi aspirations are summarised on pages 5 – 7 of the Executive Summary and elsewhere in Ahu Ake. These aspirations relate to Māori housing (including but not

limited to papakāinga development), he kāinga te wāhi (this place as home), Māori economy and Te Taiao (environment).

Submission

The notified strategic opportunities identified in Ahu Ake, the accompanying activities and the staged approach required are currently supported. It is expected that Ahu Ake will, amongst other things, be a vehicle to advance mana whenua and iwi aspirations.

Nгаа mihi nui



Orrin Kapua
Tiamana – Chairman
Ngaati Apakura Runanga Trust

AA Strategic Framework Package

Submission 1156

Stakeholder:	Robyn Nightingale
Organisation:	Parawera Marae
Submission Date:	11/11/2024 1:41:00 PM

Do you endorse the activities included in the Strategic Framework Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

Kia ora koutou,

Thank you for the opportunity to participate in the Ahu Ake Consultation process.

As you may all be aware, Ngaati Koroki Kahukura had offered Parawera Marae, Te Reti Reserve, for support provided during their treaty claim. This offer was confirmed in the Iwi Consultative Committee Minutes of 11 December, 2019.

Parawera Marae accept Ngaati Koroki Kahukura's generous gesture as a way of strengthening the close whakawhanaungatanga that already exists.

We are aware that legal processes need to take place to effect this transfer and that Parawera Marae will have to set up a separate joint management agreement with Waipa District Council over Te Reti Reserve. During this process we would require consultancy assistance in drafting a management plan.

On 20 September, 2024, at a regular monthly hui, Parawera Marae whanau discussed and finalised their aspirations for Te Reti Reserve. This document has been attached to this email and is intended to provide direction and content for a future joint management plan with Waipa District Council.

Noho ora mai,

Robyn Nightingale

per Warren McGrath

Chair

Parawera Marae

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Unsure

Tell us why

Would you like to present?

AA Strategic Framework Package

Submission 1156

No



Parawera Marae Aspirations for Te Reti Reserve

'Ki te kāhore he whakakitenga, ka ngaro te iwi.'

Our aspirations are:

*To create a knowledge base of the environmental characteristics and topography of Te Reti, te whenua, ngāi tipu, he wai; to enable us to identify the potential of this whenua. We seek to exercise our kaitiakitanga over this whenua in a co-management arrangement with Waipa District Council, whether the whenua be simply protected in its current state or developed and protected for specific activities in the future.

*To seek and record the historical and cultural significance of Te Reti to the hapu of Raukawa ki Panehaku, acknowledging their whakapapa, their taonga tuku iho and the connection of Te Reti to surrounding pa sites, Tumate, Paepaerahi, Tiritirimoana, Kahuwera and Hangahanga.

*To fulfil our social and cultural aspirations in alignment with the Parawera Marae Strategic Plan 2015-2025, to deliver mātauranga through an annual science wananga, to students from Pukeatua, Kihikihi, Te Awamutu Intermediate, Te Awamutu College, with the support of Waikato University, Otago University. The future inclusion of Te Reti Reserve as a resource for this programme holds valuable potential.

*To meet our commitments under 'Taiao' in the 2015 -2025 Marae Strategic Plan, we will continue to support the ecological corridor between Maungatautari and Pirongia. Te Reti could form part of this corridor in the near future.

*To realise the full potential of the whenua, we would like to investigate the need for any remedial work on the whenua, by way of replanting trees or the removal of noxious weeds and pests.

*To realise the full economic potential in Te Reti, Parawera Marae would like to provide rongoā based visits, with guides promoting hauora, wairuatanga and manaakitanga.

AA Strategic Framework Package

Submission 1157

Stakeholder:	Pippa Player
Organisation:	Transpower New Zealand Ltd
Submission Date:	11/11/2024 1:50:00 PM

Do you endorse the activities included in the Strategic Framework Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

See response in attachment / Submission received 08 Nov 2024 5.09pm. Noting the submitter had provided notice on 01 November for possible lateness.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Support

Tell us why

See response in attachment / Submission received 08 Nov 2024 5.09pm. Noting the submitter had provided notice on 01 November for possible lateness.

Would you like to present?

No



TRANSPOWER

Keeping the energy flowing

Gate 1
Gridco Road
Otara, Auckland 2023
P O Box 17 215
Greenlane, Auckland 1546
New Zealand
P 64 9 590 6000
F 64 9 589 2310
www.transpower.co.nz



08 November 2024

Draft Ahu Ake Waipā Community Spatial Plan

By email c/- Haveyoursay@waipadc.govt.nz

Tēnā koutou,

Draft Ahu Ake Waipā: Transpower Feedback

This feedback has been prepared by Transpower New Zealand Limited (Transpower) in response to the Draft Ahu Ake Waipā Community Spatial Plan (Ahu Ake).

Transpower supports Ahu Ake and its role to inform long-term planning and links the Council's policy direction, investments and actions with the community's priorities and desired outcomes. We particularly support outcomes around supporting responsiveness to climate change, community resilience, and environmental and economic sustainability.

Along with providing feedback on Resource Management Act policies and plans, Transpower has also provided feedback on a range of strategic initiatives including the Waipā Growth 2050 through to more recently, to the Future Proof Future Development Strategy earlier this year.¹

Through these important long-term community planning initiatives, Transpower has sought high level recognition about electricity transmission in terms of:

- The national significance and benefits of the National Grid²
- Considering transmission networks as critical lifeline infrastructure that need to be accurately represented in spatial plans
- How transmission corridors form a physical planning constraint and ongoing provision is needed for operations and upgrading
- The role of electricity generation, transmission and distribution in responding to climate change.

We appreciate the opportunity to provide feedback and outline below some context about Transpower's operations and provide some high-level comments about aspects of Ahu Ake.

¹ Copies of our feedback can be provided on request.

² Including through the National Policy Statement on Electricity Transmission and National Environmental Standards for Electricity Transmission Activities.

About Transpower - the National Grid

Transpower is the state-owned enterprise that plans, builds, maintains, owns, and operates New Zealand's high voltage electricity transmission network, known as the National Grid. The National Grid connects those who generate and those who need electricity to live, work and play across the country. Our transmission network consists of some 11,000 km of transmission lines and 174 substations linking power stations, owned by electricity generating companies, to substations feeding the local networks that distribute electricity to homes and businesses.

The National Grid is critically important for a reliable and secure supply of electricity throughout the country and that, in turn, supports national and regional growth. Transpower is committed to ensuring a reliable, safe, resilient infrastructure network that is environmentally sustainable to meet New Zealanders' needs for generations to come.

Transpower needs to efficiently operate, maintain, upgrade, and develop the National Grid to meet increasing demand; to connect new generation; and to ensure resilient and secure supply. For this reason, Transpower has a significant interest in the development of effective and workable strategies to guide and respond to future development that may affect the National Grid.

Aotearoa's growing electricity needs

Aotearoa New Zealand aspires to a de-carbonised future. Our transport and industrial processes will be increasingly powered by electricity, and the National Grid will need to connect more generation to meet all forms of growing electricity demand. The base case in Transpower's [Whakamana I Te Mauri Hiko](#) estimates that electricity demand will increase by 68% by 2050. Meeting this projected demand will require significant and frequent investment in New Zealand's electricity generation portfolio over the coming 30 years, including new sources of resilient and reliable grid connected renewable generation.

Within the life of Aku Ake, Transpower will need to connect more renewable generation and increase the capacity of the grid to carry this electricity. We need to make smart investments to ensure we have a safe, resilient National Grid that supports the growth of our economy and the needs of future generations. We also need to focus on the resilience of current and future assets as well as maintain our stewardship of the transmission grid and power system, so that the power continues to flow to where it's needed.

The Waikato region and Waipā District

There are several drivers of electricity demand growth in the Waikato region including: strong population growth; the electrification of transport; electrification of process heat in the dairy, wood, and meat processing industries; and new industrial development (manufacturing and logistics).

The Waikato region is fairly complex in terms of transmission infrastructure. It has two distinct transmission networks, operating at 110 kV and 220 kV. The region's 220 kV network forms part of what is known as the grid backbone (core grid). The 110 kV transmission network within the region supplies and connects the rest of the Waikato region, including most of the regional load and some regional generation. A significant portion of the regional 110 kV network also runs in parallel with the 220 kV network to transfer power between the Waikato region and the Auckland, Bay of Plenty and Central North Island regions.

In the Transpower regional service area³ covering the Waikato area, peak demand is forecast to grow by an average 3.2 per cent per annum over the next 15 years, from 557 MW in 2023 to 898 MW by 2038. This is greater than the national average growth rate of 2.0 per cent per annum. Generation capacity is currently 2,531 MW. This excludes embedded solar (PV) generation, which was approximately 28 MW in the Waikato region in 2023. The region's generation capacity represents a major portion of New Zealand's generation and significantly exceeds local demand. Surplus generation is exported via the National Grid to other centres.

Transpower regularly publishes updates to its forecast demand and works programmes to ensure the National Grid network can meet future needs of users and identifies potential to address future demand or alleviate expected constraints. This information is available through:

³ Note that Transpower's regional service areas are slightly different to the local authority boundaries.

- [Envision](#) – a tool that provides access to our Transmission Planning Report and transmission capacity information
- [Connection Enquiry Dashboard](#) – a tool that tracks our forward pipeline of works for generation and non-generation connections.

High-level comments

Responding to Climate Change

Transpower supports the inclusion of strategic objectives to reflect emissions reduction and climate change mitigation in planning and development decisions as a pathway towards net zero emissions and support a reduction of greenhouse gas (GHG) emissions noted throughout Aku Ake.

The preamble to the NPS-ET states that ongoing investment in the transmission network and significant upgrades are expected to be required to meet the demand for electricity and to meet the Government’s objective for a renewable energy future. Throughout New Zealand, the National Grid will play a critical role in electrification of the economy to reduce GHG emissions. In the context of local authority strategies, spatial planning, future development strategies and RMA policies and plans, this means ensuring that existing National Grid assets are able to be operated, maintained and upgraded and protected from inappropriate subdivision land use and development. It also means that new development of the National Grid including transmission line connections to renewable energy generation are contemplated by district and regional councils.

Transpower seeks that wording is provided in Aku Ake to reflect the significance of the National Grid in achieving climate change mitigation objectives, alongside enabling renewable energy generation and supporting the transition to a low-carbon, electrified economy.

Lifeline infrastructure

The importance of lifeline infrastructure networks in terms of enabling resilience, future development and economic growth, is peppered throughout Aku Ake (refer pages 46-47), and is captured in community priorities and aspirations summarised in Part C.

The commentary on the strategic policy context (page 48) notes a range of legislative requirements and higher order plans and policies. We recognise that Aku Ake relies on Future Proof as the future development strategy for the Waikato sub-region of Hamilton, Matamata-Piako, Waikato and Waipā, and that the Waipā District Plan recognises the National Grid transmission lines and corridors are of national and regional significance and require protection.

In terms of future placemaking, future development, and enabling urban growth and economic development described in Part B Key focus areas and strategic opportunities, Transpower supports using master planning tools to align investment and ensure physical constraints are considered appropriately.

Transpower supports the commitment to partnerships in Part D, the implementation plan for Aku Ake and acknowledges the focus of the strategy and linkage to other council strategies and plans. In particular, we support the commitment to partnerships in the future development and housing package outlined from page 142. While the strategy does recognise the importance of lifeline infrastructure (as noted above), such infrastructure providers have not been identified for many of the implementation items. For example, lifeline utilities have only been identified as stakeholders in the review of the Transport Strategy (refer T1) and only Mercury NZ has been identified as a stakeholder in the development of a climate change strategy (CC1).

Therefore, Transpower seeks that Aku Ake:

- more strongly references the national and regional significance of the National Grid as lifeline infrastructure
- references in the strategic policy context (page 48) the important role of the National Policy Statement on Electricity Transmission (NPSET) and National Environmental Standard for Electricity Transmission Activities (NESETA) in protecting the National Grid as lifeline infrastructure
- accurately depicts the National Grid in figures and graphics (for example, Figure 14 does not fully show the Hangatiki - Te Awamutu A transmission line)

- Recognise the interest of lifeline infrastructure providers as stakeholders for developing plans and strategies relating to future development and housing package (items FD1, FD2 and FD3), placemaking package (item P2), strategic framework package (items T1, EC1 and CC1).

Appendix A provides further background information about Transpower and the policy context for the National Grid. A list of the National Grid assets within the Waipā District is included as **Appendix B** along with maps of their geographical location in **Appendix C**.

Transpower is happy to work with Council and stakeholders on finalising relevant aspects of Aku Ake and contribute as a stakeholder in implementation initiatives.

Thank you for the opportunity to provide comments at this time. Transpower is happy to answer any follow up questions the Council may have.

Yours faithfully

TRANSPower NZ LTD

Pippa Player

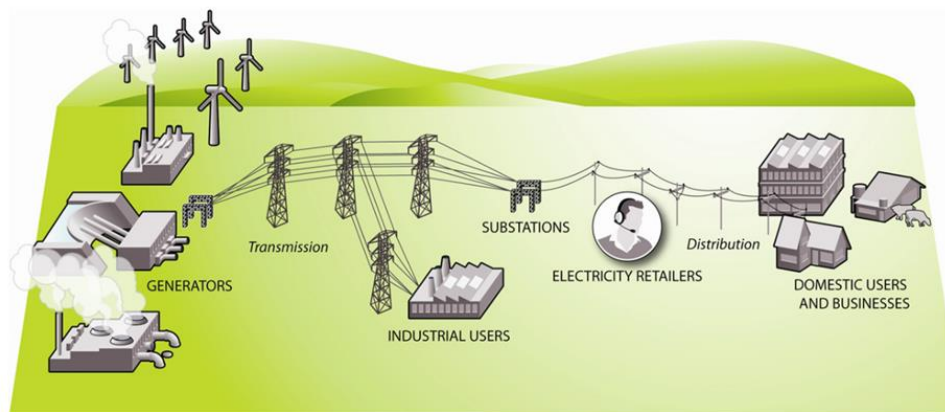
Strategic Lead – Environmental Policy

Appendix A: Supporting Information – Statutory Planning Framework

About Transpower

Transpower is the state-owned enterprise that plans, builds, maintains, owns and operates New Zealand’s high voltage electricity transmission network, known as the National Grid. The National Grid connects power stations, owned by electricity generating companies, directly to major industrial users and distribution companies feeding electricity to the local networks that, in turn, distribute electricity to homes and businesses. The role of Transpower is illustrated in Figure 1 below.

Figure 1: Role of Transpower in New Zealand’s Electricity Industry (Source: MBIE)



The National Grid stretches over the length and breadth of New Zealand from Kaikohe in the North Island to Tiwai Point in the South Island and comprises some 11,000 kilometres of transmission lines and cables and 174 substations, supported by a telecommunications network of some 300 telecommunication sites that help link together the components that make up the National Grid.

Transpower’s role and function is determined by the State-Owned Enterprises Act 1986, the company’s Statement of Corporate Intent, and the regulatory framework within which it operates. Transpower does not generate electricity, nor does it have any retail functions. It is important to note that Transpower’s role is distinct from electricity generation, distribution or retail. Transpower provides the required infrastructure to transport electricity from the point of generation to local lines distribution companies, which supply electricity to everyday users. These users may be a considerable distance from the point of generation.

Transpower’s Statement of Corporate Intent for 1 July 2023, states that:

“Transpower is central to the New Zealand electricity industry. We connect generators to distribution companies and large users over long distances, providing open access and helping to balance supply and demand. The nature and scope of the activities we undertake are:

- *as grid owner, we own, build, maintain, replace, and enhance the physical infrastructure that connects those who generate and those who need electricity to live, work and play across the country; and*
- *as system operator, through a service provided under contract to the Electricity Authority under the Electricity Industry Participation Code, we operate the electricity market, managing supply and demand for electricity in real time to ensure that the power system remains stable and secure.”*

In line with this role, Transpower needs to efficiently operate, maintain and develop the network to meet increasing demand and to ensure security of supply, thereby contributing to New Zealand’s economic and social aspirations. It must be emphasised that the National Grid is an ever-developing system, responding to changing supply and demand patterns, growth, reliability and security needs.

As the economy electrifies in pursuit of the most cost efficient and renewable sources, the base case in Transpower's 'Whakamana I Te Mauri Hiko' predicts that electricity demand is likely to increase around 55% by 2050. 'Whakamana I Te Mauri Hiko' suggests that meeting this projected demand will require significant and frequent investment in New Zealand's electricity generation portfolio over the coming 30 years, including new sources of resilient and reliable grid connected renewable generation. In addition, new connections and capacity increases will be required across the transmission system to support demand growth driven by the electrification of transport and process heat. Simply put, New Zealand's electricity transmission system is the infrastructure on which New Zealand's zero-carbon future will be built. This work supports Transpower's view that there will be an enduring role for the National Grid in the future, and the need to build new National Grid lines and substations to connect new, renewable generation sources to the electricity network.

Statutory Framework

The National Policy Statement on Electricity Transmission 2008 (NPSET) was gazetted on 13 March 2008. The NPSET confirms the national significance of the National Grid and provides policy direction to ensure that decision makers under the RMA:

- recognise the benefits of the National Grid;
- manage the adverse effects on the environment of the National Grid;
- manage the adverse effects of third parties on the National Grid; and
- facilitate long term strategic planning for transmission assets.

The NPSET only applies to the National Grid, being the assets used or operated by Transpower, and not to electricity generation or distribution networks.

The NPSET sets a clear directive on how to provide for National Grid resources (including future activities) when drafting planning documents and therefore Councils have to work through how to make appropriate provision for the National Grid in their plans, in order to give effect to the NPSET.

The single Objective of the NPSET is:

"To recognise the national significance of the electricity transmission network by facilitating the operation, maintenance and upgrade of the existing transmission network and the establishment of new transmission resources to meet the needs of present and future generations, while:

- managing the adverse environmental effects of the network; and
- managing the adverse effects of other activities on the network."

The NPSET's 14 policies provide for the recognition of the benefits of the National Grid, as well as the environmental effects of transmission and the management of adverse effects on the National Grid. The policies have to be applied by both Transpower and decision-makers under the RMA, as relevant. The development of the National Grid is explicitly recognised in the NPSET.

Appendix B: National Grid Assets Waipā District

- Huntly - Taumarunui A -220kV double circuit steel tower transmission line (HLY-TMN-A)
- Hangatiki - Te Awamutu A 110kV double circuit steel tower transmission line (HTI-TMU-A)
- Karapiro - Te Awamutu A 110kV double circuit steel tower transmission line (KPO-TMU-A)
- Otahuhu - Whakamaru A 220kV double circuit steel tower transmission line (OTA-WKM-A)
- Otahuhu - Whakamaru C 220kV double circuit steel tower transmission line (OTA-WKM-C)
- Arapuni - Hamilton A 110kV single circuit single pole transmission line (ARI-HAM-A)
- Arapuni - Hamilton B 110kV double circuit steel tower transmission line (ARI-HAM-A)
- Hamilton - Karapiro A 110kV double circuit steel tower transmission line (HAM-KPO-A)
- Hamilton – Karapiro A 110kV underground cable section (HAM-KPO-A CCT1 JB20-CBG)
- Brownhill - Whakamaru North A 400kV double circuit steel tower transmission line (BHL-WHN-A)
- Karapiro to National Coordination Centre underground fibre cable (KPO_NCC_TR323)
- Te Awamutu substation
- Karapiro substation
- Cambridge substation

Appendix C: Location of National Grid Assets - Waipā District and Waikato Region

Transpower Assets

Waipa District

Legend

Territorial Land Authority

Boundary

Transpower Assets

Overhead Fibre Cable

Underground Fibre Cables

Site

AC Substation

Comms

HVDC

Tee

Transmission Line

0kV Overhead

11, 66kV Underground

11, 33, 66kV Overhead

66kV Overhead Leased

110kV Underground

110kV Overhead

110kV Overhead Leased

220kV Underground

220kV Overhead

350kV Submarine

350kV Overhead

400kV Overhead



Projection: NZTM 2000 Scale: 1:190,000 Plan Size: A3L



External Disclaimer

This document is produced for external release. Its conclusions are based on the information currently available to Transpower and may change as further information becomes available either internally or externally.

COPYRIGHT © 2023 TRANSPOWER NEW ZEALAND LIMITED. ALL RIGHTS RESERVED
 This document is protected by copyright vested in Transpower New Zealand Limited ("Transpower"). No part of the document may be reproduced or transmitted in any form by any means including, without limitation, electronic, photocopying, recording or otherwise, without the prior written permission of Transpower. No information embodied in the documents which is not already in the public domain shall be communicated in any manner whatsoever to any third party without the prior written consent of Transpower. Any breach of the above obligations may be restrained by legal proceedings seeking remedies including injunctions, damages, and costs.

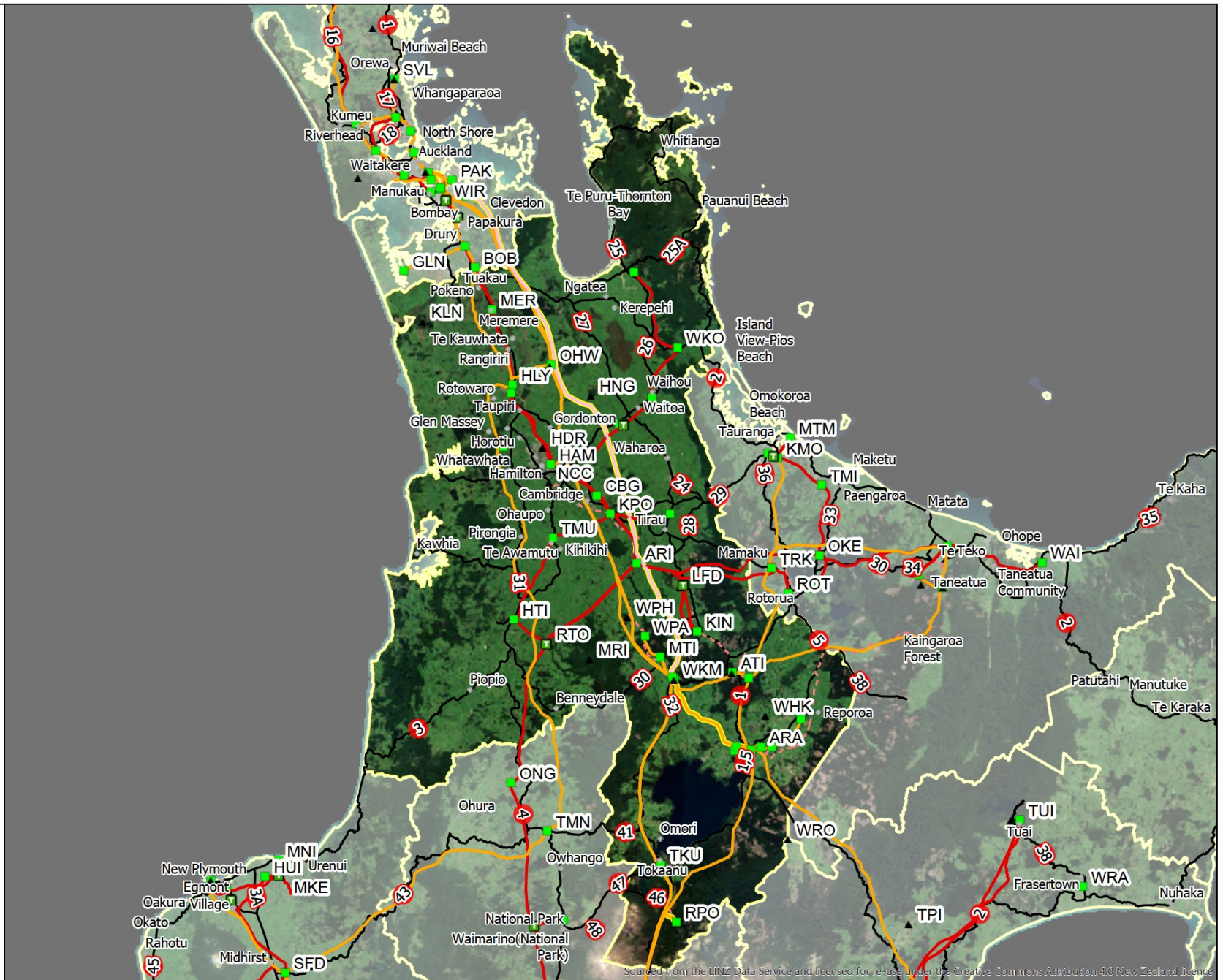
Date: 9/01/2023 Drawn by: berrymanem

Transpower Assets

Waikato Region

Legend

- Region
- Boundary
- NZ Roads
- Highways
- Transpower Assets
- Cable Protection Zone
- Overhead Fibre Cable
- Underground Fibre Cables
- Site
- ACSTN
- COMMS
- HVDC
- TEE
- Transmission Line
- 0kV Overhead
- 11, 66kV Underground
- 11, 33, 66 kV Overhead
- 110kV Underground
- 110 kV Overhead
- 220kV Underground
- 220 kV Overhead
- 350 kV Overhead
- 350kV Submarine
- 400kV Overhead



Sourced from the LINZ Data Service and licensed for re-use under the Creative Commons Attribution 4.0 New Zealand Licence



0 1,000 2,000 km

Projection: NZTM 2000 Scale: 1:1,268,000 Plan Size: A3L

External Disclaimer

This document is produced for external release. Its conclusions are based on the information currently available to Transpower and may change as further information becomes available either internally or externally.

COPYRIGHT © 2020 TRANSPOWER NEW ZEALAND LIMITED. ALL RIGHTS RESERVED
 This document is protected by copyright vested in Transpower New Zealand Limited ("Transpower"). No part of the document may be reproduced or transmitted in any form by any means including, without limitation, electronic, photocopying, recording or otherwise, without the prior written permission of Transpower. No information embodied in the documents which is not already in the public domain shall be communicated in any manner whatsoever to any third party without the prior written consent of Transpower. Any breach of the above obligations may be restrained by legal proceedings seeking remedies including injunctions, damages and costs.
 Date: 8/04/2020 Drawn by: berrymanem

AA Future Development and Housing Package

Submission 1158

Stakeholder:	Clare Thorne
Organisation:	Hamilton City Council
Submission Date:	11/11/2024 2:07:00 PM

Do you endorse the activities included in the Future Development and Housing Package, and do you think this is the right way to address the strategic opportunities?

Support

Tell us why

See response in attachment / Submission received 11 Nov 2024 02.00pm. Noting the submitter provided notice for the lateness on 30 October 2024.

Given the staged approach and existing financial limitations, do you agree with the proposed timing for the short-term and medium-term activities?

Unsure

Tell us why

See response in attachment / Submission received 11 Nov 2024 02.00pm. Noting the submitter provided notice for the lateness on 30 October 2024.

Would you like to present?

No



Hamilton City Council – Staff Submission

Ahu Ake – Waipā Community Spatial Plan

Waipā District Council

11 November 2024



Improving the Wellbeing of Hamiltonians

Hamilton City Council is focused on improving the wellbeing of Hamiltonians through delivering to our five priorities of shaping:

- **A city that's easy to live in**
- **A city where our people thrive**
- **A central city where our people love to be**
- **A fun city with lots to do**
- **A green city**

The topic of this staff submission is aligned to all of Hamilton City Council's five priorities.

Council Approval and Reference

This staff submission was approved by Hamilton City Council's Chief Executive on 11 November 2024.

Submission # 778

It should be noted that the following submission is from staff at Hamilton City Council and does not therefore necessarily represent the views of the Council itself.

Introduction

1. Hamilton City Council staff welcome the opportunity to make a submission to Waipā District Council on **Ahu Ake – Waipā Community Spatial Plan**.
2. We support the direction of Ahu Ake – Waipā Community Spatial Plan.
3. We are keen to continue to work closely together with Waipā District Council, to support and collaborate wherever we can.

Key Messages and Recommendations

4. The feedback in this submission is of a high-level nature. We will take the opportunity to discuss more detailed feedback in future meetings with key staff from Waipā District Council.
5. **Opportunities for Collaboration and Working Together**
6. Through the Future Proof collaboration there are many opportunities for all councils across the Waikato to work together. However, it is also important to acknowledge and identify how cross-boundary councils can work more closely together for those more localised issues and opportunities that cross boundaries e.g., boundary changes, land use development, and other shared services.
7. We support a “boundaryless approach” to working together with our neighbouring councils and will be working hard to continue to build relationships and find ways where we can work better together. Our sub-regional communities often live and work across administrative boundaries, and our planning for the future should take this into account. Ahu Ake - Part D Implementation, references “Better together – Partners and stakeholders have a key role to play” where this approach could be highlighted.
8. Noting the significant funding challenges that local government is facing, Hamilton City Council seeks to continue to work closely with neighbouring councils on opportunities for shared services and agreements that deliver on community outcomes and may provide cost savings for ratepayers.
9. **Spatial Plan Development**
10. The Executive Summary is an excellent document and is useful for understanding the key components of Ahu Ake. It will be particularly useful for the community to gain an understanding of the plan.
11. Although the draft Ahu Ake document is large, the Executive Summary and the five Packages make the information easier to digest and understand. Perhaps a ‘plan on a page’ would be useful for capturing and highlighting the strategic direction of the plan and identifying the key moves that will be applied across the different spatial areas.
12. Monitoring and updating the plan regularly will be a significant undertaking as it is a large document. Perhaps consider breaking the document down into volumes, or under the monitoring section, identify monitoring and reporting requirements by each section, and what type of micro or macro changes will or may require a full document review.
13. Look for ways to depoliticise the document so that the plan can remain enduring and not have to be updated every time there is a new government or a change in direction by an existing government e.g., three waters, four well-beings. Once some of these aspects become out of date, the feeling is that the whole document is then out of date.

14. Some of the points outlined above could, in part, be addressed if parts of the document were made available online and were also interactive. A good example is the Eastern Bay of Plenty Spatial Plan – [refer here](#)
15. We would like to take this opportunity to acknowledge the thorough consultation process that Waipā District Council has followed in the development of this plan. We would also be keen to understand more and look for ways to incorporate some of the approaches used by Waipā District Council in some of our future consultations with the community.
16. **Future Work Identified (Packages)**
17. The five Packages are useful for identifying key projects that are planned to be completed over the next 10 years.
18. However, the pieces of work in the five Packages are significant and delivery over a 10-year timeframe may require significant resources to achieve, especially in these times of fiscal constraint. Perhaps there are opportunities for more collaboration between councils who already have similar strategies, to share information and knowledge with each other. There may be opportunities to look to adopt parts of strategies that can apply more widely across the region (boundaryless strategies) but that also include a local flavour to each one. For example, Climate Change and the Economic Wellbeing Strategy.
19. **Three Waters**
20. We support a Three Waters Master Plan that is serviced by Waipā District Council and seeks to avoid, remedy, and mitigate the adverse effects of development. This includes the application of best practice wastewater management, stormwater management, and water demand management for long-term sustainability.
21. When the Growth Strategy is reviewed, it works to give effect to Te Ture Whaimana o Te Awa o Waikato and support the Future Proof Strategy, including its associated three Waters Strategy. Supporting a “best for river” approach through collaborative arrangements could assist with meeting the objectives of those strategies.
22. Currently, Ahu Ake appears light on details about how infrastructure needs will be met. The Growth Strategy (or master plan) needs to carry some level of detailed information on the necessary infrastructure and its associated cost, or precursors that will be required to support a growth location.
23. We also note that the ‘what we will work towards’ section does not currently make reference to three waters sustainability or resilience, and that this needs to be built in early to any future development and housing package.
24. **Acknowledgement of Ahu Ake**
25. We commend Waipā District Council for taking the initiative to develop an overarching Spatial Plan that will ensure the future of the district is clearly articulated, well-planned and has community buy-in.

Further Information and Hearings

26. Should Waipā District Council require clarification of the submission from Hamilton City Council staff, or additional information, please contact **Clare Thorne** (Special Projects Advisor – Strategic Planning and Advocacy Unit) on [REDACTED] in the first instance.
27. We **do not wish to speak** at the hearings scheduled for Wednesday 27 November 2024.
28. However, we would welcome the opportunity to discuss the content of our submission with Waipā District Council representatives on an informal basis when this is suitable.

Yours faithfully



Lance Vervoort
CHIEF EXECUTIVE

Hamilton City Council
Garden Place, Private Bag 3010, Hamilton

 /HamiltonCityCouncil

 @hamiltoncitycouncil

 07 838 6699

hamilton.govt.nz