

# The Hamilton-Auckland corridor partnership

## *Terms of Reference*



Agreed between the Partners in Wellington on 25 June 2018

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### Important caveat

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## 1. Parties to the Partnership

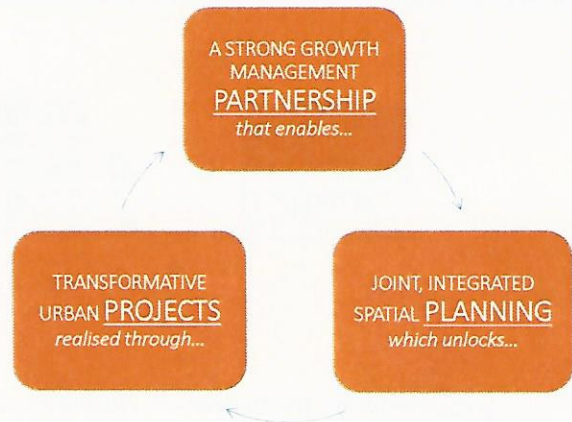
*This Terms of Reference records the intention and understanding of the Parties for this project and agrees its governance arrangements. This project both reflects and forms part of an enhanced partnership between local government, central government and iwi.*

### Partners

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>• NZ Government</li> <li>• Waikato Regional Council</li> <li>• Hamilton City Council</li> <li>• Waikato District Council</li> <li>• Auckland Council</li> </ul> | <ul style="list-style-type: none"> <li>• Waipa District Council</li> <li>• Waikato Tainui</li> <li>• Ngati Paoa</li> <li>• Hauraki</li> <li>• Other iwi, as to be determined</li> </ul> |
|--|---|

### Governance of the Project

Ministers, Mayors, Chairs and Councillors representing the Partners will meet as aspects of the wider partnership. A senior level Steering Group consisting of nominated officials will be responsible for delivering the project in line with the agreed Terms of Reference.



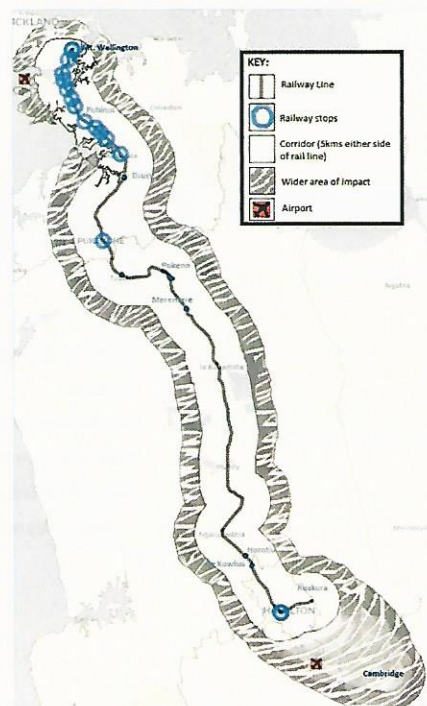
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## 2. Project Scope

The dual purpose of the project is to (1) develop an integrated spatial plan and (2) establish an ongoing growth management partnership for the transport corridor between Hamilton and Auckland (as defined on the right) which:

1. Accelerates identified transformational opportunities
2. Outlines key housing, employment, social, environmental and network infrastructure priorities for the corridor over the next 30 years to successfully accommodate growth and also address levels of service, remedial or renewal needs
3. Identifies planning, development, infrastructure, mitigation and restoration works required, and funding and legislative projects partners may take over the next 1-3, 3-10 and 10-30 years.



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### 3. Project Objectives

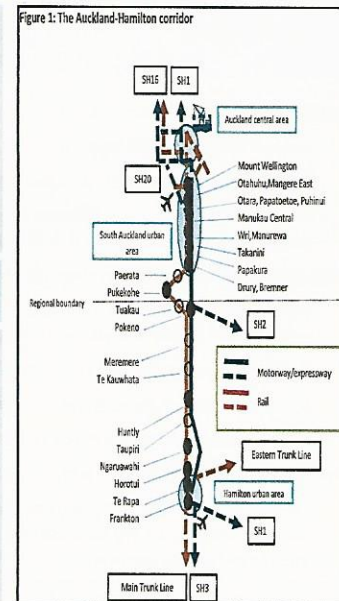
To better support growth and increase connectivity within the Auckland to Hamilton corridor, in a way that realises its social, economic, cultural and environmental potential by

1. Improving housing affordability and choices
2. Enhancing the quality of the natural and built environments and the vitality of Auckland and Hamilton and the communities within the corridor
3. Improving access to employment, public services and amenities.
4. Creating employment opportunities in the corridor

Underpinned by these principles...

The agreed corridor plan will:

- Create a platform for the future that will change lives
- Make efficient use of existing infrastructure and future infrastructure funding, design and delivery.
- Protect high quality soils for growing food
- Contribute to the restoration and protection of the Waikato and Waipā Rivers and indigenous biodiversity within the corridor
- Anticipate the transition to a low-carbon future, build climate resilience, and avoid increasing the impacts and residual risks of natural hazards



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### 4. Approach

The Project will achieve its objectives by making the most of a partnership between iwi, central government and local government in the corridor between Auckland and Hamilton, which coordinates their complementary planning, tools, assets, funding and powers.

A new, different form of partnership spatial planning and growth management that is definitive yet agile and responsive

- True joint planning and growth management between iwi, local and central government, including certainty of government support including co-investment
- Build on the strong foundation of collaboration and significant local investment in the region.
- Protection of key corridors, public open spaces and critically
- Use of innovative new tools (e.g. Kiwibuild, Urban Development Authority, infrastructure funding/financing, PGF, transport pricing, environmental impact offsetting, legislative reform)
- A more responsive spatial planning approach that facilitates the market to deliver on desired outcomes through more competitive land markets as well as other means.

Desired settlement form

Future development in the Auckland to Hamilton corridor should:

- be transit-oriented and connected
- provide affordable choices that respond to demands, including quality intensification
- provide live-work-play settlements.

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## 5. Deliverables, Process and Timeline

### Deliverables/work streams

1. A spatial **plan** for the corridor that sets out:
  - Shared objectives, KPIs/targets
  - The key opportunities, challenges and constraints and solutions to navigate through these
  - A map and supporting statements that sets out the preferred approach to future housing, employment, environmental, social and network infrastructure development
2. Design and establishment of an ongoing growth management **partnership** that ensures:
  - Partners remain aligned with regard to the implementation of the plan, deliver agreed actions, and jointly monitor and address progress
  - Partners have the tools and ability to be more agile in responding to opportunities.
  - Partners successfully respond to new issues and opportunities as they arise
  - Future amendments are made to the plan as required.
3. An implementation/action plan with joint short, medium and long term transformative **projects**.
  - *Further investigations (e.g. business case development) will be required to support future decision-making on implementation of some of the actions i.e. further analysis to support investment by the partners.*

### Process and Timeline

**July- August:** Completion of base information and analysis. Series of design workshops to craft corridor development options, test, re-develop, test. Engagement with stakeholder governors and selected stakeholders

**Late August:** Governance leaders meeting to review first draft of the plan. Complements planned Waikato economic summit on 30-31 August.

**September:** Refine the plan and further test with key stakeholders; amend as required

**Early October 2018:** Governance leaders consider proposed **plan** (Deliverable 1) and also first list of **projects** and draft **partnership** design (Deliverables 2 & 3)

**Early December 2018:** Governance leaders consider the **partnership** design and a refined list of **projects** (Deliverables 2 & 3).

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## 6. Project Resource Plan

### Core Resources

1. **Planning Advisor** jointly appointed independent advisor
2. **Project Coordinator**
3. **Communication and Engagement Advisor**  
Council
4. **Specialist Planners and Advisors from**
  1. NZTA
  2. MBIE
  3. Auckland Council and Auckland Transport
  4. FutureProof Partnership (includes Waipa District)
5. **Specialist GIS and Design support**
6. **Advisory and technical groups with representation from Auckland Transport, Watercare, local Iwi, Treasury, DIA, TPK, DHBs, Regional Health Alliance Ministry of Education, Housing NZ, Northern, MSD and other organisations as required.**

### Budget

As far as possible the project will be delivered by the Partners contribution in-kind staff, material, facility and other technical support.

The project Partners are having conversations about contributions towards a budget of that will be used to procure:

- Jointly appointed independent planning advisor
- Specialist advice that may not available within Partner or Associate Party organisations
- Venue hire and catering for the purposes of plan design and stakeholder engagement, beyond what can reasonably be contributed in-kind by one of the Partners.

The budget share of each Partner will be jointly agreed by the respective Chief Executives in June 2018.

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## 7. External advice, stakeholder engagement - and possible consultation, if required

- The project may commission external advice and peer review throughout the delivery of the project to support the recommended strategic approach, being mindful of resourcing parameters.
- In line with an agreed Stakeholder Engagement Plan, the project will engage with external stakeholders, including mana whenua, business and community groups, in a targeted manner to receive feedback as appropriate throughout the development of the joint plan.
- A decision on whether formal consultation is required on the Plan will be made by the Governance leadership based on advice from officials based on the emerging contents of the Plan and its relationships with existing policies and plans.

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## 8. Interdependencies

### Key linkages

The project has linkages to several others work streams, several of which are key to successful realisation of a corridor plan, including:

- The Urban Growth Agenda and related work programmes that include:
  - *New housing options, at a range of price points, locations and types*
  - *Broader ranges of tools and funding mechanisms*
  - *Initiatives to increase the demand for intensification*
  - *Clear and concise built environment principles*
  - *Better understanding of wider costs (social, economic and environmental) and benefits in decision-making*
  - *Increased use of low emissions transport modes*
  - *Efficient management of demand across the transport network*
- The Auckland and Waikato Transport Connections Strategic Business Case, and the implementation of ATAP, freight and rail reviews
- NPS on Urban Development Capacity, Waikato Means Business and others

### Further partnerships elsewhere – learning from this process

The project is both an expression of - and one of the first steps in - forming stronger spatial planning partnerships between the Crown, Iwi and Councils. As such it forms part of a broader and evolving partnership programme.

While Auckland-Hamilton is a priority, there is an opportunity to further develop this approach as a partnership model for central and local government, using this Plan as a pilot. Particularly so in respect to other high growth areas, where there may be a desire to commence similar projects in the near future.

This necessitates consideration of this project within the broader local government context and exploration of opportunities to draw from this project as a basis to future engagement with other councils.

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