WAIKATO BLUEPRINT

DISTRICT AND LOCAL AREA BLUEPRINTS

WAIKATO DISTRICT COUNCIL

JUNE 2019

BY:

URBANISPLUS LTD

WITH EMPLOYMENT EXPERT INPUT BY:

PROSPEROUS PLACES
This report is a summary of the outcomes of a series of focus group meetings, consultation sessions, and workshops. Much of the analysis, including diagrams and maps, has been produced in a workshop context and are indicative only. The main aim of this analysis is to provide background to the proposals. The projects and initiatives within this report should also be considered provisional only. It is acknowledged that population statistics are from 2016 and may be outdated.
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EXECUTIVE SUMMARY

The Waikato District Council commissioned the development of a Blueprint for the district. The Blueprint was developed and delivered through a series of intensive consultation and Inquiry-By-Design workshops between July and November 2018.

The aim of the Blueprint is to provide a high-level "spatial picture" of how the district could progress over the next 30 years, address the community's social, economic and environmental needs, and respond to its regional context.

The Blueprint will provide the Waikato District Council with an effective and legible tool to move from vision to strategy, and from strategy to action by setting out specific, prioritised initiatives at the district and local level.

Vision

The Waikato District Blueprint works to achieve the overall vision established by the Council for the district:

“Liveable, Thriving and Connected Communities / He noohanga aahuru, he iwi whai ora, he hapori tuuhono tahi”.

Blueprint themes

To achieve the vision and respond to the opportunities identified through the process, nine district-wide themes were developed. Each theme has a series of associated initiatives. The nine themes are as follows:

1. Identity: create a world class Waikato River corridor identity and strengthen Raglan’s local character.
3. Iwi: build on the Joint Management Agreements and other agreements, celebrate Māori culture, and promote the use of Te Reo.
4. Communities: strengthen, enable and connect local communities and citizens, and support those most in need.
5. Growth: direct cohesive growth outcomes which support all community needs.
6. Economy: support the rural and urban economy, and attract more visitors, entrepreneurs, and employment uses.
7. Transport: leverage value off accessibility, help those disadvantaged by a lack of transport options, prepare for future passenger rail.
8. Infrastructure: develop and maintain efficient infrastructure that is environmentally clean and will serve the community well into the future.
9. Governance: devolve some decision making, and engage more effectively at community and Hapuu level.

Local Area Blueprints

In addition to the nine district-wide themes and related initiatives, 15 Local Area Blueprints have been developed. These focus on initiatives, also arranged under the nine themes, that address the specific needs of each settlement within the district.

The comprehensive list of initiatives for each place is included in Section 4 of this report. The following are examples of initiatives for each local area:

→ Tuakau: town centre improvements and review of industrial land provision.
→ Pokeno: town centre strategy that covers retail, community and employment needs.
→ Mercer: village centre development and community facilities.
→ Meremere: social and employment initiatives.
→ Te Kauwhata and Rangiriri: town centre development, school move and integrated growth approach.
→ Ohinewai: lifestyle character protection, support the school, and integrated approach, should industrial uses occur.
→ Huntly: employment and youth initiatives, with town centre improvements after revocation of SH1.
→ Taupiri: village centre improvements, and new industrial and commercial land provision.
→ Ngaruawahia: community and employment initiatives, town centre and wider amenity enhancements
→ Horotiu: town centre development, and new industrial and commercial land provision.
→ Te Kowhai: village centre connections, and walking and biodiversity link with the Waipa River.
→ Whatawhata: resolve the SH roundabout, additional commercial land and community facilities.
→ Raglan: town centre and wider amenity enhancements, social and employment initiatives.
→ Tamahere: walking, cycling, and biodiversity links, and zero waste initiatives.
→ Matangi: village centre improvements and commercial land provision.
SECTION 1 - INTRODUCTION

1.1 PROJECT BACKGROUND

The Waikato District Council commissioned Urbanismplus to develop a Blueprint for the Waikato District. This was delivered through a series of intensive consultation and Inquiry-By-Design workshops.

Waikato District Context

The Waikato District is made up of mainly small settlements surrounded by rural land which is used for a variety of productive and conservation purposes. The wider district has been divided into 10 wards for local governance purposes, refer to Figure 1-1.

With Auckland to the north and Hamilton and Tauranga to the south and east, the district plays an increasingly significant role nationally as well as locally. Settlements are generally located in a linear sequence, following State Highway 1 which connects the wider sub region.

The significant Waikato and Waipa Rivers are significant rivers which form a strong part of the district’s character. Further contributing to this are the unique western coastline and strong tangata whenua presence.

1.2 PROJECT PURPOSE

The aim of the Blueprint project is to provide a high-level ‘spatial picture’ of how the district could progress over the next 30 years, address the community’s social, economic and environmental needs, and respond to its regional context. The work includes addressing local conditions and more immediate needs.

RIGHT FIG. 1-1: Waikato District
1.3 PROJECT OUTPUTS: DISTRICT BLUEPRINT

The project output is a Blueprint for the Waikato District. The Blueprint provides the Council with an effective and legible tool to move from vision to strategy, and from strategy to action.

The Blueprint is a conduit between Council strategies, policies and plans, and places them in an integrated, spatial context.

In addition, the Blueprint aims to provide:

- Clarity: of direction and certainty for the Council, the community, and the private sector.
- Integration: of different disciplines (e.g. transport, environmental, community services, urban design, etc.) to achieve enhanced gains.
- Alignment: between policy and planning directions, and infrastructure investment priorities.

1.4 STATUS OF THE BLUEPRINT

The District Blueprint is one of the district’s guiding strategies. It contains proposals for the implementation of the Council’s Vision: “Liveable, Thriving and Connected Communities / He noohanga aahuru, he iwi whai ora, he hapori tuhono tahi”.

The status of the Blueprint within the strategic planning framework is diagrammatically depicted in Figure 1-2. It informs the district’s four key strategies, including its Development / Growth Strategy, Economic Development Strategy, Infrastructure Strategy, and Financial Strategy. These strategies contain more specific information on their respective topic.

The Local Area Blueprints provide place-specific proposals that form part of the District Blueprint. Together with the other guiding strategies indicated, the Blueprint will inform the Long Term Plan, Annual Plan, and District Plan. Most of the proposals in the Blueprint are dependent on the funding decisions in the next Long Term Plan (LTP) or LTP amendment as well as changes to the District Plan.

Councillor commitment

The Blueprint production is a Council-led process. The outcome will be adopted by the Council and therefore recognised as a legitimate planning document, and part of the Strategic Planning Framework. Funding for the process and towards achievement of its outcomes will be allocated through the Long Term Plan.

Commitment to ongoing community engagement and input

Waikato District Council (WDC) has philosophically committed to meaningful engagement with the community, evidenced by the fact that it is one of first councils to prepare an Engagement Strategy. A dedicated team, committed to engagement, ensures the process of working with the community is ‘business as usual’.

The engagement strategy will be included as a key work stream in the Council’s Project Management Framework. It will form an integrated part of the way the Council will plan for, and manage, projects going forward.
SECTION 2 - PROJECT PROCESS

2.1 WAIKATO BLUEPRINT WORKSHOPS

The Waikato Blueprint process commenced in July 2018 with councillor and staff sessions to set the scope for and direction of the project. Local Area Blueprint (LAB) workshops where held in August and October, and the district-wide workshop in November 2018.

Local area workshops

The LAB workshops were held first, in order to inform the district-wide workshop. The LABs investigated specific local needs and constraints including land use, transport, environmental and open space, and other infrastructure. A number of towns and villages were covered over ten workshop sessions, attended by approximately 400 members of the public, with each entailing the following activities:

- Visiting the location.
- Meeting the community board and / or community committees.
- Facilitating an evening public workshop.
- A four-hour design session with Council staff , usually on the morning following the public workshop.

The schedule for the LAB workshops was as follows:

- **Tuakau**: 15 August 2018 at Tuakau Town Hall, with approximately 40 attendees.
- **Pokeno and Mercer**: 9 August 2018 at Pokeno Town Hall, with approximately 45 attendees.
- **Meremere**: 8 August 2018 at Meremere Community Centre, with approximately 15 attendees.
- **Te Kauwhata and Rangiriri**: 6 August 2018 at Te Kauwhata Rugby Football Club, with approximately 60 attendees.
- **Ohinewai**: 24 October 2018 at Ohinewai Hall, with approximately 26 attendees.
- **Huntly**: 7 August 2018 at Huntly Civic Centre, with approximately 50 attendees.
- **Taupiri, Ngaruawahia, and Horotiu**: 11 October 2018 at Ngaruawahia War Memorial Hall, with approximately 40 attendees.
- **Te Kowhai and Whatawhata**: 10 October 2018 at Te Kowhai Hall, with approximately 26 attendees.
- **Raglan**: 9 October 2018 at Raglan Town Hall, with approximately 66 attendees.
- **Tamahere and Matangi**: 8 October 2018 at Tamahere Model Country School, with approximately 25 attendees representing Tamahere, Matangi, and Newstead.

The public workshops were effective in gaining ideas, setting the tone for the strategy, and gaining support for the process from the public.

For a brief summary of the consultation feedback, refer to Section 2.2 and to each of the Local Area Blueprints in Section 4. A comprehensive overview of the outputs of the public workshops can be found in Appendix A.

Following each public workshop, Council staff and the consultant team reviewed the public workshop outcomes and undertook a design exercise, including highlighting areas of commonality and contradiction, and determining possible initiatives. This work also included analysis of technical constraints and opportunities, and an evaluation of
local social wellbeing (summarised in Appendix B), which served as a starting point for gaining a better collective understanding of local strengths and weaknesses, opportunities and constraints.

The proposed initiatives for each of the LABs are documented in Section 4 of this report.

**District-wide workshop**

The district-wide workshop was held on 5 - 9 November 2018 at Waikato-Tainui Endowed College in Hopuhopu. Various consultation sessions, including several with iwi representatives, were held in the period July - November 2018.

The workshop involved developing 'place based' concepts and strategies in response to the identified local area opportunities across the district. It explored the bigger-picture context as well as local urban planning responses. The investigation involved all key discipline areas; cultural, infrastructure, transport, growth / zoning, employment, community / social, environmental, communications, GIS, and governance.

Parts of the workshop were attended by the following stakeholders:

- Waikato District Council staff (including the leadership teams);
- Waikato District Councillors;
- Iwi representatives; and
- New Zealand Transport Agency, Ministry of Business, Innovation and Employment, Ministry of Social Development, District Health Board, Department of Internal Affairs representatives.

The district-wide Blueprint is summarised in Section 3 of this report, presenting the core district-wide strategic priorities.

### 2.2 CONSULTATION FEEDBACK

As explained, public workshops were held in locations across the district. While feedback was place-specific, there were a number of more or less universal responses across the different local areas. When asked, 'what is holding your area back?', the following issues were identified (in no particular order):

- Not enough jobs and skills;
- Little ability to make more decisions locally;
- Waste water service and quality;
- Not enough growth or, conversely, too much growth;
- Not benefitting from tourists travelling through;
- Poor public transport; and
- Lack of affordable housing.

When asked, 'what is your vision for the area?', the following ideas were brought up (in no particular order):

- Vibrant and bustling towns and villages that form a network and are complementary;
- New businesses and employment for youth;
- Be a tourism destination;
- A healthy environment with recreation and cycling opportunities;
- More education and training options; and
- Improved public transport.

As explained, local area-specific feedback is documented in Section 4. A comprehensive overview of the outputs of the public workshops can be found in Appendix A.

### 2.3 POSSIBLE NEXT STEP: STRATEGIC PLANNING FOR CENTRES

It is expected that, following the District and Local Area Blueprint, there will be a need to undertake strategic planning for several centres within the district. District Development Strategy should be revised and provide a framework for this.

These planning exercises would likely include but not be limited to:

- Location and extents of retail, employment uses and town centre housing;
- Public space design including streets;
- Walkability, parking, vehicle circulation and servicing;
- Town centre management, events and activation; and
- Biodiversity and water quality initiatives.
SECTION 3 - DISTRICT-WIDE BLUEPRINT

The Vision

The Waikato District Blueprint works to achieve the overall vision for the district:

*Liveable, Thriving and Connected Communities / He noohanga aahuru, he iwi whai ora, he hapori tuuhono tahi*.

The Opportunity

The opportunity identified through the process to achieve the vision for the Waikato District is diagrammatically depicted in Figure 3-1.

*Binding together’ the towns and villages*

The process identified that there is an opportunity to improve the cohesive identity of the district as a whole. To respond to this opportunity it is proposed that the Waikato River, and to a lesser extent the Waipa River, are strengthened as the elements that ‘bind together’ the individual settlements, with the exception of Raglan, which is somewhat more isolated.

*The response to each community*

The opportunity to achieve the vision in each community requires a different mix of responses, as further explained in Section 4 of this report. This includes investment in:

- The strengthening or development of a ‘heart’ with facilities and services;
- The provision of commercial land and premises for employment;

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<thead>
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<tr>
<td>Town centre</td>
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<td>New office uses</td>
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<tr>
<td>Community facilities / social services</td>
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<tr>
<td>Industrial and clean production</td>
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<td>Environmental (in addition to general initiatives)</td>
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RIGHT FIG. 3-1: Waikato Blueprint opportunity
The provision or improvement of community facilities and/or social services;

The provision of industrial and/or clean production land; and/or

Environmental initiatives, often in combination with other initiatives.

This is expanded upon in **Subsections 3.1 through to 3.9** and in **Section 4**.

**Blueprint Themes**

In response to the opportunities identified, nine district-wide themes were identified (as shown on the right). Multiple initiatives have been developed for each theme at both the district and local area level. These initiatives have then been prioritised.

The following sub-sections present the proposed district-wide initiatives in the following sequence:

1. **Identity**;  
2. **Nature**;  
3. **Iwi**;  
4. **Communities**;  
5. **Growth**;  
6. **Economy**;  
7. **Transport**;  
8. **Infrastructure**; and  
9. **Governance**.

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<thead>
<tr>
<th></th>
<th>identity</th>
<th>nature</th>
<th>iwi</th>
<th>communities</th>
<th>growth</th>
<th>economy</th>
<th>transport</th>
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<th>governance</th>
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<td>1</td>
<td>Create a world class Waikato River corridor identity and strengthen Raglan’s local character</td>
<td>Protect and support enhancement of the natural environment with revegetated biodiversity links and clean waterways</td>
<td>Build on the Joint Management Agreements and other agreements, celebrate Maaori culture, and promote the use of Te Reo</td>
<td>Strengthen, enable and connect local communities and citizens, and support those most in need</td>
<td>Direct cohesive growth outcomes which support all community needs</td>
<td>Support the rural and urban economy, and attract more visitors, entrepreneurs, and employment uses</td>
<td>Leverage value off accessibility, help those disadvantaged by a lack of transport options, prepare for future passenger rail</td>
<td>Develop and maintain efficient infrastructure that is environmentally clean and will serve the community well into the future</td>
<td>Devolve some decision making, and engage more effectively at community and Hapuu level</td>
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3.1 identity

Ahurei / Tautuhi / Rongomaiwhiti

TOOKU AWA KOIORA

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

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

The aim under this theme is to:

Create a world class Waikato River corridor identity and strengthen Raglan’s local character.

The following aspects are covered under this theme:

- The Waikato River corridor, its tributary the Waipa River, and its significance for iwi;
- Walking and cycling routes along the rivers; and
- Local identity of the district settlements.

Waikato River corridor

It is proposed that the district’s identity be strengthened, based on a stronger identity of the Waikato and Waipa Rivers (refer to the diagrammatic interpretation of the corridor influence on the district in Figure 3-2). Building a strong corridor identity could be defined by:

- More actively acknowledging the river’s special iwi significance and promoting cultural tourism in the river corridor – see below.
- Working towards completing the walking and cycle linkages along the rivers – see below.
- Branding the collective Waikato District settlements ‘The River Towns’, while marking the unique identity of each individual town or village, based on current characteristics, attributes or cultural heritage - see below.

Iwi significance of the river corridor

The Waikato River is called, ‘Tooku Awa Koiora’ (‘The river of life, each curve more beautiful than the last’). This could form the basis for appropriate forms of cultural tourism in the river corridor. This idea would need to be championed by Waikato Tainui and mana whenua and may include:

- Waka journeys.
- Controlled visits to cultural sites.
- Culturally appropriate learning experiences.
→ Way-finding and iconic sculptures with cultural themes.
→ Basic weaving (as a way to teach maths, physics and environmental science).
→ Environmental appreciation (translating into environmental management, restoration and recovery, park ranging, interpretation guides training and job opportunities).
→ Through signage linking the river corridor with strengthened paa routes.

**Walking and cycling trails and routes along the rivers**

The significance of the river corridor for the district could be strengthened through a network of attractive walking and cycling trails and routes along the Waikato River (up to Port Waikato) and the Waipa River.

Opportunities in the context of existing routes are shown on **Figure 3-3**.

Refer to Section 3.7 Transport for specific actions proposed.
Local identity of the ‘River Towns’

Under the umbrella of the District’s identity based on the river corridor, the local identity of the individual settlements could be built and strengthened. This could be done through signage, interpretation panels linked with web-based information, branding, and public art or a large icon located along the river. The latter could form photo opportunities for tourists or the basis of a story enfolding as one follows the river.

The Council should work with local heritage groups and other local stakeholders to identity what makes each place unique. The following ideas are only starting points for consideration:

Tuakau
→ Sir Edmund Hillary
→ Trading centre for passing waka
→ Saleyards

Pokeno
→ Dairy and ice cream
→ Markets
→ Bacon

Mercer
→ Tourism
→ Wine and cheese
→ Skydiving

Meremere
→ Motorsport
→ Whangamarino wetlands
→ Former power station

Te Kauwhata and Rangiriri
→ Viticulture
→ Whangamarino wetlands
→ Rangiriri Paa

Ohinewai
→ Ferry landing

Huntly (Raahui Pookeka)
→ Lakes
→ Power
→ Mining
→ Bricks
→ Arts
→ Rugby League

Taupiri
→ Taupiri Maunga
→ Flaxmill

Ngaruawahia (Ngaaruawaahia)
→ Te Kiingitanga
→ Confluence of the Waipa and Waikato Rivers
→ Hakarimata Ranges
→ Te Mana o Te Rangi reserve
→ Puke-i-Aahua Paa/Reserve
→ Tuurangawaewae Paa

Horotiu
→ Maori gardens
→ Business park

Te Kowhai
→ Airpark
→ Kowhai trees

Whatawhata
→ Peach trees
→ Service centre for rural periphery
→ Local Marae Omaero and Te Papa O Rotu
→ Local paa sites

Tamahere
→ Gully network
→ Wiremu Tamihana
→ Markets

Matangi
→ Matangi Factory

Raglan (Whaingaroa)
Raglan’s location is relatively isolated from the other settlements and the town is not on the Waikato or Waipa Rivers. It also already has a special identity. For these reasons it is proposed that WDC should work with the Community Board and Raglan Naturally and Tangata Whenua to define, strengthen and communicate Raglan’s special identity.

The following ideas are only starting points for consideration:

→ Nature
→ Regeneration
→ Environmental awareness and programmes
→ The arts
→ Surfing
→ Tourism
## Proposed initiatives under this theme

<table>
<thead>
<tr>
<th>Theme</th>
<th>No.</th>
<th>Action</th>
<th>Considerations</th>
<th>Priority</th>
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</table>
| Identity| DW1.1| Build a strong river corridor identity.                                | This could be defined by:  
- The ‘River Towns’.  
- Special Iwi significance.  
- Paa routes.  
- Cycle linkages.  
- River activities.  
- Other cultural heritage (mining, wine research, energy, horticulture etc.).  
- Identify heritage areas with explanation plaque, map, website.  
- Engage heritage groups for local signage to identify: heritage items; walkways; marae; MOs/NAOs; Recreation areas to stop / picnic.  
- Signage ‘you are here’ maps at information centres / town centres.  
- Give each town a theme / draw card / ‘signature’, which could be heritage related, but not necessarily.  
- Consider locating an icon in each town along the river, which could serve as a photo opportunity. | Top      |
| DW1.2   |      | Build the identity of each town under the umbrella of the entire District.| The following ideas are only starting points for consideration:  
- Tuakau: Sir Edmund Hillary, trading centre for passing waka, saleyards.  
- Pokeno: dairy, markets, ice cream, bacon.  
- Mercer: tourism, wine, cheese, skydiving.  
- Meremere: motorsport, Whangamarino wetlands, former power station.  
- Te Kauwhata: viticulture, Whangamarino wetlands.  
- Rangiriri: Rangiriri Paa.  
- Ohinewai: ferry landing.  
- Huntly (Ranui-Pookena): Lakes, power, mining, bricks, arts, rugby league.  
- Taupiri: Taupiri maunga, sawmill, flaxmill.  
- Ngaruawahia (Ngaruawahaia): Te Kiingitanga, confluence of the Waipa and Waikato Rivers, Hakarimata Ranges, Te Mana o Te Rangi reserve, Puke-i-Aahua Paa/Reserve and Tuurangawaewae Paa  
- Horotiu: Maaori gardens, business park.  
- Te Kowhai: airpark.  
- Whatawhata: peach trees, local paa sites.  
- Tamahere: gully network, Wiremu Tamehana, markets.  
- Matangi: Matangi Factory.  
- Raglan (Whaingaroa): nature, regeneration, environmental, the arts, surfing, tourism. | Very high |
Proposed initiatives under this theme

<table>
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<th>Theme No.</th>
<th>Action</th>
<th>Considerations</th>
<th>Priority</th>
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| DW1.3     | Promote cultural tourism in the river corridor. | This would need to be championed by Waikato-Tainui and may include:  
• Waka journeys.  
• Controlled visits to cultural sites.  
• Culturally appropriate learning experiences.  
• Way-finding and icon sculptures – on cultural themes.  
• Basic weaving (as a way to teach Maths, Physics and Environmental Science).  
• Environmental appreciation (translating into environmental management, restoration and recovery, park ranging and interpretation guides training and job opportunities). | Very high |
3.2 Nature

Taiao

- Biodiversity
- Solid waste
- Low impact storm water
- Rural drainage
3.2 NATURE

The aim under this theme is to:

**Protect and support enhancement of the natural environment with revegetated biodiversity links and clean waterways.**

The following aspects are covered under this theme:

- Biodiversity;
- Solid waste;
- Low impact stormwater; and
- Rural drainage.

**Biodiversity**

The district’s Significant Natural Areas are shown on **Figure 3-4**. To protect and strengthen this network of areas with biodiversity value the following is proposed.

- Support the implementation of the Local Indigenous Biodiversity Strategy, being produced by WRC and due in June 2019.
- Continue to support existing habitat restoration initiatives related to river banks, lakes, gullies, ranges, and wetlands.
- Provide further support to restoration efforts led by community groups, e.g. of the stream gullies in Tamahere.
- Showcase and promote best practice environmental management throughout council operations and delivery of services (e.g. roading, waters, and parks).
- Maintain, promote, and possibly extend Council funding initiatives (e.g. through the conservation fund) and target these to current gaps, such as fencing bush blocks and fragments, and pest control.
Solid waste

The following actions related to solid waste are proposed:

→ Continue support of education programmes.
→ Review the funding options.
→ Analyse, and take learnings from, existing initiatives in Raglan (Xtreme Zero Waste), Waipa (around construction waste), and others in New Zealand and overseas.
→ Investigate waste recovery options for areas across the district.
→ Investigate container deposit schemes options for areas across the district.

Low impact storm water

The following actions related to a low impact storm water approach are proposed:

→ Complete the ongoing data capture and condition assessment of storm water assets.
→ Build a greater awareness of the Waikato Regional Council (WRC) storm water guidelines across WDC.
→ Lead by example by applying LIUD approaches in Council works.
→ Investigate options to promote and incentivise LIUD, e.g. through a remission of Development Contributions or an eco-design advice service.

Rural drainage

The following actions related to rural drainage are proposed:

→ Develop a better understanding of the asset base and roles and responsibilities of both WDC and WRC.
→ Confirm the Council’s approach to drainage, and ensure it is reflected in the consenting process.
→ Ensure developers know WRC requirements prior to starting developments.
Proposed initiatives under this theme

<table>
<thead>
<tr>
<th>Theme</th>
<th>No.</th>
<th>Action</th>
<th>Considerations</th>
<th>Priority</th>
</tr>
</thead>
</table>
| Nature | DW2.1| As a review of Waikato District Council's Conservation Strategy, investigate the development and implementation of a Local Indigenous Biodiversity Strategy for the District, jointly with Waikato Regional Council staff. | Consider:  
• River, lake and lowland habitat restoration.  
• Community led gully restoration.  
• Showcase and promote best practice environmental management throughout Council operations and delivery of services, e.g. roading, waters, and parks.  
• Fence bush blocks and fragments, pest control.  
• WDC to lead implementation with an environmental planner in charge. | Top       |
|        | DW2.2| Review solid waste services.                                            | Consider:  
• Funding options.  
• Supporting education programmes.  
• Reviewing existing solid waste initiatives in Raglan, Waipa (construction waste), and other domestic and international examples relevant to the district and implementing applicable approaches.  
• Investigating waste recovery options for all areas.  
• Investigating container deposit schemes. | High      |
|        | DW2.3| Complete the ongoing data capture and condition assessment of storm water assets. |                                                                                     | Medium    |
|        | DW2.4| Build a greater awareness of the Waikato Regional Council (WRC) storm water guidelines across WDC. |                                                                                     | Medium    |
|        | DW2.5| Drive Low Impact Urban Design (LIUD) approaches through Catchment Management Plans and Integrated Catchment Management Plans. |                                                                                     | Medium    |
|        | DW2.6| Lead by example by applying low impact storm water approaches in Council works. |                                                                                     | Medium    |
|        | DW2.7| Investigate options to promote LIUD, e.g. through a remission of Development Contributions or an eco-design advice service. |                                                                                     | Medium    |
|        | DW2.8| Develop a better understanding of the rural drainage asset base and roles and responsibilities (WDC and WRC). |                                                                                     | Medium    |
|        | DW2.9| Confirm the Council’s approach to drainage, and ensure it is reflected in the consenting process. |                                                                                     | Medium    |
|        | DW2.10| Ensure developers know rural drainage WRC requirements up front. |                                                                                     | Medium    |
3.3 iwi

- The Joint Management Agreements
- Building relationships with hapu
- Building awareness of Council processes
- Increasing the use of Te Reo
- Acknowledging iwi beyond Waikato District
- Resourcing staff positions adequately
3.3 IWI

The aim under this theme is to:

**Build on the Joint Management Agreements and other agreements, celebrate Maaori culture, and promote the use of Te Reo.**

The following aspects are covered under this theme:

- The Joint Management Agreements (JMA) and other relationship agreements;
- Engagement and relationship building;
- Increasing the use of Te Reo; and
- New staff positions related to Maaori partnership.

**The Joint Management Agreements (JMA) and other relationship agreements**

It is proposed that the JMAs and other relationship agreements be used more effectively. The following should be considered in this regard:

- The agreements should be the umbrella accords, Council processes should be put through the lens of the agreements.
- Newly developed processes that are relevant need to be included as a part of the agreements.
- Iwi and hapuu management plans have to be recognised by the Council under legislation. This could also be brought into the agreements.

**Engagement relationship building**

It is proposed that a strategy be formulated to build engagement relationships with Hapuu and to strengthen awareness of Council processes and practices within Hapuu. The following should be considered in this regard:

- Deal with the right people when undertaking WDC processes, i.e. ensure greater awareness of the iwi structure, and the importance of Hapuu.
- Identify and build a relationship with a mandated representative or representatives from iwi who are able to speak on behalf of iwi and who
would be able to talk to a document with authority if it were to be tabled at an iwi hui. Furthermore, create a process through which the same people can be dealt with regularly and brought into the process early. This would give the Council the assurance that they are speaking with the right people.

- Reimburse each representative for their knowledge and time.
- Consider bringing back He Paanui (or something similar). Discuss with iwi the issues that might be important to them that they want to be kept up to date with; Council can also feedback into this.
- Give support or recognition to the plans of manawhenua, for example, if they have management plans.
- Consider setting up a reference group made up of manawhenua and marae representatives.
- Build iwi / hapuu te aranga principles into WDC projects, designs, and consultation processes.

**Increasing the use of Te Reo**

It is proposed that the use of Te Reo be increased. To this end a strategy is needed. The following should be considered in this regard:

- The Council's Te Reo policy and Bilingual Signage policy are both relatively up to date.
- Implementation of this policy in corporate documents and on the website in terms of headings has started, but is only in limited areas.
- The WDC Te Reo policy needs to be socialised again and more deeply with Councillors, because to implement Te Reo also requires more cultural practices being adopted from the highest level.

- Te Reo policy also requires a budget for its implementation, e.g. changes to website, rebuilding and translation budget for corporate documents.
- The policy needs refinement and more decisions around use of ‘aa’ for well known place names.
- Internally (for Council staff) workshops related to personal mihi, waiata, general protocol for visiting marae, having hui etc. could be of assistance.

**New staff positions**

It is proposed that the above propositions be supported by the creation of new staff positions. The following should be considered in this regard:

- The appointment of a Maaori Partnership Manager. This Pohono Iwi ki te Haapori (Maori Partnership Manager) sits with the CE group which will, appropriately, facilitate a “chief to chief” relationship
- WDC likely also needs an operational person supporting the Maaori Partnership Manager.
<table>
<thead>
<tr>
<th>Theme</th>
<th>No.</th>
<th>Action</th>
<th>Considerations</th>
<th>Priority</th>
</tr>
</thead>
</table>
| Iwi DW3.1 | Use the Joint Management Agreements (JMA) more effectively. | • This should be the umbrella accord, WDC processes should be put through a JMA lens.  
• Newly developed processes that are appropriate need to be included as a part of the JMA.  
• Iwi and hapuu management plans have to be recognised by Council under legislation, this could also be brought into the JMA. | Top |
| DW3.2 | Formulate a strategy to build engagement relationships with Hapuu and to build awareness of Council processes and practices within Hapuu. | • WDC processes are not dealing with the right people, i.e. greater awareness of the iwi structure is needed, including the importance of Hapuu.  
• This can be addressed by building a relationship with a mandated person or persons who are able to speak on behalf of iwi, and creating a process through which the same people can be dealt with regularly and brought in early in the process. This would give the Council the assurance that they are speaking with the right people, e.g. someone from iwi who would be able to talk to a document with authority if it were to be tabled at an iwi hui.  
• Each representative needs to be reimbursed for their knowledge and time.  
• Iwi/hapuu te aranga principles need to be built into WDC projects, designs, and consultation processes.  
• Consider bringing back He Paanui (or something similar). Discuss with iwi issues that might be important to them that they want to be kept up to date with; Council can also feedback in to this.  
• Support or recognition should be given the plans of manawhenua if they have management plans (for example).  
• CCL should set up a reference group made up of manawhenua and marae representatives.  
• Iwi/hapuu te aranga principles need to be built into WDC projects, designs, and consultation processes. | Top |
| DW3.3 | Formulate a strategy for increasing the use of Te Reo | • The Council’s Te Reo policy and Bi-lingual Signage policy are both relatively up to date.  
• Implementation of this policy in corporate documents and on the website in terms of headings has started but is only in limited areas.  
• The WDC Te Reo policy needs to be socialised again and more deeply with Councillors because to implement Te Reo also requires more cultural practices being adopted from the highest level.  
• The Te Reo policy also requires a budget for its implementation, e.g. changes to website, rebuilding and translation budget for corporate documents.  
• The policy needs refinement and more decisions around use of ‘aa’ for well-known place names.  
• Internally (for Council staff) we could do workshops related to personal mihi, waiata, general protocol for visiting marae, having hui etc.  
• Awaiting the appointment of a Maori Partnership Manager. | High |
| DW3.4 | Create new staff positions related to Maori partnership. | • Pohono iwi ki te Haapori (Maori Partnership Manager) sits with the CE group in the new structure, which is helpful as it will facilitate a “chief to chief” relationship.  
• An operational team member is likely also required, as there are 40 Marae to engage with. | Very high |
3.4 communities

Haaporī

- District-wide community needs
- Council communications
- Facilitating local communication
- Supporting local events
### 3.4 COMMUNITIES

The aim under this theme is to:

**Strengthen, enable and connect local communities and citizens, and support those most in need.**

As part of the Blueprint process an exercise to analyse the social wellbeing of all of the individual settlements was undertaken. A summary of the outcomes of this exercise is included in Appendix B. This process usefully served to create a better understanding of the local communities and their needs. This serves as a backdrop for the proposals under this theme (as well as to some extent under several others).

The following aspects are covered under this theme:

- Addressing district-wide community needs;
- The Council’s website and social media;
- Facilitating local communications; and
- Supporting local community events.

**District-wide needs**

The following is proposed to address district-wide community needs:

- Several sporting facilities and reserves are in need of upgrades and need to be made fit for purpose. The implementation of the strategy for this should be continued.
- Several arts facilities are in need of upgrades. A strategy for this should be produced.
- Access issues to library services within the Hamilton City Council area should be resolved.
- There is a need for improved access to medical services within the community. This includes the following:
  - The lack of DHB services should be addressed.
  - Isolation issues should be better understood and addressed.
- The strategy for public toilets should be continued to be implemented.
- The youth strategy should be continued to be implemented.
- There is a lack in aged care facilities. A strategy for addressing this shortage should be determined.
- A social audit identifying which services are being funded and by whom, which funding gaps exist, and whether there is any duplication should be undertaken.
- Safer communities initiatives should be supported. This includes:
  - Forming partnerships between communities, police, and the Council to address vandalism;
  - The rollout of CCTV; and
  - Improvements to lighting where needed.
- A strategy for the clean-up of building frontages and streetscapes in town centres and other key areas should be determined in order to back up and strengthen a ‘clean green’ image.

In relation to medical, aged care, and social wellbeing generally, it is important to realise that the Council is generally only in an advocacy position, rather than a direct provider.

**Council website and social media**

Analysis and consultation identified that the accessibility of the Council’s website and social media should be improved. The following should be considered in this regard:

- Plans and policies for the Council’s website should be progressed, and some technical adjustments made.
- Information about external groups on the Council website should be better managed.
- Plans and policies for the Council’s social media should be progressed. The Customer Delivery team is now monitoring during the day, as many of these are service delivery requests, while the Communications team is monitoring at night. A new part-time position is identified in the organisational structure to provide online support. This position is to be recruited in 2019.
Local communications

It is proposed that a strategy for facilitating local communities in their website and social media communications be developed. The following should be considered in this regard:

- Online ‘poverty’ areas should be identified by reviewing social media sites in local communities, e.g. Neighbourly and already developed community pages, blogsites, and email groups.
- ‘Champions’ within the community, who would be interested to learn what to do to establish a local communications network, should be identified.
- ‘Trainers’ in the community, who could work with the ‘champions or champion teams’, should be identified.
- Social media restrictions with regards to ‘formal’ Council postings should be acknowledged.

Local community events

It is proposed that Council provide more support to local communities in organising events. The following should be considered in this regard:

- The Council’s support role as contact for local community organisers will be via Service Delivery and Parks and Facilities.
- A digital events page could be of help with, for example, the following information:
  - Advice on how to run and market a successful event;
  - Advice on traffic management, safety and other requirements; and
  - Advice on the district events calendar.
- The Council could resource this work by an Engagement Manager and Coordinator, for which a position is being established.
## Proposed initiatives under this theme

<table>
<thead>
<tr>
<th>Theme</th>
<th>No.</th>
<th>Action</th>
<th>Considerations</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Communities</td>
<td>DW4.1</td>
<td>Continue the implementation of the strategy for the upgrade of sporting facilities and reserves.</td>
<td>Consider the wider regional aspect of facilities in determining what is required.</td>
<td>Top</td>
</tr>
<tr>
<td></td>
<td>DW4.2</td>
<td>Complete a strategy for the upgrade of arts facilities.</td>
<td></td>
<td>Top</td>
</tr>
<tr>
<td></td>
<td>DW4.3</td>
<td>Resolve access needs to Hamilton libraries.</td>
<td></td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>DW4.4</td>
<td>Address lack in medical services and isolation issues.</td>
<td>The Council is generally only in an advocacy position.</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>DW4.5</td>
<td>Implement the public toilet strategy.</td>
<td></td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>DW4.6</td>
<td>Implement the youth strategy.</td>
<td></td>
<td>Very high</td>
</tr>
<tr>
<td></td>
<td>DW4.7</td>
<td>Determine a strategy for addressing the lack in aged care facilities.</td>
<td></td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>DW4.8</td>
<td>Undertake a social audit to determine which services are being funded and by whom, which gaps exist, and whether there is any duplication.</td>
<td></td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>DW4.9</td>
<td>Support safer communities initiatives.</td>
<td>Consider: • Partnership between communities, police, council to address vandalism. • CCTV rollout. • Lighting.</td>
<td>Very high</td>
</tr>
<tr>
<td></td>
<td>DW4.10</td>
<td>Determine a strategy for the clean-up of building frontages and streetscape in town centres and other key areas.</td>
<td>Consider: • The Council in a resourcing and coordination role. • partnerships and / or direct engagement with landowners.</td>
<td>High</td>
</tr>
</tbody>
</table>
## Proposed initiatives under this theme

<table>
<thead>
<tr>
<th>Theme No.</th>
<th>Action</th>
<th>Considerations</th>
<th>Priority</th>
</tr>
</thead>
</table>
| DW4.11    | Improve accessibility of the Council’s website and social media. | Consider:  
- Progressing plans and policies for the Council’s website.  
- Better managing information about external groups on the Council website.  
- Progressing plans and policies for the Council’s social Media, including the monitoring (day vs. night) of the Council’s social media.  
- A new part-time position is identified in the organisational structure to provide online support. | Medium |
| DW4.12    | Determine a strategy for facilitating local communities in their communications (website / social media). | Consider:  
- Identifying online ‘poverty’ areas by reviewing social media sites in local communities, e.g. Neighbourly and already developed community pages, blogsites, and email groups.  
- Identifying ‘champions’ within the community who would be interested to learn what to do to establish a local communications network.  
- Identifying ‘trainers’ in the community who could work with the ‘champions or champion teams’.  
- Acknowledging social media restrictions with regards ‘formal’ Council postings. | Medium |
| DW4.13    | Support events organised by local communities. | Consider:  
- The Council’s support role with Service Delivery and Parks & Facilities as contact for local community organisers.  
- Events page: advice on how to run and market a successful event; advice on traffic management, safety and other requirements; and advice on the district events calendar.  
- Council resources: a Senior Engagement Advisor position is being established. | Medium |
3.5 growth

Tupuranga
3.5 GROWTH

The aim under this theme is to:

Direct cohesive growth outcomes which support all community needs.

The following aspects are covered under this theme:

→ District Growth Strategy;
→ Housing and property affordability; and
→ Design guidance.

District Growth Strategy

The 2016 population as well as the projected 2045 population for each of the major Blueprint settlements is depicted in Figure 3-6. These are based on Census Area Units, and not necessarily aligned with each settlement.

It is understood that these projections are being reviewed (once Statistics NZ releases new data), and that in several parts of the district planning provision is made for much higher numbers. At the same time, the Proposed District Plan (PDP) process is ongoing. For these reasons the following initiatives related to growth and District Plan zoning are proposed:

1. First, receive revised population and household projections.
2. Then, assess the plan enabled and commercially feasible residential, business and industrial capacity against the new projections.
3. Review the District Development (Growth) Strategy.

Legend

<table>
<thead>
<tr>
<th>2045 Projection</th>
<th>2016 Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>XXX</td>
<td>XXX</td>
</tr>
</tbody>
</table>

RIGHT FIG. 3-6: Population and population growth projections for most of the settlements included in the Blueprint project (Data source: University of Waikato medium projection and WISE)
Lastly, undertaken an exercise to determine future residential, business and industrial zoning opportunities beyond the PDP.

It is understood that the Council will review the growth strategy for the district, as per the Strategic Planning Framework. The actions proposed above and other relevant parts of the Blueprint will provide key input into this strategy.

### Housing and other property affordability

There is a great need to improve housing and other property affordability throughout the district. To this end it is proposed that a district-wide affordable housing strategy be prepared. The following should be considered with regards to this strategy:

- An existing initiative is ongoing in Raglan which should be supported by WDC in whichever way possible. It should also be analysed in order to learn lessons that may be applicable at a district-wide level.
- Tenure alternatives, such as rental, part ownership, co-housing, social housing etc, should be considered.
- Unintended barriers in the District Plan, such as lot size requirements, parking requirements, secondary dwellings, etc, should be identified and, if possible and balanced with amenity imperatives, addressed as part of the ongoing District Plan review.
- Alternative design approaches, such as medium density, shared services, secondary dwellings etc, should be further considered and promoted.
- Consideration should be given to ways in which infrastructure can support affordability, e.g. schools, water tanks etc.
- Government funding options should be explored.

The Council cannot prepare and implement such a strategy on its own. While the Council could take a leadership role, partnerships with relevant agencies, and possibly other territorial authorities should be formed. This would help to make this strategy as holistic as it should be, and be able to address issues (including several of the above) that are outside the Council’s control.

### Design guidance

Residential and employment growth also bring challenges around the quality of development. This could possibly degrade the character of an area and / or create security issues. To counteract this, it is proposed that design guidance introduced through the PDP be implemented. Consideration should be given to the following:

- The implementation of better pre-application procedures for design input into consent application processes. This could include input by urban design specialists in informal settings such as design meetings or workshops, and / or the introduction of an urban design panel to review and provide advice on major development proposals.
- Design guidelines have been produced as part of the PDP, which is being reviewed. As part of this review, further consideration should be given to whether separate guidelines are needed for specific towns and villages, areas, or specific types of development.
Proposed initiatives under this theme

<table>
<thead>
<tr>
<th>Theme</th>
<th>No.</th>
<th>Action</th>
<th>Considerations</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Growth</td>
<td>DW5.1</td>
<td>Review the District Development (Growth) Strategy based on revised population and household projections.</td>
<td></td>
<td>Top</td>
</tr>
<tr>
<td></td>
<td>DW5.2</td>
<td>Assess the plan enabled and commercially feasible residential, business and industrial capacity against the new projections, followed by an exercise to determine future residential, business and industrial zoning opportunities beyond the PDP.</td>
<td>Also refer to specific local areas.</td>
<td>Top</td>
</tr>
<tr>
<td></td>
<td>DW5.3</td>
<td>Undertake preparatory work in advance of an affordable housing strategy.</td>
<td>Consider: - Supporting the initiative in Raglan and learn lessons from this. - Tenure alternatives such as rental, part ownership, co-housing, social housing etc. - Unintended barriers in the District Plan, e.g. lot sizes, parking requirements, secondary dwellings, etc, balanced with amenity imperatives. - Design approaches, e.g. medium density, shared services, secondary dwellings etc. - How infrastructure can support affordability, e.g. schools, water tanks etc. - Government funding options.</td>
<td>Very high</td>
</tr>
<tr>
<td></td>
<td>DW5.4</td>
<td>Implement design guidance.</td>
<td>Consider: - The implementation of better pre-application procedures for design input. - The production of design guidelines, in addition to those in the PDP.</td>
<td>High</td>
</tr>
</tbody>
</table>
3.6 economy

Oohanga

Existing situation
Office, retail, and industrial
Retaining existing wealth
Creating new wealth
Capturing wealth from elsewhere
3.6 ECONOMY

The aim under this theme is to:

**Support the rural and urban economy, and attract more visitors, entrepreneurs, and employment uses.**

The following aspects are covered under this theme:

→ Analysis of the district’s employment situation.
→ Strategies for retaining existing wealth, including:
  - Keeping expenditure local; and
  - Youth and others in unemployment.
→ Strategies for creating new wealth, including:
  - Small business and retail growth; and
  - Establishing or expanding business clusters.
→ Strategies for capturing wealth from elsewhere, including:
  - Attracting new residents with resources to invest locally; and
  - Recreation and business visitor attraction.

**Analysis**

The growth of jobs in the Waikato District has been relatively slow¹:

→ In 2001 there was 1 job for every 4.5 residents
→ In 2017 there was 1 job for every 4.2 residents

Jobs in the Waikato District are only providing work for half of residents who work (ignoring the unemployed), a shortage of 12,200 jobs (refer to Figure 3-8)². Ideally Waikato District should be aiming to provide at least one job for every household – whilst recognising that that still does not mean that all residents will find work in the district because they may not have the skills to match the jobs available and because those living outside the district will be taking some of the available jobs (refer to Figure 3-9)².

At present this one job for every household target is not even close, with the district only providing one job for every four residents, and there has been very little improvement over the last 16 years.

¹Based on analysis of information from Statistics New Zealand.
²Based on analysis of information from Statistics New Zealand, Journey to Work data.
Horticulture and agriculture

This sector is fundamentally important to the district’s economy, as is also evidenced by the area of land used for these activities (refer to Figure 3-10). There is therefore a need to protect prime and good quality agricultural land. Also, care should be taken to avoid reverse sensitivity issues by using appropriate spray buffers around residential and other sensitive land uses.

However, this sector created only 230 jobs over the last 16 years, which equates to 14 jobs each year (an increase in growth of 0.04% per annum).

During this same time:

→ The residential population increased by 37%;
→ Employment in the district increased by 46%.

Relying on horticulture and agriculture alone for employment and wealth is therefore not sufficient; growth should also come from other sectors.

Job growth based on population growth

It is important to note that population growth alone will not provide sufficient jobs to gainfully employ those coming to live in the district.

If 100% represents all of those who come to live in the district and want to work, then:

→ The jobs created to provide for their ‘day to day needs’ would only represent 15% of the total jobs needed (the teachers, daycare providers, shop employees, garage employees etc. that these residents need for their daily lives); and
→ An additional 20% of the jobs needed could be provided if the district begins to provide many of the higher order services that these residents may need (such as doctors, accountants, law firms, optometrists) that are now provided from Auckland and Hamilton.

Providing for more of the needs of the growing district population can therefore only be expected to create 35% (at best) of the jobs needed.

This still leaves 65% of the jobs needed to be provided by activities that serve more than local residents, including factories serving markets outside the district and services serving businesses and residents outside the district, including day visitors and tourists.

Potential

The work undertaken through the Blueprint process demonstrates the potential for the district to provide one job for every 2.4 residents, which is effectively one job per household.

To achieve this goal, the district will have to:

→ Continue to do well in growing employment in all the activities where the district is already growing jobs faster than the other parts of Regional North Island¹ (see below inset ‘Waikato’s competitive advantages’); and
→ Catch up with the jobs growth rates that other parts of Regional North Island have been able to achieve in activities where the district has been comparatively lagging in employment (such as cafes and restaurants).

Waikato’s competitive advantages - Comparing with Regional North Island in jobs creation between 2001 and 2017:

→ Meat and meat product manufacturing: 190 jobs (22% more than expected);
→ Dairy product manufacturing: 148 jobs (92% more jobs than expected);
→ Specialised machinery and equipment manufacturing: 116 jobs (77% more than expected);
→ Sawmilling and timber dressing: 102 jobs (43% more than expected); and
→ Non-building construction services: 119 jobs (48% more than expected).

¹Regional North Island refers to other parts of the North Island that form a good basis for comparison with the Waikato District due to the absence of major metropolitan areas.
Approach

In response to the findings, an economic strategy for the Waikato District based on the following approach has been formulated:

More specifically, these three steps translate into the following target areas:

<table>
<thead>
<tr>
<th>Step 1: Retain existing wealth</th>
<th>Step 2: Create new wealth</th>
<th>Step 3: Capture wealth from elsewhere</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Keep expenditure local</strong></td>
<td><strong>Small business and retail growth</strong></td>
<td><strong>Attract new residents with resources to invest locally</strong></td>
</tr>
<tr>
<td>→ Attract those with high incomes to local centres</td>
<td>→ Attract high income residents and businesses</td>
<td>→ Families</td>
</tr>
<tr>
<td>→ Residents spending time and therefore money locally</td>
<td>→ Home business growth/grow-out</td>
<td>→ Pre-retirees</td>
</tr>
<tr>
<td>→ Workers spending time and therefore money locally</td>
<td>→ Small business and new-economy skills</td>
<td>→ Retirees</td>
</tr>
<tr>
<td>→ Maximise the trading envelope</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Youth and others in unemployment</strong></td>
<td><strong>Establishing and expanding business clusters</strong></td>
<td>Recreation and business visitor attraction</td>
</tr>
<tr>
<td>→ Up-skill existing employees/ youth jobs</td>
<td>→ Attract those with scarce skills</td>
<td>→ Long activity - 1.5+ hours</td>
</tr>
<tr>
<td>→ Job expectations and aspirations of youth/others</td>
<td>→ Ensure sufficient well located, zoned &amp; serviced land</td>
<td>→ Unique attractions</td>
</tr>
<tr>
<td>→ Transfer new-economy skills to local youth/others</td>
<td>→ Attract catalytic first movers</td>
<td>→ Specifically timed activities</td>
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<td></td>
<td>→ Vision, promote &amp; market clusters</td>
<td>→ Departing visitors targets</td>
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<tr>
<td></td>
<td></td>
<td>→ Short stay attraction master classes</td>
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<td></td>
<td></td>
<td>→ Large scale cultural or family events</td>
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<td></td>
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<td>→ Corporate and government functions and events</td>
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<tr>
<td></td>
<td></td>
<td>→ Film and advertising shoots, product launches</td>
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<td></td>
<td></td>
<td>→ Regional or difficult to locate sports</td>
</tr>
</tbody>
</table>

This will be expanded upon over the next pages of this report section.
Step 1: Retain existing wealth

This could be achieved by:

→ Reducing 'leakage' of income, i.e. keep expenditure local; and
→ Reducing unemployment, particularly among young people.

Keep expenditure local

The retail sector in the Waikato District is struggling, evidenced\(^1\) by the fact that:

→ Only 17% of all expenditure on retail and hospitality by Waikato residents is spent within the district; and
→ Only 19% of all expenditure at cafes, restaurants, bars and takeaways by Waikato residents is spent within the district.

Ways to address this and to improve retail performance include:

→ Ensure sufficient retail land supply;
→ Seek anchor tenants;
→ Encourage regeneration;
→ Improve the public realm;
→ Activate public spaces; and
→ Expand the trading envelope.

Expanding the trading envelope

Many Waikato town centres are 'dead' in the early morning, the evenings, and in the weekend. As a result people (locals and visitors) are not attracted to visit the town centre and businesses suffer and/or open later and close earlier as trading is not profitable (refer to Figure 3-12). Also the following uses and activities should be promoted in town centres to generate earlier and later patronage:

→ Education and training uses;
→ Clubs and societies;
→ Adventure play spaces; and
→ Events at night and during the weekend.

Targeting the right people

It is important to focus these activities on people who are already around, including:

→ Parents picking up children from schools and bus stops;
→ Parents taking children to after school activities;
→ Those going to clubs, community, special interest groups;
→ Those going to gyms and fitness centres;
→ Workers heading home from work;
→ People going to doctors, dentists and physios;
→ Cyclists, walkers and dog walkers; and
→ Those training for events

Similar lists could be envisaged for early mornings and weekends.

\(^1\)Marketview Data from Waikato District Social and Economic Profile: District Plan Review - Section 32. Evaluation (Final) July 2017, pp63-66.
Youth and others in unemployment

Unemployment statistics
Key unemployment statistics¹ for the district include the following:

→ 25,000 Waikato District workers are unemployed;
→ 10,000 are available and capable of working full time;
→ 60% of these are struggling to provide the skills employers want; and
→ 15% do not want to work.

Youth unemployment is a special challenge, evidenced by²:

→ 25% of Waikato District 15 to 19 year olds are unemployed (at any one time); and
→ Only one third (34%) of District 15 to 19 year olds work full-time.

Ways to address youth unemployment
Some approaches to address youth unemployment are listed below.

Developing their self worth and aspirations
→ Always have high expectations of them individually.
→ Reach out to challenged youth by:
  - spending time with them where they hang out;
  - giving them great things to do in safe places; and
  - introducing them to fun things that help with their self esteem.

→ Alter local job perceptions of 'top high school students'.
→ Create a barter bank – earn barter points for what they do to spend on what they want.
→ Clean up and put pride into public spaces frequented by young people and especially the areas where school children wait for their school bus.

Creating work experience with real employers
→ Organise that young people spend one or two days a week actually working (more if they are not going to school).
→ Engage in activities that are culturally important, such as environment management, dry stone walling, trails/signage, weed eradication etc.

School, youth and unemployed engagement activities
These could include:

→ Running a ‘Venture Club’ for young innovators, in which individuals or a small group develop a product idea by working through business and marketing plans with a mentor. They jointly seek investors and capital, and run the business. The profits, if any, are distributed.
→ Building computer controlled robotics and automation and remote controlled vehicles.
→ Environmental sensing, data logging and monitoring systems.
→ Automated robotic games, and computer and remote control led vehicles challenges.
→ 3D Printing, circuitry and components, design, printing and assembly.
→ Robotics and automation coding and writing control languages (e.g. Python).
→ Developing and applying artificial intelligence and expert system programmes.
→ Motor repairs, hot rod mechanical work.
→ Computer game making, web page, personal home pages for social media.
→ 3D printing, cottage crafts, perfume making, cake / marzipan design.
→ Building unique children’s play equipment.

Local initiatives
The following specific local initiatives are included in this Blueprint strategy:

→ Support initiatives by the technology and visitor sectors in Raglan to address youth unemployment.
→ Develop a youth strategy to tie in with the development of the proposed Puketirini Cluster in Huntly (refer to ‘Business clusters’ under ‘Step 2: Creating new wealth’).

¹Provided in a workshop context by a representative from the Ministry of Business, Innovation and Employment.
**Step 2: Create new wealth**

This could be achieved by:

- Generating growth in small businesses; and
- Establishing and expanding business clusters related to the service and industrial sectors.

### Generate growth in small businesses

Analysis identifies that if the district continues to provide the services it does well (such as Research & Development) and matches the recent growth in services that the other regional North Island areas have achieved over the last 16 years, then the district is quite capable of creating a further 25,000 service sector jobs over the next 27 years up to 2045.

This would be equivalent to creating almost 1,000 new service sector jobs in the district each year.

This could be broken down as follows:

- 4,500 (18%) in retailing and hospitality (over half (52%) in cafes, restaurants & takeaways);
- 6,200 (25%) in business services;
- 4,600 (18%) in government & education services; and
- 7,000 (28%) in health & personal services.

The table below indicates (for retail):

- The number of additional jobs projected;
- The approximate area of floor space required;
- The site area required (based on the assumption that retail buildings are generally single-storey and that the non-built areas such as access, carparking and stormwater take up 70% of the site area); and
- The length of retail frontage that the above represents.

With regards to the table, it is important to note:

- These figures are only based on population growth projections.
- These figures should be amended after the Proposed District Plan is settled.
- Further adjustments are required to reflect market realities.
- Mercer and Meremere, which have low growth, should have some allocation to allow regeneration.

### Retail

<table>
<thead>
<tr>
<th></th>
<th>Tuakau</th>
<th>Pokeno</th>
<th>Mercer</th>
<th>Meremere</th>
<th>Te Kauwhata</th>
<th>Huntly</th>
<th>Taupiri</th>
<th>Ngaruawahia</th>
<th>Horotiu</th>
<th>Te Kowhai</th>
<th>Whatawhata</th>
<th>Raglan</th>
<th>Tamahere</th>
<th>Matangi</th>
</tr>
</thead>
<tbody>
<tr>
<td>Employment</td>
<td>600</td>
<td>950</td>
<td>2</td>
<td>11</td>
<td>160</td>
<td>170</td>
<td>25</td>
<td>80</td>
<td>74</td>
<td>70</td>
<td>140</td>
<td>100</td>
<td>38</td>
<td>75</td>
</tr>
<tr>
<td>Floor space (m²)</td>
<td>15,300</td>
<td>24,000</td>
<td>50</td>
<td>280</td>
<td>4,000</td>
<td>4,300</td>
<td>630</td>
<td>2,000</td>
<td>1,900</td>
<td>1,800</td>
<td>3,600</td>
<td>2,500</td>
<td>950</td>
<td>1,900</td>
</tr>
<tr>
<td>Site area (ha)</td>
<td>5.10</td>
<td>8.00</td>
<td>0.02</td>
<td>0.09</td>
<td>1.33</td>
<td>1.44</td>
<td>2.00</td>
<td>0.68</td>
<td>0.63</td>
<td>0.59</td>
<td>1.20</td>
<td>0.85</td>
<td>0.31</td>
<td>0.64</td>
</tr>
<tr>
<td>Retail frontage (linear metre)</td>
<td>610</td>
<td>800</td>
<td>5</td>
<td>14</td>
<td>160</td>
<td>144</td>
<td>24</td>
<td>80</td>
<td>76</td>
<td>70</td>
<td>120</td>
<td>100</td>
<td>40</td>
<td>76</td>
</tr>
</tbody>
</table>

### Office

<table>
<thead>
<tr>
<th></th>
<th>Tuakau</th>
<th>Pokeno</th>
<th>Mercer</th>
<th>Meremere</th>
<th>Te Kauwhata</th>
<th>Huntly</th>
<th>Taupiri</th>
<th>Ngaruawahia</th>
<th>Horotiu</th>
<th>Te Kowhai</th>
<th>Whatawhata</th>
<th>Raglan</th>
<th>Tamahere</th>
<th>Matangi</th>
</tr>
</thead>
<tbody>
<tr>
<td>Employment</td>
<td>1,140</td>
<td>1,900</td>
<td>4</td>
<td>22</td>
<td>315</td>
<td>340</td>
<td>50</td>
<td>160</td>
<td>150</td>
<td>140</td>
<td>280</td>
<td>200</td>
<td>74</td>
<td>150</td>
</tr>
<tr>
<td>Floor space (m²)</td>
<td>27,500</td>
<td>45,200</td>
<td>100</td>
<td>530</td>
<td>7,500</td>
<td>8,100</td>
<td>1,200</td>
<td>3,800</td>
<td>3,600</td>
<td>3,400</td>
<td>6,800</td>
<td>4,800</td>
<td>1,800</td>
<td>3,600</td>
</tr>
<tr>
<td>Site area (ha)</td>
<td>3.44</td>
<td>5.65</td>
<td>0.01</td>
<td>0.07</td>
<td>0.94</td>
<td>1.01</td>
<td>0.15</td>
<td>0.48</td>
<td>0.45</td>
<td>0.43</td>
<td>0.85</td>
<td>0.60</td>
<td>0.23</td>
<td>0.45</td>
</tr>
</tbody>
</table>

### TOTALS

|      | Total added employment | 1,740 | 2,850 | 6 | 33 | 475 | 510 | 75 | 240 | 224 | 210 | 420 | 300 | 112 | 225 |
|------|------------------------|-------|-------|---|----|-----|-----|---|-----|-----|----|-----|-----|----|----|-----|
| Total sites (ha) | 8.54 | 13.65 | 0.03 | 0.16 | 2.27 | 2.45 | 2.15 | 1.16 | 1.08 | 1.02 | 2.05 | 1.45 | 0.54 | 1.09 |

1Retail excludes hardware and garden centres
Conditions for growth

The growth referred to will necessitate taking a number of pro-active actions to create the conditions, places and supportive environment that will enable this employment and business growth to take place.

These would include:

- Promoting the range and types of uses Council is seeking to have located in and near the main streets of its towns and villages and making sure businesses, builders, property investors and developers know that these uses are desired there.

- Looking carefully at existing and future planning regulations and facilitating the change of use of existing town and village centre buildings.

- Ensuring there is sufficient surplus of zoned land at appropriate locations (that makes business sense) in the district’s settlements for more than just retailing and to enable the grow-out of the growing number of local home based businesses.

- Looking at how a little Council investment could make the district’s towns and villages more attractive to visit more frequently and longer.

- Considering how existing and future Council facilities (such as libraries, parks and community halls) could best be harnessed to encourage people to come and stay longer; to attract residents, day visitors and young people; to help train and develop new skills, and to attract residents and visitors from the greater region to ‘special interest’ activities and ‘master classes’.

Business settings

Business growth requires having sufficient good quality, affordable business space in superior business settings.

The greatest demand (55%) is likely to be for more modest, affordable, medium quality office space, especially for personal and community services which is best located adjacent to the most frequented retail areas. Relatively little future demand (8%) can be expected for high quality prestige office space. However, well located affordable low cost, good quality office space is also likely to be in reasonably high demand (35% of all future office space). This will need to be clustered at suitable locations which will help these activities attract passing custom and clients.

This low cost, good quality office space will be most attractive if provided in recognisable, accessible, highly visible, superior small business settings that individual businesses would be unable to provide for themselves because of the required scale and cost compared with the limited demand from each business.

The provision of sufficient reasonable quality, affordable, low cost office space within 4 km of each major residential growth area will also be important. This is to enable the effective grow-out of new, rapidly growing home based businesses to commercial premises.

These premises need to be located at prominent, highly visible locations in superior small business settings.

Business clusters

In line with the above, it is proposed that business clusters be formed and promoted. These offer businesses the settings and services that they need to thrive and grow, as well as synergies related to being in a location in close proximity to other businesses in the same sector.

Building on current characteristics and strengths of some of the district’s towns and villages, specific ideas for clusters include:

- A Designers and Makers Cluster in Tuakau.
- A Designer Food Cluster in Tuakau.
- An Advanced Food Processing Cluster in Pokeno.
- A Synergy Park / Clean Production Cluster in Meremere.
- Establish a High Performance Vehicle Cluster in Meremere.
- An Employment, Skills and Technology Cluster that builds on existing uses at Lake Puketirini in Huntly.
- A Building Fabrication Construction Cluster at Lake Puketirini in Huntly.
- An Advanced Food Processing Cluster in Horotiu.
- A Heritage, Cultural and New Economy Business Cluster in Matangi.

Related to this is the creation of a business hub for high tech promotion and exchange in Raglan, also proposed.
**Industrial land**

Demand studies indicate a need for industrial land ranging from 240 ha by 2045 (Capacity Study July 2018) to 440 ha by 2061 (Longer-term Wise Study). Investigations as part of the Blueprint process show the potential for 460 ha of industrial land by 2045.

This could be broken down as follows:

- Food and clean production 64 ha
- General industries 86 ha
- Construction and utilities 126 ha
- Warehousing and wholesaling 124 ha
- Transport 40 ha

**Total** 460 ha

It is proposed that the areas shown on Figure 3-13 are utilised to accommodate the above demand.

These include the following:

<table>
<thead>
<tr>
<th>Available and proposed (approximate areas)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tuakau</td>
</tr>
<tr>
<td>Meremere</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
</tr>
</tbody>
</table>

*Continued overleaf.*
The following areas had been identified prior to, or have been identified during, the Blueprint process:

<table>
<thead>
<tr>
<th>Possible - to be verified (approximate areas)</th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Taupiri</td>
<td>Not zoned</td>
<td>200 ha</td>
<td>Clean production + compatible uses</td>
<td></td>
</tr>
<tr>
<td>Horotiu</td>
<td>Not zoned</td>
<td>60 ha</td>
<td>General industry</td>
<td></td>
</tr>
<tr>
<td>Meremere B</td>
<td>Not zoned</td>
<td>657 ha</td>
<td>General industry</td>
<td></td>
</tr>
<tr>
<td>Ohinewai A</td>
<td>Not zoned</td>
<td>40 ha</td>
<td>Furniture one-off</td>
<td></td>
</tr>
<tr>
<td>Ohinewai B + C</td>
<td>Not zoned</td>
<td>100 ha?</td>
<td>General industry</td>
<td></td>
</tr>
<tr>
<td>Ohinewai D</td>
<td>Submission</td>
<td>20 ha</td>
<td>Wholesale / warehousing</td>
<td></td>
</tr>
<tr>
<td>Ohinewai E</td>
<td>Application</td>
<td>10 ha</td>
<td>Modular building</td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td>1,087 ha</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The above sites should all be identified in more detail and verified in terms of technical and other constraints. However, at this early stage this analysis indicates that there is sufficient capacity to accommodate immediate and future industrial land demands.

**Clean Production**

Clean production, in particular milk powder processing and manufacturing of food processing equipment, has been very important for the district’s wealth creation and job growth. These can be expected to expand on their existing sites and similar types of new, or related businesses, may seek to locate in the district.

In the context of the Waikato District, these could include:

- Pharmaceutical distribution;
- Health and beauty products;
- Veterinary products;
- Medical equipment, assembly and servicing;
- Scientific, business and robotic equipment, assembly and servicing;
- CAD/CAM equipment and software development;
- Reinforced plastics and engineered timber products;
- Quality control and sorting equipment;
- Bulk food, designer foods and cottage food industries;
- Remote and satellite sensing;
- Short run, small batch precision products production runs; and
- Robotics, remote control, special vehicles, and electric vehicles.

These uses rely on environments that pose no contamination or disruption risk arising from adjacent or nearby activities.

The major food processing plants already in the district occupy sites with a combined area of 39 ha. All but one of these occupy sites of 6 ha or less each. The minimum area of 64 ha for future food and clean production may be adequate if these businesses each occupy sites of 5 ha or less ([Figures 3-14, 3-15 and 3-16](#)). However, Synlait has acquired a 25 ha site in Pokeno. If other similar businesses seek to secure much larger sites (either for themselves for future expansion or to prevent undesirable uses locating alongside them), providing only 64 ha for future food and clean production may prove inadequate to meet future demand.

Given the importance of high-value clean production for the district, the challenge for the Council is how to secure at least 64 ha of land for clean production, and how to stop other land uses incompatible with clean production taking all of the available land. Early analysis indicates that land near the future expressway interchange at Taupiri may offer good prospects.
Step 3: Capture wealth from elsewhere

This could be achieved by:

→ Attracting new residents with resources to spend locally; and
→ Attracting recreation and business visitors.

Visitor strategy

Potential
Day visitors offer great potential:

→ 2.3m people already live within a three-hour drive of the district (refer to Figure 3-17).
→ 3.1m people will be living within a one-hour drive by 2045.
→ Domestic visitors spend $1,100m in the Hamilton and the Waikato Region annually.
→ 84% are ‘day trippers’.

There is potential for the Waikato District to capture more of this.

Events
The Waikato District has significant annual draw card events, including:

→ The annual Waikato River Regatta Waka Parade held in March;
→ Turangawaewae Marae, opened during the March Regatta;
→ Raglan Sound Splash Music Festival, in January;
→ Raglan Rip Curl Pro-Surf;
→ Huntly Wearable Arts, in October every two years;
→ Karori Classic Bike Race (350+ participants), every July;
→ Matariki Festival, every May / June; and
→ Hampton Park motor sports events, various times in different years; and
→ Te Kowhai Fly-In & Market Day.

However, these are only attractive to niche markets and will not be sufficient to attract or sustain local businesses or have a major impact on the long term profitability of local accommodation. Also in terms of events there is room for growth in terms of new events or related to existing ones. Specifically the Huntly Wearable Arts could be increased in frequency and more economic spin-off (e.g. skills development for young people) could be created.
These attractions could include:

- Cultural tourism on the Waikato River (as covered under Section 3.1 Identity);
- Capitalising more strongly on recreational opportunities in and around the Hakarimata Ranges, e.g. through a gondola or a waterslide;
- Wedding receptions;
- Short stay ‘personal development’ and ‘life-long interest’ visitors (will also provide access to locals and will help attract high income residents, their families and retirees);
- Business workshops, training courses and retreats (see below);
- Photo, film and advertising shoots (see below);
- Sports attractions (see below);
- Tour bus stops (see below);
- Last overnight stop (see below); and
- Themed regional recreation hub (see below).

**Business workshops, training courses and retreats**
The district is well-located for business workshops, short-stay courses and retreats over weekends or midweeks, and should be promoted as such. Locations that are specifically attractive for this include Raglan and Tuakau.

**Photo, film and advertising shoots**
Street artists could improve neglected public spaces (refer to Figure 3-18). These spaces could then be used as locations for advertisements, film settings, or photoshoot locations where young people ‘model’ and build portfolios to become real models. The place can also become a visitor attraction.

**Sports attractions**
The district could position itself as a location for regional and difficult to locate sports.

Regional opportunities may include:

- Regional Lacrosse; and / or
- Southern Hamilton / South Waikato Regional Football.

Extreme and difficult to locate sports may include:

- Ultra-lights, para gliding and hang gliding;
- Motor cycling, dirt bike riding, scrambling;
- Motor gymkhanas, hill climbing;
- Four-wheel drive training and track finding;
- Mud running, point to point trekking;
- Shooting, archery;
- Model plane, drone and model powered car racing; and / or
- Competitive powered water sports.

**Tour bus stops**
Tour buses need comfort stops and driver fatigue breaks.

The Waikato District could cater for this by having places that are worth visiting, with great toilets associated. Retail and even visitor attractions could leverage off this.

Locations that should be considered for this include Mercer, Huntly, Taupiri, or Ngaruawahia.

**Last overnight stop**
Auckland accommodation is often totally booked out when more than one cruise ship arrives, which indicates a shortage of visitor accommodation in that region. Also, the Waikato District is well-located relative to Auckland, and especially Auckland Airport.

Visitor accommodation in the north of the district could cater well as an overnight stop location for cruise ship and air travellers having to depart from Auckland the next morning.

**Themed regional recreation hub**
Current key family attractions in the district include:

- The surfing beaches at Raglan and Port Waikato;
- The Te Awa River Ride walking, running and cycling path linking Hamilton with Horotiu;
- The ‘Ocean Trails’ Mountain Bike Park; and
- The Hampton Downs Motor Sports Complex.

To complement this and to provide more 1.5-hour activities that increase the chances that visitors extend their visit to an overnight stay, the idea of a
A themed regional recreation hub could be considered. Refer to Figure 3-19 for examples from elsewhere. Some specific ideas for the district include the following:

- A unique family recreational park, themed on the Raglan ranges, the Moa birds and the Waikato River system.
- A recreational park themed on the area’s coal mining history, which could include power station experience rides, play spaces and activities.
- An underground mine experience attraction, in an actual coal mine or one artificial constructed, with virtual mining experiences.
- The Glen Massey heritage steam ride, made commercially viable and to which could be added miniature trail rides around lakes and gardens pulled by a miniature steam train.
- A museum in an old train station, with a special collection or café and restaurant.
- Historic railway cottages and/or carriages, used to house craft and cottage industries selling to the public and providing accommodation.
- A unique skateboard bowl, possibly linked to a skateboard trail and walkways, with children’s bike trails.
- An installation with a 3D digital scanning camera linked to a 3D printer able to make miniatures of visitors and small toys and jewellery to take home.
- The extension of the current deep water diving activities in Huntly to include recreational options.
- A maze park with a small wooden maze for young children and a large maze for adults and families, with moveable panels to change the design. This could be linked to a puzzle shop.

The proposed regional recreation hub could also provide unique recreational and play equipment developed by local schools and craftspeople based on the local economy.

Ideally the attraction should be located adjacent to a town or village centre and at other visitor attractions.

**Addressing the negative effects of tourism**

Tourism should remain to provide a positive contribution to the district, and efforts should be made to address negative effects. Particularly in Raglan the community could use the help of the Council for support in creating additional and sustaining existing local jobs in tourism, to cope with increased pressure on infrastructure and waste management, and housing affordability issues.

A bed tax should be considered to help compensate and address negative impacts.
<table>
<thead>
<tr>
<th>Theme</th>
<th>No.</th>
<th>Action</th>
<th>Considerations</th>
<th>Priority</th>
</tr>
</thead>
</table>
| Economy| DW6.1 | Determine additional industrial, commercial and retail land needs.  | Refer to Growth DW5.1-DW5.2:  
1. First, receive revised population and household projections.  
2. Then, assess the plan enabled and commercially feasible residential, business and industrial capacity against the new projections.  
3. Review the District Development (Growth) Strategy  
4. Lastly, undertake an exercise to determine future residential, business and industrial zoning opportunities beyond the Proposed District Plan. | Top      |
|        | DW6.2 | Determine if, how much, and where possible future employment (land for office development) zoning opportunities beyond the Proposed District Plan lie. | Refer to specific local areas.                                                                                                                                                                                                 | Refer    |
|        | DW6.3 | Determine if, how much, and where possible future retail zoning opportunities beyond the Proposed District Plan lie. | Refer to specific local areas.                                                                                                                                                                                                 | Refer    |
|        | DW6.4 | Investigate the industrial land opportunities as identified in the Blueprint project. | Refer to diagram for provisional ideas on locations and areas.                                                                                                                                                  | Top      |
|        | DW6.5 | Investigate the clean production land opportunities as identified in the Blueprint project. | Refer to diagram for provisional ideas on locations and areas.                                                                                                                                                  | Top      |
|        | DW6.6 | Determine a youth into employment strategy, possibly in conjunction with existing entities in this space. | Consider:  
• Events of a nature that sustain business on an ongoing basis.  
• Cultural tourism on the Waikato River (as covered under Identity).  
• Wedding receptions.  
• Business workshops, training and meetings.  
• Film and advertising shoots.  
• Short stay ‘personal development’ and ‘life-long interest’ visitors (will also provide access to locals and will help attract high income residents, their families and retirees).  
• Sports attractions.  
• Themed recreation hub.  
• Tour bus stops.  
• Opportunities for the last overnight stop for cruise ship or Auckland Airport passengers.  
• Opening Council community centre kitchens for commercial purposes. | Top      |
|        | DW6.7 | Develop a visitor attraction strategy preferably focussed on 1.5 hour attractions. |                                                                                                                                                                                                               | Top      |
3.7 transport

Waka

- Bus
- Rail
- State Highway network
3.7 TRANSPORT

The aim under this theme is to:

**Leverage value off accessibility, help those disadvantaged by a lack of transport options, and prepare for future passenger rail.**

The following aspects are covered under this theme:

- The bus network;
- Opportunities related to passenger rail;
- The State Highway network; and
- Walking and cycling trails.

**Bus**

The Waikato District’s bus network is shown on [Figure 3-20](#). Although all settlements included within the Blueprint project are covered, consultation identified a strong desire within the local communities for an increased level of service.

It is proposed that work be undertaken to ensure that the frequency and timetables allow members of the community to rely on the bus service for access to and from jobs. This applies especially to the transport-poor that do not have access to a private vehicle and whose employment opportunities are dependent on the bus.

**Passenger rail**

The Auckland to Hamilton rail line through the Waikato District is shown on [Figure 3-20](#).

Work is underway to investigate the viability of a passenger train service on this line. Opportunities
exist for trains to stop at currently unused stations in several of the Blueprint settlements. While no specific initiatives are proposed pending the outcome of the above-mentioned work, it is proposed that opportunities for train services and for the development of train stations within any of the settlements be kept open. Examples include allowance for future developments with a greater density and / or a mix of uses within the walkable catchment of a train station, or for the development of a Park and Ride facility.

Also, any projects undertaken within the vicinity of stations or the railway line should, if possible, create favourable conditions for a possible future train service and associated facilities and / or Transit-Oriented Development.

The State Highway network

Extensive work on the State Highway network within the district is underway, including the realignment of the Waikato Expressway around Huntly and Taupiri, at Tamahere, and the planning and construction of Southern Links (in part) (refer to Figure 3 -20).

Analysis of the above and consultation with NZTA was undertaken as part of the Blueprint project. This was in order to understand impacts of the above on, and opportunities for, the district and / or local communities. Information on the situation of four specific areas considered is listed below.

It is proposed that WDC continue to monitor the consequences of State Highway projects on the Waikato District and its local communities, and when possible fulfil an advocacy role.

Tuakau / Pokeno

A new Government Policy Statement has signalled a change of focus for funding. Investments targeting State Highway 2 are on hold, with the exception of safety improvements. NZTA has declined further access onto State Highway 2 for developments.

Strong residential growth is occurring in Pokeno on both sides of State Highway 1. The Auckland to Hamilton Corridor and Blueprint projects may identify transformational opportunities or strategic needs, (e.g. a hospital or a school) to cater for or support residential and employment growth, however NZTA has no allocated budget for these areas.

Whangarata Road has been identified in the North Waikato Programme Business Case as a road that needs to be upgraded. However this should be taken to the Detailed Business Case stage to identify options, which could also include Harrisville and Buckland Roads.

Meremere

A new Government Policy Statement has signalled a change of focus for funding. Under a previous Government Policy Statement, the maximum speed on the Expressway was to be raised to 110km/hr. This would have meant that several side roads, possibly including Island Block Road at Meremere would be closed and some grade separated interchanges would be considered as a way to rationalise intersections. However NZTA is currently not considering these changes. Any industrial development, including to the north of Meremere, would trigger the need to assess access arrangements onto the State Highway.

Huntly

The Waikato Expressway is currently being realigned to bypass Huntly to the east. Connections into and out of Huntly will be provided to the north and south of the town.

Land is designated for the construction of a centrally located full interchange immediately to the east of the intersection between Kimihia and James Roads. Although currently no plans for the construction of this interchange exist, NZTA intends to retain this land and will continue to assess the need for it.

A major opportunity for Huntly is the revocation of the current State Highway 1 through town. A plan for amenity improvements in this corridor already exists and will be implemented.

Whatawhata

The intersection of SH39 and SH23 has been identified as being number 106 (out of 200) on NZTA’s high risk intersections. NZTA is currently assessing a Point of Entry for a business case. At this stage there is no timing for any possible improvements.

Tamahere

The following developments are relevant:

→ An East-West Link interchange at the realigned State Highway 1 for Tamahere is currently under construction. This includes the provision for walking and cycling, and a link between Cherry Lane and Bollard Road.

A cycle bridge across State Highway 21 or at-grade options are being investigated as part of the construction of the Te Awa ride between Cambridge and Hamilton.

→ A business case to determine the form and function of Cambridge Road is currently being undertaken by NZTA. Access into Newell and Annabrook Roads is proposed to be closed.

→ No decisions have been made yet with regards to Southern Links.
Walking and cycling trails

As identified in Section 3.1 Identity, the significance of the river corridor for the district could be strengthened through a network of attractive walking and cycling trails and routes along the Waikato River (up to Port Waikato) and the Waipa River.

Opportunities in the context of existing routes (the Te Araroa Trail, the Te Awa River Ride, and the Te Otamanui Trail) are shown on Figure 3-21.

The following actions are proposed:

- Better promote the existing trails.
- Review the existing trails strategy, identify missing local links, and then prioritise the construction of these.
- Devise a programme to source funding.
- Work with landowners to secure key links across private land.

RIGHT FIG. 3-21: Waikato District’s settlements along the river corridors
## Proposed initiatives under this theme

<table>
<thead>
<tr>
<th>Theme</th>
<th>No.</th>
<th>Action</th>
<th>Considerations</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport</td>
<td>DW7.1</td>
<td>Refer to Identity for cycling and walking tracks.</td>
<td></td>
<td>Refer</td>
</tr>
<tr>
<td></td>
<td>DW7.2</td>
<td>Secure an improved bus service for the entire Waikato District.</td>
<td>Consider integration with possible future train services.</td>
<td>Top</td>
</tr>
<tr>
<td></td>
<td>DW7.3</td>
<td>Support the Waikato train stations within the Auckland to Hamilton Corridor project.</td>
<td>Consider integration with bus services.</td>
<td>Top</td>
</tr>
<tr>
<td></td>
<td>DW7.4</td>
<td>Continue to monitor the consequences of State Highway projects on the Waikato District and its local communities, and when possible fulfil an advocacy role to positively influence outcomes.</td>
<td></td>
<td>Very high</td>
</tr>
</tbody>
</table>
|  | DW7.5 | Strengthen cycling and walking trails along the river corridor. | This could include:  
- Promote existing trails.  
- Review trails strategy, add missing local links, then prioritise.  
- Program to source funding.  
- Secure key links with landowners.  
- Parks & Reserves at WDC could lead through the Community Connections Team with key inputs from Communications. |  |
3.8 infrastructure

Hanganga

Cross-boundary approach to management

Water operations
Develop and maintain efficient infrastructure that is environmentally clean and will serve the community well into the future. The following aspects are covered under this theme:

Cross-boundary approach to management; and Water operations.

Cross-boundary approach to management

Infrastructure studies can be the starting point toward working toward optimum community and ecological outcomes. A number of studies are currently underway in the Waikato, which are described below. Studies are intended to ensure that the Waikato District Council, alongside neighbouring Councils, have resilient reticulated networks for future communities, utilising the best technological and environmental practices that are available.

A boundary-less approach to the management of water, waste water, stormwater and drainage services is an aspiration of neighbouring partner councils that form ‘Futureproof’. At the time of the preparation of this Blueprint a Futureproof study is underway, for the purpose of considering short (10 years), medium (30 years) and long-term (100 years) opportunities for neighbouring councils to share water assets. The reason for investigating such methods is to consider ‘whole of river, best for river / wai’ and ‘best for communities’ potential approaches.

A multi-agency initiative underway within the Waikato is the ‘Hamilton to Auckland Growth Study’ (‘H to A’). Part of the scope of this study is to ensure optimum decision making when balancing environmental and funding solutions for growth and infrastructure. A key outcome for any ultimate strategy is, through connected thinking, avoidance of multiple wastewater treatment plants.

WDC’s own investigations should provide improved understanding for achieving growth potential using consolidated / state-of-the-art wastewater treatment solutions (i.e. potential to combine existing plants within the district, i.e. Huntly and Te Kauwhata). Recommendations arising from these studies will have a significant, transformational influence on future locations and sizes of settlements.

Opportunities identified in the Blueprint assessment will influence and guide district growth, where infrastructural planning, resulting from the pre-emptive engineering studies, should be able to support this in the optimum way.

Water operations

Water operations within the Waikato will in the future be delivered by Watercare through a social contractual arrangement. The contract will be governed by a board, which will include the WDC Chief Executive, a Waikato Tainui Board Member, and two additional professional board members. This arrangement is being finalised in 2019, where a proposed term of the contract is understood to be 40 years.

Detail of this arrangement include the following:

- All aspects of the water business are anticipated to be transferred to the new entity. This includes Waikato District Operations, Water and Wastewater Servicemen and Asset Teams. The Water Billing Team will stay with the Council for several more years after formation (this is due to a statutory obligation). However it is expected that eventually this team will move to the Watercare contract. Assets will remain in ownership of the Waikato District Council.
- An office will be established in the Waikato District. Its location is yet to be determined.
- Waikato District Council and Watercare will consider best methods for storm water management within the district.
### Proposed initiatives under this theme

<table>
<thead>
<tr>
<th>Theme</th>
<th>No.</th>
<th>Action</th>
<th>Considerations</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Infrastructure</strong></td>
<td>DW8.1</td>
<td>Progress the contract arrangement with Watercare for the delivery of water operations within the district.</td>
<td>Best methods for stormwater management still to be considered by WDC and Watercare.</td>
<td>Top</td>
</tr>
<tr>
<td><strong>North Waikato</strong></td>
<td>DW8.2</td>
<td>Pokeno-Tuakau wastewater network upgrade, and the Tuakau wastewater pump station capacity upgrade.</td>
<td>Consideration can occur during associated planning, design and construction phases, to allow for any relevant engagement holdpoints with external parties.</td>
<td>Very high</td>
</tr>
<tr>
<td><strong>Raglan</strong></td>
<td>DW8.3</td>
<td>Raglan wastewater upgrade.</td>
<td>Required to cater for the Rangitahi Peninsula Plan Change Area.</td>
<td>Very high</td>
</tr>
<tr>
<td><strong>Mid Waikato</strong></td>
<td>DW8.4</td>
<td>Te Kauwhata wastewater treatment plant (WWTP) (short and long term).</td>
<td>Consideration is needed for wider northern corridor options. This will influence this required treatment plant upgrade including the location of any combined plant that could serve multiple communities. Aspirations can be captured during future community engagement processes that accompany such a project.</td>
<td>High</td>
</tr>
<tr>
<td><strong>Central Waikato</strong></td>
<td>DW8.5</td>
<td>- Horotiu to Ngaruawahia wastewater network; - Huntly to Ngaruawahia water main upgrade; and - Ngaruawahia network capacity planning.</td>
<td>Growth in areas require planning and network upgrading to ensure they are safe, and fit for purpose. Resolution of any capacity issues should occur, where effective developer engagement will allow for capture of aspirations.</td>
<td>High</td>
</tr>
<tr>
<td><strong>North Waikato</strong></td>
<td>DW8.6</td>
<td>Pokeno and Tuakau water main upgrades.</td>
<td></td>
<td>Medium</td>
</tr>
<tr>
<td><strong>Mid Waikato</strong></td>
<td>DW8.7</td>
<td>Te Kauwhata water-take consent renewal.</td>
<td>Consider community engagement methods as part of any RMA process.</td>
<td>Medium</td>
</tr>
<tr>
<td><strong>Southern Waikato and Small Schemes</strong></td>
<td>DW8.8</td>
<td>- Tamahere/Matangi water supply storage; - Onewhero (spring water) future services; and - Te Akau (bore water) end of water services.</td>
<td>Community aspirations coupled with growth requirements and economic sustainability will influence Council direction in respect to: - construction of a reservoir (Tamahere); and - continuing outdated reticulated service, where rain tanks with advanced site treatment may better serve Onewhero and Te Akau users.</td>
<td>Medium</td>
</tr>
<tr>
<td><strong>Raglan</strong></td>
<td>DW8.9</td>
<td>Raglan WWTP Renewal.</td>
<td>This is the next major WDC discharge consent renewal. Where strong community partnership are key to a successful process.</td>
<td>Medium</td>
</tr>
</tbody>
</table>
**Proposed initiatives under this theme**

<table>
<thead>
<tr>
<th>Theme</th>
<th>No.</th>
<th>Action</th>
<th>Considerations</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>DW8.10</td>
<td></td>
<td>Central Waikato</td>
<td>Treatment of wastewater through modern systems achieves greater environmental results. The best balanced option to ensure affordability and environmental enhancement will involve stakeholder engagement. Consideration of effective methods is needed.</td>
<td>Low</td>
</tr>
<tr>
<td>DW8.11</td>
<td></td>
<td>Southern Waikato and Small Schemes</td>
<td>Presently, methods are aspirational; Sub regional agreements would be needed which is signaled in Asset Management Plan. A Futureproof Council sub regional three-waters study is underway, which may resolve matters. This is being driven by HCC. WDC strongly support any such initiative.</td>
<td>Low</td>
</tr>
</tbody>
</table>
3.9 governance

Mana Whakahaere

- Supporting non-Council external entities
- Geographic Information System
- Status of the Blueprint
- Devolution of Management
3.9 GOVERNANCE

The aim under this theme is to:

Devolve some decision making, and engage more effectively at community and Hapuu level.

The following aspects are covered under this theme:

→ Supporting non-Council external entities;
→ Geographic Information Systems (GIS);
→ Status of the Blueprint; and
→ Devolution of management to community boards and local committees.

Supporting non-Council external entities

In a time of greater pressure to do ‘more with less’, WDC could benefit from supporting non-Council external entities in their endeavours where their objectives align with the Council’s objectives. These entities may be social enterprises or Not-For-Profit organisations which could be working with social, environmental or employment issues. The Council proposes to prepare a strategy to improve the way it:

→ Creates conditions for investment and savings;
→ Attracts capital from grants and businesses;
→ Influences the private sector to deliver positive outcomes;
→ Enables interest and business groups to undertake initiatives within the district;
→ Forms partnerships with external organisations; and
→ Uses catalyst investment to unlock growth or regeneration.

Refer to Figure 3-22 for more details on this.
## GIS

During the Blueprint process it was found that GIS can be more effectively utilised by the Council. The table below depicts the opportunities in terms of the topics and levels this can be applied to.

<table>
<thead>
<tr>
<th>Topic</th>
<th>Possible application</th>
<th>District</th>
<th>Community</th>
<th>Site</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Strategic</strong></td>
<td>➔ Blueprint&lt;br&gt; ➔ Engagement&lt;br&gt; ➔ Metrics Monitoring&lt;br&gt; ➔ Objectives and policies&lt;br&gt; ➔ Strategies&lt;br&gt; ➔ LTP</td>
<td></td>
<td></td>
<td>LOW</td>
</tr>
<tr>
<td></td>
<td>➔ Graphically present the key objectives across the whole district&lt;br&gt; ➔ Collect district-wide measures, e.g. population growth&lt;br&gt; ➔ Use the Blueprint to align LTP engagement and consultation&lt;br&gt; ➔ Use maps to show Blueprint outcome and how LTP will be delivered and prioritised</td>
<td>HIGH</td>
<td>MEDIUM</td>
<td>LOW</td>
</tr>
<tr>
<td><strong>Planning</strong></td>
<td>➔ District Plan&lt;br&gt; ➔ Activity Management Plan&lt;br&gt; ➔ Project Selection (e.g. Halls)&lt;br&gt; ➔ Project Prioritisation</td>
<td></td>
<td></td>
<td>LOW</td>
</tr>
<tr>
<td></td>
<td>➔ The District Plan is a tool to address and manage resources, the application of the District Plan can ensure alignment with Blueprints&lt;br&gt; ➔ Develop Activity Management Plans in alignment with Community Priority&lt;br&gt; ➔ Project Prioritisation, having clear project catchment, strong relationship with stakeholder interest catchments</td>
<td></td>
<td>HIGH</td>
<td>MEDIUM</td>
</tr>
<tr>
<td>Iwi relationships at Marae level</td>
<td>Can help relate the right conversation with the right level of iwi from the Marae</td>
<td>LOW</td>
<td>HIGH</td>
<td>MEDIUM</td>
</tr>
<tr>
<td>Predictive Forecast</td>
<td>Holistic forecast models</td>
<td>LOW</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Day-to-day use</strong></td>
<td>Resource consents&lt;br&gt; Stakeholder engagement&lt;br&gt; ➔ Project reporting&lt;br&gt; ➔ Managing projects with community&lt;br&gt; Inter-agency co-operation&lt;br&gt; Reporting/Dashboards</td>
<td>Resource consents can access a range of contextual information, can trigger other event / process&lt;br&gt; Receiving a clearer picture of who is doing what and where&lt;br&gt; The Council will require visibility of activities, especially as work is decentralised (Roads, Water, Community, other NGOs)&lt;br&gt; Increase visibility of what is being done and increase visibility of other organisations, e.g. DIA&lt;br&gt; Up to date accessible information (on IS Strategy)</td>
<td>LOW</td>
<td>MEDIUM</td>
</tr>
</tbody>
</table>
The status of the Blueprint

The status of the Blueprint is described in detail in Section 1.4 of this report.

A proposed initiative related to this is included overleaf under ‘Proposed initiatives under this theme’.

Devolution of management to Community Boards and Committees

Community feedback prompted the need to consider the local communities’ roles in the identification and management of local projects, which could include initiatives proposed in the Blueprint as well as possible other ones in the future. A stronger role may lead to:

- Greater community engagement with their own place and community;
- Increased buy-in with what is happening;
- An improved relationship between WDC and the local communities; and
- Possible efficiencies and reduction of funding ‘leakage’.

Scoping study

In response to this it is proposed that limited devolution of certain Council projects or services to Community Boards and / or Committees be considered. To this end a ‘local provision’ scoping study could be undertaken. This would include:

- A review of the Community Board / Committee Charter;
- Develop an effective Health & Safety framework;
- Develop Procurement and Delivery options;
- Review Council staff support structure; and
- Revisiting current supply arrangements.

Funding implications

It could be assumed that the project can be supported from existing internal resources.
## Proposed initiatives under this theme

<table>
<thead>
<tr>
<th>Theme</th>
<th>No.</th>
<th>Action</th>
<th>Considerations</th>
<th>Priority</th>
</tr>
</thead>
</table>
| Governance  | DW9.1 | Support non-Council external entities in their endeavours where their objectives align with the Council’s objectives. | These entities may be social enterprises or Not-For-Profit organisations working with social, environmental or employment issues. Consider:  
- Condition making.  
- Attracting capital.  
- Influencing.  
- Enabling.  
- Forming partnerships.  
- Providing catalyst investment. | Top      |
|             | DW9.2 | Determine ways of better utilising Geographic Information System (GIS) services. | Consider application:  
- On the level of the District.  
- On the level of local communities.  
- On the level of single sites. | Very high|
|             | DW9.3 | Give the Blueprint status.                                             | Consider:  
- Councillors recognising the Blueprint as a legitimate document.  
- Providing appropriate funding and resourcing.  
- Keeping it updated.  
- Soliciting on-going community input. | Top      |
|             | DW9.4 | Enable the devolution of the management of limited projects to local committees, justified by a business case. First undertake a 'local provision' scoping study. | Consider:  
- Ensuring that Local Community Boards or Committees formally apply for this.  
- Ensuring well defined roles and outcomes.  
- Assessing risks beforehand.  
- Setting strict rules around procurement and financial management.  
- Health and Safety. | Top      |
SECTION 4 - LOCAL AREA BLUEPRINTS

The following 15 sub-sections provide a snapshot for each local area, list the key issues put forward during consultation, and document the proposed initiatives. The key focus for each local area is different, based on the unique local needs. The following are examples of initiatives for each place, noting that these do not form the comprehensive list:

1. **Tuakau**: town centre improvements and review of industrial land provision.
2. **Pokeno**: town centre strategy that covers retail, community and employment needs.
3. **Mercer**: village centre development and community facilities.
4. **Meremere**: social and employment initiatives.
5. **Te Kauwhata** and **Rangiriri**: town centre development, school move and integrated growth approach.
6. **Ohinewai**: lifestyle character protection, support the school, and integrated approach, should industrial uses occur.
7. **Huntly**: employment and youth initiatives, with town centre improvements after revocation of SH1.
8. **Taupiri**: village centre improvements, and new industrial and commercial land provision.
9. **Ngaruawahia**: community and employment initiatives, town centre and wider amenity enhancements
10. **Horotiu**: town centre development, and new industrial and commercial land provision.
11. **Te Kowhai**: village centre connections, and walking and biodiversity link with the Waipa River.
12. **Whatawhata**: resolve the SH roundabout, additional commercial land and community facilities.
13. **Raglan**: town centre and wider amenity enhancements, social and employment initiatives.
14. **Tamahere**: walking, cycling, and biodiversity links, and zero waste initiatives.
15. **Matangi**: village centre improvements and commercial land provision.

For each local area population projections are provided. It is important to note that these projections are based on current trends, not aspirational projections based on strategic planning and potential rezoning interventions. In some cases the aspirational projections are higher, and in other cases projections may not be able to be accommodated.
4.1 TUAKAU

Snapshot

**Population:** 4,639 (2016 estimate), with growth projected to reach 10,147 by 2045.  
**Location:** Tuakau is located close to the banks of the Waikato River, near the northern boundary of the Waikato District, a 10-minute drive from the Pokeno interchange of SH1, and on the rail line between Pukekohe and Pokeno.

Consultation feedback

During consultation sessions the following key issues and ideas for Tuakau were put forward:

- The connections between Tuakau and its surrounding natural and cultural assets, as well as its links with the past, are currently not obvious.
- There is a conflict between the proposed zoning on the one hand and productive horticulture land and contours on the other hand.
- There is desire to see existing community and sports facilities expanded, or even redeveloped. This includes the development of a local library.
- There are security issues within the town centre.
- There are reverse sensitivity issues between the industrial zone and the adjacent residential zone.
- The growth in the surrounding area provides a significant employment opportunity in Tuakau.
- Tuakau offers good recreational and tourism opportunities that are not well promoted.
- There is an issue related to the affordability of housing and commercial land and premises.
- Tuakau is relatively poorly connected to the State Highway network. The route to SH1 via Pokeno has capacity, safety and efficiency issues.
- There is a strong desire for improved public transport accessibility (train and bus) among the community. This includes ensuring that the level of service is reliable and meaningful enough to support commuters.

Refer to **Appendix A** for a comprehensive documentation of the consultation feedback.

Top priority initiatives

The top priority initiatives for Tuakau include:

- Building a strong identity for the town.
- Supporting local initiatives for a community hub.
- Developing a sports and recreation hub, possibly incorporating the Council’s pool.
- Enhancing library services.
- Building public toilets.

Refer to the table overleaf for more detail.
## Proposed initiatives for Tuakau

<table>
<thead>
<tr>
<th>Theme</th>
<th>NO.</th>
<th>Action</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Identity</strong></td>
<td>TU1.1</td>
<td>Build a strong identity based on the river corridor, and the unique qualities of the local area (refer to DW1.1 to 1.4). For Tuakau, highlight heritage and historic sites, and consider Sir Edmund Hillary and the history of trade for passing waka.</td>
<td>Top</td>
</tr>
<tr>
<td><strong>Communities</strong></td>
<td>TU4.1</td>
<td>Support the local initiative to establish a community hub, which may be partially privately funded.</td>
<td>Top</td>
</tr>
<tr>
<td></td>
<td>TU4.2</td>
<td>Support the community aspirations for an emergency services hub.</td>
<td>Low</td>
</tr>
<tr>
<td></td>
<td>TU4.3</td>
<td>Develop a sports and recreation facility, including consideration of incorporation of the Council’s pool facility.</td>
<td>Top</td>
</tr>
<tr>
<td></td>
<td>TU4.4</td>
<td>Support and enhance library services</td>
<td>Top</td>
</tr>
<tr>
<td></td>
<td>TU4.5</td>
<td>Install lighting and CCTV for safety.</td>
<td>Low</td>
</tr>
<tr>
<td><strong>Growth</strong></td>
<td>TU5.1</td>
<td>Consider areas for expansion, reconciling possible growth demand with high class soils and contours.</td>
<td>Low</td>
</tr>
<tr>
<td></td>
<td>TU5.2</td>
<td>Address the interface between residential and industrial land. Consider sports fields as a buffer (1).</td>
<td>High</td>
</tr>
<tr>
<td><strong>Economy</strong></td>
<td>TU6.1</td>
<td>Prepare a town centre strategy considering character, provision of green spaces, streetscape upgrades, mix of uses, anchors etc. (2).</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>TU6.2</td>
<td>Consider employment uses south of town centre along River Road (see strategic diagram) (3).</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td>TU6.3</td>
<td>Establish a Designers and Makers Cluster.</td>
<td>Medium</td>
</tr>
</tbody>
</table>

*continued overleaf*
Proposed initiatives for Tuakau

<table>
<thead>
<tr>
<th>Theme</th>
<th>NO.</th>
<th>Initiatives</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>TU6.4</td>
<td></td>
<td>Establish a Designer Food Cluster.</td>
<td>Medium</td>
</tr>
<tr>
<td>TU6.5</td>
<td></td>
<td>Investigate opportunities for short-stay courses.</td>
<td>Medium</td>
</tr>
<tr>
<td>TU6.6</td>
<td></td>
<td>Ensure that the timing of job creation aligns with residential growth.</td>
<td>High</td>
</tr>
<tr>
<td>TU6.7</td>
<td></td>
<td>Prepare a strategy for the promotion of Tuakau for living and visiting.</td>
<td>Very high</td>
</tr>
<tr>
<td>TU6.8</td>
<td></td>
<td>Identify if, how much, and where, possible additional employment land for office development is needed beyond the zoning in the Proposed District Plan.</td>
<td>High</td>
</tr>
<tr>
<td>TU6.9</td>
<td></td>
<td>Identify if, how much, and where, possible additional employment land for retail development is needed beyond the zoning in the Proposed District Plan.</td>
<td>High</td>
</tr>
<tr>
<td>Transport</td>
<td>TU7.1</td>
<td>Provide advocacy for the widening of existing, and / or the construction of new, road connections to SH1.</td>
<td>High</td>
</tr>
<tr>
<td>TU7.2</td>
<td></td>
<td>Create a Park and Ride for public transport.</td>
<td>High</td>
</tr>
<tr>
<td>Infrastructure</td>
<td>TU8.1</td>
<td>Build public toilets.</td>
<td>Top</td>
</tr>
</tbody>
</table>

Refer to the proposed District-wide actions related to public transport and waste water and water infrastructure upgrades for Tuakau.
4.2 POKENO

Snapshot

Population: 2,132 (2016 estimate), with growth projected to reach 11,954 by 2045.
Location: Pokeno is located north of the Waikato River, near the northern boundary of the Waikato District, at a SH1 interchange, near the junction with SH2, and on the rail line between Tuakau and Mercer.

Consultation feedback

During consultation sessions the following key issues and ideas for Pokeno were put forward:

→ Pokeno has strong assets that can be used to promote the town and more clearly shape its identity.
→ With the rapidly growing population, there is a great need for increased sports, community, employment, commercial and educational facilities. These could also serve Mercer.
→ There is a lack of clarity around the development and growth of Pokeno. A plan is needed to give certainty and encourage investment.
→ The Pokeno Town Centre needs to be developed and grown to keep up with residential growth. This would include commercial, retail and community facilities, as well as an attractive public realm.
→ The growth in the surrounding area provides a significant employment opportunity in Pokeno. Improved connectivity is needed.
→ There is a strong desire for improved public transport accessibility (train and bus) among the community. This includes ensuring that the level of service is reliable and meaningful enough to support commuters.
→ The truck stop, while it is contributing to Pokeno, causes amenity issues for the town centre.
→ The motorway forms a barrier between the eastern growth area and the rest of Pokeno.

Refer to Appendix A for a comprehensive documentation of the consultation feedback.

Top priority initiatives

The top priority initiatives for Pokeno include:

→ Building a strong identity for the town.
→ Considering the need for a Sports park.
→ Establishing library, community and customer services and / or facilities.
→ Producing a town centre strategy that reconciles the current and future retail, employment, community facility, and open space needs.

Refer to the table overleaf for more detail.
### Proposed initiatives for Pokeno

<table>
<thead>
<tr>
<th>Theme</th>
<th>NO.</th>
<th>Action</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Identity</td>
<td>PO1.1</td>
<td>Build a strong identity based on the river corridor, and the unique qualities of the local area (refer to DW1.1 to 1.4). For Pokeno, recognise the position as the gateway to the north and the Waikato, and consider the dairy industry, markets, ice cream, and bacon.</td>
<td>Top</td>
</tr>
<tr>
<td>Communities</td>
<td>PO4.1</td>
<td>Consider the need for a sports park. Consider whether Munro Reserve can be improved for this or whether the park in the western growth area can be expanded (1). Establish library, community and customer services and/or facilities.</td>
<td>Top</td>
</tr>
<tr>
<td></td>
<td>PO4.2</td>
<td>Work with MOE to provide adequate schooling facilities for the current and future population.</td>
<td>Very high</td>
</tr>
<tr>
<td>Growth</td>
<td>PO5.1</td>
<td>Consider support residential expansion (2).</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td>PO5.2</td>
<td>Consider supporting the Village Zone expansion (3).</td>
<td>Very high</td>
</tr>
<tr>
<td>Economy</td>
<td>PO6.1</td>
<td>Prepare a detailed retail needs calculation, preliminary transport and open space options (4), followed by the production of a town centre strategy that reconciles the current and future retail, employment, community facility, and open space needs.</td>
<td>Top</td>
</tr>
<tr>
<td></td>
<td>PO6.2</td>
<td>Establish an Advanced Food Processing Cluster.</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>PO6.3</td>
<td>Identify if, how much, and where, possible additional employment land for office development is needed beyond the zoning in the Proposed District Plan.</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>PO6.4</td>
<td>Identify if, how much, and where, possible additional employment land for retail development is needed beyond the zoning in the Proposed District Plan.</td>
<td>High</td>
</tr>
</tbody>
</table>

*continued overleaf*
Proposed initiatives for Pokeno

<table>
<thead>
<tr>
<th>Theme</th>
<th>NO.</th>
<th>Initiatives</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport</td>
<td>PO7.1</td>
<td>Investigate establishing wider transport links with employment areas, Tuakau and SH1. Consider a new underpass and / or bypass.</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>PO7.2</td>
<td>Work with the truck stop owner to address community concerns.</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>PO7.3</td>
<td>Create a Park and Ride for public transport.</td>
<td>High</td>
</tr>
</tbody>
</table>

Refer to the proposed District-wide actions related to public transport and waste water and water infrastructure upgrades for Pokeno.
4.3 MERCER

Snapshot

**Population:** 140 (2016 estimate), with little change projected by 2045.

**Location:** Mercer is located on the banks of the Waikato River, and at a SH1 interchange, with the commercial area severed by the highway, the residential area to the east, and on the rail line between Pokeno and Meremere.

Consultation feedback

During consultation sessions the following key issues and ideas for Mercer were put forward:

- Mercer’s location on the river could be more strongly celebrated and promoted. The same applies to the area’s historical assets.
- Mercer’s smaller scale is a strength, but there is a need for community and recreational facilities appropriate for the size of the town.
- There is reluctance in the community about residential growth, and especially around the Bluff Road proposal due to its possible visual impacts.
- There is a need for public toilets, also to serve freedom campers.
- The recreational and tourism opportunities related to natural assets, such as the riverside and the wetland, are worthwhile strengthening. These could also serve Pokeno.
- There is a lack of clarity around the development and growth of Mercer. A plan is needed to give certainty and encourage investment.
- There is a need for more public parking.

Refer to **Appendix A** for a comprehensive documentation of the consultation feedback.

Top priority initiatives

The top priority initiatives for Mercer include:

- Building a strong identity for the town.
- Considering the development of a community facility with a meeting place, possibly incorporating public toilets.
- Increasing parking and improving roading infrastructure.

Refer to the table overleaf for more detail.
# Proposed initiatives for Mercer

<table>
<thead>
<tr>
<th>Theme</th>
<th>NO.</th>
<th>Action</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Identity</td>
<td>MC1.1</td>
<td>Build a strong identity based on the river corridor, and the unique qualities of the local area (refer to DW1.1 to 1.4). For Mercer, consider tourism, wine, cheese, and skydiving.</td>
<td>Top</td>
</tr>
<tr>
<td>Nature</td>
<td>MC2.1</td>
<td>Explore opportunities for wetland preservation and a park (1).</td>
<td>Medium</td>
</tr>
<tr>
<td>Iwi</td>
<td>MC3.1</td>
<td>Identify and preserve Māori landmarks. Restore and commemorate historical Marae.</td>
<td>Medium</td>
</tr>
<tr>
<td>Communities</td>
<td>MC4.1</td>
<td>Reconfigure the existing playground and upgrade playing fields.</td>
<td>Very high</td>
</tr>
<tr>
<td></td>
<td>MC4.2</td>
<td>Consider the development of a community facility with a meeting place, possibly in the Fire Station (2). Consider incorporating public toilets.</td>
<td>Top</td>
</tr>
<tr>
<td>Economy</td>
<td>MC6.1</td>
<td>Produce a village centre plan, placing an emphasis on destination, specialty retail and tourism, recreation, visitor and environmental aspects. Consider incorporating the relevant strategic opportunities proposed in the Local Area Blueprint.</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>MC6.2</td>
<td>Identify if, how much, and where, possible additional employment land for office development is needed beyond the zoning in the Proposed District Plan.</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>MC6.3</td>
<td>Identify if, how much, and where, possible additional employment land for retail development is needed beyond the zoning in the Proposed District Plan.</td>
<td>High</td>
</tr>
<tr>
<td>Transport</td>
<td>MC7.1</td>
<td>Increase parking and improve roading infrastructure. Consider a new overbridge and the relocation of the sliproad.</td>
<td>Top</td>
</tr>
<tr>
<td>Infrastructure</td>
<td>MC8.1</td>
<td>Consider providing appropriate facilities to address impact of freedom campers.</td>
<td>High</td>
</tr>
</tbody>
</table>

Refer to the proposed District-wide actions related to public transport and waste water and water infrastructure upgrades for Mercer.
4.4 MEREMERE

Snapshot

Population: 564 (2016 estimate), with growth projected to reach 711 by 2045.
Location: Meremere overlooks the banks of the Waikato River to the west and Whangamarino wetland to the east, is accessed by intersections connecting to SH1, and is located on the rail line between Mercer and Te Kauwhata.

Consultation feedback

During consultation sessions the following key issues and ideas for Meremere were put forward:

→ There is a need for greater recognition of Meremere’s heritage assets.
→ Negative perceptions of Meremere by the outside community should be addressed.
→ There are a number of community initiatives that should receive support. One of these is a beautification exercise targeting streetscape and property frontages.
→ The hall is a great asset which offers opportunities for a wide range of community activities. Better heating is needed. Maybe it can be sponsored.
→ There is a lack of local employment opportunities.
→ Employment development should not be within residential areas.
→ The Waikato-Tainui land offers a development opportunity. The community seek certainty as to what will happen with this land.
→ There is a strong desire for improved public transport accessibility (train and bus) among the community, especially given the low private vehicle ownership in the area. This includes ensuring that the level of service is reliable and meaningful enough to support commuters and to access health and educational facilities.

Refer to Appendix A for a comprehensive documentation of the consultation feedback.

Top priority initiatives

The top priority initiatives for Meremere include:

→ Building a strong identity for the town.
→ Celebrating the Redoubt, linking it to a wider Maori heritage experience.
→ Providing support to beautification initiatives, assisting with community pride in the place.
→ Developing youth engagement initiatives to address the issue of youth leaving school early.
→ Considering ways to provide more recreational opportunities and facilities for children.

Refer to the table overleaf for more detail.
### Proposed initiatives for Meremere

<table>
<thead>
<tr>
<th>Theme</th>
<th>NO.</th>
<th>Action</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Identity</strong></td>
<td></td>
<td><strong>MM1.1</strong> Build a strong identity based on the river corridor, and the unique qualities of the local area (refer to DW1.1 to 1.4). For Meremere, consider the power station, motorsport, and Whangamarino wetlands.</td>
<td>Top</td>
</tr>
<tr>
<td><strong>Iwi</strong></td>
<td>MM3.1</td>
<td>Celebrate the Redoubt, linking it to a wider Maori heritage experience (Tuakau, Pokeno, to Rangiriri etc) (1). Add some associated commercial zoning.</td>
<td>Top</td>
</tr>
<tr>
<td><strong>Communities</strong></td>
<td>MM4.1</td>
<td>Provide support to beautification initiatives, assisting with community pride in the place. Consider streetscape, entrance signs, house numbers etc.</td>
<td>Top</td>
</tr>
<tr>
<td></td>
<td>MM4.2</td>
<td>Leverage more activities off the Hall. Seek sponsorship, e.g. for heating (considering solar power) and equipment (2).</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td>MM4.3</td>
<td>Prepare a community engagement framework describing how to enable new initiatives, and strengthening relationships between existing committees and the community.</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td>MM4.4</td>
<td>Prepare a reputational strategy that builds on local pride.</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td>MM4.5</td>
<td>Develop youth engagement initiatives to address the issue of youth leaving school early.</td>
<td>Top</td>
</tr>
<tr>
<td></td>
<td>MM4.6</td>
<td>Consider ways to provide more recreational opportunities and facilities for children.</td>
<td>Top</td>
</tr>
<tr>
<td><strong>Economy</strong></td>
<td>MM6.1</td>
<td>Prepare an employment strategy for rangitahi that supports TGH efforts (3).</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>MM6.2</td>
<td>Establish a Synergy Park / Clean Production cluster.</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td>MM6.3</td>
<td>Establish a High Performance Vehicle Cluster.</td>
<td>Medium</td>
</tr>
</tbody>
</table>

*continued overleaf*
## Proposed initiatives for Meremere

<table>
<thead>
<tr>
<th>Theme</th>
<th>NO.</th>
<th>Initiatives</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport</td>
<td>MM6.4</td>
<td>Identify if, how much, and where, possible additional employment land for office development is needed beyond the zoning in the Proposed District Plan.</td>
<td>High</td>
</tr>
<tr>
<td>Transport</td>
<td>MM6.5</td>
<td>Identify if, how much, and where, possible additional employment land for retail development is needed beyond the zoning in the Proposed District Plan.</td>
<td>High</td>
</tr>
<tr>
<td>Transport</td>
<td>MM7.1</td>
<td>Support continued access off the Waikato Expressway (4).</td>
<td>High</td>
</tr>
<tr>
<td>Transport</td>
<td>MM7.2</td>
<td>Consider an overbridge that also allows access to the river and Te Araroa Trail.</td>
<td>Low</td>
</tr>
</tbody>
</table>

Refer to the proposed District-wide actions related to public transport and waste water and water infrastructure upgrades for Meremere.
4.5 TE KAУWHATA AND RANGIRIRI

Snapshot

Population (Te Kauwhata): 1,769 (2016 estimate), with growth projected to reach 3,093 by 2045.
Location: Te Kauwhata is situated at the northern end of Lake Waikare, and south of the Whangamarino wetland. Te Kauwhata is east of SH1 and accessed by an interchange. It is located on the rail line between Meremere and Ohinemutu.

Rangiriri is approximately 4km south of Te Kauwhata, alongside SH1, accessed by a separate interchange, and situated between the Waikato River to the west and Lake Kopuera to the east.

Consultation feedback

During consultation sessions the following key issues and ideas for Te Kauwhata and Rangiriri were put forward:

→ Te Kauwhata’s natural assets should be promoted and capitalised on with greater access to them and walking and cycle ways along them. Providing access to and from the Te Araroa walkway provides a tourism opportunity.
→ Te Kauwhata is centrally located between Auckland, Hamilton and the Coromandel. It also has a strong sense of community. This leads to growth pressures that need to be addressed.
→ Te Kauwhata is perceived as an attractive place to live which locals are eager to maintain.
→ There is a need for more community, health, educational, recreational and commercial facilities.
→ Growth is welcomed, but the ‘village feel’ should be retained. The focus should be on quality development and diversity in style and size should be encouraged.
→ The local markets are an attractive and popular event that can further benefit from improved facilities.
→ Te Kauwhata’s future lies in clever, niche employment for which conditions should be created, banking on the town’s identity and amenity.
→ Trucks using the main street cause safety and amenity concerns.
→ There is a strong desire for improved public transport accessibility (train and bus) among the community. This includes ensuring that the level of service is reliable and meaningful enough to support commuters.
→ There is a shortage of wastewater treatment capacity as the town develops, which has an impact on the quality of the lake.

Refer to Appendix A for a comprehensive documentation of the consultation feedback.

Top priority initiatives

The top priority initiatives for Te Kauwhata and Rangiriri include:

→ Building a strong identity for the town.
→ Considering rezoning the site of the existing primary school as commercial to allow for a central business hub.

Refer to the table overleaf for more detail.
### Proposed initiatives for Te Kauwhata and Rangiriri

<table>
<thead>
<tr>
<th>Theme</th>
<th>NO.</th>
<th>Action</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Identity</strong></td>
<td>TK1.1</td>
<td>Build a strong identity based on the river corridor, and the unique qualities of the local area (refer to DW1.1 to 1.4). For Te Kauwhata, consider viticultural history, Lake Waikare, and the Whangamarino wetlands. Develop a heritage trail highlighting the viticultural history of Te Kauwhata.</td>
<td>Top</td>
</tr>
<tr>
<td></td>
<td>TK1.2</td>
<td>Promote Rangiriri, highlighting the area’s history.</td>
<td>Medium</td>
</tr>
<tr>
<td><strong>Communities</strong></td>
<td>TK4.1</td>
<td>Work with the Ministry of Education to agree an integrated approach to delivering additional educational capacity, especially where associated with new residential areas (1).</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>TK4.2</td>
<td>Promote the provision of health services.</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td>TK4.3</td>
<td>Consider the provision of facilities to accommodate community, and active and passive recreational activities.</td>
<td>High</td>
</tr>
<tr>
<td><strong>Growth</strong></td>
<td>TK5.1</td>
<td>Consider measures to ensure high quality new residential environments.</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td>TK5.2</td>
<td>Provide design guidance to ensure housing diversity for different family sizes.</td>
<td>High</td>
</tr>
<tr>
<td><strong>Economy</strong></td>
<td>TK6.1</td>
<td>Consider rezoning the site of the existing primary school as commercial to allow for a central business hub (in conjunction with the initiative to identify additional educational facilities elsewhere, see TK4.1).</td>
<td>Top</td>
</tr>
<tr>
<td></td>
<td>TK6.2</td>
<td>Determine key town centre strategy and management needs.</td>
<td>High</td>
</tr>
</tbody>
</table>
## Proposed initiatives for Te Kauwhata and Rangiriri

<table>
<thead>
<tr>
<th>Theme</th>
<th>NO.</th>
<th>Action</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>TK6.3</td>
<td>Strengthen and emphasise linkages to the Waikato River and the Te Araroa Trail, and leverage for tourism.</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td>TK6.4</td>
<td>Provide a covered facility to accommodate the markets.</td>
<td>Low</td>
</tr>
<tr>
<td></td>
<td>TK6.5</td>
<td>Identify if, how much, and where, possible additional employment land for office development is needed beyond the zoning in the Proposed District Plan.</td>
<td>Very high</td>
</tr>
<tr>
<td></td>
<td>TK6.6</td>
<td>Identify if, how much, and where, possible additional employment land for retail development is needed beyond the zoning in the Proposed District Plan.</td>
<td>Very high</td>
</tr>
<tr>
<td>Transport</td>
<td>TK7.1</td>
<td>Produce a cycling and walking strategy to develop local connections and paths, including around the lakes and the Whangamarino Wetland.</td>
<td>Very high</td>
</tr>
<tr>
<td></td>
<td>TK7.2</td>
<td>Consider alternatives to the bypass that achieves the aims of reducing trucks through the village (2).</td>
<td>Low</td>
</tr>
<tr>
<td></td>
<td>TK7.3</td>
<td>Consider facilitating a grade-separated rail crossing, at existing or possible bypass location (3).</td>
<td>Low</td>
</tr>
</tbody>
</table>

Refer to the proposed District-wide actions related to public transport and waste water and water infrastructure upgrades for Te Kauwhata and Rangiriri.
4.6 OHINEWAI

Snapshot

Population: 186 (2013 estimate)
Location: Ohinewai is located on the eastern bank of the Waikato River, accessed by an adjacent SH1 interchange, and located on the rail line between Te Kauwhata and Huntly.

Consultation feedback

During consultation sessions the following key issues and ideas for Ohinewai were put forward:

→ The proximity of the river is seen as an asset in this community.
→ The local school is a great asset. There is room for expansion on its site.
→ ‘Cowboys’ presents a redevelopment opportunity.
→ The settlement is perceived to be in a great location and accommodates a strong community, but there is a lack of engagement within the community.
→ Growth is welcomed in response to the ageing population and the need to keep and make facilities and services viable, but there is also the desire to retain the current ‘community feel’.
→ There is a desire to retain large lot sizes and the character that this brings.
→ Potential for a large scale development to occur, subject to an RMA process.
→ Expansion should not take place in flood prone areas.
→ There is an opportunity to improve recreation and tourism opportunities through the creation of walk and cycle ways around the lake and along the river.

→ There is a strong requirement to improve pedestrian and cycling linkages between east and west. This may require a clip-on to the existing bridge.
→ There is a strong desire for improved public transport accessibility among the community. This includes ensuring that the level of service is reliable and meaningful enough to support commuters.
→ Infrastructure issues (water and waste water) should be resolved.

Refer to Appendix A for a comprehensive documentation of the consultation feedback.

Top priority initiatives

The top priority initiatives for Ohinewai include:

→ Building a strong identity for the town.
→ Clarifying the future of the reserve.
→ Ensuring that possible expansion addresses its own impacts (such as traffic, noise, and visual), and ensuring it contributes positively to the local community.

Refer to the table overleaf for more detail.
### Proposed initiatives for Ohinewai

<table>
<thead>
<tr>
<th>Theme</th>
<th>NO.</th>
<th>Action</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Identity</td>
<td>OH1.1</td>
<td>Build a strong identity based on a village community, river corridor, and the unique qualities of the local area (refer to DW1.1 to 1.4). For Ohinewai, consider the ferry landing.</td>
<td>Top</td>
</tr>
<tr>
<td>Nature</td>
<td>OH2.1</td>
<td>Clarify the future of the reserve (1).</td>
<td>Top</td>
</tr>
<tr>
<td>Communities</td>
<td>OH4.1</td>
<td>Review accessibility to / for emergency services.</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>OH4.2</td>
<td>Support community initiatives for an area tidy up, addressing rubbish and weeds.</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td>OH4.3</td>
<td>Extend the Council’s fruit tree planting programme.</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td>OH4.4</td>
<td>Undertake the paint initiative for ‘Cowboys’.</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td>OH4.5</td>
<td>Assist with the set up of social media and website communications within the community.</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td>OH4.6</td>
<td>Provide Council support to local events.</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td>OH4.7</td>
<td>Support the expansion of the school and increase in childcare provision. Consider whether the hall can double.</td>
<td>Medium</td>
</tr>
<tr>
<td>Growth</td>
<td>OH5.1</td>
<td>Investigate the potential for larger residential lots west of SH1, and a mix of larger and smaller lots (for affordability) east of SH1.</td>
<td>Very high</td>
</tr>
<tr>
<td></td>
<td>OH5.2</td>
<td>If development application progresses, then ensure possible expansion addresses its own impacts (such as traffic, noise, and visual). Ensure it contributes positively to the local community, e.g. by offering more convenience retail, improving housing affordability, new walking and cycling connections, improving the viability of the school etc. (2)</td>
<td>Top</td>
</tr>
</tbody>
</table>
Proposed initiatives for Ohinewai

<table>
<thead>
<tr>
<th>Theme</th>
<th>NO.</th>
<th>Initiatives</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport</td>
<td>OH7.1</td>
<td>Create tracks on the stop bank along the Waikato River and around Lake Ohinewai (3).</td>
<td>Very high</td>
</tr>
<tr>
<td>Infrastructure</td>
<td>OH7.2</td>
<td>Add a pedestrian/cycling ‘clip-on’ onto the Tahuna Road bridge over the railway and over SH1 (4).</td>
<td>High</td>
</tr>
<tr>
<td>Infrastructure</td>
<td>OH8.1</td>
<td>Insert fibre with other services.</td>
<td>Medium</td>
</tr>
</tbody>
</table>

Refer to the proposed District-wide actions related to public transport and waste water and water infrastructure upgrades for Ohinewai.
4.7 HUNTLY

Snapshot

Population: 7,491 (2016 estimate), with growth projected to reach 8,295 by 2045.
Location: Huntly is located on the banks of the Waikato River, at an interchange of the current SH1, and on the rail line between Ohinewai and Taupiri. The commercial, industrial and residential areas of the town are severed by the river, SH1, and the railway. SH1 is currently being realigned and will bypass Huntly to the east. Lakes Waahi, Puketirini and Hakanoa are located in Huntly. The northern end of the Hakarimata Ranges are adjacent.

Consultation feedback

During consultation sessions the following key issues and ideas for Huntly were put forward:

→ There is a pride about the community, despite reputational problems, and there is generally a strong sense of community. Work needs to be done on perceptions about itself within the community. The town is now for its strength in Rugby League, its mining history and power generation. Perhaps these aspects can be built upon.
→ The town’s assets, the river and the lakes, offer opportunities for recreation and tourism.
→ The speedway is a huge attraction to Huntly.
→ There is a wide range of social services and programmes, but connectivity, integration and coordination could be improved.
→ Growth is welcomed, as this will induce new energy, diversity and greater viability into the community. There may be opportunities for housing (re)development, especially on the western side of the river.
→ Increased home ownership is needed.
→ There is a need for suitable employment for young people and related skills training.
→ Employment growth should come from innovation and ingenuity in working with the town’s assets.
→ More could be done with, and leveraged off, the wearable arts event.
→ The Central Interchange off the realigned expressway should be lobbied for, as it is integral to Huntly’s growth and development.
→ Severance between west and east by the existing SH1 and the river should be reduced.
→ There is a strong desire for improved public transport accessibility (train and bus) among the community. This includes ensuring that the level of service is reliable and meaningful enough to support commuters.
→ The town centre should be more strongly connected with the rest of town and especially major destinations, for pedestrians and cyclists.

Refer to Appendix A for a comprehensive documentation of the consultation feedback.

Top priority initiatives

The top priority initiatives for Huntly include:

→ Building a strong identity for the town.
→ Promoting a Puketirini and Kimihia (east mine) Employment, Skills and Technology Cluster.
→ Promoting a Puketirini and Kimihia (east mine) Building Fabrication Construction Cluster.
→ Supporting the central interchange off the Waikato Expressway.

Refer to the table overleaf for more detail.
## Proposed initiatives for Huntly

<table>
<thead>
<tr>
<th>Theme</th>
<th>NO.</th>
<th>Action</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Identity</td>
<td>HU1.1</td>
<td>Build a strong identity based on the river corridor, and the unique qualities of the local area (refer to DW1.1 to 1.4). For Huntly, consider the lakes, power, mining, bricks, arts, and promote as a strong rugby league centre.</td>
<td>Top</td>
</tr>
<tr>
<td>Nature</td>
<td>HU2.1</td>
<td>Prepare a strategy for the clean-up of the lakes and addressing any other environmental issues resulting from mining activity.</td>
<td>High</td>
</tr>
<tr>
<td>Communities</td>
<td>HU4.1</td>
<td>Prepare a reputational strategy that builds on local pride.</td>
<td>Low</td>
</tr>
<tr>
<td></td>
<td>HU4.2</td>
<td>Promote waka ama on the Waikato River and lakes.</td>
<td>Medium</td>
</tr>
<tr>
<td>Economy</td>
<td>HU6.1</td>
<td>Promote a Puketirini and Kimihia (east mine) Employment, Skills and Technology Cluster that builds on existing uses (1).</td>
<td>Top</td>
</tr>
<tr>
<td></td>
<td>HU6.2</td>
<td>Promote a Puketirini and Kimihia (east mine) Building Fabrication Construction Cluster.</td>
<td>Top</td>
</tr>
<tr>
<td></td>
<td>HU6.3</td>
<td>Continue to support the youth strategy to tie in with the development of the abovementioned proposed clusters (refer to HU6.1 and HU6.2).</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>HU6.4</td>
<td>Support the Huntly Wearable Arts event. Consider increasing its frequency and creating more economic spin-off (e.g. skills development).</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>HU6.5</td>
<td>Determine key town centre strategy and management needs (2).</td>
<td>High</td>
</tr>
</tbody>
</table>

*continued overleaf*
Proposed initiatives for Huntly

<table>
<thead>
<tr>
<th>Theme</th>
<th>NO.</th>
<th>Action</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>HU6.6</td>
<td>Identify if, how much, and where, possible additional employment land for office development is needed beyond the zoning in the Proposed District Plan.</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>HU6.7</td>
<td>Identify if, how much, and where, possible additional employment land for retail development is needed beyond the zoning in the Proposed District Plan.</td>
<td>High</td>
</tr>
<tr>
<td>Transport</td>
<td>HU7.1</td>
<td>Support the central interchange off the Waikato Expressway (3).</td>
<td>Top</td>
</tr>
<tr>
<td></td>
<td>HU7.2</td>
<td>Support the production of a cycle/walking strategy that links the lakes, river and town centre.</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td>HU7.3</td>
<td>Promote a new pedestrian river bridge (4).</td>
<td>Medium</td>
</tr>
</tbody>
</table>

Refer to the proposed District-wide actions related to public transport and waste water and water infrastructure upgrades for Huntly.
4.8 TAUPIRI

Snapshot

Population: 472 (2016 estimate), with growth projected to reach 848 by 2045.
Location: Taupiri is located east of the Waikato River and Hakarimata Ranges, is intersected by the current location of SH1 and SH1B, and is positioned on the rail line between Huntly and Ngaruawahia. SH1 is currently being realigned and will bypass Taupiri to the east, with a new interchange to access Taupiri to be constructed. A maunga of cultural significance, Taupiri, lies directly north of the settlement.

Consultation feedback

During consultation sessions the following key issues and ideas for Taupiri were put forward:

→ The Maunga, river, Hakarimata Ranges, and several heritage sites are the assets that make Taupiri unique. These should be promoted.
→ Recreational opportunities associated with the river should be strengthened.
→ There is a need for more activities for youth.
→ Growth is coming and investment in facilities and services is needed to keep up with this. This includes community facilities, which may need to be consolidated, as well as commercial services in an identifiable town centre, especially since a large commercial development at the future Expressway interchange is coming.
→ More local employment is needed.
→ Connectivity should be improved as the town grows and develops. Better connectivity across the Waikato River should also be considered.

→ Walking and cycling connections should be improved.
→ There is a strong desire for improved public transport accessibility among the community. This includes ensuring that the level of service is reliable and meaningful enough to support commuters.

Refer to Appendix A for a comprehensive documentation of the consultation feedback.

Top priority initiatives

The top priority initiatives for Taupiri include:

→ Building a strong identity for the town.
→ Investigating the opportunity for industrial land.
→ Developing a town centre plan to address fragmentation and services required to support employment and residential growth, and considering the impact of a new service centre at the interchange and the new entrance into Taupiri from the Expressway.
→ Allowing for the continuation of the Te Awa cycle trail.

Refer to the table overleaf for more detail.
### Proposed initiatives for Taupiri

<table>
<thead>
<tr>
<th>Theme</th>
<th>NO.</th>
<th>Action</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Identity</td>
<td>TP1.1</td>
<td>Build a strong identity based on the river corridor, and the unique qualities of the local area (refer to DW1.1 to 1.4). For Taupiri, consider Taupiri maunga, the 'village feel', and the historical sawmill and flaxmill.</td>
<td>Top</td>
</tr>
<tr>
<td>Communities</td>
<td>TP4.1</td>
<td>Redevelop the Bob Byrne Memorial Park. Consider extending it along road reserve and creating visitor activity and a local social node through the construction of a jetty (1).</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td>TP4.2</td>
<td>Facilitate boating / water recreation opportunities.</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td>TP4.3</td>
<td>Support the creation of youth activities that are cultural and community based.</td>
<td>Medium</td>
</tr>
<tr>
<td>Growth</td>
<td>TP5.1</td>
<td>Investigate the opportunity for industrial land (refer to District-wide proposals).</td>
<td>Top</td>
</tr>
<tr>
<td>Economy</td>
<td>TP6.1</td>
<td>Support when appropriate the upgrade of the local dairy to a supermarket, as the population grows.</td>
<td>Very high</td>
</tr>
<tr>
<td></td>
<td>TP6.2</td>
<td>Develop a town centre plan to address fragmentation and services required to support employment and residential growth (2). Also consider the impact of a new service centre at the interchange and the new entrance into Taupiri from the Expressway (3).</td>
<td>Top</td>
</tr>
<tr>
<td></td>
<td>TP6.3</td>
<td>Identify if, how much, and where, possible additional employment land for office development is needed beyond the zoning in the Proposed District Plan.</td>
<td>High</td>
</tr>
</tbody>
</table>

*continued overleaf*
### Proposed initiatives for Taupiri

<table>
<thead>
<tr>
<th>Theme</th>
<th>NO.</th>
<th>Action</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport</td>
<td>TP6.4</td>
<td>Identify if, how much, and where, possible additional employment land for retail development is needed beyond the zoning in the Proposed District Plan.</td>
<td>High</td>
</tr>
<tr>
<td>Transport</td>
<td>TP7.1</td>
<td>Ensure connectivity through the proposed Lovell development to the existing street network and the proposed service centre (4).</td>
<td>Medium</td>
</tr>
<tr>
<td>Transport</td>
<td>TP7.2</td>
<td>Investigate the possibility of constructing a bridge across the Waikato River to connect east and west.</td>
<td>Medium</td>
</tr>
<tr>
<td>Transport</td>
<td>TP7.3</td>
<td>Allow for the continuation of the Te Awa cycle trail (refer to District-wide proposals).</td>
<td>Top</td>
</tr>
<tr>
<td>Transport</td>
<td>TP7.4</td>
<td>Consider cycling and walking to and from the school as the town expands.</td>
<td>High</td>
</tr>
<tr>
<td>Infrastructure</td>
<td>TP8.1</td>
<td>Public toilets required at reserve.</td>
<td>Medium</td>
</tr>
</tbody>
</table>

Refer to the proposed District-wide actions related to public transport and waste water and water infrastructure upgrades for Taupiri.
4.9 NGARUAWAHIA

Snapshot

Population: 5,424 (2016 estimate), with growth projected to reach 5,615 by 2045.
Location: Ngaruawahia is located at the confluence of the Waikato and Waipa rivers and the foot of the Hakarimata Ranges. Ngaruawahia can be accessed from SH1 via the roundabout at Taupiri or the interchange at Horotiu, and is located on the rail line between Taupiri and Horotiu.

Consultation feedback

During consultation sessions the following key issues and ideas for Ngaruawahia were put forward:

- Characteristics that make Ngaruawahia unique, such as the confluence of the rivers, the Hakarimata Ranges, Te Kiingitanga, and several heritage sites, should be celebrated and promoted more strongly.
- The perceptions about Ngaruawahia should be improved.
- There is a need for more youth activities.
- The town centre is poorly defined and needs clear entrances.
- The town centre's appearance, both public realm and several key buildings, needs improving.
- There are several redevelopment and development opportunities within the town centre.
- The area's natural assets and cultural identity provide opportunities for recreation and tourism. This should be developed and supported with facilities, such as cafes and public toilets.
- More local employment is needed.
- There is a strong desire for improved public transport accessibility (bus and train) among the community. This includes ensuring that the level of service is reliable and meaningful enough to support commuters.
- Connectivity across the former state highway should be increased and traffic should be calmed.
- Walkways and cycleways should be improved, and connections with the Te Awa ride strengthened.
- There are issues with freedom camping at The Point. Public toilets need to be upgraded.

Refer to Appendix A for a comprehensive documentation of the consultation feedback.

Top priority initiatives

The top priority initiatives for Ngaruawahia include:

- Building a strong identity for the town.
- Undertaking strategic conversations around Council-owned land and halls for reinvigoration of community assets.
- Working with relevant entities to support the strategy for youth initiatives.
- Undertaking initiatives to ensure tidy commercial and industrial street frontages.
- Providing longer distance walking and cycling connections to Te Otamanui, Glen Massey, the eastern side of the Waikato River to Horotiu, and Taupiri.

Refer to the table overleaf for more detail.
## Proposed initiatives for Ngaruawahia

<table>
<thead>
<tr>
<th>Theme</th>
<th>NO.</th>
<th>Action</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Identity</td>
<td>NG1.1</td>
<td>Build a strong identity based on the river corridor, and the unique qualities of the local area (refer to DW1.1 to 1.4). For Ngaruawahia, consider Te Kiingitanga, the confluence of the Waipa and Waikato Rivers, and the Hakarimata Ranges.</td>
<td>Top</td>
</tr>
<tr>
<td></td>
<td>NG1.2</td>
<td>Erect signage at the six entry points into Ngaruawahia, refer to its unique local identity and to promote tourism (also refer to NG1.1).</td>
<td>High</td>
</tr>
<tr>
<td>Nature</td>
<td>NG2.1</td>
<td>Undertake a pest control project in the Hakarimata Ranges. Consider this as an opportunity for a community-led conservation project (also refer to DW2.1).</td>
<td>Medium</td>
</tr>
<tr>
<td>Iwi</td>
<td>NG3.1</td>
<td>Promote local cultural tourism by local iwi (also refer to DW1.4).</td>
<td>High</td>
</tr>
<tr>
<td>Communities</td>
<td>NG4.1</td>
<td>Undertake strategic conversations around Council-owned land and halls for reinvigoration of community assets (1).</td>
<td>Top</td>
</tr>
<tr>
<td></td>
<td>NG4.2</td>
<td>Produce a planting plan and social space at Te Mana o te Rangi reserve (2).</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td>NG4.3</td>
<td>Work with relevant entities to support the strategy for youth initiatives.</td>
<td>Top</td>
</tr>
<tr>
<td></td>
<td>NG4.4</td>
<td>Address freedom camping issues.</td>
<td>High</td>
</tr>
<tr>
<td>Growth</td>
<td>NG5.1</td>
<td>Consider extending the business zone (see strategic opportunities diagram) (3).</td>
<td>Very high</td>
</tr>
</tbody>
</table>

*continued overleaf*
Proposed initiatives for Ngāruawahia

<table>
<thead>
<tr>
<th>Theme</th>
<th>NO.</th>
<th>Action</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Economy</td>
<td>NG6.1</td>
<td>Undertake initiatives to ensure tidy commercial and industrial street frontages.</td>
<td>Top</td>
</tr>
<tr>
<td></td>
<td>NG6.2</td>
<td>Promote water based recreation opportunities, including the development of a café (4).</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td>NG6.3</td>
<td>Promote the idea of recreational opportunities in and around the Hakarimata Ranges, consider a gondola or a waterslide (5).</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td>NG6.4</td>
<td>Identify if, how much, and where, possible additional employment land for office development is needed beyond the zoning in the Proposed District Plan.</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>NG6.5</td>
<td>Identify if, how much, and where, possible additional employment land for retail development is needed beyond the zoning in the Proposed District Plan.</td>
<td>High</td>
</tr>
<tr>
<td>Transport</td>
<td>NG7.1</td>
<td>Upgrade pedestrian connections in the town centre and to the Te Awa river ride.</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>NG7.2</td>
<td>Investigate opportunities for traffic calming and speed reductions on Great South Road through the town centre and for improved east-west connectivity for pedestrians and cyclists (6).</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td>NG7.3</td>
<td>Provide longer distance walking and cycling connections to Te Otamanui (7), Glen Massey (8), the eastern side of the Waikato River to Horotiu (9), and Taupiri (10) (also refer to DW1.3).</td>
<td>Top</td>
</tr>
<tr>
<td>Infrastructure</td>
<td>NG8.1</td>
<td>Install or upgrade toilet facilities (11)</td>
<td>High</td>
</tr>
</tbody>
</table>

Refer to the proposed District-wide actions related to public transport and waste water and water infrastructure upgrades for Ngāruawahia.
4.10 HOROTIU

Snapshot

**Population:** 850 (2016 estimate), with growth projected to reach 1,488 by 2045.

**Location:** Horotiu is located adjacent to the Waikato River on the western bank, is accessed by a SH1 interchange, and is located on the rail line between Ngaruawahia and Hamilton.

Consultation feedback

During consultation sessions the following key issues and ideas for Horotiu were put forward:

- The cohesion within, and identity of, Horotiu should be improved.
- There is room for growth and development.
- The proximity of the Te Awa ride offers economic opportunities.
- Issues related to truck movements and industrial activities (noise, odour, and safety) should be addressed.
- Access to the river should be improved to improve recreational opportunities. This includes walking and cycle connections, as well as parking, public toilet facilities, rubbish bins etc.

Refer to **Appendix A** for a comprehensive documentation of the consultation feedback.

Top priority initiatives

The top priority initiatives for Horotiu include:

- Building a strong identity for the town.
- Investigating the opportunity for additional industrial land.
- Providing longer distance walking and cycling connections to Te Kowhai and Horsham Downs.
- Providing a walking and cycling route on the eastern side of the Waikato River between Horotiu and Ngaruawahia to create a loop with the Te Awa river ride.

Refer to the table overleaf for more detail.
### Proposed initiatives for Horotiu

<table>
<thead>
<tr>
<th>Theme</th>
<th>NO.</th>
<th>Action</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Identity</td>
<td>HO1.1</td>
<td>Build a strong identity based on the river corridor, and the unique qualities of the local area (refer to DW1.1 to 1.4). For Horotiu, consider the historic Māori gardens and the business park.</td>
<td>Top</td>
</tr>
<tr>
<td>Growth</td>
<td>HO5.1</td>
<td>Explore the potential for leisure, accommodation, and residential development between SH1 and the Waikato River (1).</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>HO5.2</td>
<td>Investigate the opportunity for additional industrial land (also refer to District-wide proposals) (2).</td>
<td>Top</td>
</tr>
<tr>
<td>Economy</td>
<td>HO6.1</td>
<td>Establish an Advanced Food Processing Cluster.</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td>HO6.2</td>
<td>Identify if, how much, and where, possible additional employment land for office development is needed beyond the zoning in the Proposed District Plan.</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>HO6.3</td>
<td>Identify if, how much, and where, possible additional employment land for retail development is needed beyond the zoning in the Proposed District Plan.</td>
<td>High</td>
</tr>
<tr>
<td>Transport</td>
<td>HO7.1</td>
<td>Form the paper road at the end of Sullivan Road and form a carpark to improve accessibility to the river (3).</td>
<td>Low</td>
</tr>
<tr>
<td></td>
<td>HO7.2</td>
<td>Provide longer distance walking and cycling connections to Te Kowhai and Horsham Downs (4) (refer to DW1.3).</td>
<td>Top</td>
</tr>
</tbody>
</table>

*continued overleaf*
Proposed initiatives for Horotiu

<table>
<thead>
<tr>
<th>Theme</th>
<th>NO.</th>
<th>Action</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>H07.3</td>
<td>Provide a walking and cycling route on the eastern side of the Waikato River between Horotiu and Ngaruawahia to create a loop with the Te Awa river ride (5) (also refer to DW1.3).</td>
<td>Top</td>
</tr>
<tr>
<td></td>
<td>H07.4</td>
<td>Investigate safety improvements and traffic calming along River Road as well as connections to the proposed route along the eastern side of the river (H073) to create a loop for recreational cycling (6).</td>
<td>Low</td>
</tr>
<tr>
<td></td>
<td>H07.5</td>
<td>Extend routes around the peat lakes for recreation</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td>H07.6</td>
<td>Improve the carpark at the bridge on Horotiu Bridge Road. Consider sealing it and adding toilets and rubbish bins.</td>
<td>Medium</td>
</tr>
<tr>
<td>Infrastructure</td>
<td>H08.1</td>
<td>Fill in or improve the appearance of the open stormwater drains at the original AFFCO village in Park Road (7).</td>
<td>Low</td>
</tr>
</tbody>
</table>
4.11 TE KOWHAI

Snapshot

Population: 1,623 (2016 estimate), with growth projected to reach 2,122 by 2045.
Location: Te Kowhai is located off SH39 on Horotiu Road, about 6km southwest of Horotiu, and east of the Waipa River.

Consultation feedback

During consultation sessions the following key issues and ideas for Te Kowhai were put forward:

- There is a need to expand the school and a local secondary school should be considered.
- The sports fields should be expanded and facilities improved.
- The Te Otamanui Walkway is community initiative that should be continued and supported. Extending it to Ngaruawahia is an option.
- Growth should take place in a measured way and with the right processes and conditions in place. This applies to residential (related to stormwater and wastewater infrastructure) and commercial at the airpark (avoiding negative effects).
- Increased activity (e.g. helicopter flights, extended hours of operation) at the airpark is not supported.
- There is a need for more commercial land and development.
- The nearby Te Araroa trail provides an economic opportunity.
- Local roads and footpaths are needed.
- The bus service should be improved.

Refer to Appendix A for a comprehensive documentation of the consultation feedback.

Top priority initiatives

The top priority initiatives for Te Kowhai include:

- Building a strong identity for the town.
- Creating a village green by expanding sports fields and include changing rooms and public toilets.
- Supporting the expansion or intensification of the airpark with commercial uses associated with aeronautical activities.
- Supporting the completion of the Te Otamanui walkway by the community.
- Providing longer distance walking and cycling connections from the Te Otamanui walkway along the Waipa River to Ngaruawahia.

Refer to the table overleaf for more detail.
## Proposed initiatives for Te Kowhai

<table>
<thead>
<tr>
<th>Theme</th>
<th>NO.</th>
<th>Action</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Identity</td>
<td>TE1.1</td>
<td>Build a strong identity based on the river corridor, and the unique qualities of the local area (refer to DW1.1 to 1.4). For Te Kowhai, consider the airpark.</td>
<td>Top</td>
</tr>
<tr>
<td>Communities</td>
<td>TE4.1</td>
<td>Facilitate school expansion by shared use of the sportsfields or moving the fields to a new site (1).</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>TE4.2</td>
<td>Create a village green by expanding sports fields and include changing rooms and public toilets (2).</td>
<td>Top</td>
</tr>
<tr>
<td>Economy</td>
<td>TE6.1</td>
<td>Support the expansion or intensification of the airpark with commercial uses associated with aeronautical activities (3).</td>
<td>Top</td>
</tr>
<tr>
<td></td>
<td>TE6.2</td>
<td>Consider expanding commercial zone towards garage (4).</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td>TE6.3</td>
<td>Identify if, how much, and where, possible additional employment land for office development is needed beyond the zoning in the Proposed District Plan.</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>TE6.4</td>
<td>Identify if, how much, and where, possible additional employment land for retail development is needed beyond the zoning in the Proposed District Plan.</td>
<td>High</td>
</tr>
<tr>
<td>Transport</td>
<td>TE7.1</td>
<td>Support the development of a new inner relief road, connecting Horotiu Road and Te Kowhai Road (5).</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td>TE7.2</td>
<td>Support the expansion of the footpath network in new residential developments and connecting to the village centre.</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>TE7.3</td>
<td>Support the completion of the Te Otamanui walkway by the community.</td>
<td>Top</td>
</tr>
<tr>
<td></td>
<td>TE7.4</td>
<td>Provide longer distance walking and cycling connections from the Te Otamanui walkway along the Waipa River to Ngaruawahia (also refer to DW1.3).</td>
<td>Top</td>
</tr>
</tbody>
</table>

Refer to the proposed District-wide actions related to public transport and waste water and water infrastructure upgrades for Te Kowhai.
4.12 WHATAWHATA

Snapshot

Population: 2,786 (2016 estimate), with growth projected to reach 3,984 by 2045.
Location: Whatawhata is located at the junction of SH23 and SH39, alongside the Waipa River.

Consultation feedback

During consultation sessions the following key issues and ideas for Whatawhata were put forward:

» The adjacent Waipa River offers an opportunity for recreation and tourism.
» There are erosion and weed issues along the river banks.
» There is a strong desire for a meeting place and supporting facilities for the community. Plans are being progressed.
» The ‘rural feel’ of the settlement should be retained, even when the place grows.
» There is a need to consider expansion options for the local school.
» The sports field complex needs to be expanded.
» There is a need for public toilets and places for tourists to stop.
» The town’s residential areas are expanding to the west, away from the village centre. Connectivity (footpaths or even an additional bridge) should be improved.
» The SH23 / SH39 intersection causes safety issues and is often congested. NZTA is looking into a solution, likely involving a roundabout.
» The town has waste water capacity issues.

Refer to Appendix A for a comprehensive documentation of the consultation feedback.

Top priority initiatives

The top priority initiatives for Whatawhata include:

→ Building a strong identity for the town.
→ Supporting the process to create a meeting space (‘Our Place’).
→ Expanding the sports fields to meet increasing recreational needs. Consider the inclusion of public toilets.
→ Supporting NZTA discussions to deliver the roundabout to resolve safety and congestion.
→ Extending local footpaths to connect new residential areas to the village centre.

Refer to the table overleaf for more detail.
### Proposed initiatives for Whatawhata

<table>
<thead>
<tr>
<th>Theme</th>
<th>NO.</th>
<th>Action</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Identity</td>
<td>WW1.1</td>
<td>Build a strong identity based on the river corridor, and the unique qualities of the local area (refer to DW1.1 to 1.4). For Whatawhata, consider the village as a service centre for the rural periphery and local marae.</td>
<td>Top</td>
</tr>
<tr>
<td>Nature</td>
<td>WW2.1</td>
<td>Address river bank weeds and erosion issues.</td>
<td>High</td>
</tr>
<tr>
<td>Communities</td>
<td>WW4.1</td>
<td>Support the process to create a meeting space ('Our Place').</td>
<td>Top</td>
</tr>
<tr>
<td></td>
<td>WW4.2</td>
<td>Facilitate an investigation into the options for expanding the School. Consider expansion towards the east (1).</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td>WW4.3</td>
<td>Create public picnic areas with BBQ facilities.</td>
<td>High</td>
</tr>
<tr>
<td>Economy</td>
<td>WW6.1</td>
<td>Identify if, how much, and where, possible additional employment land for office development is needed beyond the zoning in the Proposed District Plan.</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>WW6.2</td>
<td>Identify if, how much, and where, possible additional employment land for retail development is needed beyond the zoning in the Proposed District Plan.</td>
<td>Very high</td>
</tr>
<tr>
<td>Transport</td>
<td>WW7.1</td>
<td>Support NZTA discussions to deliver the roundabout to resolve congestion and safety concerns (2).</td>
<td>Top</td>
</tr>
<tr>
<td></td>
<td>WW7.2</td>
<td>Extend local footpaths to connect new residential areas to the village centre.</td>
<td>Top</td>
</tr>
<tr>
<td></td>
<td>WW7.3</td>
<td>Investigate reinstating the Makarini Road bridge across the Waipa to improve connectivity between the village centre and residential expansion areas to the west.</td>
<td>Low</td>
</tr>
<tr>
<td></td>
<td>WW7.4</td>
<td>Create public river access to the west of the village centre.</td>
<td>High</td>
</tr>
<tr>
<td>Infrastructure</td>
<td>WW8.1</td>
<td>Consider constructing new facilities as part of the proposed sports fields expansion (WW4.3).</td>
<td>Medium</td>
</tr>
</tbody>
</table>

Refer to the proposed District-wide actions related to public transport and waste water and water infrastructure upgrades for Whatawhata.
4.13 RAGLAN

Snapshot

Population: 3,115 (2016 estimate), with growth projected to reach 3,611 by 2045.
Location: Raglan is located on the West Coast of the Waikato District at the Whaingaroa Harbour, and is accessed by SH23.

Consultation feedback

During consultation sessions the following key issues and ideas for Raglan were put forward:

- Raglan’s strong unique identity should be built upon and celebrated.
- There are a great number of environmental community initiatives being carried out. These need support and could be applied in other parts of the district (e.g. zero-waste).
- Raglan’s strong Maori culture should be supported.
- There are affordability problems due to tourism driving up the cost of living. Initiatives to improve this should be supported.
- Social programmes supporting disadvantaged youth and elderly are needed.
- Youth employment initiatives need to be supported and expanded.
- More community spaces are needed within the town centre. The old surgery building in Wi Neera Street offers an opportunity.
- Consolidating sports facilities should be considered.
- There are many small home-based businesses, based on lifestyle choice. These businesses should be supported with infrastructure as growth in this sector offers an economic opportunity.
- Tourism generates a lot of revenue, but the town’s economy should rely on more than tourism.
- The negative side effects of tourism (lack of affordability, services not coping at peak time) should be addressed.
- The network of walking and cycling connections should be expanded.
- There are several traffic safety issues, including around the Raglan Area School and the Greenslade Road intersection with SH23.
- Parking in the town centre should be looked at.
- There is a desire for a better bus service to support commuters.
- The community is rich in initiatives and there is a strong desire for making decisions around the development of the town locally.

Refer to Appendix A for a comprehensive documentation of the consultation feedback.

Top priority initiatives

The top priority initiatives for Raglan include:

- Building a strong identity for the town.
- Supporting Raglan Naturally in their prioritised local initiatives such as local food production, energy self sufficiency, alternatives to weed spraying, GE free approaches and education regarding climate change.
- Partnering with Raglan Naturally in respect to planning processes.

Refer to the table overleaf for more detail.
**Proposed initiatives for Raglan**

<table>
<thead>
<tr>
<th>Theme</th>
<th>NO.</th>
<th>Action</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Identity</td>
<td>RA1.1</td>
<td>Build on the strong identity of Raglan based on the unique qualities of the local area (refer to DW1.2 to 1.4). Consider nature, regeneration, environmental initiatives, the arts, and surfing.</td>
<td>Top</td>
</tr>
<tr>
<td>Nature</td>
<td>RA2.1</td>
<td>Support Raglan Naturally in their prioritised local initiatives such as local food production, energy self sufficiency, alternatives to weed spraying, GE free approaches and education regarding climate change.</td>
<td>Top</td>
</tr>
<tr>
<td></td>
<td>RA2.2</td>
<td>Support community in Zero Waste initiatives, spread learning across the district.</td>
<td>Very high</td>
</tr>
<tr>
<td>Iwi</td>
<td>RA3.1</td>
<td>Support a strong Maaori culture, including education on the Treaty of Waitangi, respecting tangata whenua, and creating Te Reo signage (refer to DW3.3).</td>
<td>High</td>
</tr>
<tr>
<td>Communities</td>
<td>RA4.1</td>
<td>Extend free wi-fi around the library and i-site.</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td>RA4.2</td>
<td>Support the Whaingaroa Raglan Affordability Project.</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>RA4.3</td>
<td>Support entities undertaking youth social initiatives.</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>RA4.4</td>
<td>Support the development of a community hub for locals, youth skills, cultural, health and wellbeing and environmental exchange (OMG Tech). Consider the Wi Neera Street old surgery building (1) as an option.</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td>RA4.5</td>
<td>Investigate the development of a recreation centre and bringing sports together.</td>
<td>Medium</td>
</tr>
<tr>
<td>Economy</td>
<td>RA6.1</td>
<td>Support initiatives by the tech and visitor sectors to address youth unemployment.</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td>RA6.2</td>
<td>Promote the formation of a business hub for high tech promotion and exchange.</td>
<td>Medium</td>
</tr>
</tbody>
</table>

*continued overleaf*
### Proposed initiatives for Raglan

<table>
<thead>
<tr>
<th>Theme</th>
<th>NO.</th>
<th>Initiatives</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>RA6.3</td>
<td>Consider how to support the community in creating additional and sustaining existing local jobs in tourism. Consider a bed tax to compensate for increased waste and to support housing affordability initiatives.</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td>RA6.4</td>
<td>Investigate opportunities for short-stay courses.</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td>RA6.5</td>
<td>Identify if, how much, and where, possible additional employment land for office development is needed beyond the zoning in the Proposed District Plan.</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>RA6.6</td>
<td>Identify if, how much, and where, possible additional employment land for retail development is needed beyond the zoning in the Proposed District Plan.</td>
<td>High</td>
</tr>
<tr>
<td>Transport</td>
<td>RA7.1</td>
<td>Extend walking and cycling network, including to Whale Bay.</td>
<td>Very high</td>
</tr>
<tr>
<td></td>
<td>RA7.2</td>
<td>Improve traffic safety around the school.</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td>RA7.3</td>
<td>Develop a parking strategy.</td>
<td>Medium</td>
</tr>
<tr>
<td>Governance</td>
<td>RA9.1</td>
<td>Investigate whether Harbour Board income is used locally (2).</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td>RA9.2</td>
<td>Partner with Raglan Naturally in respect to planning processes.</td>
<td>Top</td>
</tr>
</tbody>
</table>

Refer to the proposed District-wide actions related to public transport and waste water and water infrastructure upgrades for Raglan.
4.14 TAMAHERE

Snapshot

Population (includes Tamahere-Tauwhare area): 6,150 (2016 estimate), with growth projected to reach 8,077 by 2045.

Location: Tamahere is located on, and severed by, SH1 south of Hamilton. Tamahere is positioned amongst a network of gullies which are tributaries to the Waikato River.

Consultation feedback

During consultation sessions the following key issues and ideas for Tamahere were put forward:

→ Tamahere’s natural assets make the place attractive.
→ The restoration of the gully system and the development with public walkways is driven by the local community and should be supported.
→ There is a desire to grow the zero-waste initiative.
→ Southern Links south of Tamahere may provide an opportunity to zone more land for residential development.
→ Growth may be needed for viability of services and can be accommodated through slightly smaller properties, but the character of the settlement should be maintained.
→ The development of The Hub currently underway will result in an appropriately sized centre for Tamahere.
→ There are several economic opportunities, such as home-based businesses (based on lifestyle choice), elderly care, recreation, tourism leveraged off the Te Awa river ride, the proximity of the Airport, Mystery Creek etc.
→ The markets are very successful. Consideration should be given to increasing the frequency and an additional venue.
→ State Highway 21 provides a barrier between the regional cycle route and Matangi’s services and facilities. Crossing the state highway should be made easier and safer.
→ There is a desire to improve public transport accessibility.
→ Southern Links is needed to reduce through-traffic and improve safety.

Refer to Appendix A for a comprehensive documentation of the consultation feedback.

Top priority initiatives

The top priority initiatives for Tamahere include:

→ Building a strong identity for the town.
→ Supporting Mangaone Stream revegetation efforts and the construction of a walking and cycleway along this stream.
→ Advocating with NZTA to provide a pedestrian and cycle bridge across SH21.
→ Supporting the community with the extension of shared paths (walking / cycling) through natural areas.

Refer to the table overleaf for more detail.
### Proposed initiatives for Tamahere

<table>
<thead>
<tr>
<th>Theme</th>
<th>NO.</th>
<th>Action</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Identity</td>
<td>TM1.1</td>
<td>Build a strong identity based on the river corridor, and the unique qualities of the local area (refer to DW1.1 to 1.4). For Tamahere, consider the gully network, Wiremu Tamihana (celebrating heritage), and the markets.</td>
<td>Top</td>
</tr>
<tr>
<td>Nature</td>
<td>TM2.1</td>
<td>Support Mangaone Stream revegetation efforts and the construction of a walking and cycleway along this stream (1) (also refer to TM7.3).</td>
<td>Top</td>
</tr>
<tr>
<td>Communities</td>
<td>TM4.1</td>
<td>Support the Zero Waste initiative at the Hub as a start of possible wider local initiative.</td>
<td>Medium</td>
</tr>
<tr>
<td>Growth</td>
<td>TM5.1</td>
<td>Investigate whether the land bounded by SH21, Tamahere Drive and the proposed southern links route should be rezoned from rural to Village (2).</td>
<td>Medium</td>
</tr>
<tr>
<td>Economy</td>
<td>TM6.1</td>
<td>Support activation of the Hub development (3).</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>TM6.2</td>
<td>Support local employment initiatives. Consider the quarry (needs commercial rights), elderly housing, leveraging off cycle route, retail in the new commercial hub, Southern Fresh Foods, home-based employment</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td>TM6.3</td>
<td>Facilitate a plan to rotate the location of the local markets between the current location at the church and the reserve in Matangi in order to increase frequency (4).</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>TM6.4</td>
<td>Identify if, how much, and where, possible additional employment land for office development is needed beyond the zoning in the Proposed District Plan.</td>
<td>Low</td>
</tr>
</tbody>
</table>

*continued overleaf*
Refer to the proposed District-wide actions related to public transport and waste water and water infrastructure upgrades for Tamahere.

<table>
<thead>
<tr>
<th>Theme</th>
<th>NO.</th>
<th>Action</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>TM6.5</td>
<td>Identify if, how much, and where, possible additional employment land for retail development is needed beyond the zoning in the Proposed District Plan.</td>
<td>Low</td>
</tr>
<tr>
<td>Transport</td>
<td>TM7.1</td>
<td>Advocate with NZTA to provide a pedestrian and cycle bridge across SH21 (5).</td>
<td>Top</td>
</tr>
<tr>
<td></td>
<td>TM7.2</td>
<td>Work with public transport provider to ensure the Hamilton / Cambridge bus will loop past the new retirement village (6) and commercial hub.</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td>TM7.3</td>
<td>Support the community with the extension of shared paths (walking / cycling) through natural areas.</td>
<td>Top</td>
</tr>
</tbody>
</table>
4.15 MATANGI

Snapshot

Population: 2,326 (2016 estimate), with growth projected to reach 2,832 by 2045.
Location: Matangi is located on Tauwhare Road close to the intersection with SH1B southeast of Hamilton.

Consultation feedback

During consultation sessions the following key issues and ideas for Matangi were put forward:

→ The historic factory offers an economic opportunity.
→ Growth and expansion opportunities are limited due to zoning and a lack of infrastructure capacity.
→ The village centre needs to be improved in terms of traffic safety, amenity, retail development, and providing a heart to the place.
→ There is a need for traffic calming and improved crossing opportunities at Tauwhare Road near the Matangi Road intersection.
→ Pedestrian conditions should be improved.
→ There is a desire to improve public transport accessibility.

During consultation sessions there was representation from Newstead, for which the following key issues were put forward:

→ There is a need for greater certainty around the future of the area, given TGH land and the proximity of Hamilton.
→ The area accommodates a lot of employment facilities.

The area suffers from through-traffic and ongoing roadworks.

Refer to Appendix A for a comprehensive documentation of the consultation feedback.

Top priority initiatives

The top priority initiatives for Matangi include:

→ Building a strong identity for the town.
→ Providing traffic calming and improved parking opportunities along the central section of Tauwhare Road.
→ Constructing a footpath along Matangi Road up to Fuchsia Lane and creating further connections to accommodate walking from the village centre to Hillcrest.

Refer to the table overleaf for more detail.
Refer to the proposed District-wide actions related to public transport and waste water and water infrastructure upgrades for Matangi.
APPENDICES

Appendix A - Public Local Area Workshop Outcomes
Appendix B - Waikato District Council Local Area Workshops Community Wellbeing Outcomes
APPENDIX A - PUBLIC LOCAL AREA WORKSHOP OUTCOMES

The outcomes from the community consultation workshops undertaken in each of the 15 local areas are detailed on the following pages.

The issues and ideas, including those drawn up on the local area maps during the workshop process, have been tabulated into seven categories for analysis:

- Transport, e.g. public transport, motorway access, truck stops, traffic.
- Growth, e.g. infrastructure capacity, community building, character, funding, effect on productive land, existing housing stock.
- Community / Social, e.g. community programmes and initiatives, reputation, funding, training and education, emergency services, recreation, severance.
- Town Centre, e.g. town centre management, beautification, facilities and services, public spaces and infrastructure, commercial, Business Improvement District (BID).
- Employment, e.g. job creation, access and motivation, tourism, industry, community.
- Environment, e.g. biodiversity, water quality, reserves and parks, recreation, vista and rural character.
- Cultural, e.g. historical sites, identity, youth engagement and initiatives.

There will be some overlap between categories therefore some items may appear under two categories. This demonstrates the complex interdisciplinary nature of settlements.
<table>
<thead>
<tr>
<th>TRANSPORT</th>
<th>GROWTH</th>
<th>COMMUNITY/SOCIAL</th>
<th>TOWN CENTRE</th>
<th>EMPLOYMENT</th>
<th>ENVIRONMENT</th>
<th>CULTURAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Train and bus services to Tuakau in 2019</td>
<td>Lack of action with 10 year plan</td>
<td>Renovate and expand recreation centre Identify community user groups Youth, multicultural focus Identify need in LTP</td>
<td>Build public toilets</td>
<td>Create local employment opportunities, including youth (e.g. apprenticeships)</td>
<td>Connectivity to Waikato River Potential for walkways / cycleways, and connection to wider district trails Watersports, waka ama, etc. Educational tool</td>
<td>Highlight heritage and historic sites - marae, Port Waikato, redoubt, Maori wars, Sir Edmund Hillary</td>
</tr>
<tr>
<td>Park &amp; ride (could be located at Rider Road)</td>
<td>Interface between zoned industrial and residential land needs consideration</td>
<td>Lack of security Install CCTV and lights Neighbourhood watch</td>
<td>Increase local services and facilities for community integration</td>
<td>Tourism - promote out to Port Waikato, cultural and historical sites, coastal areas, recreation / community centre, build on sports trust complex</td>
<td>Create more reserves, green spaces, and sportfields</td>
<td></td>
</tr>
<tr>
<td>Tuakau requires freight by rail, to support truck access</td>
<td>Better positioning of industrial and greenspace land. Infrastructure provision to occur before growth</td>
<td>Locate emergency services in Tuakau Locate in saleyards</td>
<td>Upgrade / beautification of town</td>
<td>Some existing industrial needs to move to allow growth of new industry</td>
<td>River not included in the District Plan</td>
<td></td>
</tr>
<tr>
<td>Street network to provide roading, cycling, and walking together (buffer between river to avoid environmental impacts)</td>
<td>Plans for Tuakau need to be resolved due to the complications of overlapping Franklin and Waikato District Plans.</td>
<td>Upgrade pools facility with heating and retractable cover, and accessible to elderly</td>
<td>Recycling centres needed</td>
<td>Increase retail, and change required in terms of ‘old established businesses’</td>
<td>Utilise low impact design to avoid draining into the Waikato River (eg. raingardens)</td>
<td></td>
</tr>
<tr>
<td>Dominion Rd connection - construct bridge to allow faster access to motorway</td>
<td>Need resource consents for hardfill tipping sites for growth</td>
<td>Querying the whereabouts of the library funding</td>
<td>Lack of green spaces in the town centre</td>
<td>Horticultural land is reducing - retain productive land for horticulture</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Consider rural retail area out of the town centre due to trucks</td>
<td></td>
<td></td>
<td></td>
<td>Tourism opportunities with buses stopping in Tuakau to ‘kiwi experiences’ in Rotorua</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Disparity between public and private sector - private growth occurred where possible, continual public process and no action (failure to recognise develop-ready areas, develop-resistant land).</td>
<td></td>
<td></td>
<td>Protect consented businesses which are not popular, yet provide essential services, against reverse sensitivity from adjacent res development.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Difficulty attracting new residents, especially with first home buyer grant limits</td>
<td></td>
<td></td>
<td>Not utilising motorsport and equine industries - opportunity of being the largest in the area</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PC16 withdrawn, yet would have like it in the Proposed DP</td>
<td></td>
<td></td>
<td>Promote growth of small local businesses</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Council to invest in infrastructure - need to construct first, then charge back to developers</td>
<td></td>
<td></td>
<td>Job creation to occur at the same time as residential growth (don’t want to be a dormitory town)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lack of land available for immediate development</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TRANSPORT</td>
<td>GROWTH</td>
<td>COMMUNITY/ SOCIAL</td>
<td>TOWN CENTRE</td>
<td>EMPLOYMENT</td>
<td>ENVIRONMENT</td>
<td>CULTURAL</td>
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</tr>
<tr>
<td>Lack of public transport to and from Auckland and Hamilton</td>
<td>Central location provides opportunity</td>
<td>Lacking primary and secondary schools for current / future population</td>
<td>Lack of town centre</td>
<td>Desire for more business and employment opportunities - reduce need for commuting</td>
<td>Flooding concerns</td>
<td>Gateway to Waikato and North</td>
</tr>
<tr>
<td>Truck movements through the town centre and location of truck stop undesirable</td>
<td>Relocate truck stop to industrial area</td>
<td>Requires community centres and facilities e.g. library</td>
<td>Town centre not suitable for all weather conditions</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rail station with park &amp; ride</td>
<td>No fast food chains wanted</td>
<td>Lack of passive and active social opportunities</td>
<td>Desire for all-weather shopping centre with sufficient carparking</td>
<td></td>
<td></td>
<td>Outstanding precinct of NZ art for local and international interest</td>
</tr>
<tr>
<td>Increase vehicle access to motorway, and remove main route away from town centre</td>
<td>Development to be in keeping with Pokeno design code from previous District Plan (including new proposed supermarket)</td>
<td>Require recreation infrastructure such as playgrounds, walkways, swimming pool, sports fields</td>
<td>Construct public infrastructure - town square, footpaths,</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Request for double lanes connecting to Tuakau</td>
<td>Better communication between Council and community</td>
<td>Locate emergency services in Pokeno</td>
<td>Upgrade Pokeno market</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Potential for major freight distribution and logistics hub</td>
<td>Town plan required - adhere to it, council to drive, and sales rep required</td>
<td>Maternity services</td>
<td>‘Facelift and clean’</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reseal Great South Road from South to North</td>
<td>Safe environments for school drop-offs</td>
<td>New public toilets</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Prefer roundabouts (no traffic lights)</td>
<td>Dog poo bins needed around walkways</td>
<td>Needs restaurant/bar</td>
<td></td>
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<tr>
<td>No bus parking on the main road</td>
<td>Munro Road sports facility</td>
<td>Pokeno Hall upgrade</td>
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<td>Proposed bypass route south of Pokeno TC and industrial area</td>
<td>Retirement village</td>
<td>Relocate proposed supermarket away from the main street</td>
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<tr>
<td>Build a northbound on ramp at south end of the town</td>
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<td>Retail on main street - rezone to commercial</td>
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<tr>
<td>No public transport</td>
<td>Lack of space for growth</td>
<td>Forgotten town</td>
<td>Closes at 5pm</td>
<td>Airport with skydiving just outside of Mercer</td>
<td>Site with contamination</td>
<td>Mercer as the gateway to the Waikato</td>
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<tr>
<td>Roading inundated with cars (lack of parking and roading infrastructure)</td>
<td>Lack of access to other areas yet to be utilised</td>
<td>Lack of communication (e.g. community unaware of factory development)</td>
<td>Lack of infrastructure</td>
<td>Employment through tourism and recreation opportunities</td>
<td>Opportunity for a park at the wetland area, and wetland restoration</td>
<td>Mercer has cultural and historical features and buildings (tourism, identity, and future development to be in sync with)</td>
</tr>
<tr>
<td>Well located for rail and road access</td>
<td>Realise limitations of Mercer and work within boundaries</td>
<td>No town hall</td>
<td>Take advantage of new sewerage line being installed to build public toilets</td>
<td>River provides recreational and tourism opportunities - cycle and walkways through Mercer (existing Te Araroa trail, and extend Te Awa cycle trail from Ngaruawahia)</td>
<td>Inclusion of iwi and wishes of Kimikimi Marae</td>
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<tr>
<td>Opportunity for park &amp; ride</td>
<td>Strong community spirit</td>
<td>Mercer has specialty retail and tourism attractions</td>
<td>Mercer cheese Conference centre and museum Mainline steam</td>
<td>Impact of freedom campers - provision of facilities as there is demand</td>
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<td>Alter location of the sliproad</td>
<td>Domain development by community</td>
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<td>Provide a new overbridge</td>
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<td>Suggest Mercer transport depot</td>
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<tr>
<td>Lack of access to public transport</td>
<td>Central location between Auckland and Hamilton</td>
<td>Lack of community support, difficult to find people to get involved</td>
<td>Meremere needs beautification in the village, and private sections</td>
<td>Poor access to jobs, and high level of unemployment</td>
<td>Opportunity for greenbelt</td>
<td>Diversity, interaction?</td>
</tr>
<tr>
<td>Require provision of buses and trains - local (surrounding settlements), and Hamilton to Auckland</td>
<td>Unsold sections - assumption that the improvement of transport would lead to increased property investment</td>
<td>Decile 1 current socioeconomic status</td>
<td>Needs lighting</td>
<td>Potential for provision of jobs through business development in the Waikato-Tainui industrial area</td>
<td>Local resource - walking track on the other side of the river</td>
<td>Pa site does not get the recognition it deserves</td>
</tr>
<tr>
<td>Railway location creates possibility of rail transport</td>
<td>Confusion over community development plans - gamble for investors</td>
<td>Youth leaving school earlier than other communities</td>
<td>Lack of retail and services requiring investment (particularly health, post)</td>
<td>Daily public transport could lead to unemployment levels dropping, socioeconomic increase, perception improved, pride in having job, instil pride and mana into kids</td>
<td>More recreation - swings, slides</td>
<td>Gentrification</td>
</tr>
<tr>
<td>Lack of technology available</td>
<td>Uninformed negative outside perception</td>
<td>Lack of WDC maintenance</td>
<td>Perception that Waikato-Tainui doesn’t appear interested in their industrial land</td>
<td>Beautification and identification of entrances to Meremere</td>
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<tr>
<td>Growth in surrounding Tuakau, Pokeno and Te Kauwhata will create opportunities for growth in Meremere</td>
<td>Some Government policies place Meremere and similar low socioeconomic communities at a disadvantage</td>
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<td>Employment opportunities resulting from immediate surrounding district growth</td>
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<td>Some community security issues, need regular community patrols / active police</td>
<td>Need afterschool care and holiday programmes</td>
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<td>Lack of activities for youth (especially in winter)</td>
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<tr>
<td>Lack of transport options and infrastructure</td>
<td>Ageing infrastructure (water / waste; comms)</td>
<td>Lack of social infra for ageing pop.</td>
<td>Multi-storey retail / mixed use</td>
<td>Local businesses and employment</td>
<td>Attractive views and country living, rural character</td>
<td>Heritage trail and vineyard (Paddy Rd)</td>
</tr>
<tr>
<td>Connectivity, lack of road crossings</td>
<td>Planning and staging</td>
<td>Funding</td>
<td>Railway crossing at the entrance to the TC creates ‘pinch point’ – over or under bridge</td>
<td>Tourism – outdoors, Te Araroa walkway, Te Awa cycleway, lake and river, campervans</td>
<td>Walkways: Back of Blunt Road, Whangamarino, Scott Road development, around the lakes, wetlands</td>
<td>History and cultural events, waka ama, etc</td>
</tr>
<tr>
<td>PT - Fast train to Auckland and Hamilton, not just for commuting and bus</td>
<td>Community input</td>
<td>Community spirit, sense of belonging (sometimes lack of)</td>
<td>Leisure / entertainment / restaurants (boutique, not chains)</td>
<td>Contractor employment</td>
<td>Improved access to river</td>
<td>Interpretation of historical features</td>
</tr>
<tr>
<td>Connectivity to surrounding area and closest neighbours</td>
<td>Location is an opportunity, capitalise on it</td>
<td>Move the college</td>
<td>Quality retail and shopping, retail hub</td>
<td>Promote farming, local produce, protect farmland</td>
<td>Water sports</td>
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<tr>
<td>Fix Saleyard Road</td>
<td>Pressure from more Aucklanders moving here</td>
<td>School under pressure, expand the school, attract teachers</td>
<td>ATMs</td>
<td>Accommodation</td>
<td>Lake Waikere for recreation, zipline</td>
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<tr>
<td>Commuting</td>
<td>Housing diversity (small families)</td>
<td>More recreational opportunities, especially sport and recreational facilities – sports hub</td>
<td>Carparks at train station</td>
<td>Industrial land near motorway to screen noise</td>
<td>Capitalise on Lake Kopuera unique fish and bird life</td>
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<tr>
<td>Weekend residents</td>
<td>Halls / churches – expand their use e.g. film nights, youth centre, events Need Town Hall</td>
<td>Stop quarry and stock trucks coming through the main road, by-pass for main street</td>
<td>Commercial land</td>
<td>Water quality (remove coal from Lake Waikere)</td>
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<tr>
<td>Land monopoly, forcing zoned land to be developed</td>
<td>Safety and security (e.g. along railway line and playground), police</td>
<td>More parking</td>
<td>Branding needed</td>
<td>Green belt, more reserves</td>
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<tr>
<td>Flooding to the east and south?</td>
<td>Health care services, after hours, counselling</td>
<td>Vacant land</td>
<td>Festival and events e.g. multisport event</td>
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<td>Don’t want to become a suburb of Auckland</td>
<td>Use primary school site better / move school; Scott Rd growth might mean need more schools</td>
<td>Covered market</td>
<td>Leverage Hampton Downs traffic (service centre)</td>
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<td>Cost of contaminated land</td>
<td>Playgrounds</td>
<td>Arts e.g. theatre, galleries</td>
<td>Expand the library</td>
<td>Supermarket</td>
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<td>Activities for young people, talk to young people</td>
<td>No room to grow businesses – lack of buildings and land</td>
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<td>Develop and expand Domain</td>
<td>Develop small town feel</td>
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<td>Extend pool / leisure centre</td>
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<tr>
<td>Public transport bus and train service stopping in Huntly and Te Kauwhata</td>
<td>Lack of water and sewerage services, and no fibre connection</td>
<td>Emergency Services currently a 45-50min wait for ambulance</td>
<td>Lack of a central hub, e.g. shop, cafe</td>
<td>Desire section sizes that are large ie like Tamahere to attract people that can run business from home</td>
<td>Want walkways around Lake Waikere, and to the river</td>
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<tr>
<td>No petrol station - opportunity for service centre.</td>
<td>New houses being constructed within the flood line that should never have happened i.e. in Taupiri</td>
<td>School is at capacity - expand the school and consider early childhood care</td>
<td>Cowboys site is ugly eyesore in the community - requires a clean up or removal. Idea to convert to a café.</td>
<td>Sleepy head development could be good for the community would rather have light commercial rather than industrial</td>
<td>Create cycle track along the stop banks (Te Kauwhata to Huntly)</td>
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<tr>
<td>Great location (close to Hamilton/Tauranga/Auckland/Raglan)</td>
<td>Feel threat of re-zoning from country living to residential</td>
<td>Keep the community attractive so that the right people locate here ie clean up grass / roadside rubbish</td>
<td>Appears unkempt - people dump rubbish here, and many weeds growing - consistently asking council to clean up</td>
<td>Potential youth employment with a service centre</td>
<td>Opportunity for more planting i.e. more trees fruit trees that are here are good</td>
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<tr>
<td>Train line opportunity</td>
<td>Rates increasing</td>
<td>Lack of community feel, don't meet regularly</td>
<td>Make the community more attractive</td>
<td>Need to keep money from the reserve leasing.</td>
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<tr>
<td>Provide access across railway and highway for walking and cycling between east and west and to the school</td>
<td>Regulate property size</td>
<td>Lack of communication of what is available here in the community i.e. squash, indoor bowls wood turning - advertise what is here ie. Newsletter or an online community forum</td>
<td>No entrances to the village</td>
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<tr>
<td>Opportunity for truck stop</td>
<td>Build wharf at the landing for fishing</td>
<td>No public amenities, no rubbish bins, parking, no-one taking responsibility - these are required - Gordonton as an example</td>
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<td>Traffic on Tahuna Road starting to become a rat run to avoid SH2</td>
<td>Lack of families, ageing population</td>
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<td>Dangerous rail bridge crossing that locals have fixed with plywood</td>
<td>Create rest area by the river - develop the landing</td>
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<tr>
<td>Transport connections, PT to employment, train service, bus, Park and Ride to commute to Auckland</td>
<td>Poor housing, more choice needed, free insulation needed</td>
<td>Separated by river (east and west), little voice or involvement from west</td>
<td>Run down, redevelopment in the CBD</td>
<td>Employment / low incomes / attracting skilled workers</td>
<td>Using the lakes, walkways, boating and fishing, development of East Mine</td>
<td>Shared understanding of each other / culture</td>
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<tr>
<td>Central interchange</td>
<td>Lack of understanding from Council to live / work in Hamilton</td>
<td>Social issues and crime / vandalism (fast food, alcohol, drugs, violence, poverty)</td>
<td>Turn towards the River</td>
<td>Incentives / remove obstacles for big business</td>
<td>Cycling and walking tracks e.g. Hakarimata walkway; connect to Te Awaroa cycle</td>
<td>Waka ama on river, lakes</td>
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<tr>
<td>Traffic through the main street instead of SH</td>
<td>Land for development, encourage growth, rezone incl. Ohinewai, expand into rural areas</td>
<td>Underutilisation of parks and facilities e.g. college using library</td>
<td>Better lighting and footpaths</td>
<td>Tourism – waka ama, kapa haka; industrial attractions (old mines, vintage sites)</td>
<td>Boardwalk</td>
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<tr>
<td>Connect James Rd to Raynor Rd</td>
<td>Helping locals into home ownership</td>
<td>Stigma / reputation - low moral, get back to good things known for, taking ownership and pride</td>
<td>Trees and flowers</td>
<td>Employment / business zones</td>
<td>Diving centre</td>
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<tr>
<td>Vintage Tramway and Steam trains</td>
<td>Housing with lake views</td>
<td>Bring back gardens</td>
<td>Reduce liquor licences</td>
<td>League centre of excellence (Cambridge)</td>
<td>Clean up lake, cleaning up the mess from mines</td>
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<tr>
<td>Motorway – freeing up old SH</td>
<td>Central location advantage</td>
<td>Amphitheatre with power</td>
<td>Bars and cafes</td>
<td>Speedway bring employment and people, needs access off SH1</td>
<td>Lake Waahi</td>
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<td>Cycle routes</td>
<td>Youth focus e.g. hub (wellbeing issues), working with youth in a coaching way, young people ideas, connect kids with facilities</td>
<td>Christmas lights</td>
<td>Commercial operations</td>
<td>Fitness stations (river and lakes), gyms, family adventures on the lake</td>
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<tr>
<td>Wellbeing centre – northern end of main street</td>
<td>Pedestrian precinct main street</td>
<td>Prepare for power station closure, could be opportunity</td>
<td>Diving platform on bridge</td>
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<td>Dirt bike / motocross track</td>
<td>Bring Legoland to Huntly</td>
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<td>Fractured organisations, no integration, lack of comms, meet on marae</td>
<td>No industrial area</td>
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<td>Too much hui, not enough do-I / no action</td>
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<td>Events e.g. Festivals in Domain, Huntly half-marathon</td>
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<td>Move College, replace with sports dome</td>
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<td>Library / community hub</td>
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<td>Health services</td>
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## A8 TAUPIRI

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<tbody>
<tr>
<td>Alternative access to the Taupiri area without using the motorway</td>
<td>Taupiri - infrastructure</td>
<td>Better process to engage rangatahi, engage with schools</td>
<td>Need more employment</td>
<td>Connection to Te Awa cycleway</td>
<td>Youth activities, cultural, community - based</td>
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<tr>
<td>Park and ride</td>
<td>Two areas of development one in Murphys Lane, one on Te Putu St</td>
<td>Need a Supervalue, post office, afterschool care, daycare</td>
<td>Train stopping at Taupiri Station would increase tourism, employment and growth</td>
<td>Upgrade parks and reserves with more walkways and trees</td>
<td>Gully system, mountain river and heritage sites - Council support to promote what makes Taupiri unique</td>
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<tr>
<td>River transport</td>
<td>With development starting, want to remain a ‘village’ and don’t want to end up like Pokeno</td>
<td>Need a retirement village</td>
<td>Motocross events</td>
<td>Taupiri Mountain walkway</td>
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<tr>
<td>Bridge across river, connect Taupiri and Hakarimata</td>
<td>Two farms between town and expressway want to subdivide near junction and service centre at new entrance to Taupiri</td>
<td>Combining the halls as there are several club rooms</td>
<td>Motel</td>
<td>Waikato safe for swimming?</td>
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<tr>
<td>Need more pedestrian crossings</td>
<td>Service centre like ‘AutoBahn’</td>
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<td>Don’t have an identifiable industry</td>
<td>More planting</td>
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<td>Taupiri express workers bus could also pick up at Huntly, Ngaruawahia, and Horotiu</td>
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**A9 NGARUAWAHIA**

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<tr>
<td>Better public transport, express bus that stops at Huntly, Ngaruawahia and Horotiu; commuter train stop at Nga, more bus stops</td>
<td>Proximity to Hamilton is a problem, dormitory town</td>
<td>Disconnect between community aspiration and WDC focus, cynicism in the community as no action - need community collaboration</td>
<td>Want to have a clear gateway that reflects identity</td>
<td>Leverage Hakarimata Ranges</td>
<td>Freedom campers at the point and dumping their waste into the toilets</td>
<td>Youth activities, cultural, community – based</td>
</tr>
<tr>
<td>Walkways and cycleways</td>
<td>Affordable housing</td>
<td>Recreation centre / sports hub needed</td>
<td>Lack of definition of TC, bad impression entering town</td>
<td>Tourism - cultural and historical distinguishes area &amp; environment e.g. glow-worms in Hakarimata. Ideas: gondola, guided bus tour - Maori café</td>
<td>Two rivers (Waikato and Waipa), Hakarimata Ranges, and the Maori King makes area unique</td>
<td></td>
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<tr>
<td>Need more pedestrian crossings Better road seal at intersections</td>
<td>More investment by WDC needed (not keeping up with growth), slow consent process</td>
<td>Low academic expectation</td>
<td>Investment in public buildings</td>
<td>Hold more events, collaborative, national events</td>
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<tr>
<td>Need more facilities to cater for increase in population, e.g. supermarket, doctor</td>
<td>Crime and gambling, lack of security or perception of this</td>
<td>Guidelines for shops and community buildings</td>
<td>Momentum Waikato previously initiated a social enterprise but investment went elsewhere</td>
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<tr>
<td>Papakainga opportunities in Ngaruawahia (see map)</td>
<td>Get community leaders teaching</td>
<td></td>
<td>Teaching trades</td>
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<tr>
<td>Ngaruawahia - infill housing in smaller areas (see map)</td>
<td>Arts centre</td>
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<td>Humane possum fur industry</td>
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<td>Cultural and leisure facility with training rooms</td>
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<td>Business rebates to sponsor activities</td>
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<tr>
<td></td>
<td>Access to the River at Ngaruawahia</td>
<td></td>
<td>Public toilets at the reserves, cater for walkers in the Hakarimata Ranges</td>
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<td></td>
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<td></td>
<td>More promotion</td>
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<td></td>
<td></td>
<td></td>
<td>Business attraction and tourism strategies</td>
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</tbody>
</table>
## A10 HOROTIU

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<tr>
<th>TRANSPORT</th>
<th>GROWTH</th>
<th>COMMUNITY/ SOCIAL</th>
<th>TOWN CENTRE</th>
<th>EMPLOYMENT</th>
<th>ENVIRONMENT</th>
<th>CULTURAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Many trucks trying to turn right have to wait a long time to turn. Intersections should be widened.</td>
<td></td>
<td>No community spirit/bonding</td>
<td>Make Horotiu as a beautiful village - not lots of small sections</td>
<td>Utilise cyclists from cycleway.</td>
<td>Affco smell - sulfur</td>
<td></td>
</tr>
<tr>
<td>A formal carpark, toilets, rubbish bin etc. should be developed at the area of gravel around the bridge at Horotiu Bridge Rd.</td>
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<tr>
<td>Heavy traffic noise</td>
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<tr>
<td>Re-use the train line for freight</td>
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<tr>
<td>Passenger train to Hamilton/ Auckland</td>
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<tr>
<td>Can’t access river from eastern side - paper roads blocked off.</td>
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</tbody>
</table>
### A11 Te Kowhai

<table>
<thead>
<tr>
<th>TRANSPORT</th>
<th>GROWTH</th>
<th>COMMUNITY/SOCIAL</th>
<th>TOWN CENTRE</th>
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<th>ENVIRONMENT</th>
<th>CULTURAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cycle circuit to link Te Awa at Ngaruawahia, along the stream</td>
<td>Infrastructure needed, low impact storm and wastewater options</td>
<td>Expand existing primary school, consider additional school</td>
<td></td>
<td>Opportunities around Te Araroa walking trail</td>
<td></td>
<td>Significant heritage</td>
</tr>
<tr>
<td>Improve bus service Huntly, Ngaruawahia, Horotiu, Te Kowhai, The Base, Hamilton</td>
<td>Make sure the right processes are in place for growth, including airport growth (noise etc)</td>
<td>Expand playing fields</td>
<td></td>
<td>Opportunities around the Te Otamanui walkway (used by more than 100 people per day)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dedicated parking area</td>
<td>Good people moving to the area</td>
<td>Dog walking facilities</td>
<td></td>
<td>Enough industry in the area</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Want development contributions used locally</td>
<td>Better security, CCTV</td>
<td></td>
<td></td>
<td>Don’t want helicopter training area, restricted hours</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Want unique public toilets in Te Kowhai</td>
<td></td>
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</tbody>
</table>
## A12 WHATAWHATA

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<thead>
<tr>
<th>TRANSPORT</th>
<th>GROWTH</th>
<th>COMMUNITY/SOCIAL</th>
<th>TOWN CENTRE</th>
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<th>ENVIRONMENT</th>
<th>CULTURAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>SH and intersection - congestion and pedestrian issues</td>
<td>Developing away from town on Raglan side</td>
<td>River access - jewel in the crown - want access but lower priority</td>
<td>Not supported by growth location</td>
<td>Whatawhata was centre for Tainui education historically</td>
<td>River erosion</td>
<td>Significant heritage</td>
</tr>
<tr>
<td>No walkways but lots of road reserves, connect communities</td>
<td>Retain rural character and lifestyle</td>
<td>Lack of community land and facilities, small park at Awatea. Contributions for years but not enough facilities for Whatawhata (library, medical?)</td>
<td></td>
<td></td>
<td>Opportunities for employment lost through lack of optimisation of land around SH23/SH39 intersection</td>
<td>Weeds, privet along river</td>
</tr>
<tr>
<td>Congestion - roundabout needed</td>
<td>Schools - classrooms growing</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>No public toilets</td>
<td></td>
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<td></td>
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<tr>
<td></td>
<td>Walkways and BBQ areas</td>
<td></td>
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</tr>
<tr>
<td></td>
<td>Expand playing fields</td>
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</tbody>
</table>
### A13 Raglan

<table>
<thead>
<tr>
<th>TRANSPORT</th>
<th>GROWTH</th>
<th>COMMUNITY/ SOCIAL</th>
<th>TOWN CENTRE</th>
<th>EMPLOYMENT</th>
<th>ENVIRONMENT</th>
<th>CULTURAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bypass to Rangitahi</td>
<td>Sea level rise</td>
<td>Isolation for the elderly, elderly moving out</td>
<td>Wharf area developed for everybody, winter and summer, needs management and able to be used by all</td>
<td>Employment for youth, entry level</td>
<td>Recycling</td>
<td>Embrace history</td>
</tr>
<tr>
<td>Bike trail and walkway to Whale Bay</td>
<td>Define character areas</td>
<td>Avoid gentrification, minority groups having to leave</td>
<td>Bank in town</td>
<td>Training and skills development</td>
<td>Environmental issues that need to be addressed</td>
<td>The diversity of the community is an opportunity</td>
</tr>
<tr>
<td>Two-way bridge</td>
<td>Affordable housing - guidelines for AirBnB (poor balance between permanent and visitors)</td>
<td>Need more education</td>
<td>Parking regulation</td>
<td>Businesses want to set up here</td>
<td>Encouraging self-sufficiency in power and local food production</td>
<td>Include signs in Te Reo, TOW education</td>
</tr>
<tr>
<td>Access into Raglan - Greenslade Rd is a dangerous corner</td>
<td>Plan growth, how much and where, currently poor planning</td>
<td>Need a youth hub</td>
<td>Parking by the wharf</td>
<td>Tourism</td>
<td>Spray-free - alternative</td>
<td>Support a strong Maori culture</td>
</tr>
<tr>
<td>Safety around schools</td>
<td>Areas under special character</td>
<td>Improve social capital</td>
<td>Narrow streets</td>
<td>There is diversity in skills in the area - new businesses</td>
<td>Food / seed and tool banks, building resilience</td>
<td>Respect Tangata Whenua</td>
</tr>
<tr>
<td>Traffic problems</td>
<td>Different energy codes and building codes for new development</td>
<td>How to integrate new people into the community culture 'about the way things are done in Raglan'</td>
<td>Re-use heritage buildings</td>
<td>High retail rates - money off tourists</td>
<td>Waste as a resource</td>
<td>Cultural Centre</td>
</tr>
<tr>
<td>More cycling opportunities</td>
<td>Sewerage and stormwater infrastructure needs improving</td>
<td>Consult with community before making changes in town, DP is complicated to make a submission, some don't feel comfortable in formal setting (Maori, youth)</td>
<td>Town is vibrant through compactness</td>
<td>Global businesses in Raglan</td>
<td>GE free</td>
<td></td>
</tr>
<tr>
<td>Boardwalks on coast</td>
<td>Speed of growth and poor planning</td>
<td>Sports centre, all sports together in one place</td>
<td>Underground parking (see map)</td>
<td>Not just relying on tourism</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bridle paths</td>
<td>Concern about Rangitahi development, impact on traffic</td>
<td>Lack of accountability for decisions, Community Board needs more authority</td>
<td>Wi Neera Street area belongs to the public, nothing happening</td>
<td>Hospitality</td>
<td></td>
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</tr>
<tr>
<td>Parking issue</td>
<td>Lack of policing and emergency services</td>
<td>Local contracts - jobs to locals</td>
<td>Gang patches, youth getting involved</td>
<td>Good wifi is needed</td>
<td></td>
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<td></td>
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<td></td>
<td>Lots of the community commute which reduces cohesion</td>
<td>Eco-tourism</td>
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<td></td>
<td>Co-operative housing</td>
<td>Un-affordable commercial property</td>
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<td></td>
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<td>Inequality, social housing needed, iwi partnerships</td>
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<td></td>
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<td></td>
<td>Living wage</td>
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<td></td>
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<td></td>
<td>Lack of venues</td>
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<td>TRANSPORT</td>
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</tr>
<tr>
<td>Connect communities, lack of transport facilities, public transport</td>
<td>Sustainable land use, high density areas - need to be smart about using the land. Not huge development, but some spaces</td>
<td>No places to get together - form more of a community. School - but if you don’t have small children, hard to get to know people in the community</td>
<td>Restaurants art galleries, markets (in St Stephens grounds) and festivals</td>
<td>Restaurants art galleries, markets</td>
<td>Pest eradication</td>
<td>Historical sites - pa sites</td>
</tr>
<tr>
<td>User-friendly cycleways - healthy lifestyles as a goal - tie in walking to transport, footpath underpass bridges, safety, connect walks, walkway/cycleway to Hamilton and to schools - safe way to commute</td>
<td>Arable land not being used - blocks too big. Restricted by zoning for subdivisions and growth</td>
<td>Recreational opportunities - parks, tracks through gullies, playgrounds, there are some, but some need their own. Woodcocks Rd doesn’t have a playground</td>
<td>Limited space</td>
<td>Boat cruises</td>
<td>Gully restoration project</td>
<td>Good iwi connections maintained</td>
</tr>
<tr>
<td>Southern links urgently needed</td>
<td>Adequate infrastructure, sewerage system, water inadequate</td>
<td>Sport, multisport facilities</td>
<td>The right size, don’t need a supermarket</td>
<td>Close to mystery creek</td>
<td>Zero-waste</td>
<td></td>
</tr>
<tr>
<td>Congestion at Hillcrest</td>
<td>Get rid of power poles</td>
<td>Arts centre, library</td>
<td></td>
<td>Airport close by</td>
<td>Protect significant natural areas</td>
<td></td>
</tr>
<tr>
<td>Lots of traffic through village</td>
<td>Why do we have to grow? Not the right area - people here want the large sections</td>
<td>Range of council services needed locally, better alignment between HCC and WDC facilities</td>
<td></td>
<td>Tourism - historical sites, BnBs</td>
<td>Tree planting policies</td>
<td></td>
</tr>
<tr>
<td>Train to Auckland</td>
<td>Hamilton is encroaching on Tamahere - keep a separate area</td>
<td>Lack of school space - middle school needed</td>
<td></td>
<td>Need an i-site on the internet - book accommodation, activities, access maps, cycleways</td>
<td></td>
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</tr>
<tr>
<td>Traffic safety around school</td>
<td>Intensification needs to be quality</td>
<td>Severance from SH1</td>
<td></td>
<td>Retail provision</td>
<td></td>
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<tr>
<td>More footpaths</td>
<td>Levels of service don’t reflect rates</td>
<td>Plan for green belts</td>
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<tr>
<td>Limited access into areas of the community</td>
<td>Retain productive farmland</td>
<td>Great security needed</td>
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<tr>
<td>Severance - don’t want Tamahere cut in half, east – west severance</td>
<td>Retain character and high amenity</td>
<td>Retirement village accessibility</td>
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<tr>
<td>Park and ride at bus stops</td>
<td>Tainui owns a lot of land but hasn’t decided on use</td>
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## A15 MATANGI

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<th>TRANSPORT</th>
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<th>COMMUNITY/SOCIAL</th>
<th>TOWN CENTRE</th>
<th>EMPLOYMENT</th>
<th>ENVIRONMENT</th>
<th>CULTURAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Connecting to city and other towns - buses and cycleways</td>
<td>Large areas being cut up into smaller blocks.</td>
<td></td>
<td>Highly identified village, but also rabbit run for traffic</td>
<td>Factory, limited parking and safety issues with trucks next to shops</td>
<td></td>
<td>Support development of village history</td>
</tr>
<tr>
<td>Safety, flow, some come through to avoid the SH traffic - expressway should alleviate, but people still will come through as no on -ramp at Morrinsville</td>
<td>Wastewater and sewerage system only serves the part of village existing, but at capacity - would need more infrastructure</td>
<td></td>
<td></td>
<td>Livestock improvement centre, agricultural research</td>
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</tr>
<tr>
<td>Want loop bus service through Matangi and Newstead</td>
<td>Restricted by zoning for subdivisions and growth</td>
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<tr>
<td>Keep pedestrian crossing.</td>
<td>Connect sewerage to Hamilton city</td>
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<td></td>
<td>Limit subdivision on productive land</td>
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<td></td>
<td>Comment related to Newstead: Certainty and awareness for locals</td>
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</tbody>
</table>
APPENDIX B - WAIKATO DISTRICT COUNCIL LOCAL AREA WORKSHOPS COMMUNITY WELLBEING OUTCOMES

Community wellbeing includes a wide variety of tangible and non-tangible factors. A place-based review of each local settlement was undertaken in the LAB workshops to assess the social infrastructure and wellbeing of communities relative to each other. The community circles set out on the following pages show the outcome, considering quantitative and qualitative aspects of each place under four headings:

- Health and Wellbeing
- Leisure and Recreation
- Accessibility
- Sense of Community

The graphic representation aims to show both the existing situation (solid colour), based on a number of sub-factors, and ideas for the ready potential for that location based on proposed plans, strategies or other developments in the area (translucent colour), as well as the situation at different scales, from the neighbourhood (centre of the circle) to the regional scale (edge of the circle). The wider the wedge, the greater the wellbeing in that particular aspect (see example below).
<table>
<thead>
<tr>
<th>Category</th>
<th>Existing</th>
<th>Ready potential</th>
</tr>
</thead>
</table>
| Health and wellbeing     | • Education: two primary schools, one secondary school, and one private school which goes from year one to year thirteen inclusive.  
                            • Childcare available  
                            • Health centre, no after hours  
                            • All emergency services  
                            • Churches  
                            • Several marae  
                            • Few safety and security issues  
                            • Housing available  
                            • Employment mostly outside Tuakau | • Council service centre and library under consideration  
                            • Community plan underway for new/ upgraded leisure centre in J. Lightbody Reserve  
                            • Recreational routes along river |
| Leisure and recreation    | • Several large parks  
                            • Sports clubs, including rugby club and leisure centre buildings  
                            • Community hall in town centre  
                            • Library in town centre, no longer adequate |                                                                                  |
| Accessibility             | • Lack of connectivity and pedestrian access on neighbourhood level  
                            • Lack of bus services and frequency  
                            • Town centre accessible  
                            • Harder to access state highways | • Railway line and station present |
| Sense of community        | • National level: place Edmund Hillary grew up  
                            • Local shops, schools, churches, marae bringing community together  
                            • High level of social deprivation (9 on the index)  
                            • Alexandra Redoubt  
                            • Lack of employment - commuter town  
                            • Community representation review: call from the community to split Onewhero / Tuakau Community Board |                                                                                  |
### Health and wellbeing

- Employment - variety, including large factories, need more industrial land
- Emergency - fire station, police (traffic)
- Health - health centre, hospital at Middlemore, afterhours and ambulance at Pukekohe
- Education - primary school with volume double in recent years, playcentre on schools grounds told to leave, ECE centre
- No major safety and security problems, perception from outside can be negative

### Ready potential

- New ECE centre consented
- New factories consented and being constructed

### Leisure and recreation

- Hall
- Dog exercise park
- Passive tourism activities - food and beverage
- Proposed 12ha wetlands, walkway
- Proposed sportsgrounds
- Limited open spaces

### Accessibility

- Residential areas are far from TC
- Truck stop creates an impediment with trucks travelling through the TC
- Inefficient to get on / off motorway
- Less affordable with private vehicles as long distances and high petrol prices
- Public transport to Tuakau and Pukekohe
- Tourist accessibility through Intercity stop

### Ready potential

- Footpaths are lacking
- Potential underpass to connect west and east
- Land has been identified for potential Park and Ride (but how feasible with rail in Drury - a high level assessment is required?)

### Sense of community

- Existing residents have a sense of community
- Queen’s Redoubt
- Strong local iwi
- Historically significant as start of the NZ wars on Pokeno Rd
- Sunday market
- Known for ice cream, bacon, and Possum Bourne
- Three identity components of tourism, business / industry, and residents

### Ready potential

- New residents will require community building, ownership, will likely commute to Auckland
<table>
<thead>
<tr>
<th>Category</th>
<th>Existing</th>
<th>Ready potential</th>
</tr>
</thead>
</table>
| Health and wellbeing   | • Education: Primary, increasing in numbers (43 to 80)  
• Health: Nothing local, through Pokeno  
• Emergency: Fire station moving  
• Church  
• Safe and secure neighbourhood  
• Older housing, no new housing  
• Employment: service station, Pokeno bacon, cheese, McDonalds  
• Stopbanks, flooding issues, DOC land floods northern part of reserve and TC |                          |
| Leisure and recreation | • Te Araroa trail  
• Motocross, rowing club, skydiving  
• Meeting places: airfield café, winery (far), rowing club pub  
• Mainline Steam Heritage Trust engines | • Sports fields           |
| Accessibility          | • Freedom camping happening but not legal, no facilities  
• Slip on Koheroa Road (east link) which won’t be fixed until 2024 so trucks can’t access  
• Interchange  
• Often used as truck stop |                          |
| Sense of community     | • Mercer ratepayers association  
• Positive, strong, good turnout  
• Heritage buildings  
• Museum | • Possibility for a better link between the marae site and the river  
• Heritage sites |
### Existing

**Health and wellbeing**
- Social audit needed
- Primary School with recreation facilities
- Kohanga Reo run from school and community centre
- Social services and high school serviced by Te Kauwhata
- DHB/MSD funded services available
- District Nurse based in Ngaruawahia
- Limited hours doctor
- No emergency services in Meremere
- Te Kauwhata police presence
- Church(es) based in home
- Gang presence, perceived and real safety issues - lack of through traffic
- 15 empty dwellings, empty lots, several new build homes, majority of houses from the power station era (approx. 70s, brick, solid and dry)
- Low employment
  - Closest opportunities - Springhill Prison, landfill and transfer station, Hampton Downs

**Leisure and recreation**
- Waikato River walking trail/Te Araroa (difficult access)
- Weekly basketball
- Library (limited hours)
- Community centre
- Sport Waikato (presence and programmes unknown)

**Accessibility**
- Lack access to public transport
- Inadequate access from highway to Meremere
- No through traffic
- Long distance to hospital
- Rural women’s car pool services
- Neighbourhood steep topography
- Use and hire of community centre has increased

**Sense of community**
- Services northward, identity southward
- Increased stability and retention of residents within 5 years
- Increased confidence and sense of community
- Negative outside perception
- Several active community committees
- Pa site, redoubt
- Connection to river and wetlands

### Ready potential

- Employment potential on industrial land - e.g. high temp waste incineration

- New library building to be built behind community centre
<table>
<thead>
<tr>
<th>Health and wellbeing</th>
<th>Existing</th>
<th>Ready potential</th>
</tr>
</thead>
</table>
| Education: one college, one primary school, and a small school in Rangiriri | • Childcare centres  
• Adequate basic health facilities  
• No mental health centre  
• Emergency services: fire, police, St Johns  
• Several churches  
• One marae  
• No serious safety and security issues  
• Little diversity in housing  
• Local employment in farming, Spring Hill Prison, Hampton Downs  
• National level refuse centre near Hampton Downs | • More diverse housing to be constructed in Lakeside development, including retirement village |

<table>
<thead>
<tr>
<th>Leisure and recreation</th>
<th>Existing</th>
<th>Ready potential</th>
</tr>
</thead>
</table>
| Long distance cycling | • Hampton Downs racing  
• Wetlands  
• Sports facilities at domain - rugby, squash court, and equestrian, pool at college, bowls club  
• Community facilities: Te Kauwhata House | • Recreational routes and bridle paths to be constructed at Lakeside development |

<table>
<thead>
<tr>
<th>Accessibility</th>
<th>Existing</th>
<th>Ready potential</th>
</tr>
</thead>
</table>
| Location on expressway | • Reasonable affordability  
• Easy to get around entire town and key destinations  
• Most people have car  
• People get involved in community  
• Reasonable quality streetscape in neighbourhoods | • Likely more affordable housing in Lakeside development  
• Improved bus services to be implemented  
• Train station for possible future train services |

<table>
<thead>
<tr>
<th>Sense of community</th>
<th>Existing</th>
<th>Ready potential</th>
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</thead>
</table>
| Strong sense of community | • Has its own newspaper  
• ‘Village feel’  
• Rangiriri:  
  • Rangiriri paa site at  
  • Te Wheoro’s Redoubt  
  • WW1 Memorial Gates  
• Awareness of issues with Lake Waikare | • Plans for walkways around wetlands, opportunity for interpretation |
### Health and wellbeing
- 1 primary school
- No childcare
- No health or mental health facilities
- No emergency services (currently travel from Huntly with concerns around response times - evaluate against future, faster access to Huntly - is there a management response to improve conditions?)
- No justice services - Prison (Dept of Corrections) run courses at the hall often
- Church group services held at the hall
- Sense of a safe community
- Large lots, limited mix of housing
- Minimal employment
- Primary school has room to expand onsite

### Leisure and recreation
- Tennis courts
- Indoor bowls (in hall)
- Community hall
- Women's Institute
- Badminton (in hall)
- Tourist campervan club that stay three times per year
- Bird Club come once each year
- Frequent private hire of the hall (4-5 times per week)
- Two lakes, but both are fenced off. Used for duck shooting

### Accessibility
- Great access to the Waikato Expressway
- No footpaths around the village
- Limited access East/west and over the railway line and SH1
- No footpaths around lake or reserve

### Sense of community
- Quite a few long term residents
- Aging population
- Good sense of belonging
- No clear cultural identity
- Community locals often clean up rubbish
- Increase of community feel and communication within the community
## Health and wellbeing

- Huntly college and Te Wharekura O Rakaumangamanga, six pre-schools and four Te Kohanga Reo.
- Several childcare facilities
- Health facilities available (not after hours)
- Many mental health services
- Friendship House, men’s sheds
- Needs social audit
- Fire, police, and St John’s Ambulance services present
- Court house, and periodic detention
- Several churches
- Marae
- Lack of police presence
- ‘3/10’ real and perceived safety
- Petty crime concentrated in the western area
- Many state houses of poor quality
- Clusters of high value housing in the hills on the eastern side
- Employment opportunities in quarries, manufacturing, retail/services, farming
- Commute for work (more than TK)

## Leisure and recreation

- Rugby, league, football
- Recreation around lake
- Small gym
- RSA
- Men’s shed
- Conference centre
- Memorial Hall (being repaired)

## Accessibility

- River creates division
- Lack of private vehicle ownership, no WOF/registration
- Many walk
- Bridge over rail line often closed, and alternative bridge is unsafe
- Steep terrain, and footpaths particularly difficult for elderly
- Transport to facilities and services available for particular groups
- Social and community initiatives (non-profits) mainly run by same person
- High level of social deprivation, many receiving government benefits
- House prices are low, but increasing

## Sense of community

- Ethnically diverse community
- Negative outside perception
- Shift towards staying, hard working
- Volunteering
- Multi-generation families staying
- Waahi Pa, Rakaumangamanga (note environmental understanding and initiatives for the lake/river)
- Less ownership
- Grassroots music, kappa haka, performing arts, hip hop
- Arts scene growing, wearable arts

### Existing

- CCTV cameras to be installed

### Ready Potential

- Memorial Hall once repairs completed
<table>
<thead>
<tr>
<th></th>
<th><strong>Existing</strong></th>
<th><strong>Ready potential</strong></th>
</tr>
</thead>
</table>
| **Health and wellbeing**           | • Education: Primary, no Secondary, daycare, playcentre  
• No health services  
• No emergency services  
• Church (service is in Te Reo so some don’t attend)  
• New subdivision going in, mostly residential, generally older houses, affordable housing available (and price is good)  
• Employment: Farm source, vet services, hopinstopin, recycled clothing shop, water pump shop, mechanics  
• Safety and Security is mostly good |                                                                                                                                                                                                                                  |
| **Leisure and recreation**         | • Bowling club, rugby fields, playground, club tennis, netball courts, skate park  
• Taupiri Setters Hall and Taupiri Memorial Hall  
• Taupiri Tavern  
• Bob Byrne Park, needs second toilet, playground, more planting | • Toilet at Bob Byrne Park                                                                                                                                                                                                   |
| **Accessibility**                  | • Connectedness: Buses are fantastic, most patronised regional bus route  
• Mobility: Footpaths okay, motorway a bit of an issue as it splits the town. There is an underpass.  
• Opportunity: 6/10  
• Participation 6/10 - community board is quite active, Taupiri youth group  
• Affordability: buses are useful but no proper services in the village | • Wattsgrove Bridge to be completed  
• BP consented (service centre)  
• Could be improvements in opportunity and participation                                                                                                                                                                      |
| **Sense of community**             | • Identity: high  
• Heritage: Taupiri Maunga, youth group, Marae, many heritage sites, Urupa and walkway  
• Expression: Opportunity, not often taken up  
• Environmental: restoration work occurring on Maunga, Waikato River and the red River (Mangaura)  
• Taupiri Cemetery | • Restoration work on Maunga, Rivers                                                                                                                                                                                          |
### Health and wellbeing

- **Existing**
  - Education: 4 primary schools (1 Kura), 1 high school, 5 daycare centres (1 in progress), 1 playcentre, 3 Kindies
  - Health: 1 medical centre, 1 medical clinic, No mental health facilities, Tu Tangata (social workers), 2 pharmacies
  - Emergency: Fire
  - Worship: 6 churches
  - Safety and Security: Internal perception fine, external perception different
  - Housing: Housing NZ, pensioner flats (WDC), Papakainga at Te Waewae Marae
  - Employment: WINZ, WDC, AFFCO, Tainui, New World (high employment)

- **Ready potential**

<table>
<thead>
<tr>
<th>Emergency</th>
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</thead>
<tbody>
<tr>
<td>Pending police station</td>
</tr>
<tr>
<td>St Johns (building pending?)</td>
</tr>
<tr>
<td>Safety and Security</td>
</tr>
<tr>
<td>Improve external perception</td>
</tr>
</tbody>
</table>

### Leisure and recreation

- **Existing**
  - 1 golf course, 3 rugby club, Waka Ama Sports, Squash Club, Bowling Club, Soccer Club
  - River Fitness Stations
  - Te Awa Cycleway
  - 2 Reserves and Point Reserve with playgrounds
  - Hakarimata Ranges / Walk
  - 1 Gym (Te Waewae Marae)
  - Art Centre Twin Rivers (pending building being built)
  - Dance groups / martial arts
  - Halls (includes School Halls)
  - Kapa Haka / Performing Arts / culture
  - Ngaruawahia Community House
  - Nga Miro

<table>
<thead>
<tr>
<th>River Fitness Stations</th>
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</thead>
<tbody>
<tr>
<td>Te Awa Cycleway</td>
</tr>
<tr>
<td>Hakarimata Ranges / Walk</td>
</tr>
<tr>
<td>Art Centre Twin Rivers (pending building being built)</td>
</tr>
</tbody>
</table>

### Accessibility

- **Existing**
  - Mobility: not enough footpaths to access Ngaruawahia fully (especially wheelchair and prams)
  - Connectedness: loud voices in the community are very loud so can case disconnections. Some annual events are well attended (Koroneihana Regatta)
  - Affordability: isn’t really a barrier in the community. Sports clubs are very supportive with fees, transportation for struggling whanau

<table>
<thead>
<tr>
<th>Mobility</th>
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</thead>
<tbody>
<tr>
<td>Connectedness</td>
</tr>
<tr>
<td>Affordability</td>
</tr>
</tbody>
</table>

### Sense of community

- **Existing**
  - Identity: Gang presence, Kingitanga, Two rivers meet at the Point Reserve. Great social support within the community e.g. free food pantry
  - Ownership: Ngaruawahia Community Board - Twin River Arts, Knitting Groups, Wine Group, Walking Group
  - Cultural: Koroneihana Regatta, Split decision on cultural tourism, display Kingitanga, knowledge history, significant sites, annual events - marae (some people) want to open to tourism others believe it is tapu and too special
  - History: See above, Tourism group ready, mana whenua want to develop their significant sites
  - Environmental: 1080 peaceful protesters very active, community very protective

<table>
<thead>
<tr>
<th>Cultural tourism</th>
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</thead>
<tbody>
<tr>
<td>Improvement relationship between WDC and Board</td>
</tr>
<tr>
<td>Cultural tourism</td>
</tr>
</tbody>
</table>
**B10 HOROTIU**

<table>
<thead>
<tr>
<th><strong>Health and wellbeing</strong></th>
<th><strong>Existing</strong></th>
<th><strong>Ready potential</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>• Education: Primary School - out of zone; daycare which is a playcentre</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• No health services</td>
<td></td>
<td></td>
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<tr>
<td>• No emergency services</td>
<td></td>
<td></td>
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<tr>
<td>• No church</td>
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<tr>
<td>• New areas to be subdivided - older housing</td>
<td></td>
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<tr>
<td>• Digger sections out of Horotiu</td>
<td></td>
<td></td>
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<tr>
<td>• Close to Northgate for employment and also AFFCO (odour)</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Leisure and recreation</strong></th>
<th><strong>Existing</strong></th>
<th><strong>Ready potential</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>• New Te Awa walkway</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Dog park</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Splashy arts</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• School grounds</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• School hall</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Walking and cycling connections to Te Kowhai and Horsham Downs</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Walking and cycling routes along Waikato River</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Accessibility</strong></th>
<th><strong>Existing</strong></th>
<th><strong>Ready potential</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>• Footpaths safety to be improved</td>
<td></td>
<td></td>
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<tr>
<td>• Not easy for elderly, prams</td>
<td></td>
<td></td>
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<tr>
<td>• Intersection a barrier, crossing from to west issues</td>
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<td></td>
</tr>
<tr>
<td>• Public transport option</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Te Awa walkway popular</td>
<td></td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Sense of community</strong></th>
<th><strong>Existing</strong></th>
<th><strong>Ready potential</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>• Identity - strong school connection, farming community, community connection limited</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Heritage buildings</td>
<td></td>
<td></td>
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<tr>
<td>• Splashy - Horotiu Hall</td>
<td></td>
<td></td>
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<tr>
<td>• Kernot Rd</td>
<td></td>
<td></td>
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<tr>
<td>• Maori Gardens</td>
<td></td>
<td></td>
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<tr>
<td>• River Corridor</td>
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</tr>
<tr>
<td><strong>Health and wellbeing</strong></td>
<td><strong>Existing</strong></td>
<td><strong>Ready potential</strong></td>
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<tr>
<td>--------------------------</td>
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</tr>
<tr>
<td></td>
<td>• Primary school (Year 1-8)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Many services obtained nearby in Ngaruawahia or Hamilton</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Day care services available</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• St Stephen’s Anglican Church</td>
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<tr>
<td></td>
<td>• Housing - older housing stock in the village, larger country living lots being constructed, Perrin Park retirement housing</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Over 600 home businesses based in Te Kowhai</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Leisure and recreation</strong></th>
<th><strong>Existing</strong></th>
<th><strong>Ready potential</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• Airpark (use locally and wider, has hosted international events)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Regional rugby</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Market</td>
<td></td>
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<tr>
<td></td>
<td>• New Te Otamanui walkway from village centre to Waipa River</td>
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<tr>
<td></td>
<td>• Reserve with playground, skate park, and dog exercise park</td>
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<td></td>
<td>• School facilities including hard courts, playground and pool</td>
<td></td>
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<tr>
<td></td>
<td>• Te Kowhai Hall</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Accessibility</strong></th>
<th><strong>Existing</strong></th>
<th><strong>Ready potential</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• Footpaths are well connected within Te Kowhai village (but not within and to new subdivisions)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Good vehicle access to nearby settlements</td>
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<tr>
<td></td>
<td>• No public transport</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• School bus available</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Air access - airpark</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Opportunities for community engagement - active participation</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Largely affordable for demographic</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>• Development of a new inner relief road</td>
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<tr>
<td></td>
<td></td>
<td>• Completion of the Te Otamanui Walkway</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Sense of community</strong></th>
<th><strong>Existing</strong></th>
<th><strong>Ready potential</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• Strong community and identity</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Long standing families and ties</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Recent installation of signage along Te Otamanui walkway describing local history</td>
<td></td>
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<tr>
<td></td>
<td>• Community groups active - eg walkway construction and working bees</td>
<td></td>
</tr>
</tbody>
</table>
### B12 Whatawhata

#### Health and wellbeing
- Primary school (Year 1-8)
- Childcare (also services Raglan through commuter use to/from Hamilton)
- Many services accessed nearby in Hamilton
- Lack doctor
- Church
- Housing - older housing stock in the village, new large lot countryside living, two marae
- Employment - school, ITM, local shops (cafes, petrol station)

#### Ready potential
- Plans for new meeting space have traction

#### Leisure and recreation
- Tennis courts, golf course, rugby club (widely utilised through marae connections)
- Various fitness and recreational groups, but lack of recreational facilities makes them hard to run, promote, and find venues
- Te Araroa trail runs through Whatawhata on SH23
- Dog exercise park
- Pick your own berry farm attraction

#### Accessibility
- Congestion, severance and safety issues due to the intersection of SH23 and SH39
- Public bus service provides connection to several locations
- No footpaths or cycle paths connecting outer suburbs
- Affordability issues - wide demographic range

#### Sense of community
- Strong identity and history
- History celebrated inside community, comes from outside through whakapapa
- Cultural and economic divide (diverse range)
- Two marae: Omaero, and Te Papaorotu

#### Ready potential
- More shops and employment uses
<table>
<thead>
<tr>
<th>Category</th>
<th>Existing</th>
<th>Ready potential</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Health and wellbeing</strong></td>
<td>• Education - various options covering a wide age and skill level. Early childhood (many available), kura kaupapa, primary, kohanga reo (Kokiri centre - needs support), marae based, adult education, Maori immersion, gardening programme&lt;br&gt;• Daycare (many available)&lt;br&gt;• Plunket&lt;br&gt;• Health and mental health - natural healthcare, retreats (including Bryant home - fragile mums retreat), fitness, West Coast Health, Community House, approximately 6 GPs, practice nurses, rest home with hospital facilities, lacking mental health support - usually sourced outside of Raglan,&lt;br&gt;• Emergency services, safety and security - ambulance (Mon-Fri, not after-hours), coastguard, policing is not every night, and increased over summer, neighbourhood support, community night patrol, Maori wardens (not so visible now), no court. Increased issues with safety over summer, and issues with gangs.&lt;br&gt;• Spiritual - many churches and spaces for a wide range of beliefs, and catering for all ages.&lt;br&gt;• Housing - wide range, but affordability issues increasing with rising land and house prices (particularly for elderly, low decile, young families) Small residential in town, lifestyle properties, papakainga, tiny houses, Stuart St housing for the elderly, holiday homes, Airbnb rentals, empty homes.</td>
<td>More papakainga housing to be constructed</td>
</tr>
<tr>
<td><strong>Leisure and recreation</strong></td>
<td>• Passive/active recreation - wide range of sports available, with clubs/teams&lt;br&gt;• Natural environment, reserves, and beach for outdoor recreation&lt;br&gt;• Specialist facilities - Golf course, soccer fields, bmx track and skate park, mountain bike trails, rugby club, tennis courts, bowling club, school facilities, playgrounds&lt;br&gt;• No dedicated multisports facility&lt;br&gt;• Campground&lt;br&gt;• Many galleries, arts trail, Raglan Arts facility and Raglan Arts Council, market, museum&lt;br&gt;• Youth movement&lt;br&gt;• Exercise and craft groups (but no dedicated space)&lt;br&gt;• Raglan Town Hall</td>
<td>Theatre being built - a clay shed for performing arts</td>
</tr>
<tr>
<td><strong>Accessibility</strong></td>
<td>• Well connected to Hamilton by road, with public bus services available&lt;br&gt;• Challenges around topography, needs around understanding disability, traffic safety, and improved footpaths and cycling infrastructure&lt;br&gt;• Active and involved community, with community groups such as Raglan Naturally&lt;br&gt;• Events well attended&lt;br&gt;• Affordability - financial issues lead to some community members unable to attend and participate in some activities</td>
<td></td>
</tr>
<tr>
<td><strong>Sense of community</strong></td>
<td>• Strong base for the sense of community, but stronger connections required.&lt;br&gt;• Diverse community&lt;br&gt;• Two active marae. Tangata whenua and heritage of national significance&lt;br&gt;• Strong environmental focus&lt;br&gt;• Challenges - tension with tourism, iwi feeling left out of growing community, isolation of youth and elderly, high percentage of high needs people, poverty, mental health issues (depression, suicide, addiction)</td>
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</tbody>
</table>
### B14 TAMAHERE

<table>
<thead>
<tr>
<th>Health and wellbeing</th>
<th>Existing</th>
<th>Ready potential</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Education - High decile primary school, Montessori school, several daycare centres</td>
<td>• Fosters Hub under construction - includes several health and wellbeing services</td>
<td></td>
</tr>
<tr>
<td>• Eventide retirement village (with dementia care)</td>
<td>• New extension to Eventide retirement village (hospital wing)</td>
<td></td>
</tr>
<tr>
<td>• Home-based employment common, and close proximity to Hamilton for other employment</td>
<td>• Further employment opportunities coming with Fosters Hub and retirement village extension</td>
<td></td>
</tr>
<tr>
<td>• St Stephens Anglican</td>
<td>• New Sanderson Retirement Village</td>
<td></td>
</tr>
<tr>
<td>• Little housing diversity - majority large lot (countryside living). Some 6-bed rental houses</td>
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<thead>
<tr>
<th>Leisure and recreation</th>
<th>Existing</th>
<th>Ready potential</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Primary school pool with community access</td>
<td>• Playground and skate park</td>
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<tr>
<td>• Lacrosse and junior soccer</td>
<td>• Further walkways and cycleways planned, including the Te Awa cycleway</td>
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<tr>
<td>• Monthly market in the church grounds</td>
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<tr>
<td>• Community Hall (half owned by the school, half by WDC)</td>
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<tr>
<td>• Some walkways / cycleways (piecemeal)</td>
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<table>
<thead>
<tr>
<th>Accessibility</th>
<th>Existing</th>
<th>Ready potential</th>
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</thead>
<tbody>
<tr>
<td>• SH1 creates severance through Tamahere</td>
<td>• Planned walkways and cycleways will increase accessibility</td>
<td></td>
</tr>
<tr>
<td>• Bus access is limited and not useful for the general public. Vehicles are usually required for transport. School buses are available</td>
<td>• East-west link will decrease the impact of the severance created by SH1</td>
<td></td>
</tr>
<tr>
<td>• Social connection provided through markets, school, hall, and café. Noted school is the greatest opportunity for connection, so it can be difficult for those without children</td>
<td></td>
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</tr>
<tr>
<td>• Residents are generally affluent, with disposable income, so affordability of accessibility is not typically an issue</td>
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<td></td>
</tr>
<tr>
<td>• Residents are considered well educated and engaged</td>
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<table>
<thead>
<tr>
<th>Sense of community</th>
<th>Existing</th>
<th>Ready potential</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Countryside living environment creates an identity, as people choose to live in Tamahere for this lifestyle</td>
<td>• Concerned about being engulfed by Hamilton</td>
<td></td>
</tr>
<tr>
<td>• Can be a challenge to meet people other than neighbours - insular, large lot environment</td>
<td>• Gully restoration including Titoki Pa and other historical recognition. Make Mahingarangi-Turongo Tamahere stories more visible</td>
<td></td>
</tr>
<tr>
<td>• Working professionals</td>
<td></td>
<td></td>
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<tr>
<td>• Street party, market</td>
<td></td>
<td></td>
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<tr>
<td>• Culture of helping neighbours or when spotting someone who needs assistance</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Community groups with high level of engagement and action - Council supported Tamahere Community Committee, and other committees for purposes such as hall, gully</td>
<td></td>
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</tr>
<tr>
<td>• Heritage and cultural recognition - homogenous 'white' community trying to embrace history. Only ward without a marae, although come under Tauwhare Pa (Ngati Haua). Good relationship with iwi</td>
<td></td>
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</tr>
</tbody>
</table>
### B15 Matangi

#### Health and wellbeing
- Education - Matangi Primary School, several childcare options
- Assisi retirement village
- St David’s church (active), and a chapel at Assisi
- Main employment is sourced from dairy, the factory (has 25 businesses in premises), school, local shops
- Diversity in housing - smaller residential lots, larger lifestyle blocks, approximately 1000 farms, papakainga housing

#### Leisure and recreation
- Small playground
- Rugby club with playground
- Primary school has a playground and a pool
- Squash club
- Bowls
- Local hall is open for community activities
- Tourist attraction - pick your own berries, ice cream

#### Accessibility
- Rail line has historical use and doesn’t sever town
- Footpaths are limited (in town and Matangi Rd only)
- Allan Turner walkway connects across gully
- Interest and participation in community issues

#### Sense of community
- Identity based on factory, history, farming and rural lifestyle
- Sense of pride in the settlement and community
- Long history with families and land ownership
- Factory has famous history with inventions and company origins
- Active marae - Tauwhare
- Matangi community group
- Interested in gully restoration

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<tr>
<th>Existing</th>
<th>Ready potential</th>
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<tbody>
<tr>
<td><strong>Health and wellbeing</strong></td>
<td><strong>Leisure and recreation</strong></td>
</tr>
<tr>
<td>Education - Matangi Primary School, several childcare options</td>
<td>Small playground</td>
</tr>
<tr>
<td>Assisi retirement village</td>
<td>Rugby club with playground</td>
</tr>
<tr>
<td>St David’s church (active), and a chapel at Assisi</td>
<td>Primary school has a playground and a pool</td>
</tr>
<tr>
<td>Main employment is sourced from dairy, the factory (has 25 businesses in premises), school, local shops</td>
<td>Squash club</td>
</tr>
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<td>Diversity in housing - smaller residential lots, larger lifestyle blocks, approximately 1000 farms, papakainga housing</td>
<td>Bowls</td>
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**WAIKATO BLUEPRINT PAGE B-16**