

In Confidence

Office of the Minister of Housing and Urban Development

Office of the Minister of Transport

Office of the Minister for Local Government

Chair, Cabinet Economic Development Committee

Hamilton-Auckland Corridor Partnership, Plan and Programme

Proposal

1. In May 2018 we presented a vision for the Hamilton-Auckland Corridor (the Corridor), highlighting its role as New Zealand's most significant transport corridor, and the unrivalled opportunity that it presents for transit-oriented development and housing and urban growth. This was identified as a priority area under the Urban Growth Agenda (UGA).
2. The intent of the Hamilton-Auckland Corridor work is to successfully unlock the significant growth potential in Southern Auckland and the Hamilton-Waikato metropolitan area, underpinned by new rapid and commuter rail connections that will both anchor and direct housing and employment growth. This will change the market dynamics in the wider south Auckland region.
3. This paper updates Cabinet on the work to develop an integrated plan for the Corridor. It outlines a programme of transformational initiatives that are considered necessary to deliver this vision, underpinned by New Zealand's first Crown-Iwi-Council growth management partnership.
4. This paper also seeks Cabinet's endorsement for the Minister of Housing and Urban Development, and Transport, and the Minister for Local Government to represent the Government on the Corridor Partnership governance group once it is established. Other members will be the Mayors and Chairs presenting Auckland Council, Waikato District Council, Waikato Regional Council, Hamilton City Council, Waipa District Council, Ngaa Karu Atua, Tainui Waka Alliance, Waikato Tainui and Tāmaki Makaurau Mana Whenua.
5. This will be New Zealand's first growth management partnership between the Crown, Local Government and Iwi. Becoming a member commits the Crown to its share of the annual administration and programme management cost. Funding and resources for specific projects will be considered through future annual budget processes, and membership does not commit the Crown (or any of the Iwi and Local Government partners) to future project or programme funding.
6. This paper sits alongside the companion Cabinet Paper on the separate Auckland Housing and Urban Growth Joint Programme (the Auckland Programme), which notes the Government's aspirations to undertake a wider joint spatial planning exercise in the Southern Growth Corridor.

Executive Summary

7. The Hamilton-Auckland Corridor Plan (the Corridor Plan), also known as *Hei Awarua ki te Oranga*, is a bold and innovative initiative to better coordinate land use

planning and investment in this unique region. In April 2018, Cabinet agreed the Government would work with partners to develop a spatial plan for the Corridor, in line with the objectives of the Urban Growth Agenda (UGA).

8. The Corridor connects two of New Zealand's fastest-growing cities through an area of high natural and cultural importance and value. There is significant housing and employment growth potential at either end of the Corridor. The Corridor Plan addresses the need for a long-term and coordinated approach to managing land use and transport infrastructure provision. Without this, there will be ongoing negative impacts on the economy and the environment, as well as on the ability of vulnerable members of the Corridor's communities to access employment and opportunities.
9. To take the initiative forward, the Hamilton-Auckland Corridor was established in June 2018. A joint iwi, central and local government officials' group was tasked with developing a Corridor Plan that outlines a shared spatial intent as well as a programme of transformative joint initiatives, funding for which is project dependent and will be considered through future annual budget processes. This paper is not committing any funding upfront for the Corridor.
10. The Corridor Plan was completed in December 2018 and presented to the Minister of Housing and Urban Development, Minister of Local Government, and relevant local government and iwi leaders at a large gathering in Hamilton on 15 February 2019.
11. The Corridor Plan identifies growth challenges and opportunities along the Corridor and is already helping to align new development with a series of transformative initiatives. The outputs and recommendations of the Corridor Plan are structured under three spatial areas:
 - The **Hamilton-Waikato Metropolitan Area**, where there is significant development potential in and around Hamilton, especially if supported by a network of fast, frequent and reliable public transport. This may include the introduction of a new commuter rail network using the existing track network. Work on a joint Crown-Iwi-Local Government spatial plan for this area has already commenced and will demonstrate the new approach to spatial planning under the Urban Growth Agenda.
 - The **River Communities**, which has more limited development potential, but where community and mana whenua-led revitalisation can be supported in areas such as Meremere, Te Kauwhata and Huntly, including through integrated regional bus services.
 - The **Papakura-Pokeno Corridor**, where there is an imperative to both address an existing transport infrastructure and services deficit and unlock very significant residential and employment development potential through a new approach to urban growth management. This would need to be underpinned by rapid transit investments, such as a possible extension of the Auckland metro rail network to Pokeno. The Corridor Plan also acknowledges the Government's aspirations for a subsequent Southern Growth Corridor joint spatial planning exercise, discussion for which is scheduled for 2020.
12. In addition to place-based initiatives, the draft Corridor Plan identifies the need to radically transform the nature of travel between Hamilton and Auckland. This will be essential to anchor economic growth at both ends of the Corridor, shape a more efficient urban form, boost productivity, increase opportunities for the communities in the Corridor, and help reduce congestion and harmful emissions from transport.
13. Planning for a start-up, diesel-hauled rail service between Hamilton and Auckland to start in March 2020 is already underway. Beyond this, my vision is for a transformational new intercity railway, capable of speeds of over 140km/hour on a largely segregated alignment. The scheme would reduce car dependency and deliver a series of transport benefits, helping to drive productivity by increasing economic activity within and between Hamilton and Auckland.
14. An indicative business case is currently being developed to consider the extent to which rapid rail can contribute to achieving the economic and development potential of the Corridor,

alongside several alternatives. The business case will also make recommendations about a possible future phase of rapid rail between Hamilton and Tauranga, establishing the 'Golden Triangle' as a single economic entity.

15. Another key spatial planning initiative is the development of New Zealand's first inter-regional blue-green open space network design. The long-term vision and programme will connect the Waikato and Waipa Rivers with the Manukau harbour by weaving together the dense set of cultural, ecological and active mode corridors.

Background

16. As part of the UGA's focus on addressing the fundamentals of land supply, development capacity and infrastructure provision, there is an explicit pillar of work to build stronger partnerships with local government as a means of developing integrated spatial planning. The Hamilton-Auckland Corridor (the Corridor) was identified as a strategic priority under the Spatial Planning pillar of the UGA.
17. The Corridor connects two of New Zealand's fastest-growing cities through an area of high natural and cultural importance and value. The parallel road and rail alignments secure its position as New Zealand's most significant transport corridor, and as a natural focus for transit-oriented development.
18. As shown in Appendix A, the Corridor cuts across territorial, iwi and government administrative boundaries, providing an opportunity to create new shared insights, strategic thinking and frameworks to test current approaches, and to build new alliances and partnerships. The Corridor follows the Waikato River, which is of utmost significance to the people of Waikato Tainui.
19. There is significant housing and employment growth potential at either end of the Corridor. However, existing Corridor management issues (such as congestion on the Southern motorway and water discharge quality) have wide-reaching impacts and limit current and future potential unless addressed.
20. In April 2018, I reported to Cabinet that under any scenario the scale of projected population growth at both ends of the Corridor is likely to be significant. Without an effective and joined up spatial planning process, there are risks around housing affordability and choice, access to employment and amenities, aspects of the natural environment and on sections of our already congested transport networks within the Corridor.
21. In addition to more coordinated land use planning, I also outlined to Cabinet my concerns regarding the nature and capacity of the Corridor's transport network and the lack of integration with development. This acts as a fundamental constraint on the Government and its partners' ability to address the housing and economic challenges present in the Corridor.
22. The absence of a long-term and coordinated approach to managing land use and transport infrastructure provision will lead to a continued increase in congestion and lengthening of travel times. This would have negative impacts on the economy and the environment, as well as on the ability of vulnerable members of the Corridor's communities to access employment and opportunities.
23. In April 2018, Cabinet (CAB-18-MIN-0140) endorsed a work programme to establish a Hamilton-Auckland Corridor initiative.
24. Southern Auckland also forms a significant part of the Corridor and is subject to additional discussion with Auckland Council. The companion Cabinet Paper on the separate Auckland Housing and Urban Growth Joint Programme outlines the current programme of work that has been agreed with Auckland Council. While not an agreed part of the Auckland Programme, it includes reference to the Government's aspirations to undertake a wider joint spatial planning exercise in the Southern Growth Corridor from 2020, which will integrate with the Hamilton-Auckland Corridor Plan.

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The Hamilton-Auckland Corridor Objectives

27. The objectives of the Corridor initiative are to better coordinate growth and increase connectivity in a way that realises the Corridor's social, economic, cultural and environmental potential.
28. The Corridor's full potential is critical in addressing nationally significant housing, urban form, environmental, economic and access challenges.
29. These objectives recognise the need for a coordinated approach to spatial planning, transport and delivery, helping ensure that:
- growth management is more agile and responsive to demand, yet clear and firm in its long-term intentions to protect key corridors, public open spaces and sensitive locations.
 - development is transit-orientated, increasing connectivity and embedding patterns of land use that support more sustainable travel choices.
 - infrastructure is provided in a more responsive and timely manner, helping shape and direct growth, optimise the use of land and match capacity to future demand.
 - innovative new tools, thinking and approaches are applied to the delivery of transformational development opportunities.
30. The objectives are also firmly aligned with those of the UGA, especially the Spatial Planning pillar that aims to build stronger partnerships with local government as a means of developing integrated spatial planning.
31. The delivery of the Corridor's objectives will therefore be taken forward through:
- **A strong, enduring partnership** – acknowledging that new growth management partnerships that integrate and coordinate forecasting, planning, programming and delivery are necessary to successfully support growth at pace and scale.
 - **Joint spatial planning** – emphasising that joint iwi, central and local government spatial planning is necessary to facilitate the market to deliver on desired outcomes through more competitive land markets and other means.
 - **Transformative initiatives** – seeking to progress shared priority projects at scale that use the strong and enduring partnerships to realise transformational opportunities, in line with joint spatial planning.

Taking forward an innovative Corridor Partnership approach: *Future Proof*

32. The Hamilton-Auckland Partnership (the Partnership) was established in June 2018 to take this work forward, and consists of central government entities, local and regional councils within the Corridor, and iwi representatives. The Partnership has been effective in producing a joint Corridor Plan.
33. Going forward, the proposal is to merge this task-related Partnership with the existing *Waikato Future Proof* Partnership, which, since 2008, has been effective in coordinating and integrating land use and infrastructure planning in central Waikato. This pragmatic solution reduces the risk of any future overlap, and through the Corridor binds the Auckland and Waikato regions, the Crown and mana whenua together in new, innovative ways.

34. The merged Partnership (*Future Proof*) will take responsibility for the delivery and ongoing alignment of the Corridor Plan from July 2019 onwards. Its membership will consist of all relevant iwi and local government entities, as well as the Crown, as set out in Appendix B.
35. This partnership will sit alongside the Auckland Programme that is actively working on unlocking the identified greenfield growth areas of Southern Auckland (i.e. Drury and Pukekohe).

The *Hei Awarua ki te Oranga* Corridor Plan – planning for growth through a Programme of transformative initiatives

36. The draft Corridor Plan (and the Partnership that stands behind it) aims to use spatial planning and an integrated programme of new and ongoing initiatives (refer Appendix B) to:
 - unlock the significant housing and employment development potential of the Corridor.
 - re-orientate land use and travel patterns towards more sustainable, resilient and affordable options, including public transport.
 - increase the protection of **wāhi toitū** (places with enduring presence) and **wāhi toiora** (places sensitive to development).
37. The desired outcomes of these include:
 - more affordable housing choices that respond to demand, keeping in mind that greenfield development occurs at efficient densities from the outset.
 - protecting and enhancing the quality of the natural environments and cultural heritage.
 - high quality live-work-play settlements.
 - growth and development that does not result in a reduction of services for existing communities.
 - improving access to housing, employment, public services and amenities through, along and within the Corridor.
 - the transition to a low-carbon future and building climate resilience.
38. The draft Corridor Plan consists of three distinct spatial areas, each of which have their own opportunities and challenges for growth (refer Appendix A). The need to create stronger corridor connections, to shape and manage growth in a timely fashion, is a common theme that stretches across the whole corridor. These three spatial areas are described below.

The Hamilton-Waikato Metropolitan Area

39. Significant population growth is occurring in and around Hamilton. Hamilton City is expected to grow from 156,000 residents in 2016 to between 200,000 and 250,000 by 2043. Its growth has been faster than previously expected, putting pressure on the transport network, and reducing access to affordable housing.
40. Settlements surrounding Hamilton are also likely to experience significant future growth. For example, Cambridge's current population of 16,000 is expected to grow by almost 50 per cent over the next 10 years.
41. The project has identified considerable development potential throughout the metropolitan region. This includes opportunities to intensify new development along transport corridors within Hamilton and beyond, including Ngaruawahia, Horotiu, Te Kowhai, Hautapu, Cambridge and the airport precinct.
42. Recommendations for the Hamilton-Waikato Metropolitan Area are that the Partnership supports work to:
 - develop a joint Council-Crown-Iwi spatial plan for the metropolitan area that sets out the desired form and development priorities.

- develop a mass transit plan for the metropolitan area that tests the feasibility of a future metro rail service.
 - investigate the most appropriate water, wastewater, drainage and flood management solutions for the metropolitan area.
 - investigate transformational development opportunities in and around the metro area, including Hamilton's central business district, Rotokauri, Ruakura, Cambridge, and Peacocke and airport suburbs.
43. The development of a joint Crown-Council-Iwi spatial plan for this emerging metropolitan area is already underway and is making good progress. The plan complements both the overall Corridor Plan as well as the existing planning activities of Hamilton City Council, Waikato Regional Council and Waikato District Council.
44. Developed and delivered through the Partnership, the metro area plan would articulate how the desired overall urban form would be coordinated with a series of infrastructure and service investments. This includes the provision of fast, frequent and reliable public transport serving Hamilton and surrounding settlements.
45. The plan will be the first example of a spatial plan developed under the UGA and will specifically demonstrate these key elements:
- How the design of an extensive regional and inter-regional blue-green corridor network (naturally and culturally oriented 'no go' areas e.g. rivers and parks) can link and assist with the protection of the key natural, cultural and economic assets, in perpetuity.
 - How spatial planning will design and protect a long term and comprehensive transport (public transport, road and active mode) corridor network.
 - How rapid transit (rail, rapid bus and light rail) can and should be used to fundamentally reshape land use and travel patterns.
 - How to ensure that future public services and facilities are provided in a timely and responsive manner, and in the locations that encourage the desired housing and travel choices and urban design outcomes.
 - How understanding the full costs and benefits of development options will be used to determine priority development options and demonstrate how relevant marginal infrastructure and servicing costs will be allocated to each development.
 - And how, within the above constraints and parameters, the market will mostly determine the sequence and extent of development.
46. A first draft of the spatial plan will be completed by August 2019 and will be the first joint Crown-Iwi-Local Government spatial plan developed for a New Zealand metropolitan area.

The River Communities

47. The project's objective in these areas is to realise the full value of the natural, transport, marae and recreational networks that weave the communities together. The Corridor Plan acknowledges these networks as a key asset for existing and future residents, as well as many others who will visit and travel through this part of the Corridor.
48. The development potential of the Corridor outside the metro regions is more limited. The Corridor Plan's priorities for the communities in and around Meremere, Te Kauwhata, Huntly and Taupiri are therefore to support community and mana whenua-led revitalisation, and the delivery of smaller, more targeted growth opportunities.
49. In close partnership with Waikato-Tainui, Waikato District Council is supporting activities to address matters of social deprivation in several areas. The Corridor Plan outlines various

interventions that could support the revitalisation of areas such as Ngaruawahia, Huntly and Meremere.

50. Access to employment and social opportunities has a significant role to play in this, and the Corridor Plan guides the work of the Partnership to unblock key transport bottlenecks and to better connect settlements in a more holistic and integrated manner. This will need to be considered alongside opportunities to revitalise economic activity within the communities, including tourism.

The Papakura-Pokeno Corridor

51. The area from Papakura to Pokeno will be one of Auckland's and New Zealand's fastest growing areas over the next 25 years. Growth scenarios range from an additional 65,000 to 115,000 residents by 2043, which would increase the current population by between 50 and 75 per cent. In addition, there is substantial employment growth potential in nearby locations such as Drury.
52. The Corridor Plan focusses on the work underway with Auckland Council in Drury and the work under the Corridor Partnership for Pokeno. Both locations are strategic, where major roads and rail meet, and therefore experience developer interest and growth pressures.
53. However, as the existing planning, funding and financing approaches are not successfully accommodating and managing these, the Government has aspirations to undertake a wider joint spatial planning exercise with its iwi and local government partners, in a broader area around the Papakura-Pokeno known as the Southern Growth Corridor. This is signalled in the Auckland Programme, as scheduled for discussion in 2020.
54. Such a joint spatial planning exercise would take a similar approach to what is been trialed this year in the Hamilton-Waikato metropolitan spatial planning work, which replaces the current approach of slowly releasing land over time with one that enables the market to effectively respond to demand within a clear spatial planning framework.
55. The Ministry of Housing and Urban Development (MHUD) officials will engage with Auckland Council, Waikato District Council, Waikato Regional Council and iwi on the Government's well-signalled aspiration to undertake and complete a joint spatial planning exercise for this significant area within the next two years. It would follow the completion of the current joint initiative to develop a similar new plan and approach for the Hamilton-Waikato metropolitan area at the southern end of the corridor.
56. In the meantime, I have asked officials to do further work on scoping out options, timings and resourcing for the Southern Growth Corridor joint spatial planning exercise. This will be a significant initiative requiring resourcing from central and local government and accordingly will require some reprioritisation of the current housing and urban work programme. I will keep Cabinet informed of progress on this work.

Stronger transport connections drive better urban form

57. Reimagining transport connectivity in the Corridor, with emphasis on rail, offers an opportunity to enable more efficient and successful growth. Land brought forward for development around rail can be of higher density, using stations as a focus for more compact, vibrant and healthier communities.
58. Analysis to date suggests that the phased delivery of a package of transport interventions is needed to support growth. This is also needed to reduce the burden of road traffic on State Highways by embedding multi-modal patterns of travel, and better connecting communities to jobs and opportunities.
59. Throughout the development of the Corridor Plan, it has been identified that the future prosperity of the Corridor is tied to the strength of the economies of both Hamilton and Auckland.

s 9(2)(f)(iv)

60. Based on the potential for growth across the three spatial areas, the Corridor Plan also identifies a series of concepts for local and regional public transport. Considered as a package, interventions will need to be phased appropriately to unlock growth in a timely way which helps make the most efficient use of land.

- **Papakura to Pokeno** - A phased extension of the Auckland metro rail corridor from Papakura to Pokeno, unlocking growth in the north of the Corridor. This would involve the extension of the existing Papakura-Pukekohe diesel service to Tuakau and Pokeno, followed by its electrification and integration with the existing Auckland metro network. Investment in the rail corridor would provide a focus for new transit-oriented development, allowing for an urban structure that makes more efficient use of land, reduces car dependency and increases access to employment and services.
- **River Communities** - new peak and off-peak bus services to better connect settlements such as Huntly, Te Kauwhata, Meremere, Mercer and Pokeno, with high quality interchanges with metro rail services and inter-regional rapid rail. A possible extension northward to Pokeno via State Highway One would complete the package of transit for the Corridor.
- **Hamilton metro connections** - a fast, frequent and reliable public transport network for the Hamilton metro region, indicatively linking Cambridge, Rotokauri, and Hamilton Airport with a new rail station at Hamilton CBD. The Hamilton metro area mass transit plan currently underway will help identify the most appropriate configuration. The intensification of development along inner-city transport corridors would positively influence the spatial pattern of future growth and create more efficient connections across the city, driving productivity.

61. The most appropriate configuration and phasing of these interventions will be considered through the Partnership, drawing on evidence being prepared through transport planning activities by NZTA, Auckland, Waikato Region and Hamilton City councils.

Next steps

The Hamilton-Auckland Corridor Plan

62. The draft Corridor Plan has been endorsed by the relevant local authorities, and preliminary work on the programme of key initiatives is progressing at pace. As set out in Appendix B, each initiative has a specific leadership and resourcing mix, but as a programme the responsibility for its delivery will rest with the expanded *Future Proof* partnership. The aim is to have the Partnership formally endorsed and operational by 1 July 2019.
63. Ahead of 1 July 2019, the MHUD officials are leading an engagement process to increase the number of Tāmaki-based iwi in the Partnership. Waikato and Tāmaki-based iwi are already founding members of the existing *Future Proof* Partnership, and iwi with an interest that are not yet included have been invited to join the expanded Partnership.

Consultation

65. The Corridor Partnership and Plan has been developed by government officials, who, with local government and iwi officials, are represented on the Hamilton-Auckland Corridor Officials

Steering Group. These include the Ministry of Housing and Urban Development, Ministry of Transport, New Zealand Transport Agency, Ministry for the Environment, the Department of Internal Affairs, and the Treasury.

Human rights

66. There are no inconsistencies between this proposal and the Human Rights Act 1993.

Proactive release

67. We intend to proactively release this paper within 30 business days of final decisions being made by Cabinet.

Recommendations

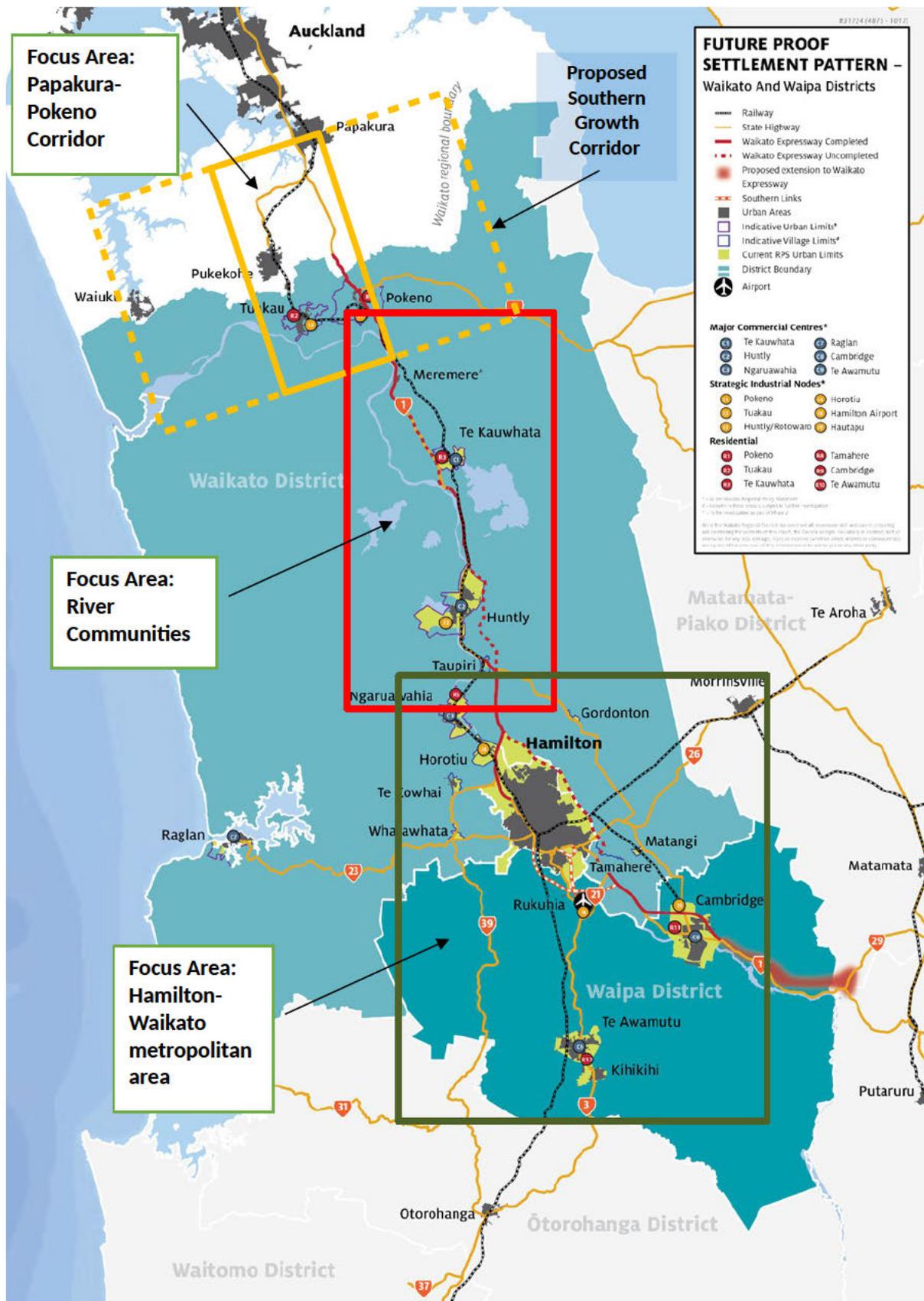
68. The Minister of Housing and Urban Development, Minister of Transport and the Minister of Local Government recommend that the Committee:

1. **note** that a joint Hamilton-Auckland Corridor Plan has been completed in line with the initial Terms of Reference agreed by the Committee in April 2018;
2. **note** that joint spatial planning found that whilst the Corridor has some enduring spatial limits on further urban growth, there is significant development potential in Southern Auckland and the Hamilton-Waikato metropolitan area, which together represent New Zealand's most significant urban growth opportunity and potential;
3. **note** that one of the key next steps in the Corridor Plan is developing a spatial planning approach in the Corridor that will make room for growth as envisaged by the Urban Growth Agenda, and that this approach is currently being applied through the development of a joint Crown-Iwi-Local Government spatial plan for the Hamilton-Waikato metropolitan area;
4. **note** that the Government has indicated an aspiration in the Corridor Plan and more recently in the Auckland Housing and Urban Growth Joint Programme to undertake a wider joint spatial planning exercise in the area between Manukau harbour and the Waikato River (the Southern Growth Corridor) from 2020, s 9(2)(f)(iv)
5. **note** the establishment of an enduring growth management Partnership for the Corridor between the Crown, relevant iwi and local authorities through the expanded *Waikato Future Proof*;
6. **invite** the Minister of Housing and Urban Development, and Transport, and the Minister of Local Government to sign a Terms of Reference for the Corridor Partnership, once developed, on behalf of the Government;
7. **note** that becoming a member commits the Crown to its share of the annual administration and programme management cost, but not to funding or resourcing any related projects or programmes, which would be subject to future annual budgeting processes;
8. **agree** that the Minister of Housing and Urban Development, and Transport, and the Minister for Local Government will represent the Government on the Corridor Partnership governance group once it is established.

Hon Phil Twyford
Minister of Housing and Urban Development

Hon Nanaia Mahuta
Minister of Local Government

APPENDIX A: The Hamilton-Auckland Corridor



APPENDIX B: The (draft) Hamilton-Auckland Corridor Plan: the 2019/20 Programme of Initiatives

It should be noted that not all these initiatives are new (some are ongoing) but have been added to the Hamilton-Auckland Corridor Programme for alignment, consistency and collaboration. The Partnership, once established, will review these initiatives and assess the current role of Crown and the resourcing.

Key initiative	Description	Current role of the Crown and resourcing
<i>Stronger Corridor Connections</i>		
A cross-regional blue-green open space and recreational network	Integrating the green open space network planning from the Auckland and Waikato Regions; work to commence in 2019/20.	Ministry of Housing and Urban Development as co-lead, with support from all Corridor partners and agencies such as Department of Conservation. No new funding envisaged.
Investigating a rapid intercity rail service between Hamilton and key locations in south and central Auckland	Indicative Business Case being developed in 2019/20.	Ministry of Transport leading business case development with allocated funding, working with a wide range of central and local government agencies including KiwiRail and NZ Transport Agency.
Investigate extending metro rail services from Papakura to Pukekohe and then Pokeno	Being considered as part of refresh of the Auckland Transport Alignment Project (ATAP); extension to Pukekohe in Regional Transport Plan.	Ministry of Transport, NZ Transport Agency and KiwiRail are working in partnership with Councils and Auckland Transport on the refresh. Funding for extension from Papakura to Pukekohe (stage 1) included in ATAP, but business case still to be developed.
Investigate a new metro rail service network for the Hamilton-Waikato metropolitan area	Being considered as part of Hamilton-Waikato Metropolitan Mass Transit Plan development over 2019-20.	Led by Waikato Regional Council and Hamilton City Council with other FutureProof partners. At an early planning stage, with business case still to be developed.
Completion of the Hamilton-Waikato and Southern Auckland arterial roading networks	Included in the respective Regional Transport Plans and processes to protect and designate routes underway.	Being led by the respective local authorities with support from the NZ Transport Agency, who will be a part funder if and when the arterial connections are included in the National Land Transport Programme.
Introducing more frequent bus services between towns	Incremental and ongoing introduction of additional bus services to connect communities between Huntly and Pukekohe.	Led by Waikato Regional Council and Waikato District Council with support from the NZ Transport Agency, who is a part funder, if and when the new services are included in the National Land Transport Programme.

Follow on joint spatial and network planning		
Hamilton-Waikato metropolitan area spatial plan	Joint Crown-Council-Iwi spatial planning for Hamilton and the surround metropolitan area between Taupiri, Te Awamutu, Morrinsville and Cambridge.	Led by the FutureProof partnership with support from the Ministry of Housing and Urban Development, NZ Transport Agency, Treasury, Department of Internal Affairs and a wide range of related agencies, as required.
River Communities spatial planning	Joint Crown-Council-Iwi spatial planning for the communities between Pokeno and Ngaruawahia, to be completed in 2019.	Ministry of Housing and Urban Development and NZ Transport Agency as co-leaders with Waikato District Council, with support from all relevant Corridor partners.
<i>TBC: Southern Growth Corridor spatial plan (a separate but related proposed initiative)</i>	<i>Proposal for a joint Crown-Council-Iwi spatial plan for the communities between Papakura and Pokeno-Mercer.</i>	-
Investigating sub-regional water and wastewater solutions	Determining the most appropriate water and wastewater solutions to service the River Communities and Hamilton-Waikato metropolitan area.	Being led by the FutureProof partnership with funding from Waikato District Council, Hamilton City Council and Waipa District Council.
Corridor Priority Development Areas		
Drury-Opāheke	Supporting the successful development of the sub-regional centre and 'new town', which with major regional facilities and a planned population of 70,000 and more than 12,000 jobs will service both southern Auckland and the northern Waikato and Hauraki.	Under leadership from Auckland Council and Ministry of Housing and Urban Development, Crown and local government agencies are cooperating closely across four joint work streams to support the successful development over time. Funding to support the growth is being included in respective budgets as and when required.
Pokeno & environs	Development of an integrated spatial plan to support the successful development of this strategically located network of towns at the intersection of three regions and major transport corridors.	Ongoing growth management coordination and integration led by Waikato District Council with the Ministry of Housing and Urban Development, supported by a wide range of partnership agencies and iwi.
Meremere & environs	Undertaking a feasibility study in possible options for Waikato Tainui owned land holdings.	Led by Waikato Tainui Group Holdings and Waikato District Council, who plan to submit a Provincial Growth Fund application for funding assistance for the feasibility study.

Corridor Priority Development Areas

Huntly & environs	Development of an integrated spatial plan to support the successful revitalisation development of this string of towns following the completion of the Huntly bypass and the re-introduction of passenger rail services in 2020.	Ongoing growth management coordination and integration led by Waikato District Council and Waikato Tainui with the Ministry of Housing and Urban Development, supported by a wide range of partnership agencies and iwi.
Ngaruawahia-Horotiu-Rotokauri	Likely joint priority development areas within the Hamilton-Waikato metropolitan area, to be confirmed through the development of a first joint spatial plan.	Led by the FutureProof partnership with support from the Ministry of Housing and Urban Development, NZ Transport Agency, Treasury, Department of Internal Affairs and a wide range of related agencies as required.
Hamilton CBD		
Ruakura & environs		
Hautapu-Cambridge West-Peacocke-Airport Precinct		