

AHU AKE (WAIPĀ COMMUNITY SPATIAL PLAN)
POSSIBLE FUTURE SCENARIOS FOR EVALUATION

Table of Contents

| | | |
|----------|--------------------------------------------------------------------------------------------|----------|
| 1 | Purpose of the scenarios | 4 |
| 2 | Fixed Drivers of Change | 5 |
| 3 | Possible Future Scenario Descriptions | 6 |
| 3.1 | Scenario 1 – ‘Status Quo’ Current Plans | 8 |
| 3.1.1 | Description of Key Assumptions | 8 |
| 3.2 | Possible Future Scenario 2- ‘Back to the Land’ | 12 |
| 3.2.1 | Description of key assumptions | 12 |
| 3.2.2 | Implications of this Scenario by Community Outcome | 16 |
| | Socially Resilient | 16 |
| | Cultural Champions | 19 |
| | Environmental Champions | 19 |
| | Economically Progressive | 21 |
| 3.2.3 | Possible Interventions required to achieve the outcomes | 21 |
| 3.3 | Possible Future Scenario 3 – ‘Hamilton Expands South’ | 28 |
| 3.3.1 | Description of key assumptions | 29 |
| 3.3.2 | Implications of this Scenario by Community Outcome | 30 |
| | Socially Resilient | 30 |
| | Cultural Champions | 32 |
| | Environmental Champions | 33 |
| | Economically Progressive | 33 |
| 3.3.3 | Possible Interventions required to achieve the community outcomes and place-based outcomes | 34 |
| 3.4 | Possible Future Scenario 4 – ‘Population Growth Dwindles | 39 |
| 3.4.1 | Description of key assumptions | 40 |
| 3.4.2 | Implications of this Scenario by Community Outcome | 41 |
| | Socially Resilient | 41 |
| | Cultural Champions | 43 |
| | <i>Highlighting and Protecting our Heritage</i> | 43 |
| | Environmental Champions | 44 |
| | Economically Progressive | 44 |
| 3.4.3 | Possible Interventions required to achieve the community outcomes and place-based outcomes | 45 |
| 3.5 | Possible Future Scenario 5 – ‘Urban Densification’ | 49 |
| 3.5.1 | Description of key assumptions | 49 |
| 3.5.2 | Implications of this Scenario by Community Outcome | 52 |
| | Socially Resilient | 52 |

Cultural Champions..... 55

Economically Progressive 56

3.5.3 Possible Interventions required to achieve the community
outcomes and place-based outcomes 57

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1 Purpose of the scenarios

The purpose of scenarios is to test possible futures and interventions to determine the best mix of interventions to achieve the outcomes identified as important in each place in the District as well as the Waipā Community Outcomes.



**SOCIALLY
RESILIENT**



**CULTURAL
CHAMPIONS**



**ENVIRONMENTAL
CHAMPIONS**



**ECONOMICALLY
PROGRESSIVE**

The project plan identifies that scenarios will be used for:

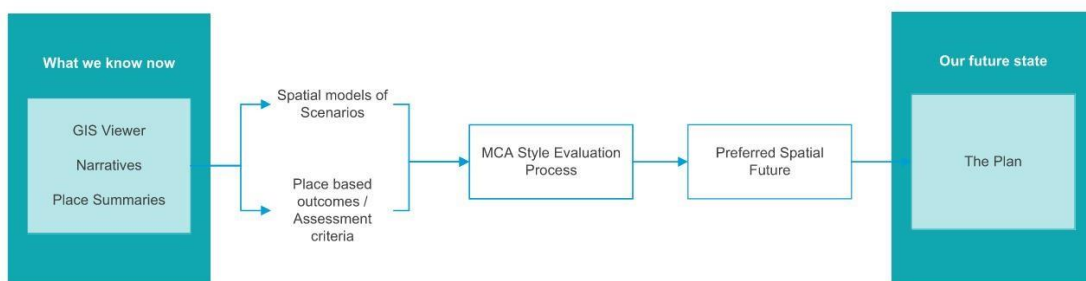
- Targeted stakeholder and community engagement
- Informing identification of a final preferred scenario for the preparation of the final plan.

The scenario development is to happen in parallel with and be informed by:

- Ongoing development of the Current State Place Summaries
- Prioritisation of issues per place to set or confirm priority issues by place

The planned approach in the project plan was summarised in this diagram:

Scenario Development and Assessment



Scenarios in this context describe a future state of how a community might evolve in response to changing key variables such as population growth, or economic and

demographic change. Understanding the scenarios allows potential issues/opportunities to be considered and potential options for interventions to achieve outcomes to be identified.

The project plan suggested up to five scenarios be prepared.

The proposed scenarios presented here have been developed from a base case scenario derived from the Futureproof and Hamilton-Waikato Metro Spatial Plan population projections for the next 30 years. In order to develop the draft scenarios, the key pressure trends identified in the Phase 1 Technical Narrative documents were collated and either accelerated (i.e., greater than predicted change) or decelerated to construct a series of plausible scenarios.

The draft scenarios can be used as the basis for stakeholder engagement where stakeholders will be asked to consider the scenarios, supplement the list of interventions necessary under each scenario to achieve the Council's Community Outcomes and place-based outcomes expressed in the Town Concept Plans and any other community planning processes previously completed by Council.

From this exercise, we will be able to develop plausible scenarios including a list of likely interventions required to achieve the place-based outcomes. These scenarios will be evaluated and a preferred spatial future with a list of interventions required to achieve that future will form the Plan. Initially a single-stage qualitative MCA (multi-criteria assessment) evaluation of the scenarios was proposed. However, it was decided that a more comprehensive evaluation framework composed of a multi-stage qualitative and quantitative assessment would better suit a partnership-led process. The adapted process was formed with wellbeing indicators from the Community Outcomes, and by applying te ao Māori.

2 Fixed Drivers of Change

We recognise that for this spatial plan there are some critical drivers identified in the supporting technical narratives that are fixed no matter what scenario applies as they are processes beyond the control or influence of Council or are created by statutory/policy decisions already made by government. Interventions to address these drivers will be required under all scenarios.

This list will grow and evolve over time but initially is:

- The climate is changing. Over the timeframe of this spatial plan the climate will become warmer, with more frequent droughts and more intense rain events. Frosts will become less frequent.
- Decarbonisation – emission reduction targets in the Paris Accord are a given. By 2050 emissions from the District will be net zero – though the balance of actual emission reduction vs off set will vary from scenario to scenario.

- Te Ture Whaimana o te Awa o Waikato and the restoration and protection of the Waikato and Waipā Rivers and their catchments must be achieved under all scenarios.
- High level future directions for housing supply and affordability interventions by government such as the NPS Urban Development and recent regulation of intensification in urban centres will encourage greater intensification of the built environment.
- Local government reform is not being considered. Our focus is on delivering outcomes for the people of Waipā. The approach to be taken in the scenarios is therefore boundaryless and agency neutral. The actions identified will be required regardless of the agency accountable.
- The partnership between Mana Whenua and local and central government will continue to strengthen requiring increased acknowledgement and recognition of the rich pre-European history of the District alongside its more recent history and provision for enhancing the relationship of Mana Whenua with their lands and taonga and realising their aspirations. Treaty settlements are another driver that bring significant capital to the district and enable greater self-determination and delivery of ‘for Māori, by Māori’ services.

3 Possible Future Scenario Descriptions

Five draft scenarios incorporate assumptions and pressures identified in the Technical Narratives¹ and attempt to explain how these will influence future spatial patterns. The scenarios are described in terms of changes from the base case (which is the current planned spatial pattern for Waipā as expressed by the draft Futureproof Strategy, Hamilton-Waikato Metro Spatial Plan and Waipā 2050 Growth Strategy). The base case includes a complete list of key assumptions drawn from the technical narratives. The scenarios are:

- Status quo / base case
- Popular Villages / faster rural lifestyle growth
- Hamilton expands south
- Lower than expected population growth
- Urban densification / more compact urban growth

¹ ECM Document Set ID 10678207 *Appendix 5 - Technical Narratives - Final (excluding Appendix A)*

It is noted that we have not attempted to be exhaustive in identifying which variables/assumptions have changed but have selected the most significant ones that can be influenced directly by Council investment decisions.

The scenario descriptions do not, at present, fully include interventions specifically required to deliver the Place-Based Outcomes. These will be developed via stakeholder engagement and the preparation of the Place Summaries document.

The descriptions include some explanation of the potential cause of the change to help people visualise the impacts of the scenario. These descriptions are expected to evolve through the engagement process as stakeholders test and refine the scenarios.

The scenarios set out the implications each scenario could have for the district's four community outcomes. Each scenario offers a sense of how our community might change and evolve under each of the scenarios and the challenges we may face along the way – but does not describe every detail. The text is written deliberately in the first-person narrative to evoke a sense of what it is like living in this scenario. The implications will be different at a District scale and from a place-based scale, so the descriptions address both.

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3.1 Scenario 1 – ‘Status Quo’ Current Plans

The base case is that Waipā grows and changes over the next 30 years largely in accordance with the agreed population and business land assumptions Council has used for strategic planning.

Draft updated Future Proof Strategy’s description of Waipā²

Waipā District has a population of around 58,300 as at 2021³, largely living in the district’s two well founded towns – Cambridge and Te Awamutu. The age structure of Waipā District is moderately old when compared with other territorial authorities in the Waikato. In 2018, the percentage of population aged 65 and over was 17.6 per cent, and this is expected to increase to 29.2 per cent in 2043⁴.

In this scenario, the challenges being faced by Waipā include an increasing and ageing population, infrastructure affordability, pressure on the natural environment, pressure on existing infrastructure, and a tension between retaining and enhancing Waipā’s character while accommodating growth.

Future Proof aims to support the Waipā 2050 Growth Strategy through its settlement pattern, which illustrates the majority of growth areas in Cambridge and Te Awamutu. The draft Future Proof Strategy also provides a flexibility by setting a framework to assess any out-of-sequence or unanticipated development in the district.

3.1.1 Description of Key Assumptions

| Technical Narrative Theme | Key Assumptions |
|---------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Population Change | <p>Futureproof has adopted projections that suggest the population of the district will grow from 55,000 in 2018 to approximately 75,000 by 2045.</p> <p>80% of this anticipated growth is targeted to Cambridge and Te Awamutu, 10% in villages, and 10% in the rural environment.</p> <p>The proportion of the district’s population likely to be urban and living in towns is projected to increase from 66% in 2018 to approximately 72% in 2050.</p> <p>The projections used in Futureproof suggest Cambridge will nearly double in population by 2050.</p> <p>Te Awamutu and Cambridge will have a long-term target density of 20-35 dwellings per hectare and be serviced with a frequent transit network in 100 years.</p> <p>Housing typology modelling estimated the demand for attached housing to increase from 48% in this current period to 52% by the 2038-2043 period.</p> <p>The number of residents aged over 65 will double (to 30%) by 2050.</p> |

² Draft updated Future Proof Strategy October 2021

³ NIDEA, 2021. Population (Low, Medium and High) 2018 projection outputs

⁴ Cameron, M. P. & Cochrane, W. for Waikato Regional Council, 2021. 2018-base Population, Family, and Household and Labour Force Projections for the Waikato Region, 2018-2068

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| | <p>Between 2018-2028 the population 65 and greater in Waipā is projected to grow by 44%, while the population less than 25 years of age will increase slightly.</p> <p>Māori population has increased from 12.5% of Waipā's total population in 2006 to 15% in 2018, and nearly half of the Māori population is aged less than 25 years.</p> |
| <p>Integrated Infrastructure (Transport)</p> | <p>Waipā has a high and increasing commuter rate by private motor vehicle, coupled with a higher crash rate than the national average (2010 figures).</p> <p>By 2050, it is forecasted a minimum of 7,000 additional dwellings will be required in Cambridge and an additional 3,400 in Te Awamutu / Kihikihi.</p> <p>Unserviced large lot residential development, comprising 15% of the district's forecasted growth, is planned to concentrate around rural villages.</p> <p>Distributed growth creates dependence on the private vehicle as public transport and active modes are less useful.</p> <p>Increasing demand for improved walking and cycling improvements.</p> <p>High frequency public transport services linking Cambridge and Te Awamutu to Hamilton. Net zero greenhouse gas emissions by 2050.</p> <p>Carparking in the main centres continues to be provided for rural commuters.</p> |
| <p>Integrated Infrastructure (Three Waters)</p> | <p>Three waters solutions will give effect to Te Ture Whaimana o Te Awa o Waikato and the restoration of the health and wellbeing of the Waikato and Waipā Rivers and their catchments. No new serviced communities but network expansion due to growth cells associated with present townships in accordance with Waipā 2050.</p> <p>Increased central government management and control of water quality, i.e. Taumata Arowai and Ministry for the Environment consultation on drinking water.</p> <p>Present levels of service maintained especially in terms of stormwater pipework capacity to manage rainfall events.</p> <p>Continued volumetric use water charging via water metering.</p> <p>Continued provision of potable water to Te Awamutu and Hautapu Fonterra plants but not associated wastewater management and disposal.</p> <p>No planned significant wet industry in the district.</p> <p>Large lot residential properties continue to be provided with restricted water supply and have private wastewater treatment and disposal.</p> <p>With present predicted reticulated population growth additional water sources will be needed by circa 2035.</p> <p>Council continues to directly manage and maintain urban public stormwater devices whereas rural drainage maintenance continues to be the responsibility of the private land owners under bylaw provision.</p> <p>Sustainable reuse of biosolids will be introduced.</p> <p>Increased regulation and competition for access to water for use and assimilative capacity will make it harder to secure additional resources – particularly for supply but also land treatment of stormwater and waste water.</p> |

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| | <p>Climate change leading to flash river flooding, lower river levels (ability to extract for drinking water), higher water temperatures (algal growth as this summer) etc. will impact on levels of service particularly for stormwater and water supply.</p> <p>Groundwater and soil contamination effects of on-site wastewater disposal, e.g. Pirongia and Ōhaupō, an emerging issue.</p> |
| Integrated Infrastructure (Community) | <p>Between 2018-2028 the population of residents who are aged 65 and greater in Waipā is projected to grow by 44%, while the population who are less than 25 years of age will increase slightly.</p> <p>By 2050, the number of residents aged over 65 will double (to 30%).</p> <p>The distribution of this changing demographic is not expected to be uniform across the district. The ability of the elderly populations to participate in cultural activities will vary.</p> <p>There are higher service level expectations in urban areas. These are caused by demographic shifts and changing expectations around community services and experience. Currently more than 35% of Waipā's population live in areas with high deprivation index in accessibility to services.</p> <p>The Sub-Regional Sport Field Study completed in 2020 for the Waipa District is implemented.</p> |
| Vibrant Communities | <p>Agricultural sector will adapt to climate change, changing global markets and increased environmental regulation to become economically more diverse.</p> <p>Extending residential land use into existing rural areas will become more difficult.</p> <p>Hamilton Airport strategic node will expand as per plans.</p> <p>Tourism opportunities will increase.</p> <p>Events will continue to be held at Mystery Creek.</p> <p>High performance sport cluster will continue to grow.</p> |
| Environment | <p>All activities will give effect to Te Ture Whaimana o Te Awa o Waikato to achieve restoration and protection of the health and wellbeing of the Waikato and Waipā Rivers for future generations.</p> <p>The desire to live in more countryside lifestyle areas will continue to place additional pressure on Waipā's physical environment.</p> <p>Climate change would facilitate the invasion and displacement of native habitat invasive pest and weeds.</p> <p>The high level of nitrogen and phosphorus non-point source pollution from farmland, exacerbated by higher temperatures is contributing to algal blooms within the Peat Lakes and the Waipā River.</p> <p>The wider Waikato region is anticipating an increase in temperature of 0.2-2.0c by 2040 and 0.7-5.1 by 2090. Increasing warmer and wetter conditions are likely to worsen existing biosecurity hazards.</p> <p>More intense wind and rainfall events will mean more work for Civil Defence Emergency Management and utilities.</p> <p>Demand for access to aggregate resources (sand and gravel) will continue to increase as urban growth in Waikato occurs.</p> |

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| Culture and Heritage | <p>Council investments in programmes like Te Ara Wai Journeys have improved capacity of people to participate in the culture and heritage of the District.</p> <p>Māori have a greater say in planning and decision making and are better represented.</p> |
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3.2 Possible Future Scenario 2- 'Back to the Land'

Faster than predicted growth, particularly in rural and village locations means planned growth areas across the district fill more rapidly and new growth areas are required sooner. Papakāinga developments across the district revitalise our marae, more young people live in rural environments, and people commute less as work arrangements become more flexible and working from home becomes more the norm.

Faster than predicted growth, particularly in rural and village locations.

The population of Waipā grows quicker than anticipated in current strategic plans. The trends toward more working from home/working remotely because of technological change, the societal effects of Covid, and housing cost pressures in our urban areas, results in a higher demand for rural residential and village living. This scenario provides the opportunity for tāngata whenua who can work rurally, to return to Waipā. This could drive an increase in papakāinga settlements that have been developed by Mana Whenua following a Māori driven kaupapa creating communities that differ from our other villages, that in turn may facilitate non-working or retired whānau to return to Waipā, thereby contribute to increases in Māori of all ages living rurally.

A younger population, with more people living and working rurally reduces commuting, and enables more papakāinga

This means more people than anticipated by the Hamilton-Waikato Metro Spatial Plan and Waipā 2050 – particularly families – seek a more rural, village lifestyle and less commuting to work. Existing growth cells in villages fill more rapidly than expected, with new cells likely to be requested by developers prior to the next District Plan review. Several significant papakāinga developments and associated iwi business developments across the district have revitalised our marae and enriched the cultural fabric of the district.

With more young people living (i.e. families with children) in villages there are higher expectations for local amenities (for example, walking and cycling paths, playgrounds, schools, cafes).

Growth in the urban centres of Cambridge and Te Awamutu remains at a similar level to the Hamilton-Waikato Metro Spatial Plan projections but more people work from home, with fewer journeys to Hamilton for work and education.

3.2.1 Description of key assumptions

Summary of key assumptions:

- Population in rural communities increases faster than planned and becomes younger on average.
- More people work from home meaning vehicle kilometres travelled drop and causing higher demand for local services and commercial amenities.

- The elderly population moves closer to medical facilities and home care support (such as retirement villages or papakāinga).
- Pressures are placed on 3 waters provision, i.e. change from restricted to on demand potable water supply, Council reticulated wastewater management where presently there is none and increased modification of natural water bodies to cater for stormwater management of new developments.
- Telecommunication networks to support more working at home, and impacts on school capacity.
- Expectations of higher levels of service from rural communities means pressure on Council’s community-facing services to do more.
- Urban densification occurs in such a way that mahinga kai, wāhi tapu, wāhi taonga, wāhi whakahirahira sites and practices are restored and protected.

Key assumptions description

The following key assumptions detail what the scenario means and clarify related impacts. They will inform the mix of interventions selected to achieve the Vision and Community Outcomes.

| Technical Narrative Theme | Key assumptions | Explanation |
|---------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Population Change | <p>Population in rural communities increases faster than forecast (with rural communities an average of 50% larger than expected⁵).</p> <p>Demographics of rural communities show a larger proportion of young families. Papakāinga developments have increased the Māori population in the district significantly. Papakāinga are distributed across the district although may not always be directly associated with the rohe of a specific hapū or iwi.</p> <p>Growth in the existing urban centres of Cambridge and Te Awamutu remains at a similar level to the Hamilton-Waikato Metro</p> | <p>The increase in demand for rural living leads to an increasing amount of planning applications for subdivisions on the edges of our rural villages. Our identified growth cells around those villages fill quicker than expected, something that is already happening in parts of the district.</p> <p>Many of the families moving into these rural villages are younger families seeking a different lifestyle from that offered in urban centres but still expecting some of the benefits of urban communities such as footpaths, playgrounds and convenience shops.</p> |

⁵ Waipā 2050 Growth Strategy assumes very low levels of growth for some of these villages (e.g., 1 new dwelling per annum over 30 years). In this scenario we imagine much quicker growth which might see those villages changing size dramatically over a short time period. In the larger villages this might represent 30% increase in size, in others it could be doubling. The Waipā 2050 Growth Strategy is available at <https://www.waipadc.govt.nz/repository/libraries/id:26zgz4o7s1cxbyk7hfo7/hierarchy/our-council/waipā2050/documents/Waipā%202050%20Growth%20Strategy%20-%20Final%20November%202017.pdf>

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| | <p>Spatial Plan⁶ and Waipā 2050 Growth Strategy⁷.</p> <p>In the two main urban centres, the population is getting older, with young people choosing to live in the villages if they can afford to.</p> | <p>Papakāinga developments have enabled more Māori families to return their whenua and increased the Māori population of the district and the distribution of where that population resides.</p> <p>Average dwelling densities have increased in our main urban centres in line with the Hamilton-Waikato Metro Spatial Plan but also some of the rural communities in response to demand.</p> |
| Integrated Infrastructure Transport | <p>Travel demand (vehicle kilometres travelled (VKT)) - Travel demand between Waipā and Hamilton reduces but increases on the local network around villages and between villages and main centres.</p> <p>Traffic Generation - Residential development in the rural areas will be largely concentrated in the existing village nodes and will comprise about 20% (as provided for in Waipā 2050) of the district future population growth.</p> <p>Greenhouse gases (GHG) emissions – Net zero transport emissions will require offset to achieve due to increased vehicle kilometres travelled (VKT).</p> <p>Mode Share - Increased demand for walking and cycling facilities in rural villages and between villages/main centres and safe crossing points for pedestrians on state highways.</p> | <p>The current satellite villages do not have great connectivity to the major towns by way of active mode (cycle/walkway) routes. While such networks can be built and would also conveniently provide for e-bike and e-scooter travel between towns, the tendency to travel by private vehicle is likely to remain. Road networks would require significant upgrades to maintain levels of service due to increased traffic.</p> <p>Increased traffic on local roads has led to an increase in fatal and serious crashes on the network. More working from home will occur but the number of trips on rural roads can still be expected to increase with population. Current census data shows that the existing rural population has a greater tendency for private vehicle use. The proportion of electric vehicles in the fleet increases leading to a net reduction in carbon emissions but also higher demand for charging infrastructure and electricity.</p> <p>People will expect children to be able to safely walk and cycle to schools and other community amenities and demand for public transport services linking villages to main towns will increase.</p> |
| Integrated Infrastructure (3 Waters) | <p>Water Supply and Wastewater– Some rural villages will require servicing with wastewater and drinking water due to</p> | <p>The cost of providing the infrastructure for large lots along with regulation to protect prime productive land has not been</p> |

⁶ <https://futureproof.org.nz/h2a/metrosatialplan/>

⁷ <https://www.waipadc.govt.nz/our-council/strategy-and-planning/districtgrowthstrategy>

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| | <p>increased intensity and scale of development.</p> <p>Stormwater – Stormwater management required in rural villages to manage increased flooding risk (climate change and increased hard surfaces) and impacts on peat lakes and other sensitive receiving environments.</p> | <p>effective at limiting expansion of villages but it has achieved concentration of rural residential housing around nodes set out in the Draft Future Proof Strategy⁸. Some villages may not have suitable conditions for sustainable stormwater, water supply and wastewater solutions. Consequently some (but not all) villages may require servicing to achieve Te Ture Whaimana o to Awa o Waikato, the Vision and Strategy for the Waikato and Waipā rivers and their catchments and comply with drinking water standards.</p> <p>Provision of water and wastewater services to geographically spread settlement will be much more expensive and technically challenging than more dense settlement.</p> <p>It will be challenging to find new local water sources for treatment and acceptable land or water bodies for treated wastewater effluent disposal.</p> <p>More rural settlement will potentially result in Council having to take a more direct role in management and maintenance of rural drainage systems</p> |
| Integrated Infrastructure (Community) | <p>Public Facilities and Services - Villages need more community infrastructure (libraries, parks, and reserves), improved access to utilities such as rural internet and greater planning and community development support.</p> <p>Rural school roles increase – With more families our rural schools require more support and investment.</p> | <p>There is a strong demand for improved rural access to internet amongst the farming and rural community. Rural schools will face capacity constraints and need more capacity than anticipated. More playgrounds and parks are needed in our villages.</p> |
| Vibrant Communities | <p>More commercial and community facilities and services are established in our villages including more home-based businesses.</p> <p>Rural land uses and economy will continue to diversify with ongoing expansion of horticulture in suitable locations.</p> | <p>Demand for more commercial space than currently planned for in villages in response to their growing populations. These commercial spaces are shared, creative and bookable spaces. Higher than anticipated demand for community facilities and services.</p> |

⁸ <https://futureproof.org.nz/the-strategy/read-the-strategy/#full>

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| | | Dwelling density increases in our rural villages along with the diversity of types of housing, as do the number of “lifestyle blocks” with more orchards and other productive activities occurring where conditions are suitable. For those earning a living from their lifestyle blocks, economics will demand greater intensity of land use (e.g., horticulture, organics). |
| Environment | <p>More pressure on rural land for urban land uses, and from reverse sensitivity.</p> <p>Increase in the extent of riparian planting and esplanade reserves in response to climate change, water quality, biodiversity controls, and implementing Te Ture Whaimana.</p> <p>Rural subdivision is still able to occur either with some loss of high-quality soils or through subdivision where soils are not high quality.</p> | <p>Reverse sensitivity issues would be greater but probably mostly conflict between different rural land uses as diversification occurs (e.g., spray drift, noise, odour, dust) rather than around the villages themselves.</p> <p>While the current plan provisions and national regulations emphasise the need to preserve elite soils this option assumes that those provisions alone have not been sufficient to stop all subdivision of rural land or all conversion of land to high intensity uses on smaller individual land holdings (e.g., horticulture on small blocks rather than grazing). More rural and farmland has been taken up by residential and related uses than anticipated, although this is through a mix of smaller rural residential lots (2000 square metres) and more intensive forms of agriculture.</p> |
| Culture and Heritage | <p>More possibility for culture and heritage sites to be disrupted by infrastructure.</p> <p>Increased local engagement with Mana Whenua in the management of local reserves.</p> | <p>More extensive infrastructure means that more sites are potentially impacted when infrastructure is installed.</p> <p>More Māori living locally could potentially see a greater demand for co-governance, greater involvement in reserve management and a demand for more interpretation at sites.</p> |

3.2.2 Implications of this Scenario by Community Outcome

Socially Resilient

Where we live

Under this scenario, many more of us live in rural villages. Through technological innovation in wastewater treatment technologies and reduced regulation the size of sections in the

villages has decreased so that many of our sections are now 800 – 1500 square metres – which is still much larger than in the bigger towns like Te Awamutu.

Around the outskirts of the village are larger lifestyle blocks and orchards producing crops like kiwifruit, avocados, and olives. These crops now grow spectacularly well due to the relatively frost-free climate. An increase in production orchards may create demand for more water supply if drought conditions are frequent. Orchards may also require more frequent spraying to control fungal pathogens and insect pests, as a result this may increase reverse sensitivity issues.

There are many families in our rural communities. Our urban centres typically have an older population because of the healthcare services available – many of our grandparents live in Cambridge and Te Awamutu and visit the villages on their weekends to see their family (and vice versa). Houses in the villages are typically on large lots with room for a garden and space for the children to play. In the urban centres the sections are smaller – and there are many terrace housing developments and retirement homes, even a number of apartments.

Having so many more people living in our villages has breathed life into our rural schools, marae, and communities in general. These facilities have become community hubs around which the villages have grown.

How we move around

All our villages have vibrant schools with active communities. Our children cycle and walk to school on safe footpaths and cycleways. There is still a surprising amount of traffic as at least half of the population work in Hamilton, Cambridge, or Te Awamutu. School bus services take the senior children to school in those centres. In the main centres we can get around by walking and cycling although most families still have access to a car. E-bikes are a popular choice for recreational riding around the district, and some people also use them for commuting to work or school.

Where we work, shop and access services

Many people in the villages work from home, at least a few days a week. This means we have cafés, shops, and community spaces where we can get together and socialise. Our village halls are key hubs for activity with events on most weekends supported by Council. The local GP runs a clinic in each of our villages every week which means we have excellent access to healthcare.

The average wage in the villages is relatively high as many of the residents are professionals who have good jobs in the city/Cambridge/Te Awamutu and those living on larger lifestyle blocks are earning some income from their properties. First home buyers are concentrated in the southern villages so will commute further.

Pirongia, Ōhaupō, Karāpiro, Ngāhinapōuri, Cambridge and Te Awamutu have local “makers” markets monthly with locally grown produce and crafts for sale.

While more of us work from home at least part of the week, many of us still commute to work in Hamilton, Auckland or Tauranga. Public transport is a good option if your work hours are predictable but many still use their cars as the public transport services are not frequent enough or as fast as travelling in your own vehicle.

Papakāinga and Marae

Thanks to reduced regulatory requirements and Council assistance with servicing, re-established villages have grown up as papakāinga mostly (but not always) around the marae. The marae are social hubs for the local community providing schooling for the rangatahi right up to secondary school age, whānau ora facilities as well acting as emergency management hubs and holding community events involving the broader community. Not all the papakāinga are near marae – and many are not affiliated to a particular iwi or hapū. Papakāinga and Marae will increasingly come under central government drinking water standard control, i.e. Taumata Arowai. Therefore, it will be more likely that Council potable water supply will be requested.

The growth of the Māori population living in the district has boosted the Māori economy. There are many more Māori owned businesses in the district. The papakāinga have established their own community transport systems so that access to services is no longer a major social deprivation challenge for the district.

Papakāinga development, te reo Māori and Māori identity are woven into the planning and urban design for rural growth areas/villages and development through partnerships with Mana Whenua.

Living, Working and Playing in Cambridge and Te Awamutu

The main centres are vibrant, but congestion and lack of car parking is a problem, especially on weekends. Many locals get around this problem by walking, cycling, or using e-bikes.

Both Te Awamutu and Cambridge have all the retail, cultural and recreational opportunities we need so we rarely travel into the big city in Hamilton unless it is for work or significant sporting or cultural events at the regional stadium and theatre. Because of Council’s focus on equitable access to sport/recreation facilities levels of sporting and recreation participation across the district is high.

For those who work in Hamilton there is a cheap, regular bus service from Cambridge and Te Awamutu to Hamilton with on street parking for those who need to drive to the bus stop. It generally remains more convenient to drive to Hamilton from the villages. However, parking in the city is limited and expensive so there are park and ride facilities.

The population of Cambridge remains on average older than the villages with many more retired people living independent lives. Our children’s grandparents are living in Cambridge

now, so we get to visit them most weekends, and it is great for the kids to see them. It also gives parents time to do some shopping/go to the gym etc. Te Awamutu has a different flavour from Cambridge, its population is more diverse in terms of age and ethnicity and housing is more affordable. It is great that once you are in the town (and have found a car park) you can walk and cycle almost anywhere – in many ways Cambridge and Te Awamutu both feel a bit like big villages – not cities even though their populations are really large.

Our farmers still come into the towns for all their services and for social reasons – the vets, farm supply stores, pack houses and mechanics are still mostly in Cambridge and Te Awamutu – although the bigger villages often have garages and vets. There is adequate carparking in town for rural commuters and shoppers. As we have grown, we have seen new medical services open in our bigger towns.

There is now a day stay surgery in both Cambridge and Te Awamutu, an outpatients' clinic, and top-notch maternity facilities. This really helps our local farmers and village residents as they no longer need to go all the way into Hamilton for some of those key services.

Cultural Champions

Highlighting and Protecting our Heritage

As our villages have grown and the network of cycleways and horse trails through the district has expanded, we have been able to identify, highlight, protect and make accessible more areas of cultural and historical heritage through the creation of parks and reserves and information provision.

The pre-European history of the district is given equal weight in our storytelling to our more recent history. This has been facilitated by the establishment of papakāinga around our marae, increased protection for significant sites and improvements made to access and quality of traditional mahinga kai sites through a network of special reserves.

Our community culture

The youthful population in our rural villages has reinvigorated our village communities – with our village halls being used frequently for all sorts of different events. The diverse population in terms of age and ethnicity has really strengthened the social fabric of the District. High participation by the community in the arts contributes to the district's cultural identity.

The increased presence of Māori in our community has changed the way our community functions. A strong partnership model is reflected across all our governance arrangements.

Environmental Champions

Biodiversity

Our walking, cycling and horse bridle trail network that links our key villages and towns and significant sites has been completed. A side benefit of this network is that it has also enabled

the extension of our esplanade reserves, creating a network of ecological reserves linking Pirongia, Kakepuku, Maungatautari, as well as our key peat lakes. Volunteer community groups with support from DOC and Council maintain predator control along these corridors as well as around the maunga. We now have populations of kākā and tūī widespread throughout the district.

Land use and its consequences

The rural villages have grown a little but not significantly into the areas of high-quality soils or over significant sand and aggregate resources which have been protected by rules in the District Plan. Likewise, our areas of peat have been protected from urbanisation – which has helped with our District’s greenhouse gas emission budgets. This has meant some of the villages have tended to intensify rather than expand because they ran out of room to expand outward. There are also many more horticultural operations where dairy farms have been broken up or hill country farms have diversified with climate change. These smaller properties are growing a variety of different market crops – such as kiwifruit, olives, and avocado. Other properties are being farmed for carbon sequestration benefits (e.g. peat soils, forestry, and native forest plantings).

This change in land use has brought challenges around reverse sensitivity issues such as spray drift, noise, odour, and shading/view obstruction issues but the process of subdivision and diversification has also enhanced water quality and biodiversity as it has provided an opportunity to protect gullies and streams. There are also increasing numbers of traditional urban services (mechanics yards, small engineering workshops etc) occurring in our rural environment, creating problems in terms of noise, odour, stormwater and hours of work.

Decarbonisation and climate change adaptation

Every village has an electric vehicle charging facility near the local shops/cafe – and much of the vehicle fleet is now electric or hydrogen fuelled. The combination of an extensive walking/cycling/micro-mobility/horse trail network, electric vehicle charging facilities, network of carbon offset planting along our streams and rivers and distributed generation from solar panels and windmills on the new lifestyle blocks, means that our District is carbon neutral although we do not seem to have any fewer vehicles on the road.

The effects of climate change have impacted on the district’s environment. The increased frequency of droughts has increased the rural fire risk – and outdoor fires are now banned throughout summer in most years. Flood events are more extreme – with much more frequent flooding of low-lying land and closure of roads.

The climate has changed over the last thirty years. More frequent droughts have created a challenge for the rural villages. The larger ones are now reticulated but water restrictions are common in the summer. Many of the newer houses have their own tanks and grey water facilities. Water delivery during the dry season is often required and can be expensive. Flooding is also a problem. Higher intensity rainfall events and more impermeable surfaces have led to flooding issues in some of our communities.

Economically Progressive

Our agricultural economy

The diversification of agriculture in response to climate change and economic drivers such as land value increases has changed the agricultural economy of the district. In response to Te Ture Whaimana and environmental regulation, agriculture and nutrient discharges to waterways have decreased. Dairy and sheep and beef farming are still the backbone of the rural economy, but they have been supplemented by intensive horticulture (kiwifruit, avocados, olives, etc) bringing new jobs for seasonal workers, packhouses and industries to service automation of agriculture and horticulture leveraging off the engineering school at the University of Waikato and the Ruakura research campus.

The seasonal workers have brought different cultures to the district as many come from the Pacific Islands or Asia on a repeat basis.

Tourism

The network of trails and investment in facilities at places like Maungatautari, Lake Rotopiko and Ōrākau has helped expand tourism as a part of our economy, and particularly ecotourism, journey tourism such as cycle touring or horse trekking and farm stays.

Retail and Commercial centres

The expansion of the villages has created vibrant retail centres in each community alongside an increasing number of “farmers and makers” markets in the villages.

Industry

A logistics area has grown at the Airport. A new service that has emerged is international air freight for horticultural produce that needs to get to markets just-in-time (e.g., cut flowers) opening up new market/industry opportunities.

The return of young Māori to live in papakāinga has brought in influx of new skills and ideas to stimulate the economy.

3.2.3 Possible Interventions required to achieve the outcomes

The descriptions and lists of interventions have been developed through engagement with Waipā District Council staff and Councillors and will continue to be refined through stakeholder and community engagement. At this stage in the process, they are an indicative list only.

| Theme | Intervention | Commentary (sequencing, scale, interdependencies etc) |
|-----------|-----------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|
| Transport | The levels of service (road width, seal quality, safety measures etc) on the rural roads within and | With more people living in rural areas the number of trips on our roads has increased, particularly commuter trips for those who work |

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| | <p>linking our rural villages have had to be increased significantly.</p> <p>Shared paths and better street lighting in all villages plus a multi modal network that connects to the main centres. Safe walking,cycling,micromobility for children/teen independence.</p> <p>Car parking capacity in Cambridge and Te Awamutu based around key stops for the Hamilton bus service.</p> <p>Public transport between the main towns and Hamilton will need more capacity – but also there is the potential for public transport routes or on demand services to service the main villages (e.g., Ōhaupō, Pirongia).</p> <p>Create an electric vehicle fast charging network with key facilities in every village.</p> | <p>in the major towns. Village streets that were once quiet with little vehicle traffic now have more traffic including trucks and delivery vehicles servicing the larger population.</p> <p>Shared cycleways and off-road paths. Promote off -road through/including open spaces.</p> <p>Investment in shared paths has increased significantly to allow people to move freely and safely around the rural villages and the main towns using nonvehicle modes. A network of trails suitable for bikes and other micro modes has been built linking the main villages to the towns.</p> <p>Some additional car parking has been required in the main towns to accommodate the daily influx of commuters from the villages who work/shop in the towns or leave the car there before travelling on to Hamilton. Some parking in main towns has been freed up as residents use public transport and active modes more to get around their towns.</p> <p>There will be demand for public transport from rural hubs – but it will only be economically viable where the rural village is large enough to generate significant patronage unless it is a lower frequency or on demand service provided by smaller mini-buses.</p> <p>Much of the vehicle fleet is now electric – and people top up their charges whenever they go to the supermarket/café/shops.</p> |
| <p>3-Waters</p> | <p>The stormwater and drainage network has expanded in rural areas with large ponding areas, blue-green corridors, and wetlands required to accommodate increased intensity rainfall events.</p> <p>Integration with open space reserves, highlighting the amenity of stormwater network and transportation off-road.</p> | <p>Climate change brings longer dry periods and more intense rain events. Increases in hard surfaces around villages will increase stormwater flows requiring more intensive stormwater management especially in high-risk locations or sensitive receiving environments like the peat lakes.</p> <p>As environmental standards increase the increased number of houses even at low densities will</p> |

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| | <p>More drainage/stormwater to be managed appropriately to mitigate impacts on peat lakes of Waipā.</p> <p>Opportunity to present heritage storytelling opportunities.</p> <p>Reticulation of water supply and wastewater for larger villages will be required particularly Ōhaupō and Pirongia but possibly others. Smaller lot sizes will require either new water storage and treatment technology or new systems for villages.</p> <p>A future opportunity for highly treated wastewater effluent re-use.</p> <p>Investment in larger urban stormwater systems to improve Levels of Service (especially older areas where secondary flow paths are not managed) and general treatment devices for contaminant loads in stormwater, e.g. raingardens as about to be installed on Lake Te Kō Utu feeding road drains. Integration of stormwater assets with wider open spaces</p> <p>Greater control of nutrient and contaminant discharges, e.g. possible restriction of phosphorus washing products, greater control of higher risk industrial premises, control of building materials (no zinc roofs), possible reduced road contaminant run off with move to electric transportation (still get brake dust, tyre etc).</p> <p>Socialization and public education on the benefits of potential treated wastewater reuse for irrigation/ industrial use or ultimately with further treatment for drinking water. Mitigates water availability and climate change risks.</p> <p>Rural stormwater management / improvement due to increased river / stream level issues and land flooding.</p> <p>Collaboration with other private entities to jointly manage issues, e.g. Fonterra a great potable water user, Waka Kotahi state highway</p> | <p>put pressure on the viability of on-site wastewater solutions, particularly in communities such as Pirongia and Ōhaupō and potentially in newer villages such as papakāinga. Pressure to upgrade reticulated water supply increases as drought conditions affect villages on tank supply. , increased storage is needed to provide for firefighting purposes. More residents in villages or on rural land some distance from professional firefighting resources in the main towns increasing the risk of large scale fires.</p> |
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| | <p>road contaminant run off to stormwater etc</p> <p>Reduction in greenhouse gas emissions by technology adoption and different operating practices.</p> | |
| <p>Community Infrastructure</p> | <p>Provision of additional cemeteries.</p> <p>Provision of domestic waste collection services in all villages.</p> <p>Expand facilities in rural villages (e.g., community halls and integration with school facilities for swimming pools, playing fields etc).</p> <p>Ensuring sufficient provision for open space acquisition in rural areas/villages.</p> <p>Ensure sport field provision is provided for.</p> <p>Parks and facilities have accessible access from carpark to destination. Ensuring that foot paths are designed to provide safe access for people with wheelchairs and mobility scooters etc.</p> <p>Promote cycleways and connections to and through open space.</p> <p>Plan Changes to require provision of extensive network of esplanade and riparian reserves creating a network of trails managed by the Council as part of consents.</p> <p>Studies to improve understanding of water body flood plain extent restricting land area available for development.</p> <p>Council, Crown and Mana Whenua work together to identify, secure and enable suitable sites for papakāinga development.</p> <p>Facilitate renewable energy and distributed energy generation facilities for rural villages.</p> <p>Work with health providers to facilitate mobile clinics to ensure access to medical care in villages and papakāinga.</p> | <p>In accordance with Cemetery Provision requirements the growing population means more cemetery space than currently planned for is required.</p> <p>As the population in rural villages grow the demand for waste collection services will increase.</p> <p>Increased population in the villages increases demand for the community halls, swimming pools and playing fields as well as new services such as access to medical care.</p> <p>The concept of Te Ara Wai Journeys has grown into a District wide network of trails that offer tourism experience but require a high level of maintenance.</p> <p>Note increased cost for WDC in weeding and pest control or facilitating community groups to do this work.</p> |

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| | <p>Enable off the grid power generation for villages/hamlets, supporting community power generations.</p> <p>In rural villages expand supply of sporting fields and increase field capacity by providing floodlights and reallocation of users. Upgrade of field support infrastructure.</p> <p>Urban planning and master plan development to provide for increased community facilities and retail opportunities for the developing small towns.</p> | |
| Vibrant Community | <p>District Plan provisions to enable: Commercial zones in each rural village.</p> <p>Eco-tourism/farm stay facilities – using cycleways as an attraction Packhouses (and potentially seasonal worker accommodation). More intensive residential development and broader range of housing types in villages and towns.</p> <p>Development of Māori owned land for both housing and commercial activities.</p> <p>Creation of shared public spaces and community facilities. Including public art and heritage storytelling.</p> <p>Facilitate seasonal worker accommodation strategy with sectors to provide year round employment prospects and address seasonal worker accommodation issues.</p> | <p>The land use planning and bylaw frameworks will need to evolve to respond to rural subdivision and increasing intensity of land use. This may mean smaller lot sizes will be considered.</p> <p>Frameworks will be required that enable development of Māori owned land to address social inequality issues, address the partnership between Mana Whenua and Council and foster economic development.</p> <p>The increasing diverse agricultural sector has created new employment opportunities, often for seasonal workers. This raises new issues and challenges for the District.</p> |
| Environment | <p>District Plan to provide for the protection for high quality soils and strategic sand and aggregate resources.</p> <p>Manage reverse sensitivity issues. Provide for new growth cells in villages.</p> <p>Identify and facilitate a network of reserves that integrate with trails and habitat to link SNAs including Maungatautari, Kakepuku and Pirongia.</p> <p>Fund ecological restoration work and/or resources to support community groups to do this.</p> | <p>Council has had to regulate rural subdivision to both respond to the pressure for rural living but also protect key resources – this has provided the opportunity to strategically create a network of riparian and esplanade reserves to enhance water quality and create biodiversity corridors and non-vehicle access options.</p> <p>With subdivision and expansion of rural villages the opportunity to create a network of trails and ecological habitat will allow the development of high-quality ecological corridors linking the</p> |

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| | <p>Lake restoration projects and plan change to ensure rural residential doesn't impact on peat lakes.</p> <p>Increase in biodiversity linking to key biodiversity corridors.</p> <p>More baseline ecological data required to inform intensification around rural villages and guide reserve creation.</p> <p>Facilitates community led zero waste approaches for villages and towns.</p> <p>Advocate for and support transition of rural economy to new climate conditions through encouraging central government investment in rural research and development.</p> <p>WDC to review the District Plan to ensure reverse sensitivity controls are adequate.</p> <p>Water quality initiatives are incentivised through potential mechanisms such as regulatory framework policy and standards, and riparian planting/restoration grants.</p> | <p>maunga and other ecological sites– enhancing our biodiversity.</p> |
| <p>Culture and Heritage</p> | <p>District Plan to enable/facilitate creation of network of reserves that protect heritage, provide trails, improve stormwater quality, and other similar benefits.</p> <p>Invest in a network of interpretation facilities for the heritage reserves. Capture local heritage on open spaces and shared public spaces. Interpretation through various forms of media.</p> <p>Invest in village halls as they become hubs for community events.</p> <p>Faster implementation of parks dual naming projects. More parks in closer density areas that provide connection and narrative of history.</p> <p>Regulations are reviewed to make provision for the expansion of urupā.</p> | <p>Through the subdivision process the opportunity to facilitate the identification, protection of historic heritage is increased. Once protected Council will need to invest in providing access to these features.</p> <p>The cultural fabric of the rural villages will change as they grow, increasing demand for community facilities. The village halls should become hubs for community events.</p> |

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| | <p>Heritage mapping of new structure plan areas required by expansion of rural villages.</p> <p>Support and enable rural tourism opportunities such as; the river, food/agricultural experiences, cycle trails, bush/nature walks, sanctuary mountain, Kīngitanga storytelling.</p> | |
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3.3 Possible Future Scenario 3 – ‘Hamilton Expands South’

Completion of the Southern Links expressway has enabled Hamilton’s urban area to grow South. The land to the north of Southern Links infills over time with urban residential development where the peat soils permit. The airport/Mystery Creek area becomes a significant employment centre including the introduction of wet industry. All this urban development makes Ōhaupō an attractive place to live and over time it grows to a community / small town of 5,000 to 6,000 people.

Southern Links built but with PT priority plus high frequency PT to Cambridge and Te Awamutu

The Southern Links expressway is built to enable better connections into west Hamilton and reduce congestion pressure on the entrances into Hamilton from the Waikato Expressway. The form of Southern Links includes walking and cycling connectivity and provision for public transport priority lanes. This facilitates the development of a high frequency public transport system linking Cambridge, Te Awamutu, and the airport.

Southern Links area transferred to Hamilton city

The land to the north of Southern Links becomes fully urbanised except where areas of peat soils are too deep. The undeveloped areas of peat either remain in agricultural use or are used for active and passive recreation as well as stormwater management. The new retail hub at the airport becomes a major commercial and retail centre servicing South Hamilton and North Waipā.

Airport area a regionally significant employment hub

The airport (Titanium Park/Mystery Creek) area has become a major employment hub with a focus on logistics, air freight and light industrial activity and major events. A new retail centre has also opened, to service the commercial needs of the surrounding area. People commute from across Hamilton and Waipā and even further afield (Te Kūiti, Ōtorohanga, Matamata, Morrinsville) to work at the airport and surrounding employment hub.

Wet industry enabled at Hamilton airport (Titanium Park) by early construction of a new subregional wastewater treatment plant

The wastewater treatment plant constructed at the airport (Titanium Park) in the 2030s creates demand for wet industry to be able to locate in the airport area to support processing of agricultural and horticultural produce (e.g., bottle washing facilities for export wines).

Ōhaupō grows to 5,000 to 6,000 people

Due to its proximity to the airport and quality transport links, Ōhaupō has grown into a town of 5,000 to 6,000 people with reticulated wastewater connected to the new treatment plant at the airport or Te Awamutu wastewater treatment plant. Being on the high frequency public transport route enables people to commute to work but most services (e.g., high

school, doctor etc.) are provided inside Hamilton South, Te Awamutu and Cambridge which are equidistant).

3.3.1 Description of key assumptions

Summary of key assumptions:

- Ōhaupō becomes a community of 5,000 to 6,000 thousand people. Rukuhia and Ngāhinapōuri grow as well.
- Travel demand remains stable and mode shift increases to 20 per cent public transport.
- A new wastewater treatment plant is available at Hamilton Airport much earlier than 2061 that is able to serve wet industry. As a consequence, an additional water supply take or consideration of water reuse will also be required to service growth.
- Additional school capacity at Kaipaki, Ōhaupō and Rukuhia.
- North Waipā communities become more dependent on Hamilton for key services.
- Carbon emissions increase as peat soils are impacted by urbanisation and climate change, and increased trips from Ōhaupō into Hamilton.
- Urban densification occurs in such a way that mahinga kai, wāhi tapu, wāhi taonga, wāhi whakahirahira sites and practices are restored and protected.
- The airport provides a significant employment node.

The following key assumptions detail what the scenario means and clarify related impacts. They will inform the mix of interventions selected to achieve the Vision and Community Outcomes.

| Technical Narrative Theme | Key Assumptions | Explanation |
|-------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Population Change | Ōhaupō becomes a community of 5,000 to 6,000 thousand people. Rukuhia and Ngāhinapōuri grow as well. | As the Airport area is transformed into a sub- regional industrial or commercial node through urban development the communities of North Waipā(e.g. Ōhaupō, Rukuhia, Ngāhinapōuri) grow ahead of projections with people working at the airport but seeking a smaller town environment and/or affordable housing (mostly in the south). |
| Integrated Infrastructure Transport | Travel demand (vehicle kilometres travelled (VKT)) - Travel demand remains stable for private vehicles but increases for freight. Unless rail is connected to industrial areas and substantial freight moves by rail. | Despite the provision of public transport, it is likely that an airport employment node will draw labour from Ōtorohanga, Te Kūiti, Putāruru and Matamata. This means that vehicle kilometres |

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| | Mode shift increases to 20% public transport. | travelled (VKT) has not changed as much as would be expected with a high frequency public transport system. |
| Integrated Infrastructure (3 Waters) | <p>A new wastewater treatment plant is available at Hamilton Airport much earlier than 2061 that is able to serve wet industry. As a consequence, an additional water source needs to be identified and consented and a supply take will also be required to service growth.</p> <p>Water sources can be identified and takes consented to support wider growth.</p> <p>River treated effluent discharges can continue until effluent reuse opportunities are available.</p> | <p>The wastewater treatment plant at Hamilton airport is necessary to service the new urban development in the area and the increase in wastewater volumes particularly from wet industry. It also enables the provision of reticulated wastewater services to Ōhaupō in support of its urban development as a new small town.</p> <p>Additional water supply sources will also be required.</p> |
| Integrated Infrastructure (Community) | <p>Additional school capacity at Kaipaki, Ōhaupō and Rukuhia</p> <p>Most new facilities required are delivered within the Hamilton City urban boundary.</p> | The community facilities provided in Peacocke and the new Southern Links area inside the Hamilton boundary provide for the neighbouring communities of Ōhaupō and Tamahere. |
| Vibrant Communities | The relationship between Hamilton and North Waipā changes with many of the North Waipā communities looking to Hamilton for key services. | Places in North Waipā become more dependent on Hamilton for services and community facilities than Te Awamutu and Cambridge as Hamilton grows southward. |
| Environment | <p>Carbon emissions increase as peat soils are impacted by urbanisation and climate change and increased trips from Ōhaupō into Hamilton.</p> <p>Increased pressure to preserve habitats, for instance long-tailed bats are known to be active in this area.</p> | There are large areas of peat to the northwest of the airport. This does not preclude their development although it does mean the areas of deepest peat soils may not be urbanised. Urbanisation in those areas that are suitable will result in further degradation of the surrounding peat soils and significant increases in carbon emissions. |
| Culture and Heritage | No assumptions altered. | |

3.3.2 Implications of this Scenario by Community Outcome

Socially Resilient

Where we live

While Cambridge and Te Awamutu have continued to grow, the proportion of the district's population living in, Ōhaupō, Rukuhia, Ngāhinapōuri and Pirongia increases as these villages urbanise in response to their proximity to the employment node around the airport/Mystery

Creek area. Increases also occur in the neighbouring Waikato District Council villages such as Matangi.

These villages have become urban towns with a mix of large lot rural residential properties and smaller properties with more affordable housing options. While we do not have the density of the large towns, lot sizes in these villages are now typically 600-800 square metres due mainly to infill that occurred once the villages were reticulated.

For those of us living in North Waipā we do have a few local shops, but we do most of our shopping at the airport commercial centre. Our children attend the local primary school but then travel to the new high school in Peacocke.

How we move around

Ōhaupō is the second to last stop on the high frequency public transport route from Te Awamutu. People living here can catch the bus to work at the airport or into Hamilton or cycle/scoot on the shared paths.

The high frequency bus service from Te Awamutu to Hamilton and Cambridge with a major hub at the airport, provides excellent transport options for those who commute every day.

People generally drive from the other villages to get to work in Hamilton or at the airport unless they can park and ride in Te Awamutu and Cambridge. Vehicles are mostly electric, or hydrogen powered as petrol has become quite expensive.

School bus services take the senior children to school in those centres or in Hamilton. A network of walking and cycling corridors provides excellent off-road connectivity to South Hamilton from most places for senior students and commuters.

In the main centres we can get around for day-to-day purposes by walking and cycling on the network of shared paths although most families still have access to a car. Car parking is retained for rural commuters and shoppers.

Where we work, shop and access services

With the increase in population in north Waipā, demand for services and infrastructure in Cambridge and Te Awamutu has been lower than expected as population growth has also been lower.

A high proportion of people commute to the airport area or Hamilton for work – although the industrial nodes associated with the dairy factories at Hautapu and Te Awamutu are still major employers.

While the airport commercial node and Peacockes' town centre become major metropolitan retail centres for the surrounding area, most specialised services (e.g. specialist medical, professional and government agencies etc) are found in central Hamilton.

Papakāinga and Marae

The growth in the north has created opportunities for development around the northern marae in the district as well as on other Māori owned land in that area. Several papakāinga have been formed on land that Māori have retained or purchased in the north for their whānau who work in the airport precinct. Kura and Hauora centres have also been established in the airport precinct. Papakāinga are delivered at medium density level and linked to Mana Whenua owned business opportunities.

Living, Working and Playing in Cambridge and Te Awamutu

There has been some increase in housing density in both Cambridge or Te Awamutu but not as much as expected due to growth at the airport and north Waipā villages. This has meant that Cambridge and Te Awamutu still feel much as they did in the 2020s. The airport retail centre has reduced the growth of retail in Te Awamutu and Cambridge CBDs with the Airport and/or Peacockes centre becoming major shopping destination(s) similar to The Base.

Our farmers still come into the towns for all their services – the vets, farm supply stores, pack houses and mechanics are mostly in Cambridge and Te Awamutu and the retail offering reflects that rural service role. The major retail centre at the Airport has made it more difficult for specialist retailers to establish in Cambridge and Te Awamutu.

Walking and cycling paths have been created alongside the state highway network which has made them attractive for commuters but not recreational cyclists.

The investment focus has been on providing equitable access to sport/recreation facilities (rather than equal), however the growth has meant investment is prioritised toward the northern parts of the District.

Cultural Champions

Highlighting and Protecting our Heritage

The growth in north Waipā around Ōhaupō, Rukuhia and Ngāhinapōuri in particular, has provided an opportunity to identify, protect and recognise the historical features of these parts of the district.

The pre-European history of the district is given equal weight in our storytelling to our more recent history. This has been facilitated greatly by the creation of the network of walking and cycling corridors connecting our urban centres and improvements made to the access and quality of traditional mahinga kai gathering sites through a network of special reserves.

Te reo Māori and Māori identity are woven into the planning and urban design for growth areas to the south of Hamilton and expansion of Ōhaupō through partnership with Mana Whenua.

Our community culture

It has been hard to maintain the identity of Waipā as Hamilton has grown south – especially for the northern villages where people look to Hamilton for all their services. With the

reduction in scale, the community culture has tended to focus more on the identities of Cambridge, Te Awamutu, and the individual villages. The community in these centres is well connected to the arts contributing to the cultural fabric of the District.

It is becoming harder and harder as you travel along SH3 or the Waikato Expressway to tell where Hamilton finishes and Waipā begins.

Environmental Champions

Biodiversity

The expansion of urban development around the airport has provided impetus to protection of the Waipā peat lakes and has enabled the extension of our esplanade reserves and created a network of ecological reserves that now links Pirongia, Kakepuku and Maungatautari as well as our key peat lakes. Volunteer community groups with support from DOC and Council maintain predator control along these corridors as well as around the maunga. We now have large populations of kākā and tūi widespread throughout the district.

Urbanisation of the land north of the airport is likely to have an impact on the populations of pekapeka-tou-roa (long-tailed bats) living in that area. Bats require vegetation, dark areas and flyways that connect roosting sites with feeding ranges in the rural landscape. The priority is to preserve existing old-growth habitat, while new habitats can be developed – potentially linked to the riparian protection and initiatives associated with the peat lakes.

Land use and its consequences

Those land areas south of Hamilton and north of Southern Links that were able to be safely urbanised have been. Some of the remaining areas of deep peat have been impacted by land drainage although stormwater management initiatives including treatment have also created opportunities to enhance the health of peat lands around our peat lakes. Where the peat has not allowed urbanisation the land remains in agricultural production or has been retired for open space reserves to serve the new growth areas.

Decarbonisation and climate change adaptation

The growth north of the airport has impacted on our peat lands. This has been exacerbated by increasing drought. Some of these impacts have been offset by carbon sequestration initiatives to protect the peat lakes by retiring more land around them and integrating them into the stormwater management system for our urban areas. The net effect is that the district's carbon emissions have increased significantly due to impacts on peat, transport and construction emissions.

Economically Progressive

Our agricultural economy

Apart from the urbanisation of the land north of the airport, the amount of productive land in the district remains similar to 30 years ago due to the constraints placed on urban expansion. The face of agriculture has changed with rising land prices and climate change.

The airport development will drive change in agricultural land use towards high-value small block production such as cut-flowers and export fruit and vegetables.

Tourism

The network of trails and investment in facilities at places like Maungatautari, Lake Rotopiko and Ōrākau has helped expand tourism as a part of our economy, and particularly ecotourism and farm stays. The events centres at Karāpiro and the velodrome continue to attract international sporting events which bolster our economy and create a thriving tourist accommodation sector as people prefer to stay in Cambridge and Karāpiro especially rather than Hamilton.

Mystery Creek remains a major events centre and has also become a major conference centre due to the development around the airport and improved public transport connectivity to Hamilton. The airport has also started to attract international passenger flights alongside its importance as a major logistics centre for high value, low weight/volume air freight.

Retail and Commercial Centres

A major sub-regional retail centre has grown at the airport. This has impacted on the retail sector in Cambridge and Te Awamutu as most people choose to shop at the big retail chains in this centre or at the warehouses around the airport (or through the internet shopping sites that these warehouses support).

Industry

The introduction of wet industry in the airport precinct has had a major impact on the nature of industry in the district. We are now a centre for the food processing sector with synergies due to the close proximity of Hautapu and Te Awamutu dairy factories with the airport. The food processing sites have leveraged off the shift to cropping activities in the district which has seen new high value crops and horticulture replace dairying on land near the airport, being processed in the airport precinct and flown to their markets in Asia and north America.

3.3.3 Possible Interventions required to achieve the community outcomes and place-based outcomes

The descriptions and lists of interventions have been developed through engagement with Waipā District Council staff and Councillors and will continue to be fine-tuned through stakeholder and community engagement. At this stage in the process, they are an indicative list only.)

| Theme | Intervention | Commentary (sequencing, scale, interdependencies etc) |
|------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Population | <p>Develop a master plan for Ōhaupō and other northern villages. Ensure ample room for open spaces and connections.</p> <p>Revenue and Financing Strategy to respond to reduced rating base for Waipā District.</p> | <p>The expected growth in population is significant. New growth areas will need to be identified and infrastructure planned. (e.g., growth to the east or west of SH3)</p> <p>The transfer of land north of the airport into Hamilton City will reduce the rating base for the district. These revenue impacts will need to be considered in future infrastructure plans.</p> |
| Transport | <p>State highway 3 capacity and safety upgrades through Ōhaupō.</p> <p>Ōhaupō village will need separated or shared cycling and micro mobility paths for residents to get around a bigger village, to shops and school and to the Airport employment centre.</p> <p>Investigate Waikato River as a transport route connecting Cambridge and Hamilton to Acacia Reserve/Narrows Landing.</p> <p>Bank stabilization and jetty renewal of Acacia Reserve and Riverside Park. Any other riverside reserve potential.</p> <p>Re-scope Southern Links to provide walking, cycling and public transport priority commensurate with urban environment and consider form of high frequency public transport from Te Awamutu to Airport and Hamilton CBD (rail or road?).</p> <p>Secure land in Ōhaupō for a public transport interchange – potentially close to the rail alignment.</p> <p>Adequate road capacity for inter-regional freight accessing the airport is provided.</p> | <p>State highway 3 currently passes through Ōhaupō town centre - as it grows, we will need road upgrades for capacity and safety.</p> <p>Ōhaupō village is a relatively short distance from the Airport so a fast cycle link between village and employment and shopping is a viable transport solution.</p> <p>Growth at the airport/Mystery Creek creates the opportunity to use the river as a public transport corridor from Cambridge to the Airport.</p> <p>The current Southern Links form is designed as a rural expressway – but for this growth form it will need to operate as an urban arterial. The mode of public transport will also impact significantly on future urban form.</p> <p>As the population grows rail becomes more viable as a public transport mode serving Hamilton and potentially connecting towns south of Waipā to Auckland. Futureproofing the site of a public transport interchange with access to the rail network is necessary even if rail is not used for public transport for another 50 years.</p> |

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| 3-Waters | <p>Airport area would need major water supply and wastewater upgrades.</p> <p>Integrating stormwater system with peat lakes to achieve environmental benefits.</p> | <p>As the airport area grows demand for access to waste water and potable water will grow. Identification of new water sources, upgrades or new plants will need to be accelerated.</p> <p>Urbanisation brings challenges in terms of pollution, disturbance to birds and animals, and connectivity to resources in the broader landscape, but also creates interesting opportunities to enhance the quality and extent of the peat lakes with associated biodiversity and carbon emission benefits.</p> |
| Community Infrastructure | <p>Create parks and reserves based around Waipā peat lakes e.g. the Mangapiko/Mangaohoi project, lakes projects such as Lake Ngaroto and the Te Awamutu to Pirongia cycleway.</p> <p>Develop investment policy for shared sports facilities / hubs in south Hamilton/ northern Waipā. For example, Sport Waikato led artificial turf potential. Waikato University and or Mystery Creek development for sports hub/facility.</p> <p>Optimise supply of fields and increase field capacity by providing floodlights and reallocation of users. Upgrade of existing local sports field support infrastructure for Ōhaupō, Ngāhinapōuri, Rukuhia and Pirongia.</p> <p>Urban planning and master plan development to provide for increased community facilities and retail opportunities for the developing small towns.</p> | <p>Growth in South Hamilton creates opportunities to extend the protection for the remaining Waipā peat lakes and provide passive recreation reserves around our growing northern Waipā villages.</p> <p>The communities of north Waipā will tend to look to Hamilton for sports and community facilities. Arrangements will be required to ensure the facilities in Hamilton are designed to service north Waipā.</p> |
| Vibrant Community | <p>Masterplan for growth in Ōhaupō that improves commercial centre and links to the school.</p> <p>A greenbelt or other alternatives to maintain a degree of separation</p> | <p>The expected growth in population is significant. New growth areas will need to be identified and infrastructure planned. (e.g., growth to the east or west of SH3?</p> |

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| | <p>between Ōhaupō, Cambridge and Hamilton is necessary.</p> <p>Implement place making and urban design requirements to create attractive, liveable places.</p> <p>Council, Crown and Mana Whenua work together to identify, secure and enable suitable sites for papakāinga development.</p> <p>Amend District Plan to zone additional industrial land around the airport.</p> <p>Mixed used zoning around the airport is encouraged.</p> | <p>Hamilton's growth south will impact on the identity of Waipā – initiatives such as greenbelts will help to create distinct boundaries/changes where identity can be established.</p> |
| Environment | <p>Plan to protect peat lakes and areas of peat soils from degradation either via acquisition or land use controls, and collaboration with other agencies such as DoC, WRC and land-owners.</p> <p>Link riparian reserves and peat lakes into a network that provides habitat for pekapeka-tou-roa as well as corridors for birds to move between the maunga.</p> <p>Investment in ongoing management of habitat, including restrictions of cats and pest control for mustelids, rats and possums e.g. the Mangapiko/Mangaohoi project, lakes projects such as Lake Ngaroto.</p> <p>Promoting good peat management practice to reduce carbon emissions.</p> <p>Water quality initiatives are incentivised through potential mechanisms such as regulatory framework policy and standards, and riparian planting/restoration grants.</p> | <p>Urbanisation will impact on the health and extent of peat soils with attendant consequences for the peat lakes and carbon emissions. Significant pekapeka-tou-roa habitat north of the airport will be impacted by urbanisation.</p> |
| Culture and Heritage | <p>District Plan to enable/facilitate creation of network of reserves that protect heritage, provide trails etc.</p> <p>Cultural sites of significance mapping, and protection through the district plan.</p> <p>Include Heritage mapping of new</p> | <p>Through the subdivision process the opportunity to facilitate the identification and protection of historic heritage is increased. Once protected Council will need to invest in providing access to these features.</p> |

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| | <p>structure plan areas required by expansion of rural villages.</p> <p>The development/redevelopment of master plans includes engagement with artists and supports the development of hard and soft infrastructure for the arts, creative start-ups and businesses.</p> | <p>As urban areas extend outwards, it becomes more important to recognise and document important cultural sites to ensure they are protected and celebrated.</p> <p>Potential future co-management opportunities for sites to be identified. Building stronger connections and increasing working relationships with Mana Whenua.</p> |
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3.4 Possible Future Scenario 4 – ‘Population Growth Dwindles

Migration into the District slows or even stops, and young people leave the district for work and other opportunities. As a consequence, the population stabilises or even falls, and income drops as the proportion of people on fixed incomes rises. This makes investment in public services difficult. With almost no growth in the overall size of the district’s population but a considerable growth in the number of people over 60 years old, local employment opportunities decline with the exception of healthcare/aged care sectors. However, the increasingly large, retired community are more actively involved in the many volunteer organisations in the district.

Low migration into district

Inward migration to New Zealand slows and with improving housing affordability in Auckland, Wellington, Hamilton and Tauranga due to major government initiatives people choose to stay in the big centres, where the work opportunities are better. As a consequence, fewer people choose to live in the district.

Young people leaving to bigger centres

The labour market means jobs are generally located in major urban centres not rural centres. Young people leave the district seeking opportunity elsewhere in New Zealand and overseas. Many do not return when they start having families.

Increasingly aged population with fixed incomes

The age of the population becomes increasingly old and mono-cultural. The proportion of the population on fixed incomes rises significantly. Those young who can leave to bigger centres for work and lifestyle reasons do so. The majority of those who remain, work mainly in lower paid roles in the aged care sector or are unemployed. Whilst there is high demand for Council services, the low rating base means that Council struggles to find funding to improve those services.

No new public transport options provided

Whilst demand for public transport services potentially grows particularly in the inter-peak times the affordability of those services declines due to lack of funding. Traditional high passenger volume public transport models are not affordable so new models develop based on ride share, total mobility and other approaches reliant on community groups and aged care facilities will be needed.

Local employment opportunities decline

The available workforce declines as the population ages. Healthcare and aged care sectors become the predominant employer in the district. Whilst this brings an influx of younger workers, many of those choose to live in Hamilton where the houses are more affordable and the lifestyle more exciting or they live on site at the aged care facilities where they work.

Volunteer initiatives expand

The increasingly large, retired population supports a vibrant volunteer sector as people seek things to do in the retirement. This advances a number of major ecological and culture and heritage initiatives that benefit the district.

3.4.1 Description of key assumptions

Summary of key assumptions:

- Population growth is lower than forecast and older than currently projected.
- Public Transport services remain similar to today and safe walking and cycling connections are maintained.
- Growing Council debt burden restricts ability to invest in infrastructure.
- The proportion of Waipā’s population living in areas with high deprivation index in accessibility to services increases to over 35 percent.
- Economic activity reduces with fewer businesses and less employment opportunities.
- Fewer Council resources available for environmental initiatives.
- Increased protection of cultural and heritage features.
- Eases water demand reducing need to identify and develop new water sources. Off sets needed for major capacity upgrades at Te Awamutu and Cambridge waste water treatment plants circa 2030 -2040
- Urban densification occurs in such a way that mahinga kai, wāhi tapu, wāhi taonga, wāhi whakahirahira sites and practices are restored and protected.

Key assumptions detail what the scenario means and clarify related impacts. They will inform the mix of interventions selected to achieve the Vision and Community Outcomes.

| Technical Narrative Theme | Key assumptions | Explanation |
|-------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Population Change | Population growth is lower than forecast – falling at the low end of projections or returning to current population in 30 years. Demographics – the population of the district is older than currently projected (More than 30% over 65). | Real challenge balancing priorities between meeting the needs of a growing ageing population and the need to remain attractive for the younger population and families. Population growth will primarily be through inward migration. |
| Integrated Infrastructure Transport | Public Transport – services remain similar to today (no high frequency public transport). Services like the subsidised taxi service “Total Mobility” and | Affordability issues constrain the Council’s ability to offer new public transport services. As the population ages the ability of some to drive or use buses to |

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| | <p>community or volunteer provided options expand.</p> <p>Continue to develop safe walking, micro-mobility and cycling connections. Micro-mobility devices for ageing residents are very common and reliable modes of transport.</p> | <p>access local services like medical and shopping declines and alternate services are required.</p> <p>Safe walking and cycling connections help to maintain activity levels, independence and social connection for an ageing population.</p> |
| Integrated Infrastructure (3 Waters) | <p>Infrastructure Affordability - Growing Council debt burden restricts ability to invest.</p> | <p>As the proportion of people on fixed incomes grows it becomes harder for Council to fund debt and new services from rates. Debts therefore increase and risks to water quality increase. Inability to meet Te Ture Whaimana through investment into improving three waters network.</p> <p>Assets over sized and inefficient to operate due to lower demand.</p> <p>Issue more ability to afford renewal of old assets at their end of life.</p> <p>Water reform and funding from larger user base not restricted by Council boundaries.</p> |
| Integrated Infrastructure (Community) | <p>Deprivation – The proportion of Waipā's population living in areas with high deprivation index in accessibility to services increases from 35%.</p> | <p>As the population ages the ability of people to access services declines with more people being mobility impaired or unable to afford transport.</p> |
| Vibrant Communities | <p>Economic activity reduces - fewer businesses and less employment opportunities.</p> | <p>Declining consumer spending means some businesses are no longer viable, this impacts on the vibrancy of our retail centres. Businesses are less able to afford sponsorships for public amenities and places.</p> |
| Environment | <p>Reduced funding for environmental initiatives -- Fewer Council resources available.</p> | <p>Affordability issues mean that Council is less able to invest in environmental initiatives.</p> |
| Culture and Heritage | <p>Increased protection of features – Those features that exist are less threatened by change.</p> | <p>Growth and development do not cause the same damage to our culture and heritage features. The increasingly large, retired community gets actively involved in protecting cultural and heritage sites alongside environmental sites.</p> |

3.4.2 Implications of this Scenario by Community Outcome

Socially Resilient

Where we live

As population growth slows construction of new homes also slows. Our housing affordability increases due to low demand for housing, except for retirement homes which are renovated as residents change.

Our towns look and feel much like they did 30 years ago except for the increasing number of people moving around via micro mobility (mobility scooters, e-bikes etc). Our places are still vibrant, but they are quiet and relaxed – there is a lot less hustle and bustle in the town centres.

Some of the retirement homes are being repurposed to provide worker accommodation for the large healthcare workers population.

How we move around

Because so many of us are on fixed incomes we use our private cars rarely. Public Transport is available, but the services are basic - a couple of buses a day to Hamilton as well as community shuttles provided by community groups and/or the aged care facilities that we can use for our medical appointments or to go concerts/shopping at The Base but not much more. Instead, many of us have e-bikes, cycles or mobility scooters and the like. Most of our shops provide affordable home delivery now so we can stay in our local suburb/village and only leave when we want to have adventures. Car parking in the towns continues to be provided for rural commuters. Transportation is affordable, social, less competitive and less physically demanding, catering for those with age-related physical constraints.

Our towns are so much quieter and safer than they were when we drove everywhere.

Where we work, shop and access services

We have neighbourhood shops including speciality shops, bakeries and cafes in our main centres, but we do most of our “basics” shopping online and have it delivered. The local shops provide hubs for our community with plenty of community activities around them. Those of us who work, often work part time and/or work from home.

Our main medical facilities and other services are in Hamilton so there are regular buses and shuttles that connect us to the hospitals, but we are pretty self-contained in our suburbs/villages. Those of us who are retired have lots of free time, but many are still working to supplement the pension. Many of us are active in the community volunteer sector as well as looking after our grandkids when we can. We tend to go for adventures often on our e-bikes cycling to neighbouring towns, Karāpiro or Pirongia.

Papakāinga and Marae

Many of our Māori population are living in papakāinga near their marae but as with the European population the age profile is older with young families tending to move to the cities. The young that remain provide much sought-after workers to support the economy of the District.

The papakāinga communities are really strong, with shared transport and a strong sense of whanau but they are a bit isolated and can find the lack of access to services a bit frustrating at times. Because the marae are mostly out of town, Māori don't feel well integrated into our communities.

Living, Working and Playing in Cambridge and Te Awamutu

Apart from the comparative silence due to fewer petrol cars and trucks the vibe of Cambridge and Te Awamutu has not changed much in 30 years. The weekends see more young people as visitors come from Hamilton and Auckland.

Most of the younger people you see out and about during the week are associated with the health and aged care sectors. The schools have tended to shrink as the young leave town as soon as they can and only a few of them come home to bring up their families.

Those of us that are professionals often work in Hamilton – although many are able to work from home. There are a few examples around of shared office spaces where a group of firms hire an office and set it up for people to work from on a casual basis.

With an older population we need fewer sporting fields for rugby, soccer, and cricket, but we still value our greenspace for passive recreation, walking and cycling. Our town and church halls are frequently booked for social activities and art and craft exhibitions.

Councils focus on equitable access to sport/recreation facilities (rather than equal) has changed the pattern of facilities across the region, with sporting fields provision concentrated where the population is younger while some facilities have been sold or repurposed where population has aged.

Cultural Champions

Highlighting and Protecting our Heritage

The high number of volunteers has meant that community groups have formed around protecting all sorts of historic and natural heritage features. Council has a big team supporting these groups with their funding and legal compliance issues. The groups have made a huge difference to our ability to identify, highlight, protect and make accessible more areas of cultural and historical heritage through maintenance and enhancement of parks and reserves and information provision. These resources attract day visitors who stop off as they are travelling through or stay in Hamilton and make day trips to Maungatautari, Karāpiro, the peat lakes etc.

Our community culture

Our community is strong, characterised by really active volunteer communities who do all sorts of activities like hospice transport, meals on wheels and other things to look after each other. Council has invested in volunteer co-ordinators to help these groups access funding

and logistical support. The community is actively connected to the arts through volunteer groups and societies.

Environmental Champions

Biodiversity

The slower growth has helped reduce pressure on the local environment and the big volunteer population has enabled several significant biodiversity projects to get underway.

Our walking, cycling that links our key villages and towns and significant sites has been completed. An additional benefit of this network is that it has also enabled the extension of our esplanade reserves and created a network of ecological reserves that now links Pirongia, Kakepuku and Maungatautari as well as our key peat lakes. Volunteer community groups with support from DOC and Council are progressing towards maintaining predator control along these corridors as well as around the maunga. We now have populations of kākā and tūī widespread throughout the district.

Land use and its consequences

Our rural economy remains the backbone of the district, but agricultural business ownership shifts to larger corporations and away from families. Climate change and economics has driven a change in land use – but with the declining young population much of the activity is now automated, particularly for the horticulture blocks.

Decarbonisation and climate change adaptation

The transition to electric vehicles and micro mobility has been assisted by our ageing demographic travelling less. The combination of an extensive walking/cycling, electric vehicle charging facilities, network of carbon offset planting along our streams and rivers and distributed generation from solar panels and windmills on the new lifestyle blocks means that our District is carbon neutral.

The benefits in terms of carbon emissions have been reduced a little by the increasing use of wood burners for heating as people find they can't afford electricity or gas.

Economically Progressive

Our agricultural economy

Agriculture has diversified in response to climate change and labour market changes. Dairy and sheep and beef farming are still significant contributors to the economy, but vegetable growing has moved into the district alongside intensive horticulture (kiwifruit, avocados, olives etc). Goat and sheep milk sectors have also expanded due to their reduced environmental footprints and opportunities to develop higher value products. Honey production is increasing as steep catchments are retired or planted in manuka, conversion of farmland to manuka or production forestry means that rural communities tend to be smaller with an older population.

Workforce issues have meant increasing automation of the sector leveraging off the engineering school at the University of Waikato and the Ruakura research campus.

Tourism

The network of trails and investment in facilities at places like Maungatautari, Lake Rotopiko and Ōrākau maintained by volunteers has helped expand tourism as a part of our economy but most visitors are day trippers and tourism remains a low wage industry so does not contribute significantly to the economy.

Retail and Commercial Centres

Our retail and commercial centres haven't changed much over the last 30 years. There has been a move to more online shopping for most items, but locals still like to come to town to shop for speciality goods or day to day essentials. The "silver economy" will grow with many of our older residents continuing to work and invest past 65 even if only part time. To help that sector of the economy grow investment has been made in developing infrastructure to foster working from home, shared workspaces in our central business districts etc.

Industry

There are still food processing factories in the district, though they are increasingly automated and serviced semi remotely from Hamilton. Logistics is really important especially with the increasing use of online shopping. A lot of our semi-retired residents supplement their pension by working as delivery drivers for on-line operations.

3.4.3 Possible Interventions required to achieve the community outcomes and place-based outcomes

The descriptions and lists of interventions have been developed through engagement with Waipā District Council staff and Councillors and will continue to be fine-tuned through stakeholder and community engagement. At this stage in the process, they are an indicative list only.

| Theme | Intervention | Commentary (sequencing, scale, interdependencies etc) |
|------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Population | <p>Programmes to improve access to healthcare</p> <p>Provide outpatient care facilities for Cambridge and Te Awamutu</p> <p>Programme to attract younger families to the district</p> | <p>With the increasingly aged population and declining independence, programmes will be required to facilitate access to healthcare (e.g., GP outreach, outpatient care facilities in Te Awamutu and Cambridge, transport to specialists etc.</p> <p>Attracting younger families into the district will help diversify the economy.</p> |

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| <p>Transport</p> | <p>Public investment will be necessary to build EV/PHEV or alternative fuel infrastructure throughout the District.</p> <p>Establish on- demand services to assist with moving the ageing community around the district and to provide access to the Waikato hospital.</p> <p>Facilitate/encourage private sector provision of mobility as a service product e.g., rideshare etc.</p> <p>Re-allocate road space in favour of e-mobility devices and walking/cycling to ensure public safety.</p> <p>Ensuring safe path connections – safe footpaths, safe pedestrian crossing points to towns, passenger transport stops.</p> <p>Support extension of Te Huia Train service to Te Awamutu and invest in integrated transport hubs for buses or trains in the future.</p> | <p>Increased use of personal mobility devices will create demand for freely accessible electric charging points across the district.</p> <p>While traditional public transport is unlikely to be affordable some form of community transport service will be essential.</p> <p>With fewer private and commercial vehicles and more personal e-mobility vehicles there will be a need to adjust allocation of road space to ensure user safety.</p> |
| <p>3-Waters</p> | <p>Delay or cancel planned improvements in levels of service.</p> <p>Extended asset renewal timeframes, Significant delay or cancel capacity upgrades to wastewater treatment plants and need to locate new water sources</p> | <p>Council’s 30-year infrastructure strategy assumes ongoing improvements in levels of service for communities to address growth, climate change impacts and increasing environmental standards. With a smaller population increasingly reliant on fixed incomes these improvements are unlikely to be affordable and many will no longer be necessary.</p> |
| <p>Community Infrastructure</p> | <p>Promote sports club amalgamation and reallocate or remove built infrastructure.</p> <p>More community gardens established to support poorer families.</p> | <p>The nature of demand for community infrastructure will change. There will be less demand for sports fields but green space, parks and reserves and areas for passive and active recreation will remain important, as well as proper dog-walking facilities.</p> |

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| | <p>More fitness stations provided around the district instead of playgrounds.</p> <p>Make active recreation more easily accessible and affordable.</p> <p>Accessible links to parks, CBD, and facilities.</p> <p>Providing open spaces for an older population.</p> <p>Repurpose primary schools as retirement villages.</p> <p>Large public access to equestrian parks.</p> <p>Develop partnerships with neighbouring Councils and Mana Whenua to deliver integrated services to communities living across jurisdictional boundaries.</p> <p>Provide long-term sustainable investment into creative infrastructure such as venues.</p> <p>Provide appropriate provision for places/spaces to ensure people can engage in arts and culture activities and provide opportunities for connection.</p> | <p>Some community facilities such as schools may become redundant for that current purpose. However, they are community assets that can be repurposed for different requirements (e.g. schools could become retirement facilities/medical care centres or part of a network of parks and reserves).</p> |
| Vibrant Community | <p>Encourage active engagement in volunteer/community activities through a network of volunteer facilities such as “Mens’ Sheds”, MEIT, Predator Free groups, community gardens, arts and heritage groups etc.</p> <p>Create employment opportunities for the “silver economy”.</p> <p>Develop a hub model where different sports organisations</p> | <p>The way the community functions and works will be different. There will be a larger pool of volunteer workers for community projects. The “Silver Economy” will grow with more part time workers, often on short term contracts requiring temporary office space in our CBDs.</p> <p>Both these groups will require facilities to work from and other forms of support.</p> |

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| | <p>partner to share expertise, programmes, facilities, or services.</p> <p>Encourage multiple user groups in growing communities to co-locate, share resources, leverage off current facilities and incorporate social and physical recreation.</p> <p>Encourage and support rationalisation and/or amalgamation of clubs and groups, particularly in areas with a static or declining population.</p> | |
| Environment | <p>Facilities to support volunteer community groups to deliver environmental enhancement projects, and to maintain parks and reserves.</p> <p>Leverage partnerships with Iwi or private investors for carbon incomes to achieve reserve acquisitions.</p> <p>Work in partnership with Iwi and Crown to extend protection around peat lakes.</p> | <p>There will be a larger pool of volunteer workers for community projects that will require facilitation and facilities to plan and undertake their work.</p> |
| Culture and Heritage | <p>Facilities to support volunteer community groups to deliver projects that enhance our culture and heritage features. Utilisation of Te Ara Wai to provide support for this initiative.</p> | <p>There will be a larger pool of volunteer workers for community projects that will require facilitation and facilities to plan and undertake their work.</p> |

3.5 Possible Future Scenario 5 – ‘Urban Densification’

Faster than predicted growth in our main towns and higher than expected average housing densities. High frequency public transport links mean more people commuting to Hamilton and beyond. The population becomes younger in its age profile and more ethnically diverse than today. There are many more work opportunities in our urban centres.

Faster than expected population growth and intensification in the urban centres

In this scenario, changes in planning regulations enable much greater levels of intensification of housing in our urban centres. Infill becomes the predominant form of increased housing supply. We grow more dense and higher rather than outwards. Housing becomes more affordable due to increased supply and a greater variety of housing types, attracting more young adults and families to live in Cambridge and Te Awamutu.

Public transport links deliver fast, frequent, and reliable public transport services to Hamilton and beyond.

Provision of new reliable, high frequency transport services between Auckland, Hamilton, Cambridge and Te Awamutu encourage more people to move to Cambridge and Te Awamutu for family, lifestyle, and affordability reasons. Dwelling densities in both towns increase significantly, particularly around the public transport interchanges and central business districts.

Our population becomes younger in profile and more ethnically diverse

The population in terms of average age and ethnicity becomes more diverse as more migration from Auckland and overseas brings younger and more culturally diverse residents to Waipā. The denser urban environment means there are more employment opportunities in our towns as well, with branch offices and shared office spaces creating walkable neighbourhoods and allowing people to work closer to home.

3.5.1 Description of key assumptions

Summary of key assumptions:

- Larger than currently planned population living in medium density housing in our urban centres.
- Hautapu industrial growth cells C8/9/10, APL factory, Te Awamutu and Hautapu Fonterra factories are retained as key to employment.
- The Hamilton Airport provides a significant employment node.
- Combination of density and public transport services means that vehicle kilometres travelled decrease and a high percentage of trips are by active modes or public transport rather than private car.

- Fast growth and impacts of climate change puts pressure on our water, urban stormwater and wastewater systems with expensive upgrades required to major infrastructure much earlier than planned.
- Densification will significantly reduce the ability to install green urban stormwater treatment and management devices such as retention ponds, raingardens, planted swales etc as land area is not available or is unaffordable.
- Higher development density / hard surfaces will exacerbate stormwater flooding issues especially in older parts of the townships.
- Younger and more ethnically diverse community living in medium density housing in our towns creates demand for different community infrastructure and some social tensions (e.g., more complaints about noise, parking, safety etc.).
- Urban densification occurs in such a way that mahinga kai, wāhi tapu, wāhi taonga, wāhi whakahirahira sites and practices are restored and protected.
- Te reo Māori and Māori identity are woven into the planning and urban design of our growing town centres through partnership with Mana Whenua.

Key assumptions detail what the scenario means and clarify related impacts. They will inform the mix of interventions selected to achieve the Vision and Community Outcomes.

| Technical Narrative Theme | Key Assumptions | Explanation |
|-------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Population Change | <p>Population – Population of Cambridge and Te Awamutu grow much more quickly than anticipated and exceed 30-year projections (e.g., 5-10 years early).</p> <p>Dwelling Density – Density in Cambridge and Te Awamutu increases within existing urban areas to closer to 30 dwellings per ha).</p> | <p>New rules for housing are introduced to enable medium density residential requirements within these existing centres.</p> <p>A high frequency public transport system enables people to live in Cambridge or Te Awamutu and work in Hamilton and even Auckland reliably, quickly and at a lower cost than commuting by car.</p> |
| Integrated Infrastructure Transport | <p>Vehicle Kilometres Travelled – declines from current.</p> <p>Mode Share – significant increase in public transport mode share on key corridors (e.g. 20% public transport).</p> <p>Significant increase in walking and cycling on urban mobility networks.</p> <p>Transport Corridor space reallocation – freight, public transport, walking and cycling/ micro-mobility modes have increasing priority over private vehicle use.</p> | <p>In response to climate change emission reduction initiatives and increasing petrol costs the new, low cost and reliable high frequency public transport system enables people to live in Cambridge or Te Awamutu and work in Hamilton or even Auckland reliably, quickly and at a lower cost than commuting by car.</p> <p>Many people will also choose to work from home at least a few days a week.</p> <p>With increased densities there is an opportunity for orbiter style</p> |

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| | <p>CBD Parking provision is reduced or increasingly demand managed through time limits or pricing.</p> | <p>bus routes and on demand transport services within each town for people who work locally.</p> <p>Increased densities will also support more walking, cycling and micro-mobility through safe, high quality connected urban mobility networks in towns.</p> <p>Transport corridor improvements will prioritise ease of freight delivery, passenger transport and active mode use and lower priority will be afforded to private vehicle use.</p> <p>CBD land is too valuable to be used as parking space and national rules dictate that minimum parking provision is not required. Town residents use other transport modes for shopping and entertainment trips and parking is available for rural residents who need to drive EVs to town.</p> |
| Integrated Infrastructure (3 Waters) | <p>Increased asset management costs. Increased redundancy and need for replacement and upgrading of existing 3 waters reticulation networks in our towns.</p> <p>Upgrades to wastewater treatment plants are required earlier than planned to achieve restoration of the Waikato and Waipā Rivers in accordance with Te Ture Whaimana.</p> <p>Additional water supplies will be required earlier than planned, potentially impacting on water availability for irrigation.</p> <p>Potential increased urban flood mitigation and stormwater treatment / discharge flow mitigation.</p> | <p>Some of the existing capacity in the pipe network of the towns will need to be upgraded to provide for the increased household density within Waipā's towns. The higher than anticipated population growth may also bring forward the need to expand bulk capacity and spend on requisite water and wastewater treatment plant infrastructure.</p> <p>The higher density of development within the towns will lead to an increase in peak stormwater flows and greater capacity in the pipe network may well be required in some cases. Improved mitigation of peak flows may well also be required.</p> |
| Integrated Infrastructure (Community) | <p>Increased investment in parks and reserves. Greater Council intervention in urban planning and development to ensure placemaking.</p> | <p>To ensure a well-functioning urban environment and quality placemaking the Council is required to acquire land within the towns to provide for pocket/ neighbourhood parks.</p> <p>Greater density housing with less private "open space" also creates demand for community gardens, urban forests, and street trees. Public open space becomes highly valued by residents.</p> |
| Vibrant Communities | <p>Demographics change, our population is younger and more</p> | <p>The higher residential densities should result in greater</p> |

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| | ethnically diverse, with a wider range of opportunities and challenges because of people living in more dense, mixed-use neighbourhoods. | <p>commercial opportunities in each of the towns to provide a greater range of services and commodities for residents. Town centres should be economically invigorated with more work opportunities in the towns.</p> <p>The diversity of the town's population should increase in response to the new migrants and in response to the provision of a greater range of housing types. The affordability of housing should improve.</p> <p>The younger population, often living in high density housing will create demand for more entertainment options and more retail in the town centres but potentially also larger suburban centres.</p> |
| Environment | <p>Protection of high-quality soils - Less pressure on rural and natural land.</p> <p>Protection of habitat</p> | Less pressure to convert rural land to housing. The greater density of housing will require planning for the provision of more public open space. Greater investment may be needed in existing central areas and accessible open spaces which will get higher use and may therefore need more facilities, and higher levels of service. |
| Culture and Heritage | Increased Cultural Diversity – Greater cultural diversity due to migration. | There is likely to be increased ethnic and cultural diversity in Waipā's population due to in-migration of workers and young families. |

3.5.2 Implications of this Scenario by Community Outcome

Socially Resilient

Where we live

In Cambridge, Te Awamutu and Kihikihi there is ongoing intensification with many older houses being replaced with terrace housing and three-storey townhouse or apartment blocks. This infill occurs across all residential areas in our towns, not just areas that the District Plan has identified as suitable for medium density housing.

Some of the infill developments are well designed and built, with landscaped shared areas, as well as good private open space. These developments are well integrated with the surrounding residential areas and achieve a good sense of community. Other developments are less well designed and don't integrate well with their surrounds.

Housing is now more affordable with a good level of choice available across different budgets. Where it can Council has invested in parks and reserves so there is a lot more public open space to compensate for the loss of backyards. The provision of parks is not evenly distributed, and some parts of each town lack easy walking access to a neighbourhood park. The high costs of acquiring and developing urban land to parks is a challenge for Council.

The density and lack of access to open space has created some social challenges, with more friction between neighbours over issues like noise, safety, and car parking. In general, however we have adapted to the new way of living in urban communities.

The advent of new shared housing arrangements in some developments has strengthened many people's sense of community, where people know their neighbours and children play together. There are also more gated communities, particularly for older residents.

Growth in our village communities (with the exception of a few papakāinga developments at marae) has been effectively constrained to defined areas by land use controls to protect high quality soils, manage hazards and protect biodiversity and water quality.

How we move around

Footpaths and cycleways provide great connectivity, and every town has excellent public transport services that connect every suburb. It means you hardly ever need to use your car (if you even own one – car ownership rates have declined from the 2020s). Those of us who commute to Hamilton or Auckland for work have easily accessible and affordable public transport options that offer great, reliable, and frequent services. While most people can catch local bus services to get to the key high frequency public transport interchanges park and ride facilities are also provided close to these hubs, so even if you need to take a car to get to the public transport hub you have a safe place to park it.

There are lots of pocket parks, urban orchards, reserves and community gardens linked by off road cycle and walkways that are easily accessible.

Where we work, shop and access services

The rural villages are vibrant and retain their small village, rural feel. However, we have not needed to expand beyond the current planned boundaries for those villages. Some villages have shops and cafés, but most lack retail facilities or community facilities (apart from the village school or hall).

The main towns feel a lot more like small cities now due to the high densities and increased office space. There is always something exciting going on in the town centres with town markets, community events, cafes, restaurants and nightlife meaning we rarely have to go to Hamilton for a night out or a family adventure. A lot of us work from home or work in new, shared office spaces set up by our employers so we rarely need to travel to Hamilton, Tauranga or Auckland for work.

Papakāinga and Marae

A few new villages have grown as papakāinga around the marae. The marae are social hubs for the local whānau providing schooling for the rangatahi right up to secondary school age as well as emergency management hubs and holding community events.

Living, Working and Playing in Cambridge and Te Awamutu

The main centres are vibrant with priority for walking, cycling and public transport connections. Car parking is still available, but the focus is on prioritising other transport modes. Congestion and lack of car parking can be a problem especially on weekends when we have more out of town visitors. With climate change our urban centres in particular have become hotter (especially where mature trees have been lost as part of intensification). The parks with trees or fountains are particularly popular during the summer.

Both Te Awamutu and Cambridge have all the retail, cultural and recreational opportunities we need so we rarely travel into Hamilton unless it is for work. There is a focus on providing equitable access to sport/recreation facilities near the main centres. For those who work in Hamilton, Tauranga or Auckland there is a high frequency daily public transport service with park and rides, and an orbiter bus service within the towns that connects with the inter-regional services. Few of us travel by car if we have a choice.

The population of Cambridge and Te Awamutu are similar in age and ethnicity although there remain more retirement villages around Cambridge. Both centres have vibrant CBDs with lots of shops, bars, nightclubs and entertainment venues and access to community facilities. The orbiter bus services and off-road walking and cycling paths mean most people do not drive into the CBD (which is fortunate because there are few car parks). Because of intensification occurring over the last thirty years the towns do feel a bit similar; all the houses have a similar design look and feel.

In both Cambridge and Te Awamutu there are commercial office buildings. Some of the larger national legal, accounting and planning firms have branch offices or have hired shared spaces where their local staff work remotely, travelling to their head offices less frequently.

Our farmers still come into the towns for all their services and supplies and for social reasons – the vets, farm supply stores, pack houses and mechanics are mostly in Cambridge and Te Awamutu. Car parking in town areas will continue to be provided for those commuting from surrounding rural areas.

As we have grown, we have seen new medical services open in our bigger towns. There is now a day stay surgery in both Cambridge and Te Awamutu, an outpatient's clinic and top-notch maternity facilities. This really helps our local farmers as they no longer need to go all the way into Hamilton for some of those key services. Increased urban population and density requirements has put pressure on our schools. With access to land in the urban areas becoming more difficult existing schools have grown "up" rather than out to accommodate increasing roles. Additional facilities to serve the needs of a younger population are invested in or enabled.

Cultural Champions

Highlighting and Protecting our Heritage

As a consequence of urban intensification, we have lost much of our older building stock. There are still villas and bungalows in some parts of town, but they are often mixed in with town houses and apartment buildings. Council has been able to protect some of the key heritage buildings as libraries, and community facilities but mostly the building stock is new. The better designed buildings have tried to connect to the heritage of their space, but many have not. The identity of the towns has changed substantially from today.

The pre-European history of the district is given equal weight in our storytelling to our more recent history. This has been facilitated greatly by the creation of the network of parks and reserves in our urban centres, establishment of papakāinga around our marae and improvements made to access and quality of traditional mahinga kai gathering sites through a network of special reserves.

Our community culture

With population growth our community has increased rapidly in the urban centres. Our community is diverse in terms of age and ethnicity – and that diversity has changed our places and how they function. There are so many new opportunities for us to experience different cultures via the cafes and shops in our towns, community events and getting to know our neighbours. The community is connected to the arts through a range of community facilities, contributing to a lively and vibrant cultural fabric for the district.

Environmental Champions

Biodiversity

The pocket parks, corridors and street trees in our towns have proven to be attractive habitat for flocks of kākā and tūi that come down from the maunga seasonally.

Our walking, cycling that links our key villages and towns and significant sites has been completed. An additional benefit of this network is that it has also enabled the extension of our esplanade reserves and created a network of ecological reserves that now links Pirongia, Kakepuku and Maungatautari as well as our key peat lakes. Volunteer community groups with support from DOC and Council maintain predator control along these corridors as well as around the maunga. We now have large populations of kākā and tūi widespread throughout the district.

Land use and its consequences

Areas of high-quality soil have been retained in agriculture. Sand and aggregate resources have been protected and developed (and restored post extraction). Likewise, our areas of peat have been protected from urbanisation – which has helped with our district's greenhouse gas emission budgets. There are more horticultural operations where dairy farms have been broken up or hill country farms have diversified with climate change. These

smaller properties are growing a variety of different market crops – such as kiwifruit, olives, and avocado.

Riparian planting schemes and the network of cycleways have created a network of biodiversity corridors and have helped mitigate the water quality impacts of intensive farming. However, this has come with a consequence for the rural community with increasing tensions around public access to private land or riparian strips.

Decarbonisation and climate change adaptation

The public transport and walking and cycling networks have changed the way we travel, as have the introduction of electric and hydrogen fuelled vehicles including public transport. Improved farming practices and restoration activities around the peat lakes have slowed or halted the degradation of peat soils and agricultural emissions from dairy farming have been slowed. Our greenhouse gas emissions as a district are approaching zero.

The effects of climate change have impacted on the district's environment. The increased frequency of droughts has increased the rural fire risk – and outdoor fires are now banned throughout summer in most years. Flood events are more extreme in this scenario because of increased hard surfaces in urban areas– with much more frequent flooding of low-lying land and closure of roads.

Our stormwater management system has had to adapt to deal with the increased storm intensity but by containing the footprint of our urban areas we have been able to create green networks and green belts to provide storage opportunities, wetlands and open space.

The green belts around our towns are vital as they also give us an opportunity to remain active and enjoy the environment not far from where we live. Rather than cars lots of us own bikes, e-bikes or scooters as our primary mode of transport to get around (when we are not using public transport).

Within the towns mature trees provide fantastic shade during the hot summers and make life pleasant when you are in the many parks and reserves created through Council's Urban Forest Initiative. However not all urban areas have good tree cover and areas of shade can sometimes be hard to find.

Economically Progressive

Our agricultural economy

The amount of productive land in the district remains similar to 30 years ago due to the constraints placed on urban expansion. The face of agriculture has changed with rising land prices and climate change, but we are still predominantly a pastoral economy with significant dairy, sheep and beef farming activity. Dairy farms and dairy support farms have grown larger through amalgamation, smaller farms have converted to other crops such as kiwifruit or berries. The food processing industry has expanded with packhouses and cool stores expanding into rural zones near areas of cropping.

Tourism

The network of trails and investment in facilities at places like Maungatautari, Lake Rotopiko and Ōrākau has helped expand tourism as a part of our economy, and particularly eco-tourism and farm stays. The events centres at Karāpiro and the velodrome continue to attract international sporting events which bolster our economy and create a thriving tourist accommodation sector as people prefer to stay in Cambridge especially rather than Hamilton.

Retail and Commercial Centres

With population growth the retail centres of Te Awamutu and Cambridge have boomed. Both centres have a mix of large format and boutique shopping opportunities as well as cafes to serve the office workers.

As the towns have grown the business districts have been subject to some redevelopment – this redevelopment has created opportunities to better enable service vehicles to access shops using dedicated access lanes rather than the main roads, leaving more space for public transport and pedestrians on the main streets.

There is no need to travel out of district for a shopping experience as we can get anything we want from the shops we have (though we still do go to Hamilton, Tauranga or Auckland for a special treat of course!).

Industry

The district is a major employment node, many major firms have branch offices in Cambridge or Te Awamutu or have hired space in the shared office environments in both towns enabling staff to work from home a couple of days a week at least. The food processing industry at Hautapu has also become a significant employer – facilitated by improvements to the rail corridor to support a potential transition to rail for public transport.

Alongside that the change of agriculture from dairy farming to more horticulture has increased the number of people working seasonally in the district in the packhouses and orchards (although quite a lot of that activity is semi-automated). Some of the retirement homes have been repurposed into seasonal work accommodation as the population has become younger with all the opportunities in the district.

Another major employer is quarrying and sand mining to support all the infrastructure and building activity underway in the district. Restricting urban and rural residential lifestyle block expansion gave that industry confidence to invest in expansion.

3.5.3 Possible Interventions required to achieve the community outcomes and place-based outcomes

The descriptions and lists of interventions have been developed through engagement with Waipā District Council staff and Councillors and will continue to be refined through stakeholder and community engagement. At this stage in the process, they are an indicative list only.

| Theme | Intervention | Commentary (sequencing, scale, interdependencies etc) |
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| Population | <p>Planning rules to enable a wide range of housing typology and choice.</p> | <p>The increase in supply and greater diversity in housing typology available on the market means that housing is more affordable than it was in the past although the type of housing is very different from what it was in 2020.</p> |
| Transport | <p>Maintain a clear transport plan for both Cambridge and Te Awamutu with sequencing and staging of key interventions (public transport hubs, bridges, new collector roads etc) in line with pace of development.</p> <p>Street space use reallocation to create the right mode use, e.g., remove most parking, high quality walking and cycling paths provision, speed calming in accordance with the One Network Framework..</p> <p>Regular “orbiter” style public transport services or on-demand services in the main towns.</p> <p>Potential Park and Rides for main public transport hubs to allow remote residents to access rapid transit services (in the longer term).</p> <p>Enhance Hautapu to Hamilton rail corridor and consider extension of rail to Cambridge CBD.</p> <p>Shared paths in all villages and towns plus a multi modal network that connects to the main centres.</p> <p>Secure potential rail station for a Te Awamutu passenger rail service</p> <p>Provide cycling and pedestrian connectivity across the Waikato River in Cambridge.</p> | <p>With density came more demand for use of our roads for different modes. Council had to reallocate space which means interventions like removing parking, speed calming, construction of separated cycle paths and shared paths etc.</p> <p>With population growth the provision of a town orbiter service in both Cambridge and Te Awamutu becomes viable. This service could also provide a connection to the PT interchanges that service inter district and inter-regional public transport.</p> <p>With growth and competition for space within the road corridor the need for parking facilities near central business districts and public transport interchanges will be critical.</p> <p>Growth of employment at Hautapu and Te Awamutu leads to greater use of rail for freight and helps build the economic case for passenger rail as the public transport mode of choice even if this is beyond 2050, planning can protect the rail corridors for future use.</p> |

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| | On-Demand Healthcare shuttles service rural communities. | |
| 3-Waters | <p>Retain critical open space to store 100+ year flood events.</p> <p>Accelerate established programme of wastewater treatment plant and water supply upgrades and pipeworks upgrades for Cambridge, Te Awamutu, Kihikihi, Karāpiro, Ōhaupō and Pirongia.</p> | <p>Increase in hard surfaces within urban areas combined with increased storm intensity due to climate change will require more significant stormwater management systems including storage, swales and open space. The pace of growth means that Council's 30-year infrastructure strategy will be delivered in a much shorter timeframe (circa 20 years) with further upgrades required in the subsequent ten years.</p> |
| Community Infrastructure | <p>Create significant sports hubs in Cambridge and Te Awamutu potentially using different partnership models required to develop appropriately sized facilities (indoor courts etc).</p> <p>Significantly improve the satellite CBDs in main towns (e.g. Leamington).</p> <p>Provide appropriate space for active and passive recreation and community gardens (including walking and cycling networks) within the towns, including gathering and connecting places where people can come together informally and interact with the environment.</p> <p>Urban trees programme.</p> <p>Work with Mana Whenua to facilitate kaupapa Māori aged care facilities.</p> <p>Work with social sector to invest in older housing stock to ensure homes are healthy and reduce energy hardship.</p> <p>Extend high quality internet access and training for rural villages, marae and kaumātua to maintain communications and connection.</p> <p>Enable community investment in papakāinga and repurposing of aged care facilities etc..</p> | <p>Walking and cycling connectivity across the Waikato River will need to be enhanced in Cambridge.</p> <p>With growth in demand for public facilities particularly stadiums, pools etc the opportunity for new investment models will emerge and require consideration.</p> <p>Growth will occur across the urban areas meaning that smaller shopping nodes like Leamington will need to expand to service the local community.</p> <p>A larger, more diverse community will present new demands for active recreation space in the main centres.</p> |

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| | <p>to lower housing costs and incentivize the younger community to return home.</p> <p>In the main centers more supply of fields and increase field capacity by providing floodlights and reallocation of users. Upgrade of field support infrastructure.</p> <p>Expansion of Cambridge High School to neighbouring land to accommodate student growth.</p> <p>Development of a hub model where different sports organisations partner to share expertise, programmes, facilities or services.</p> <p>Provide long-term sustainable investment into creative infrastructure such as venues.</p> | |
| <p>Vibrant Community</p> | <p>Utilise tools like place making, urban design guides, District Plan overlays and other tools to help reinforce place function within our centres.</p> <p>Street trees</p> <p>Establish pedestrian friendly CBDs.</p> <p>Provide access to parks and play space that are within walking distance of where people live. Invest more to further activate existing parks.</p> <p>Create incentives (planning, marketing etc) for new businesses to locate in our towns.</p> <p>Create initiatives to attract young people to come and live, work and play in the District.</p> | <p>As our towns grow it will be increasingly important to recognise and provide for the distinctly different functions of different places. If we don't our towns will become generic, utilitarian places that do not reflect our culture, heritage or identity.</p> <p>With growth and increased density our CBDs can no longer accommodate vehicle access and parking on street. It has become necessary to make the CBDs safe pedestrian environments.</p> <p>As densification occurs Council will need to proactively secure parks, reserves and active mode corridors within communities that are densifying so that residents have access to greenspace.</p> <p>In order to avoid our towns becoming dormitory suburbs of Hamilton, Council will need to adjust planning rules and provide other incentives to attract employers to locate offices in our town centres.</p> |

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| Environment | <p>Develop nature walks, greenspace and walking and cycling networks in Te Awamutu and Cambridge, including enhancing the existing town belts and creating new ones.</p> <p>Create biodiversity corridors linking key habitat sites.</p> | <p>Increase urban greenspace and planting of street trees is essential for urban cooling, mental wellbeing and to maintain a distinction between Cambridge, Te Awamutu and Hamilton.</p> |
| Culture and Heritage | <p>Investment in community parks and reserves with our cultural and heritage.</p> <p>Increase heritage fund to protect architecturally or historically significant buildings via plan rules, Council land purchase and community trusts.</p> <p>Community gardens for cultural practices and identity.</p> <p>Work with Mana Whenua to ensure adequate urupā are in place and services are available to support tangi etc.</p> <p>Council to consider using heritage funds to finance heritage related plan change work to enhance the protection of built heritage in the Waipa District.</p> | <p>The creation of pocket parks in our communities provides an opportunity to highlight historical and cultural heritage of particular places.</p> <p>Infill and intensification of existing urban areas mean that many existing buildings will be lost. To protect some of that heritage it is likely that Council will need to actively intervene to ensure protection. Improve and expand Museum Collection storage facilities.</p> |