

## Notice of Meeting:

I hereby give notice that an ordinary Meeting of the Strategic Growth Committee will be held on:

**Date:** Tuesday 30 March 2021  
**Time:** 9.30am  
**Meeting Room:** Council Chamber  
**Venue:** Municipal Building, Garden Place, Hamilton

Richard Briggs  
Chief Executive

---

## Strategic Growth Committee *Komiti Rautaki* OPEN AGENDA

---

### Membership

**Chairperson** Cr D Macpherson  
*Heamana*

**Deputy Chairperson** Cr Ryan Hamilton  
*Heamana Tuarua*

<b>Members</b>	Mayor P Southgate	Cr R Pascoe
	Deputy Mayor G Taylor	Cr S Thomson
	Cr M Bunting	Cr M van Oosten
	Cr M Forsyth	Cr E Wilson
	Cr M Gallagher	Maangai Maaori James Whetu
	Cr K Naidoo-Rauf	Maangai Maaori Olly Te Ua
	Cr A O'Leary	

**Quorum:** A majority of members (including vacancies)

**Meeting Frequency:** Six weekly

---

Becca Brooke  
Governance Manager  
*Menetia Mana Whakahaere*

**23 March 2021**

Telephone: 07 838 6727  
Becca.Brooke@hcc.govt.nz  
www.hamilton.govt.nz

## Purpose

The Strategic Growth Committee is responsible for:

1. Guiding sustainable physical development and growth of Hamilton to meet current and future needs, including oversight of strategic land-use planning, boundary alignment, and existing and alternative planning, funding and financing models for growth-related projects.
2. Driving collaboration with neighboring Councils, Iwi, private sector and central government to meet Hamilton's growth ambitions.

***In addition to the common delegations, the Strategic Growth Committee is delegated the following Terms of Reference and powers:***

### Terms of Reference:

1. To monitor and provide advice on the overall development and implementation of urban growth and development strategies, strategic land use, and spatial plans (e.g. Hamilton to Auckland Corridor and Hamilton-Waikato Metropolitan Spatial Plan), and long-term network infrastructure planning in line with national policy requirements.
2. To provide direction and monitor Council's approach to the levying and use of rates for growth, as well as development contributions.
3. To develop, and monitor the implementation of the infrastructure Activity Management Plans to inform the 2021-31 Long Term Plan to ensure that Council looks after its existing assets and provides agreed levels of service.
4. To provide direction on and assess proposals for seeking alternative funding models, such as special purpose vehicles and infrastructure funding and financing.
5. To provide direction on strategic priorities for network infrastructure aligned to city development, and oversight of strategic projects associated with those activities.
6. To provide advice on the development and implementation of the Long Term Infrastructure Strategy.
7. To assess proposals for Private Developer Agreements that exceed the Chief Executive's delegations for Unfunded Growth Projects<sup>i</sup> and, if appropriate for Unfunded Growth Projects<sup>i</sup> to recommend such agreements to the Council for approval.
8. To provide direction regarding Council's involvement in and with Urban Development Authorities, regional alliances, plans, initiatives and forums for spatial planning (for example, Future Proof, strategic boundary land use agreements and joint council growth related discussions).
9. To consider the impacts of land use and urban development on the environment.
10. To provide clear direction on Council's strategic priorities to organisations and groups, for which Council facilitates funding, aligned with these Terms of Reference, and to oversee those funding arrangements and receive their strategic and business plans and annual performance reports.
11. To monitor and oversee the delivery of Council's non-financial performance and non-financial key projects, against the Long Term Plan, excluding key performance indicator reporting which is the responsibility of the Finance Committee.
12. To oversee the development of the City's Smart City Strategy.

**The Committee is delegated the following powers to act:**

- Approval of purchase or disposal of land for network infrastructure, or parks and reserves for works and other purposes within this Committee's area of responsibility that exceeds the Chief Executive's delegation and is in accordance with the Annual plan or Long Term Plan.

**The Committee is delegated the following recommendatory powers:**

- Adoption of the Long Term Infrastructure Strategy to the Council.
- Approval of additional borrowing to the Finance Committee.
- Approval of city boundary changes to the Council, including in respect of Strategic Boundary Land Use Agreements.
- Approval of infrastructure Activity Management Plans to inform the 2021-31 Long Term Plan to the Council.
- The Committee may make recommendations to Council and other Committees

**Recommendatory Oversight of Policies and Bylaws:**

- *Development Contributions Policy*
- *Growth Funding Policy*
- *Hamilton Gateways Policy*
- *Sale and Disposal of Council Land Policy*

---

<sup>i</sup> Unfunded Growth Projects are defined in the Growth Funding Policy as:

- a) Not funded projects
- b) Funded projects but which are proposed to commence earlier than the sequencing and timing established in the long term plan; and/or
- c) Funded projects but which are now proposed to occur beyond the scale, scope and cost prescribed or anticipated for those projects in the long term plan.

ITEM	TABLE OF CONTENTS	PAGE
1	Apologies – <i>Tono aroha</i>	5
2	Confirmation of Agenda – <i>Whakatau raarangi take</i>	5
3	Conflict of Interest – <i>Tauaakii whaipanga</i>	5
4	Public Forum – <i>Aatea koorero</i>	5
5	Confirmation of the Strategic Growth Committee Open Minutes of 18 February 2021	6
6	Chair's Report	11
7	Approval of Hamilton City Council's Draft 1 Submission to the Draft Waikato Regional Land Transport Plan 2021-2051	13
8	Draft Housing Strategy and Action Plan	33
9	Open Information only reports	68
11	Hamilton-Waikato Metro Waste Water Detailed Business Case Project Update <i>(To be circulated under a separate cover)</i>	
12	Hamilton Urban Growth Strategy Review Scope <i>(To be circulated under a separate cover)</i>	
10	Resolution to Exclude the Public	152



**1 Apologies – *Tono aroha***

**2 Confirmation of Agenda – *Whakatau raarangi take***

The Committee to confirm the agenda.

**3 Declaration of Interest – *Tauaakii whaipanga***

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as an elected representative and any private or other external interest they might have.

**4 Public Forum – *Aatea koorero***

As per Hamilton City Council's Standing Orders, a period of up to 30 minutes has been set aside for a public forum. Each speaker during the public forum section of this meeting may speak for five minutes or longer at the discretion of the Chair.

Please note that the public forum is to be confined to those items falling within the terms of the reference of this meeting.

Speakers will be put on a Public Forum speaking list on a first come first served basis in the Committee Room prior to the start of the Meeting. A member of the Council Governance Team will be available to co-ordinate this. As many speakers as possible will be heard within the allocated time.

If you have any questions regarding Public Forum please contact Governance by telephoning 07 838 6727.

# Council Report

## Item 5

**Committee:** Strategic Growth Committee      **Date:** 30 March 2021  
**Author:** Tyler Gaukrodger      **Authoriser:** Becca Brooke  
**Position:** Governance Advisor      **Position:** Governance Manager  
**Report Name:** Confirmation of the Strategic Growth Committee Open Minutes of 18 February 2021

<b>Report Status</b>	<i>Open</i>
----------------------	-------------

### **Staff Recommendation - *Tuutohu-aa-kaimahi***

That the Strategic Growth Committee confirm the Open Minutes of the Strategic Growth Committee Meeting held on 18 February 2021 as a true and correct record.

### **Attachments - *Ngaa taapirihanga***

Attachment 1 - Strategic Growth Committee Unconfirmed Open Minutes - 18 February 2021

## Strategic Growth Committee

### *Komiti Rautaki Whakatupu*

### OPEN MINUTES

Minutes of a meeting of the Strategic Growth Committee held in Council Chamber, Municipal Building, Garden Place, Hamilton and via Audio Visual link on Thursday 18 February 2021 at 9.30am.

#### PRESENT

Chairperson	Cr D Macpherson
<i>Heamana</i>	
Deputy Chairperson	Cr R Hamilton
<i>Heamana Tuarua</i>	
Members	Deputy Mayor G Taylor
	Cr M Bunting
	Cr M Forsyth (via Audio Visual link)
	Cr M Gallagher
	Cr K Naidoo-Rauf (via Audio Visual link)
	Cr A O'Leary
	Cr R Pascoe
	Cr S Thomson (via Audio Visual link)
	Cr M van Oosten
	Cr E Wilson
	Maangai Maaori J Whetu
	Maangai Maaori O Te Ua (via Audio Visual link)

In Attendance:	Jen Baird – General Manager City Growth
	Blair Bowcott – Executive Director Special Projects
	Chris Allen – General Manager Development
	Andrew Parsons – Strategic Development Manager
	Karen Saunders – Growth Programmes Manager
	Luke O'Dwyer - City Planning Manager

Governance Staff:	Amy Viggers – Governance Team Leader
	Narelle Waite and Tyler Gaukrodger – Governance Advisors

#### 1. Apologies – *Tono aroha*

Resolved: (Cr Macpherson/Cr Hamilton)

That the apologies for absence from Mayor Southgate, for partial attendance from Deputy Mayor Taylor, Crs Bunting and Naidoo-Rauf and Maangai Te Ua are accepted.

#### 3. Declarations of Interest – *Tauaakii whaipanga*

No members of the Council declared a Conflict of Interest.

4. **Public Forum – Aatea koorero**

No members of the public wished to speak.

5. **Confirmation of the Strategic Growth Committee Open Minutes of 12 November 2020**

**Resolved:** (Cr Macpherson/Cr Bunting)

That the Strategic Growth Committee confirm the Open Minutes of the Strategic Growth Committee Meeting held on 12 November 2020 as a true and correct record.

2. **Confirmation of Agenda – Whakatau raarangi take**

**Resolved:** (Cr Wilson/Cr Macpherson)

That the agenda is confirmed.

6. **Chair's Report**

The Chair spoke to the report, noting that the developer he had met with had experience in Hawkes bay rather than the Bay of Plenty, as mentioned in the report. Along with staff, he responded to questions from Members concerning additional growth cells, land value inflation, regional land value, the Metro Spatial Plan, population distribution, long term vision, communication with land owners and ensuring quality infrastructure outcomes.

**Resolved:** (Cr Macpherson/Cr Gallagher)

That the Strategic Growth Committee receives the report.

*Cr Forsyth and Maangai Te Ua joined during the above item (9:34am). They were present when the matter was voted on.*

*Cr O'Leary left during the above item (9:40am). She was not present when the item was voted on.*

7. **Three Water Reform Update**

The Executive Director Special Projects and Strategic Development Manager spoke to the report noting the nationwide extent of the Three Water Reform. They responded to questions from Members concerning the Three Water Stimulus Funding package, financial options and collaboration with Central Government.

**Resolved:** (Cr Macpherson/Cr Hamilton)

That the Committee:

- a) receives the report;
- b) notes that due to the broad nature and large scale of this Reform, future updates on this matter will be reported to full Council; and
- c) approves the Three Waters Reform Working Group (previously established by the Strategic Growth Committee on 20 August 2020), include the Mayor and the Chair (or Deputy Chair as alternate) of the Environment Committee as additional Members.

*Cr O'Leary re-joined the meeting (10:22am) during the above item. She was present when the matter was voted on.*

*Deputy Mayor Taylor left the meeting (10:33am) during the above item. He was not present when the matter was voted on.*

## 8. Peacocke Programme Update *(Recommendation to the Infrastructure Operations Committee)*

The Strategic Development Manager and Growth Programmes Manager outlined recent works in Peacocke and the proposed road stoppage. Staff responded to questions from Members concerning the timeline of progress, Waka Kotahi subsidies, collaboration with developers, environmental impact, interest free loans, environmental impact of growth cells, new school locations, green space consents, environment court update, alternative transport usage, impact of resource consent applications and considerations for the Long Term Plan.

**Staff Action:** *Staff undertook to bring the information to an Information Session in order to discuss community and education facilities in the Peacocke area.*

**Resolved:** (Cr Macpherson/Cr Bunting)

That the Strategic Growth Committee:

- a) receives the report; and
- b) recommends that the Infrastructure Operations Committee:
  - i. approves the road stopping of the areas shown as “A” “C” & “E” in **Attachment 2** of the staff report; and
  - ii. delegates authority to the Chief Executive to sign all documentation related to the road stopping.

*Deputy Mayor Taylor re-joined the meeting (10:45am) during the above item. He was present when the matter was voted on.*

## 9. Open Information only reports

The report was taken as read.

**Resolved:** (Cr Macpherson/Cr Hamilton)

That the Strategic Growth Committee receives the following information only reports:

- a) General Manager’s report; and
- b) Future Proof Update report.

## 10. Resolution to Exclude the Public

**Resolved:** (Cr Macpherson/Cr Hamilton)

### Section 48, Local Government Official Information and Meetings Act 1987

The following motion is submitted for consideration:

That the public be excluded from the following parts of the proceedings of this meeting, namely consideration of the public excluded agenda.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution follows.

General subject of each matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
C1. Confirmation of the Strategic Growth	) Good reason to withhold ) information exists under	Section 48(1)(a)

---

Committee Public	) Section 7 Local Government
Excluded Minutes of 12	) Official Information and
November 2020	) Meetings Act 1987
C2. Requests from	)
Developers for	
Unplanned and	
Unsequenced Growth	

This resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public, as follows:

- Item C1. to prevent the disclosure or use of official Section 7 (2) (j)  
information for improper gain or improper  
advantage
- Item C2. to enable Council to carry out commercial Section 7 (2) (h)  
activities without disadvantage

**The meeting went into a public excluded session at 11:20am.**

**The meeting was declared closed at 1:03pm.**

# Council Report

Item 6

**Committee:** Strategic Growth Committee      **Date:** 30 March 2021  
**Author:** Tyler Gaukrodger      **Authoriser:** Becca Brooke  
**Position:** Governance Advisor      **Position:** Governance Manager  
**Report Name:** Chair's Report

<b>Report Status</b>	<i>Open</i>
----------------------	-------------

## Recommendation – *Tuutohu*

That the Strategic Growth Committee:

- a) receives the report; and
- b) requests staff organise workshops with Elected Members and management representative of HCC, WDC, WRC and NZTA to consider the Cambridge-Hamilton corridor transport needs and report back to the 29 July 2021 Strategic Growth.

## Attachments - *Ngaa taapirihanga*

Attachment 1 - Chair's Report



# Chair's Report

## GOVERNMENT HOUSING ANNOUNCEMENT

By now Blair will have distributed a briefing paper on the Government's housing announcement last Tuesday, including comments on possible impacts on Hamilton. My hope is that it will assist with some of the pressures I outline below.

### MUGS

The Metro Urban Growth Strategy (formerly called HUGS) review has been approved and is under way, not before time. The important first step is to develop a set of principles that guide how growth in the short and medium term will be enabled to occur – this will be back to us in a short number of months.



The issue of where the metro area can grow in the short term is becoming a major pressure point for this City – it needs a relief valve applied as soon as possible, and the Council needs to ensure the MUGS set of principles comes in, in a timely fashion, and can quickly be applied to the 15 or so growth proposals that have been lining up over the last 2-3 years.

I was disappointed in the recent joint Waipa DC-HCC Governance Group where, to be honest, we spent far more time talking about each other's LTP than in discussing growth issues on our joint boundaries. The six or seven growth proposals in that area got scant, if any, mention, and the response from our local government partners was not very realistic – in my opinion.

Unless the MUGS principles open a pathway to growth for these types of areas, as well as for better quality urban intensification, Hamilton is going to be in a position of deficit, as far as developable commercial and residential land goes. People looking for housing in Hamilton will go to Morrinsville, Ngaruawahia, Te Awamutu and other surrounding areas; businesses looking for commercial land will go to Hautapu, Morrinsville and Ohinewai, etc.

OR – as happened some years ago with The Base – developers with deep pockets will go to the Environment Court to overturn Council development refusals, and Councils will lose control of the process and the growth framework.

The Metro Spatial Plan is offered as a solution – but that is looking at the 30-100 year timescale; in the meantime we risk bad outcomes because we are not in a position to adequately handle growth requests.

Listening to both Waikato & Waipa District Councils' reports on how they are handling development proposals in their areas has really brought home the short-sightedness of Hamilton City Council in 1989, when they turned down the opportunity to expand the city's official boundary into the hinterland, as most other cities in NZ did at that time. Waipa & Waikato are able to relatively easily handle development proposals on the outskirts of their urban areas **by**



**themselves**, whereas we have complicated legal, political, financial and administrative arrangements to wade through to make any progress. As our 'Member for Tamahere' correctly comments, we lack control of almost anything around the city fringes.

#### CAMBRIDGE TO HAMILTON STRATEGIC TRANSPORT LINKS

Another issue discussed at the Waipa-HCC joint meeting was the growth of Cambridge and its transport links with Hamilton; in particular the new Expressway (Hamilton Bypass) build turning the 'Riverlea gully approach' to the Riverlea-Hillcrest area into an on/off ramp. Nine years ago this Council requested that NZTA construct the on/off ramp to enable 4 lanes, with the outer 2 lanes being bus lanes (or future rapid transport corridors) to enable high frequency bus links to have a clear advantage over general traffic on the Cambridge-Hamilton route.

Waipa advised us that their District-wide population growth in the last year was 3.5% - far above the national average, and above Hamilton's 2.3%. Cambridge city itself was higher than this District-wide level. Its population is now about 21,000. Recently we saw figures showing 130,000 vehicle movements per day in and out of Hamilton (combined), with approximately 50% of those on the Cambridge/Hamilton route – this figure more than doubled in the last 6 years.

Unless we quickly enable a high frequency, high volume public transport route between Cambridge & Hamilton, the current traffic congestion experienced in the south-east of Hamilton will be a fond, but forlorn, memory.

Which takes me to the concern we have about when, and if, this PT priority route will be finished, whether it will have associated walking and cycling links (the latter connecting to Te Awa), whether NZTA will fund it, and whether the PT priority considerations will connect all the way through to the Hamilton CBD, as well as other major Hamilton destinations, like the Hospital and University.

Of course, this also begs the question as to whether the Regional Council and Waipa District are geared up to provide and fund their share of the necessary major service upgrade – neither have done so in their draft LTPs. HCC has some capacity to support improved PT infrastructure, and our share of service upgrades can be raised through the regional PT rate charged to Hamilton ratepayers by WRC.

I am suggesting we convene a working party with elected and management representatives of HCC, WDC, WRC and NZTA to consider the Cambridge-Hamilton corridor transport needs – this is not an issue we can wait to see if it organically drops out of the Metro Spatial Plan.

That the Strategic Growth Committee:

- a) receives the report; and
- b) requests staff organise workshops with Elected Members and management representative of HCC, WDC, WRC and NZTA to consider the Cambridge-Hamilton corridor transport needs and report back to the 29 July 2021 Strategic Growth.

Councillor Dave Macpherson

Hamilton City Council

021-477 388

[dave.macpherson@hcc.govt.nz](mailto:dave.macpherson@hcc.govt.nz)

# Council Report

**Committee:** Strategic Growth Committee      **Date:** 30 March 2021  
**Author:** Robyn Denton      **Authoriser:** Chris Allen  
**Position:** Network Operations and Use Leader      **Position:** General Manager Development  
**Report Name:** Approval of Hamilton City Council's Draft 1 Submission to the Draft Waikato Regional Land Transport Plan 2021-2051

<b>Report Status</b>	<i>Open</i>
----------------------	-------------

## Purpose - *Take*

1. To seek approval from the Strategic Growth Committee of Hamilton City Council's (HCCs) draft submission (**Draft 1**) to the Draft Waikato Regional Land Transport Plan 2021-2051.

## Staff Recommendation - *Tuutohu-aa-kaimahi*

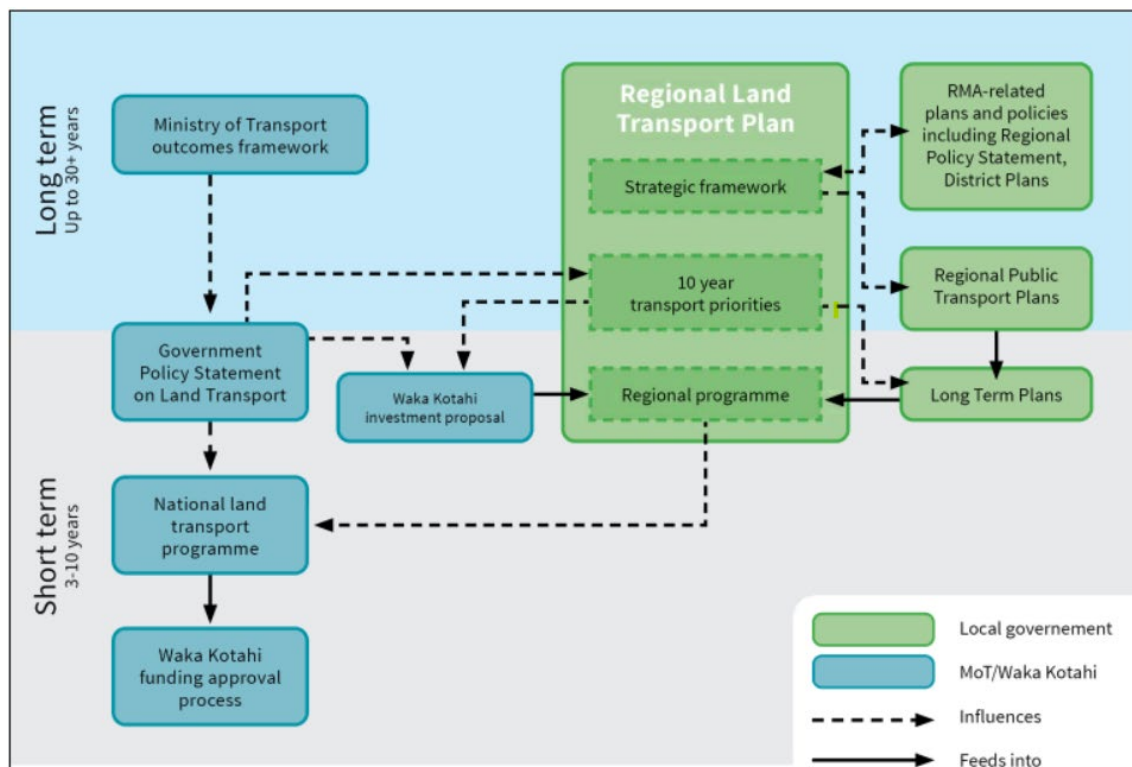
2. That the Strategic Growth Committee:
  - a) receives the report;
  - b) approves HCCs **Draft 1** submission (**Attachment 1** of the staff report) to the Draft Waikato Regional Land Transport Plan 2021-2051, subject to minor editorial changes;
  - c) notes the approved submission will be sent to the Waikato Regional Council by 31 March 2021;
  - d) notes that HCC representatives will request to speak in support of the approved submission at the Waikato Regional Transport Committee hearings scheduled for 16 and 19 May 2021; and
  - e) notes that the approved submission will be uploaded to the Hamilton City Council's website.

## Executive Summary - *Whakaraapopototanga matua*

3. The Draft Waikato Regional Land Transport Plan 2021-2051 (draft RLTP 2021) was approved for consultation by the Waikato Regional Transport Committee at their 15 February 2021 meeting.
4. The draft RLTP 2021 outlines key transport objectives and priorities for the Waikato Region and identifies the significant transport improvement activities that the region is asking central government to invest in via the National Land Transport Programme.
5. Submissions are being sought on the draft RLTP and are due by 21 March 2021. The Waikato Regional Council (WRC) has provided HCC with an extension to the official 21 March submission closing date through to 31 March 2021 to enable our submission to be considered and approved at the 30 March 2021 Strategic Growth Committee meeting (noting that HCC's **Draft 1** submission will be sent to WRC by the official 21 March 2021 submission closing date).
6. Staff consider the decisions in this report have low significance and that the recommendations comply with the Council's legal requirements.

## Background

7. The Government Policy Statement Land Transport (GPS) sets out the Government's strategic direction for the land transport system over the next 10 years and is updated every three years. It provides guidance on how Waka Kotahi invest the National Land Transport Fund (NLTF), and how they assess and prioritise activities for Regional Land Transport Plans (RLTPs) and the National Land Transport Programme (NLTP).
8. The final GPS 2021 was released in September 2020. It built on the strategic direction set in GPS 2018 and focuses on four strategic priorities - safety, better travel options, improving freight connections, and climate change. It will come into effect 1 July 2021.
9. RLTPs are six year plans that document/outline key transport objectives and priorities for the region and identifies the significant transport improvement activities that the region is asking central government to invest in via the NLTP.
10. The RLTP document is reviewed every three years.
11. Each Regional Council is required to develop a RLTP on behalf of the Approved Organisations (such as Hamilton City) and Waka Kotahi (as the Road Controlling Authority for the State Highway network).
12. Under the [Land Transport Management Act\(external link\)](#), Waka Kotahi sets the form in which RLTPs are to be submitted for consideration for the NLTP. This, in turn, prescribes the form in which approved organisations and Waka Kotahi (state highways) need to submit their proposals for inclusion in an RLTP. Waka Kotahi sets these requirements and provides the tool to submit transport programmes through [Transport Investment Online \(external link\)](#).
13. The following diagram illustrates the various policy drivers that contribute to the development of the Regional Land Transport Plan.



**Diagram of RLTP Policy Relationships (source TSIG)**

14. The draft RLTP 2021 has been developed via the 'three year review' of the 2018 RLTP.

15. A major review will be undertaken in the development of the 2024 RLTP which will require going back to first principles and working through the Business Case approach to identify the key elements within the RLTP including Problems, Objectives and Weightings of the Objectives.

### Discussion - *Matapaki*

16. A copy of the Summary document of the Draft Waikato Regional Land Transport Plan 2021-2051 is included in this report as **Attachment 2**. The Summary and full draft RLTP 2021 document can be viewed [here](#).
17. The following diagram sets out the key policy components of the draft RLTP 2021:



### ***Strategic Policy Framework for RLTP 2021***

18. The high-level transport problems and weightings for RLTP 2021 have been brought forward from the 2018 RLTP. The problem statements below have been updated with the Regional Transport Committee (RTC).

19. The focus of Draft 1 of HCC's submission is primarily based on recent submissions that have been made relating to land transport and climate change and the need for greater action including:
- [HCC submission](#) to Arataki- Waka Kotahi NZ Transport Agency 2021-2031 10 Year view of the Land transport System on 17 February 2020.
  - [HCC submission](#) to the Draft Government Policy Statement on Land Transport 2021/22-2030/31 on 15 May 2020.
  - [HCC submission](#) - Waka Kothi Investment Proposal 2021-31 on 8 December 2020
  - HCC submission to the Climate Change Commission currently being developed and due for submission 28 March 2021.

20. The summary of key points and recommendations from the Draft 1 Submission are:

- Support the overall intent and direction of the Draft Waikato Regional Land Transport Plan 2021-2051.
- HCC believes however that a transformational response to achieving mode shift is required, particularly in order to be able to contribute meaningfully to the governments call to action associated with their declaration of a climate emergency on 2 December 2020, and that the Regional Land Transport Plan is not aligned with a transformational shift.
- HCC seeks the support of Waikato Regional Transport Committee to jointly advocate to government for better alignment of GPS 2021 with the increased importance of climate change and also in regard to the opportunity that exists right now for transformational investment in mode shift with the assistance of stimulus funding.
- HCC seeks elevation in the priority of mode shift programmes and projects in the Access and Mobility category that are likely to have the biggest impact on climate change.
- To be consistent with the RTC submissions to Waka Kotahi, HCC requests the inclusion of a paragraph in Section 6 - Funding advocating for additional Crown funding relating to transformational mode shift to supplement any normal NLTP partnership funding between HCC and Waka Kotahi.
- HCC supports the RLTP's focus on implementing the land use and transport pattern identified through the Hamilton-Waikato Metro Spatial Plan, including the priority development areas. It is recognised that these areas will require significant funding in the transport network to enable them to deliver on their potential and seeks that the RLTP explicitly recognises this (regardless of funding source). In the area around and within Hamilton, those that will require significant investment in transport include Ruakura - funding of the Eastern Transport Corridor, construction of Southern Links in the South of the City, and investment in rapid transit across the network.
- HCC note that HCC officers will continue working with WRC on updates and corrections to the projects included in the draft RLTP 2021-2051 to align with Hamilton City Council's emerging 2021-31 Long Term Plan.

21. The 23 February 2021 meeting of the Infrastructure Operations Committee delegated Councillors O'Leary, Macpherson, Gallagher and Thomson to work with staff to develop a formal HCC submission to the Waikato Regional Council on the draft RLTP 2021.
22. **Draft 1** was circulated to the delegated Councillors on 9 March 2021, with feedback due by 22 March 2021.

23. If any changes are made to **Draft 1** resulting from the delegated Members feedback, a **Draft 2** version will be circulated to all Elected Members and Maangai Maaori prior to the Strategic Growth Committee meeting and a verbal update provided at the 30 March 2021 Strategic Growth Committee meeting.
24. Submissions are to be heard by the Waikato Regional Transport Committee on Friday 16 April and Monday 19 April 2021 (if required).
25. Deliberations will be then held on Monday 17 May and Friday 21 May 2021 (if required), with the final decision being made at the Council meeting scheduled for Thursday 24 June 2021.
26. Councillor O'Leary is the Hamilton City Council nominated representative on the RTC with Councillor Macpherson being the nominated alternative representative. Councillor O'Leary has been appointed as a member of the RTC Hearings Committee to consider the submissions made in relation to the draft RLTP 2021 document.

#### **Financial Considerations - *Whaiwhakaaro Puutea***

27. There are no financial costs to Hamilton City Council associated with this submission besides those incurred in the staff time utilised in the preparation of the submission and this covering report. Staff costs are included in the operational budgets for the 2021/22 financial year.

#### **Legal and Policy Considerations - *Whaiwhakaaro-aa-ture***

28. Staff confirm that the staff recommendation complies with the Council's legal and policy requirements.

#### **Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga***

29. The purpose of Local Government changed on the 14 May 2019 to include promotion of the social, economic, environmental and cultural wellbeing of communities in the present and for the future ('the 4 wellbeings').
30. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report as outlined below.
31. The recommendations set out in this report are consistent with that purpose.

#### **Social**

32. HCC's submission is a key mechanism for assisting in further development and finalising the Waikato Regional Land Transport Plan 2021-2051 to ensure improved connections within and between all areas in the Waikato, including a more efficient and effective public transport system.
33. Key priorities of the plan also include making sure our transport system is as safe as possible, protecting the efficiency of our strategic transport corridors, and providing for the access and mobility needs of our communities.

#### **Economic**

34. HCC's submission is a key mechanism for assisting in further development and finalising the Waikato Regional Land Transport Plan 2021-2051 to ensure that the region's road and rail corridors continue to improve on the way freight is moved to and from the Ports of Auckland and Tauranga, Waikato inland ports and logistics hubs and through the rest of the North Island.
35. The plan is also critical to ensuring continued improvements to the efficiency of the Waikato's land transport system for all transport modes e.g. cars, public transport, foot or bike.

## Environmental

36. HCC's submission is a key mechanism for assisting in further development and finalising the Waikato Regional Land Transport Plan 2021-2051 to ensure a stronger emphasis on mode shift towards more sustainable transport options.
37. The plan is also essential for assisting to meet our climate change responsibilities and how to guide us towards a low carbon transport system.

## Cultural

38. There are no known cultural considerations associated with this matter.

## Risks - *Tuuraru*

39. There are no known risks associated with the decisions required for this matter.
40. There is a risk that if the requests made within the submission are not adopted by the Regional Transport Committee that funding from Waka Kotahi for some HCC projects in the upcoming LTP may be harder to secure.

## Significance & Engagement Policy - *Kaupapa here whakahira/anganui*

### Significance

41. Staff have considered the key considerations under the Significance and Engagement Policy and have assessed that the matters(s) in this report have a low level of significance.

### Engagement

42. Given the low level of significance determined, the engagement level is low. No engagement is required.

## Attachments - *Ngaa taapirihanga*

Attachment 1 - Draft 1 Hamilton City Council submission on draft Waikato Regional Land Transport Plan

Attachment 2 - Summary document - Regional Land Transport Plan 2021-2051

**DRAFT 1****Submission by****Hamilton City Council****DRAFT WAIKATO REGIONAL LAND TRANSPORT PLAN 2021-2051****30 March 2021****1.0 SUMMARY OF KEY POINTS AND RECOMMENDATIONS**

- 1.1 Support the overall intent and direction of the Draft Waikato Regional Land Transport Plan 2021-2051.
- 1.2 HCC believes however that a transformational response to achieving mode shift is required, particularly in order to be able to contribute meaningfully to the governments call to action associated with their declaration of a climate emergency on 2 December 2020, and that the Regional Land Transport Plan is not aligned with a transformational shift.
- 1.3 HCC seeks the support of Waikato Regional Transport Committee to jointly advocate to government for better alignment of GPS 2021 with the increased importance of climate change and also in regard to the opportunity that exists right now for transformational investment in mode shift with the assistance of stimulus funding.
- 1.4 HCC seeks elevation in the priority of mode shift programmes and projects in the Access and Mobility category that are likely to have the biggest impact on climate change.
- 1.5 To be consistent with the RTC submissions to Waka Kotahi, HCC requests the inclusion of a paragraph in Section 6 - Funding advocating for additional Crown funding relating to transformational mode shift to supplement any normal NLTP partnership funding between HCC and Waka Kotahi.
- 1.6 HCC supports the RLTP's focus on implementing the land use and transport pattern identified through the Hamilton-Waikato Metro Spatial Plan, including the priority development areas. It is recognised that these areas will require significant funding in the transport network to enable them to deliver on their potential and seeks that the RLTP explicitly recognises this (regardless of funding source). In the area around and within Hamilton, those that will require significant investment in transport include Ruakura - funding of the Eastern Transport Corridor, construction of Southern Links in the South of the City, and investment in rapid transit across the network.
- 1.7 HCC note that HCC officers will continue working with WRC on updates and corrections to the projects included in the draft RLTP 2021-2051 to align with Hamilton City Council's emerging 2021-31 Long Term Plan.

**2.0 INTRODUCTION**

- 2.1 Hamilton City Council (HCC) supports the overall direction of the Regional Land Transport Plan (the Plan) but considers that it doesn't pick up on the increasing importance that government is placing on climate change and the need for transformational mode shift. This is in part a matter of timing, with the review of the Plan commencing prior to the declaration by government of a climate emergency in December 2020.



- 2.2 HCC has been consistent in its views through on the need for greater action on climate change in its various submissions including:
- On 17 February 2020 to Arataki - Waka Kotahi NZ Transport Agency 2021-2031 10 Year view of the Land transport System.
  - On 15 May 2020 to the Draft Government Policy Statement on Land Transport 2021/22-2030/31.
  - On 8 December 2020 - Waka Kothi Investment Proposal 2021-31.
- 2.3 In its submission to the Wakai Kotahi Investment Proposal, HCC advised that it believed a transformational response to achieving mode shift is required, particularly in order to be able to contribute meaningfully to the governments call to action associated with their declaration of a climate emergency on 2 December 2020, and that their Investment Proposal was not aligned with a transformational shift.
- 2.4 HCC requested the support of Waka Kotahi to jointly advocate to government for better alignment of GPS 2021 with the increased importance of climate change and also in regard to the opportunity that exists right now for transformational investment in mode shift with the assistance of stimulus funding.
- 2.5 Attached is a letter (**Appendix 1**) that the Mayor of Hamilton sent to key Ministers on 22 December 2020 advising of the risk of an opportunity lost for mode shift to walking and cycling.
- 2.6 On 2 March 2021, HCC adopted a set of environment principles to guide project planning and decisions and to make sure possible environmental impacts are considered upfront.
- 2.7 The principles are directly related to improving residents' wellbeing, which is now a key purpose of local government.
- 2.8 The six principles are:
- Restoring and protecting the health and wellbeing of our waterways.
  - Protecting and enhancing our natural taonga, whenua and biodiversity.
  - Embracing the sustainable use of resources.
  - Promoting a circular economy.
  - Transitioning to a low carbon future.
  - Build our resilience to climate change.
- 2.9 An Environment Policy will now be developed based on the principles. Hamiltonians will be invited to provide input into the policy later this year.
- 2.10 Given the context above, HCC offers the following observations and requests for change to the Plan:
- **Observation** - one of the biggest contributions to addressing climate change effects will be mode shift in greater Hamilton. The GPS includes climate change as one of the four GPS priorities, yet the RLTP has climate change as an underpinning objective, which carries no weighting for activity prioritisation.  
  
Page 13 introduces a key feature of Access Hamilton which is the intervention hierarchy. The second highest priority approach following Integrated planning is managing demand, which includes mode shift. This priority is not reflected in the RLTP weightings.
  - **Request** - elevate the priority of mode shift programmes and projects in the Access and

Mobility category that are likely to have the biggest impact on climate change. These programmes and projects are anchored in the Access and Mobility objective, which has the lowest weighting (25% - assigned prior to the declared climate change emergency) of the three main objectives (the others being Strategic Corridors and Economic Development and Road Safety) noting that the underpinning objective of climate change has not been given a weighting for prioritisation purposes.

In particular, HCC would like to see elevation of projects, which are part of the transformational 20 Minute City proposal including Eastern Pathways (current priority #56/78), Biking and Micro Mobility (currently #58/70) and the Central City (Ferrybank) Walking and Cycling Bridge (#65/70). It is noted that further progress on the Business Cases for these projects has provided greater clarity on the Investment Profiles for these projects which will also support their elevation in the Significant Transport Activities rankings.

- **Observation** - HCC in its submission to the draft GPS expressed concern in regard to the amount of funding allocated to Walking and Cycling Improvements and expressed a view that it did not align with the strategic direction of the GPS. In particular, HCC indicated that without a step change in the way the transport budget was allocated, cities such as Hamilton would be unlikely to achieve significant mode shift.

Both the Regional Connections Committee and the Regional Land Transport Committee have made submissions to Waka Kotahi Investment Proposal pointing out that while a stated priority is to improve public transport outcomes, the funding to support this isn't provided in the GPS.

The Regional Transport Committee, in its submission to the Waka Kotahi Investment Proposal, supported the HCC request to *"advocate to government for better alignment of GPS 2021 with the increased importance of climate change and for transformational investment in mode shift with the assistance of stimulus funding"*.

- **Request** - to be consistent with the RTC submissions to Waka Kotahi, HCC requests the inclusion of a paragraph in Section 6 - Funding advocating for additional Crown funding relating to transformational mode shift to supplement any normal NLTP partnership funding between HCC and Waka Kotahi.

HCC understands that while these mode shift projects may have low priority in the Regional Significant Transport Activity table (Appendix 7), they may be high in the list of projects associated with the Walking and Cycling Activity or Public Transport Infrastructure funding class for the Waikato Region. However, the low regional ranking assigned, driven by the 25% weighting, is sending the wrong message from the Waikato to national decision-makers about the importance we place on achieving mode shift.

Hamilton City Arterial Corridors play a strategically important function as part of the wider strategic regional network (page 24 summary). Objective 2 for Strategic Corridors (page 52) indicates a planned transport response that supports liveable urban areas and future growth areas with a priority being to provide multi-modal transport solutions to support housing and growth in the Hamilton-Waikato metropolitan area.

New transport Corridors include multi-modal solutions in scope, but the importance of mode shift is not recognised for the role they play in protecting existing strategic corridors and allowing them to function in the existing built environment.

HCC is progressing two significant programmes to address this which are Eastern Pathways and Biking and Micro-mobility. HCC requests that these projects be treated as projects associated with strategic corridors and that they be listed as Priorities for Objective 2 under Strategic Corridors and be prioritised accordingly. This request is reinforced under the case for

investment (page 55), which states that for the Greater Hamilton Strategic Corridors, investment in multi-modal transport outcomes is required to support the future urban form envisaged in the Hamilton-Waikato Metro Spatial Plan.

- 2.1 It is recognised that the RLTP 2021 is an amalgamation of the programmes that have been developed by each of the Road Controlling Authorities within the Waikato Region to reflect their community needs, alongside the Public Transport Services provided by the Waikato Regional Council.
- 2.2 HCC also support the approach taken in the development of the RLTP 2021, noting that it also supports important projects outside the Waikato, for example supporting rail improvements in Auckland to make it faster and easier to move freight and passengers by train to and from Auckland.

### **3.0 Draft RLTP 2021 Executive Summary**

- 3.1 The 2021 RLTP Executive Summary is a useful 'at a glance' reference document.
- 3.2 HCC requests the following minor changes to the Programme Implementation column (Page 7):
  - Economic Development and Strategic Corridors. Recommend removing the Low-Cost Low Risk packages from this priority line and including them under 'Safety' and 'Access and Mobility' priorities instead as these are where the key benefits from the Low-Cost Low Risk programmes will be delivered.
  - Underpinning Objectives - Programme Implementation - Transport Modelling. Note that these activities will include the development of a Hamilton Traffic Model as part of the rebuild of the Waikato Regional Transport Model.
- 3.3 HCC also notes that on Map 1 10 Year priorities for the Waikato Region - the Hamilton-Waikato Metro Spatial Area should include improve safety outcomes in the list.

### **4.0 Section 1 - Introducing the Draft RLTP 2021**

- 4.1 HCC generally supports the content and scene setting provided in this section of the draft RLTP 2021.
- 4.2 HCC is concerned that the Key Achievements table (commencing on page 12 and continued onto Page 13) undersells the significance of the transport investment in Peacock by referring to the work as 'enabling work'. The Peacock transport project is the largest project that HCC has undertaken and probably the largest project undertaken by a local authority outside Auckland, with a substantive local share investment. It is also a key first step in the Southern Links programme.
- 4.3 HCC support and agree with the list of Strategic Regional Planning drivers (page 16), and in particular:
  - Hamilton to Auckland (H2A) Corridor Plan.
  - Hamilton-Waikato Metro Spatial Plan.
  - Hamilton-Waikato Mode Shift Plan.
- 4.4 Under the heading Hamilton to Auckland (H2A) Corridor plan on page 16, references are made to the Plan's vision to support sustainable growth and to increase connectivity between Hamilton and Auckland. It should also pick up the priority development areas, particularly Ruakura where the Eastern Transport Corridor will be significant transport infrastructure required to unlock the full potential of this high priority development area.
- 4.5 On page 17, Table 1 GPS - HCC is not sure where the key areas for focus for regions is sourced

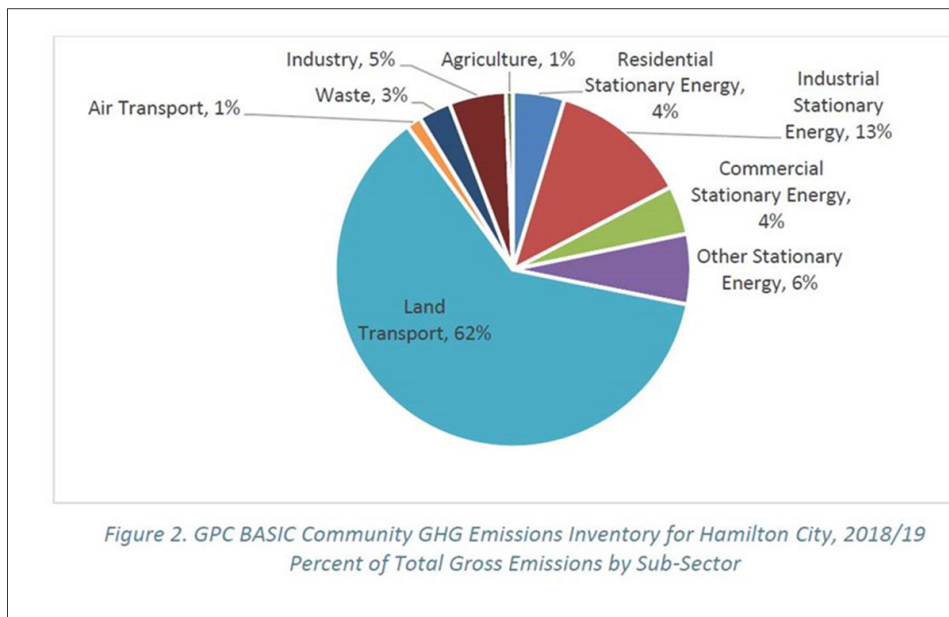
from, but HCC requests that addressing climate change (both looking at reducing effects of climate change and addressing results of climate change through resilience funding) be added.

- 4.6 The vision for land transport in the Waikato Region (page 18) of *“an integrated, safe and resilient transport system that delivers on the well-beings of our diverse Waikato communities”* is supported by HCC.
- 4.7 HCC notes that the vision and objectives for the land transport system have been refined from the 2018 RLTP.
- 4.8 HCC support the priority transport problems in the RLTP 2021 (page 18) which propose to be addressed through a range of implementation measures:
- Strategic corridors and Economic development - ensuring our strategic inter and intra-regional corridors are fit for purpose and are efficient, particularly in the context of growth pressures in the Hamilton-Waikato metro spatial area, the Hamilton to Auckland Corridor and in the wider upper North Island.
  - Road Safety - tackling our complex road safety problem to ensure we have a safe and accessible transport system where no-one is killed or seriously injured on our region's roads.
  - Access and Mobility - providing better transport options for our people, in our urban and rural communities.
- 4.9 HCC is concerned that the weightings of the Strategic Objectives remained unchanged from the 2018 RLTP, especially in light of the climate emergency that was announced in December 2020 and believe that the underpinning objective for climate change needed to be elevated to a priority transport problem and have a weighting order to effect the change that is needed moving forward.
- 4.10 However, it is recognised that the timeframes for the delivery of the draft RLTP 2021 have not allowed more in-depth coverage of climate change, but HCC request that the RTC continue to monitor this rapidly changing focus area and to incorporate this into the development of the 2024 RLTP, which will require a more in-depth review as part of the six-yearly review process set out in the LTMA.
- 4.11 HCC notes that In Figure 6 page 19 the headline target for Access and Mobility will be reviewed as part of the development of the Regional Public Transport Plan.
- 4.12 HCC support the inclusion of a headline target for climate change in Figure 6 (page 19) but would note that the target minimum reduction of 25% by 2030 from 2018/19 levels seems low compared with targets being set by other RLTP throughout the country and would request a higher target be set to be at least 30% as a minimum.

## **5.0 SECTION 3 TRANSPORT ISSUES FOR THE WAIKATO REGION IN THE NEXT 3-10 YEARS**

- 5.1 Page 37- Rail Corridor issues - HCC would like to add:
- 5.2 *“congestion and constraints in the Hamilton-Waikato Metro Spatial Plan area including lack of electrification and double tracking”.*
- 5.3 On page 37 there is a statement that says the region needs to ensure that land use decisions do not compromise the important role our strategic road networks play for freight. HCC would like an addition to this that says:
- 5.4 *“... but ensuring that the transport corridors enable the land use decisions made by the region and its stakeholders”.*

- 5.5 On page 46 there is a pie chart that indicates 20% of New Zealand's carbon emissions are from Transport. Cutting transport emissions is clearly one of the more significant contributions that the Waikato can make.
- 5.6 HCC has completed an assessment on a city boundary basis and determined that 62% of carbon emissions are from transport within the boundary of Hamilton. We have a significantly higher transport contribution which is mainly due to diesel emissions 52% and then petrol 43%. The pie chart below illustrates the percent of total gross emissions by sub-sector for Hamilton City.



- 5.7 In the HCC submission to Arataki, HCC requested recognition of Hamilton as a focus area for transforming urban mobility under the section on 'Tackling Climate Change', given that the Arataki summary identified the Waikato as having the second highest carbon emission profile in the country, with NIWA reports identifying Hamilton's transport infrastructure as a significant contributor.
- 5.8 HCC notes that mode shift is an appropriate response to reducing emissions and the associated impact on climate change. HCC supports any initiatives that increase mode shift by providing better travel options and through targeted improvements to public transport access and priority on the network, including the state highway network.

## 6.0 SECTION 4 - REGIONAL POLICY FRAMEWORK

- 6.1 HCC is in support of the Regional Policy Framework and the summary of the RLTP 10 Year Priorities.
- 6.2 Priorities for Objective 1 (page 52) - HCC requests that the Ruakura Eastern Transport Corridor and the Northern River Crossing be added to the description of Strategic corridors around the greater Hamilton Area.
- 6.3 Policies for Objective 2 (page 53) - HCC requests that P10 be amended slightly to read "ensure regionally significant multi-modal corridors are protected and developed to serve the future development and transport needs of the region".

- 6.4 Key implementation measure M5 could be expanded to specifically reference completion of the Ruakura Eastern Transport Corridor.
- 6.5 HCC requests that Key Implementation measure M26 (page 60) be deleted as the actions included in this measure are already covered in M 25 (page 60) and M41 (page 62).
- 6.6 HCC, in its submission to Waka Kotahi, also requested the development of a national plan setting out detailed local government transport targets that will need to be achieved to meet climate change goals set by government. HCC is pleased to see Implementation Measure M42 (page 62) which aligns with this request.

## **7.0 SECTION 5 - REGIONAL PROGRAMME OF TRANSPORT ACTIVITIES**

- 7.1 Page 69, Figure 20 and 21 pie charts are misleading, with Figure 21 based on number of activities, without regard to cost. An indication of the split after the high state highway and local road maintenance would be useful.
- 7.2 On page 70, Map 4 Contribution of Regionally Significant Activities to Objectives - the following changes are required to the Hamilton City insert to more accurately reflect the programme of activities:
  - Delete - Hamilton Ring Road 4 laning Hukanui to Gordonton - this is unfunded in the Hamilton City Council Long Term Plan.
  - Add - Hamilton Biking and Micro-mobility Programme (contributing to Access and Mobility).
  - Add - Road Safety Improvements (contributing to safety).
  - Add - Ruakura Eastern Transport Corridor (contributing to economic development).
  - Change - Hamilton Ring Road Wairere/Cobham interchange to 'black' to indicate it is an existing commitment.
  - Change - SH1 Hamilton to Cambridge Cycle connection to 'black' to indicate it is an existing commitment.
- 7.3 Table 4 Page 71 - HCC requests the following changes:
  - Strategic Corridors - Hamilton Growth. Ruakura Eastern Transport corridor should be added along with Biking and Micro-mobility strategic corridors and Wairere Drive 4 laning, - Hukanui to Gordonton should be deleted.
  - Climate Change - add Eastern Pathways and Biking and Micro-mobility.

## **8.0 SECTION 6 FUNDING**

- 8.1 Table 6 Other Sources of Revenue (page 77) - HCC considers that developer contributions are part of local share funding. Supplementary funding may arise through financial contributions or mitigation works.
- 8.2 Provincial Growth Fund - HCC request that the description of 'Ruakura Spine Road' be changed to 'Ruakura Spine Road (Stage 1 connection to Expressway)'.
- 8.3 HCC note that Figure 22 - 10 Year Forecast activity class will need to be updated following updates of projects and funding included in Appendix 6.

## **9.0 APPENDIX 6 AND 7**

- 9.1 HCC note that there have been a number of changes to the Hamilton City programmes and projects included in the draft RLTP 2021 in both Appendix 6 - Transport Activity Class tables and Appendix 7 - Significant Transport Activities table.

- 9.2 While some changes are specifically included within this submission, it is noted that HCC officers will continue working with WRC staff on updates and corrections to the projects included in the draft RLTP 2021 to align with Hamilton City Council's emerging 2021-31 Long Term Plan.
- 9.3 HCC note that the Ruakura Eastern Transport Corridor is included in the Significant Transport Activities table (Appendix 7, page 126), but not included in Table 5 New and Improved Infrastructure for Local Roads.
- 9.4 HCC requests that Appendix 7 be reformatted to reflect projects with Activity Class tables (similar to Appendix 6) so that there is greater visibility of the programmes/projects within each of the Activity areas and there is better reflection of the relative priority of each of the programmes/projects in the Significant Activities.

## 10.0 FURTHER INFORMATION AND HEARINGS

- 10.1 Should the Waikato Regional Council require clarification of Hamilton City Council's submission, or additional information, please contact **Robyn Denton** (Network Operations and Use Team Leader, City Transportation) on 07 838 6910 or 021 971 127, email [robyn.denton@hcc.govt.nz](mailto:robyn.denton@hcc.govt.nz) in the first instance.
- 10.2 Hamilton City Council **would like to speak** in support of this submission at the hearings scheduled for Friday 16 April and Monday 19 April 2021.

Yours faithfully

**Richard Briggs**  
**CHIEF EXECUTIVE**



OFFICE OF THE MAYOR  
HAMILTON

22 December 2020

Hon. Michael Wood, Minister of Transport  
Hon. David Parker, Minister for the Environment  
Hon. James Shaw, Minister for Climate Change  
Hon. Grant Robertson, Minister of Finance

Dear Ministers

#### **Land Transport Policy and Programme Investment**

### **The risk of an opportunity lost**

Recent shifts in government transport policy and the role it plays in addressing the critical need to look after our environment have been welcomed by Hamilton City Council. The climate change emergency declaration is a clear signal to all New Zealanders that we require strong, effective and committed action, with immediacy, if we are to ensure a sustainable future for all.

Against this backdrop, we are concerned the Waka Kotahi Investment Proposal 2021-31 for the state highway network is a missed opportunity for government and councils to work together to create transformation change with tangible and early benefits for our people.

We have an opportunity now to present a strong and decisive public sector approach to cut transport emissions, drive progress toward carbon-neutrality and set a standard as a call to action for the private sector.

**Hamilton City Council can deliver a formal pilot scheme to progress carbon neutrality. We can partner with government and address climate change through a transformative transportation approach, right now. Successful implementation of this initiative will provide a proven model for nationwide delivery.**

Hamilton City Council is ready, willing and able to turn policy into action. We're already making progress. But we need a government funding approach which is more responsive and agile, more attuned to our environmental needs and one which better reflects the urgency expressed through the government's recent announcements.

Council believes the Investment Proposal in its current form will not contribute significantly to tackling climate change, despite this being one of the 4 Strategic Priorities of GPS 2021. We recognise, and hope, the Investment Proposal may have been constructed differently if its timing followed the governments declaration of a climate emergency.

But opportunities do not have to be lost.

Telephone +64 7 838 6976

Email [paula.southgate@council.hcc.govt.nz](mailto:paula.southgate@council.hcc.govt.nz)

Postal Address Private Bag 3010, Hamilton 3240, New Zealand



## Hamilton can deliver early wins

Government has indicated that it requires the public sector to achieve carbon neutrality by 2025. The public sector will underpin a national transformation by 2050. Cutting emissions from transport is clearly one of the more significant steps to achieving the 2050 goals.

Recent work by Council indicates 62% of our city's carbon emissions are from land transport and of these 83% are generated from our roading network. The climate emergency declaration emphasises bold action is required. Significant transport investment is critical.

Hamilton offers a high-growth metro with a unique opportunity to deliver a paradigm shift in how we interact with our transport system. We have been actively and consistently presenting these views for some time. We believe the opportunity to work with government through our already-developed stimulus mode shift programme still exists and can be confirmed alongside our 2021-31 Long Term Plan development. If the opportunity is not seized now, it may be lost for another three years until the next Long-Term Plan.

## A radical shift – and it's ready to go

In the past 18 months Hamilton has worked with our Future Proof partners and government ministers and agencies on the Hamilton to Auckland Corridor study and, more specifically, the Hamilton-Waikato Metro Spatial Plan. One of the key transformational moves identified in the Hamilton-Waikato Metro Spatial Plan is:

*"A radical transport shift - a multi-modal transport network connecting the metro area and facilitating a radical shift to using public transport through the establishment of a rapid and frequent public transport network shaped around where and how communities will grow".*

During COVID-19, the Future Proof partners presented to government an initiative called the Hamilton Mode Shift Programme; 20 Minute City as a transformational shovel ready stimulus project.

This is a transformational programme of initiatives to achieve mode shift, which is ready to be rolled out and provides an opportunity to make a difference by transformation rather than by taking an incremental approach which never gets ahead of the problem.

We have window of time to partner with government and its agencies to deliver this programme now, giving effect to the aspirations of government, our Council and our communities.

Hamilton, and government, can provide an international example of how we can tackle our generation's greatest challenge. We can show what happens when central and local government partner with a commitment to urgent and effective action. We welcome the opportunity to discuss how this could be achieved together.

Yours sincerely



Paula Southgate  
**Mayor of Hamilton**

Page 2

Telephone +64 7 838 6976

Email [paula.southgate@council.hcc.govt.nz](mailto:paula.southgate@council.hcc.govt.nz)

Postal Address Private Bag 3010, Hamilton 3240, New Zealand

## For reference: a consistent approach to partnership

In recent times Hamilton has had the opportunity to submit to key transport policy documents. In February 2020, we submitted to Arataki; Waka Kotahi 2021-2031 10-Year view of the land transport system. Our key submission points were:

- Council welcomed the recognition of the Hamilton to Auckland Corridor project, the emerging Hamilton-Waikato Metro Spatial Plan and the importance of Hamilton as a major metropolitan area.
- Council welcomed the opportunity to work with Waka Kotahi to develop a Mode Shift Plan for Hamilton (which is now complete).
- Council requested Waka Kotahi to recognise Hamilton as a focus area for transforming urban mobility under the section on “tackling climate change”, given that the Arataki summary identified the Waikato as having the second highest carbon emission profile in the country, with NIWA reports identifying Hamilton’s transport infrastructure as a significant contributor.

In May 2020, we submitted to the Draft GPS 2021. Our key submission points were:

- We requested government to commit to key programmes and projects emerging from the Hamilton to Auckland Corridor initiative, which will shape Hamilton’s urban form, make shared and active modes more attractive and influence travel demand and transport choice.
- Council expressed concern that the amount of funding signalled in the draft GPS for walking and cycling was inadequate and did not align with the strategic direction of the draft GPS.
- We noted that increasing the funding assistance rates for walking and cycling improvements would both encourage and assist cities in mode shift.
- We further noted that without a step-change in the way the transport budget is allocated, it is unlikely that cities such as Hamilton will be able to achieve significant mode shift.



WHAT WORK WE'RE PROPOSING FOR THE WAIKATO REGION

NGĀ MAHI E TŪTOHUTIA ANA MŌ TE ROHE O WAIKATO

This map shows some of the key transport projects that we are asking the Government to fund over the next three years.

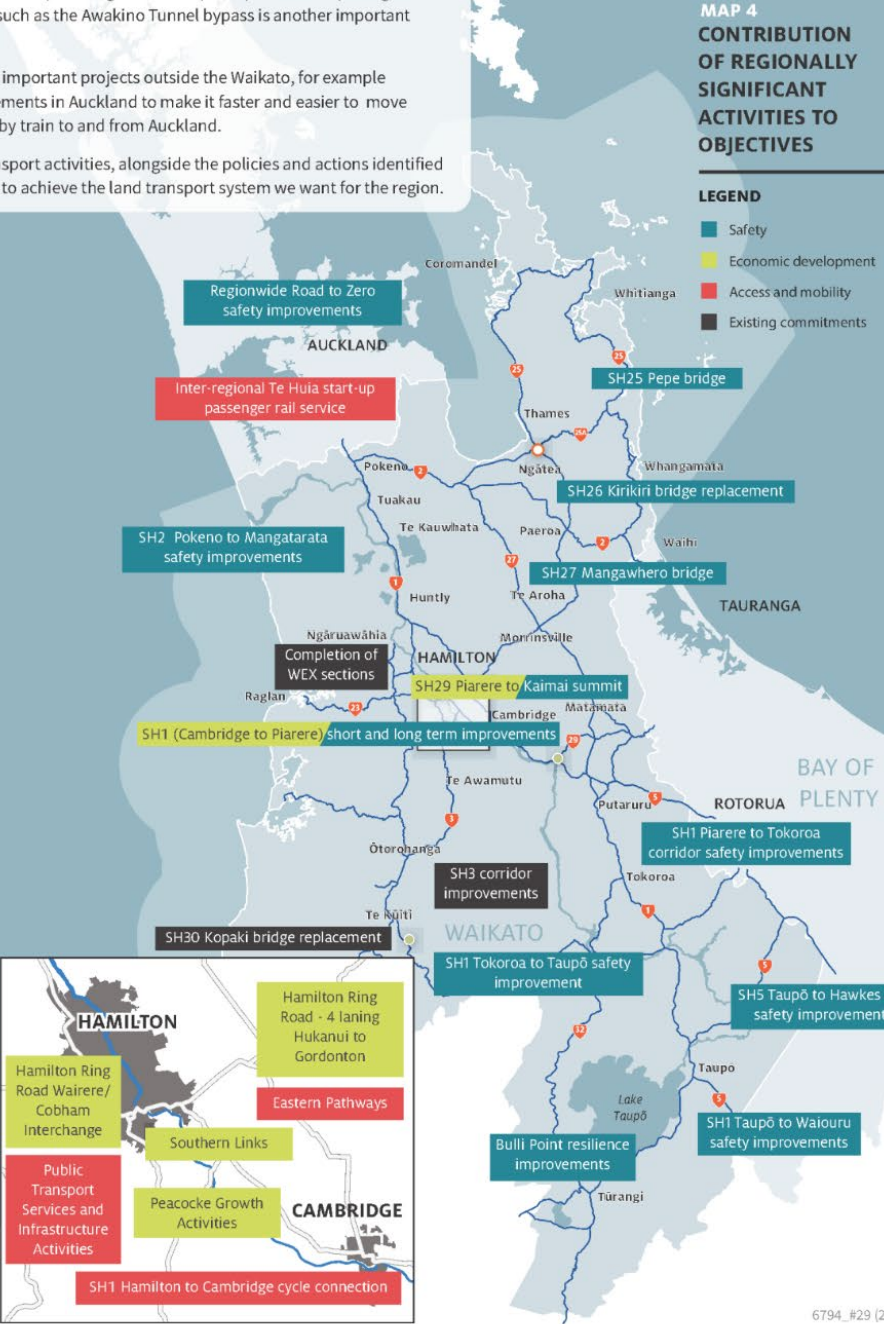
Completing the Waikato Expressway and extending the Expressway from Cambridge to the SH1/29 intersection at Piarere is a key priority, recognising the regional and national economic and safety benefits that this will bring.

Both regionwide and targeted Road to Zero safety improvements are also a priority that will make Waikato roads safer.

Other priorities include the Te Huia start up passenger rail service between Auckland and Hamilton, transport projects to enable the Peacocke area in Hamilton to develop, and improvements to roads and cycleways within Hamilton and other towns to support growth and provide greater transport options. Completing improvements on SH3 such as the Awakino Tunnel bypass is another important project for the region.

The RLTP also supports important projects outside the Waikato, for example supporting rail improvements in Auckland to make it faster and easier to move freight and passengers by train to and from Auckland.

This programme of transport activities, alongside the policies and actions identified in the RLTP, will help us to achieve the land transport system we want for the region.



DRAFT 2021-2051  
WAIKATO REGIONAL  
LAND TRANSPORT PLAN

TUHINGA TAUIRA MAHERE WAKA Ā-ROHE O  
WAIKATO 2021-2051

WE'RE UPDATING OUR PLAN  
KEI TE WHAKAHOU MĀTOU I TE MAHERE

The Waikato is in the heart of the upper North Island economic and transport system. Our road and rail corridors are used to connect urban centres and to move freight to and from the Ports of Auckland and Tauranga, Waikato inland ports and logistics hubs and through the rest of the North Island. And, of course, our land transport system is used by the people of the Waikato in their everyday life, whether they're getting from A to B by car, public transport, foot or bike.

The Waikato Regional Land Transport Plan (RLTP) sets out how we want to see our land transport system developed over the next 30 years. It was last updated in 2018, but a lot has changed since then. We are continuing to see rapid growth and development in parts of the region, particularly around Hamilton and the corridor to Auckland (Futureproof sub-region). This is putting pressure on our transport networks requiring us to think about how we provide for growth in our cities. We are still seeing an unacceptable number of road deaths and serious injuries throughout the region, that must be addressed. Over the past three years there has been a lot of planning looking at how to improve land use and transport options for our people and communities. There is also a stronger emphasis on our climate change responsibilities and how to steer us towards a low carbon transport system.

RLTPs are developed every three years. A draft RLTP, prepared by the Waikato Regional Transport Committee – comprising elected members from the region's district, city and regional councils, Waka Kotahi NZ Transport Agency and the NZ Police – is now out for consultation. The draft RLTP outlines the key issues the Regional Transport Committee wants to focus on. The plan also sets out the region's objectives and priorities for land transport, and the significant transport improvement activities that we are asking central government to invest in.

HAVE YOUR SAY!  
HOMAI ŌU WHAKAARO

We want your feedback on the draft RLTP, so please take the time to make a submission. You can read the draft RLTP and make your submission online at [waikatoregion.govt.nz/RLTPconsultation](https://waikatoregion.govt.nz/RLTPconsultation) or via email at [transport@waikatoregion.govt.nz](mailto:transport@waikatoregion.govt.nz)

Don't have access to a computer or internet? Copies of the draft RLTP are available at libraries and councils across the region. You can post your submission to: Transport and Infrastructure, Freepost 118509, Waikato Regional Council, Private Bag 3038, Waikato Mail Centre, Hamilton 3240.

What we'd like your views on:

- Do you agree with the high-level vision and objectives for land transport in the Waikato region?
- Have we adequately identified the most pressing transport issues the region is facing over the next 3-10 years?
- Do we have our strategic land transport priorities right?
- Will the strategic policy templates in section 4 of the RLTP deliver on our vision and objectives?
- Do our prioritised significant transport activities reflect our strategic transport priorities and outcomes we are seeking for land transport in the Waikato region?

Submissions close at 11:59pm on 21 March 2021



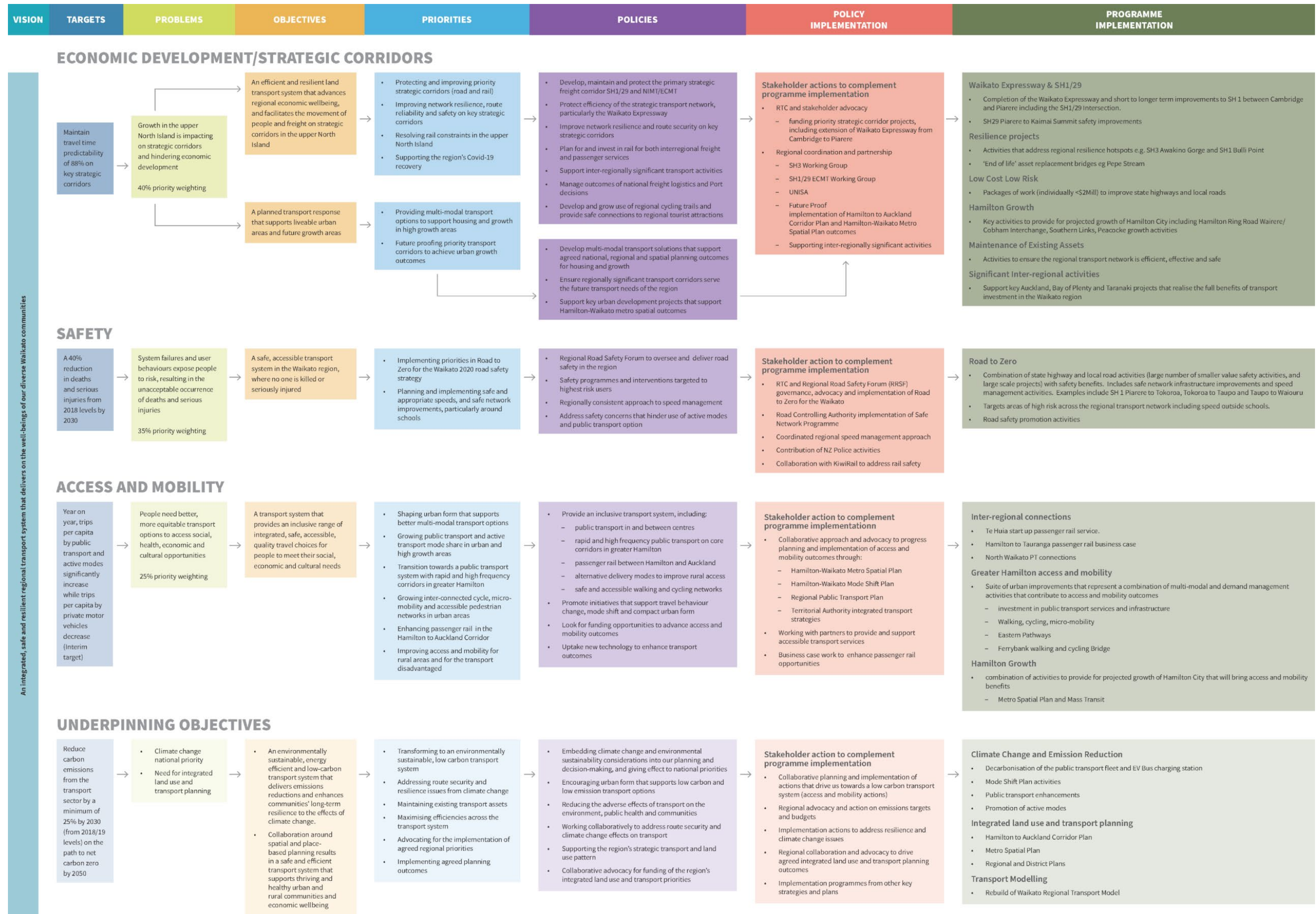
HE TAIAO MAURIORA    HEALTHY ENVIRONMENT    For more information call Waikato Regional Council on 0800 800 401 or visit [waikatoregion.govt.nz](https://waikatoregion.govt.nz)

HE ŌHANGA PAKARI    STRONG ECONOMY

HE HAPORI HIHIRI    VIBRANT COMMUNITIES    March 2021 (6794)







# Council Report

Item 8

**Committee:** Strategic Growth Committee      **Date:** 30 March 2021  
**Author:** Amy Trigg      **Authoriser:** Jen Baird  
**Position:** Senior Policy Analyst      **Position:** General Manager City Growth  
**Report Name:** Draft Housing Strategy and Action Plan

<b>Report Status</b>	Open
----------------------	------

## Purpose - *Take*

1. To inform the Strategic Growth Committee on the development of the Housing Strategy and Action Plan.
2. To seek approval from the Strategic Growth Committee of the draft Housing Strategy and the draft Action Plan.

## Staff Recommendation - *Tuutohu-aa-kaimahi*

3. That the Strategic Growth Committee:
  - a) receives the report; and
  - b) approves the Draft Housing Strategy and the Draft Action Plan.

## Executive Summary - *Whakaraapopototanga matua*

4. In August 2020, the Strategic Growth Committee resolved to develop a Hamilton City Council Housing Strategy and Action Plan that would address a broader range of housing issues. A working group consisting of staff, Elected Members and Maangai Maaori was established to work with staff to develop the strategy.
5. The main components of the draft Housing Strategy are a vision and four goals, which focus on increasing the number of Hamiltonians living in a decent home that is that is warm, safe, dry, affordable and meets their diverse needs.
6. The vision and goals provide a framework and focus for Council, and a specific mandate for change that focuses on improving homes in the community across a wider range of housing outcomes that the Council has traditionally addressed.
7. The action plan captures the priority programmes of work the Council will deliver to begin to improve housing outcomes in Hamilton Kirikiriroa. The action plan will be regularly reported on and updated with new initiatives.
8. Some of the key actions identified are:
  - Work to incorporate the outcomes identified in the strategy as part of the Council's programme of work to amend the District Plan.
  - Collaboration with Kāinga Ora and the Ministry of Housing and Urban Development to deliver more social housing in a way that support communities, with an immediate focus around Enderley.

- Improved collaboration and support of the community housing sector including Community Housing Providers and iwi/Māori housing providers.
  - Opportunity to leverage the Council's Municipal Endowment fund for housing projects.
  - Scoping of the use of tools such as inclusionary zoning, and a review of subsidies, waivers and other fees to support the outcomes of the strategy.
9. Staff recommend that the draft Housing Strategy and Action Plan be approved.
  10. Staff consider the decisions in this report have medium significance and that the recommendations comply with the Council's legal requirements.

### **Background - *Koorero whaimaarama***

11. Currently the Council has no overarching strategy for housing in Hamilton. Strategic planning documents such as the Hamilton Urban Growth Strategy (HUGS) and the Metropolitan Spatial Plan (MSP) reference the distribution of growth and urban form of housing across the city, but do not directly consider housing outcomes such as affordability, quality and accessibility.
12. An Elected Member briefing on housing in May 2020 highlighted the Council's current tools in the housing discussion and sought feedback on the content of a future Council housing strategy.
13. At the 20 August 2020 Strategic Growth Committee meeting ([Agenda](#), [Minutes](#)) Elected Members approved the development of a housing strategy and action plan.
14. The Committee delegated a working group consisting of Deputy Mayor Taylor, Cr Thomson, Cr van Oosten, Cr Wilson and Cr O'Leary to work with staff to develop the strategy. Maangai Te Ua self-nominated to be part of the working group.
15. The working group developed the strategy and action plan through a series of workshops from September 2020 to February 2021.
16. In September 2020, the working group initiated the development of the Housing Strategy and Action Plan. The development of the strategy included a number of touch points with targeted stakeholders, including the Waikato Housing Initiative (WHI) and Te Ngaawhaa Whakatupu Ake Committee.
17. The working group agreed to align the strategy on a page with the strategy developed by the WHI. The WHI strategy aligns well with the topics Elected Members identified as important to address in a housing strategy and is consistent and aligned with other New Zealand housing strategies.
18. An Elected Member drop-in session was held on 13 November 2020 and an Elected Member briefing on 10 March 2021 to provide the opportunity for wider Elected Member engagement beyond the housing working group.
19. Targeted engagement and feedback has been undertaken in parallel with developing the draft strategy on a page and action plan. This includes a presentation of the draft housing strategy on a page to the WHI on 23 September 2020.
20. Staff also met with Te Ngaawhaa Whakatupu Ake on 30 September 2020 and 10 February 2021 to seek input from the group on the challenges and opportunities for Māori housing.

### **Purpose of the Strategy**

21. The intent of the strategy is to provide a comprehensive vision, goals and outcomes for the city's housing, supported by an action plan to achieve these goals in the short, medium and long term.



22. The development of the housing strategy expands the Council's current consideration of housing issues and articulates a vision for the city's housing in a single, cross-organisational document.
23. The strategy will provide guidance for future housing-related decisions. Projects can be assessed within the framework developed in the strategy and should support the achievement of its outcomes.
24. It also identifies the Council's role in the local and regional housing system, enabling the Council to work more effectively with other stakeholders.
25. The action plan portion of the strategy enables prioritisation and focus on existing and future housing workstreams.

## Discussion - *Matapaki*

### Developing the strategy

26. Staff and the working group undertook the following actions to develop the strategy:
  - Desktop analysis of current information held by Council.
  - Research into international, national and local strategies, research and plans.
  - Workshops with Council staff involved in housing.
  - Engagement with Te Ngaawhaa Whakatupu Ake Hui.
  - Discussions with key housing providers and community groups.
  - Data collation and interpretation from community engagement – Shape Your Future City.
  - Workshop with the Waikato Housing Initiative.

### Housing Strategy

27. The draft Housing Strategy (**Attachment 1**) sets a vision - 'Every person in Hamilton Kirikiriroa is well-housed, living in sustainable, flourishing and connected communities'.
28. The term 'well-housed' commonly refers to the dimensions of the [UN human rights to adequate housing](#), one of New Zealand's human rights obligations. Well-housed means timely access to housing that is accessible, affordable, habitable, culturally adequate, appropriately located and with security of tenure.
29. This vision therefore recognises that all Hamiltonians should have timely access to housing that meets these standards. It sets the scene for the goals, outcomes and actions of the strategy.
30. It directly aligns with the Waikato Housing Initiative strategy and it is also consistent with early information staff have received on central government's Government Policy Statement on Housing and Urban Development (GPS-HUD), which takes a human rights approach to housing and contains a similar vision. The GPS-HUD will communicate the government's long-term vision for the housing and urban development system. It will be published by October 2021.
31. The strategy contains four goals, each of which addresses different aspects of the dimensions of well-housed outlined above.

### Action Plan

32. In order to implement the strategy, a draft action plan has been developed by the working group (see **Attachment 2**).
33. The plan identifies 11 key actions Council can take to advance us towards each of the goals. They are a combination of activities that are new to Council, as well as extensions of our existing work programmes.

- 34. Actions in the plan are aligned with one main goal but in most cases contribute to more than one of the four goals.
- 35. It is intended that the action plan will be updated as required when actions are completed, and new actions are identified.

#### **Strategy and Action Plan Implementation**

- 36. The Draft Action Plan identifies an initial 11 key actions to be completed over the next three years.
- 37. Responsibility for the implementation, reporting and reviewing of the strategy and action plan will reside jointly with the City Growth and Community groups.
- 38. Responsibility for actions will reside with the relevant business units and their implementation will be embedded across the organisation.
- 39. Staff propose that update reports on the progress of each action be reported to the Strategic Growth Committee on a bi-annual basis.
- 40. The update report will provide a summary of progress in implementing each action. When actions are completed an assessment of their findings and or impact will be reported to the Committee, along with proposed next steps.

#### **Options**

- 41. **Option 1:** To approve the strategy and action plan.
- 42. **Option 2:** Not approve the strategy or action plan.
- 43. If these are not approved, the Council will continue to lack an agreed strategic direction for housing outcomes. This may also result in missed opportunities to expand the focus of housing beyond our current roles. Additionally, given the national profile of the housing sector, there is some community expectation that the Council will increase its work programme to address housing need. There is therefore a degree of reputational risk for the Council if the strategy and action plan are not approved.
- 44. Staff recommend **Option 1** the draft Housing Strategy and Action Plan be approved.

#### **Financial Considerations - *Whaiwhakaaro Puutea***

- 45. The development of the strategy and action plan was funded from existing operational budgets. There is a small external cost to complete the graphic design of the strategy and action plan.
- 46. The draft Action Plan as shown in **Attachment 2** will be funded from operational budgets under the 2021-31 LTP.

#### **Legal and Policy Considerations - *Whaiwhakaaro-aa-ture***

- 47. Staff confirm that the approval of the strategy and the action plan complies with the Council's legal and policy requirements.

#### **Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga***

- 48. The purpose of Local Government changed on the 14 May 2019 to include promotion of the social, economic, environmental and cultural wellbeing of communities in the present and for the future ('the 4 wellbeings').
- 49. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report as outlined below.



50. The recommendations set out in this report are consistent with that purpose.

### **Social**

51. Housing is both an important determinant of the standard of living and a significant portion of household budgets. Individuals and families experiencing housing stress spend significant time addressing immediate needs, rather than investing their time and energy into the local community.
52. As well as being important for individuals, housing is an important component of communities and directly affects key aspects such as education, health, the strength of community networks, safety and connectedness.
53. The housing strategy and action plan specifically targets improving housing outcomes for Hamiltonians (such as reducing housing stress).
54. Social wellbeing will therefore be improved overall by reducing household stress, and specifically through the delivery of housing that supports connected communities and better placemaking across the city and in areas of high-need targeted by Kāinga Ora and MHUD for redevelopment.

### **Economic**

55. Housing affordability is a significant issue in the Waikato, with Hamilton being the third least affordable housing market in New Zealand, behind Auckland and Tauranga. Housing costs are often a significant portion of household spending, with 30% of income spent on housing viewed as one threshold for affordability.
56. Addressing housing affordability in a housing strategy will improve the Council's ability to target this issue. Increasing the affordability of housing in Hamilton will have a significant positive effect on housing costs, which are a significant portion of household's budgets.
57. Enabling a greater range of housing in urban areas through changes to the District Plan, as well as providing greater support for the community housing sector are ways that the strategy supports an increase in affordable housing.

### **Environmental**

58. Several of the Council-recommended objectives would encourage and facilitate an increase in sustainable housing in Hamilton, for example a specific focus on healthy sustainable homes. Intensification also typically enables walkability and encourages public transport use.

### **Cultural**

59. The draft Housing Strategy and Action Plan supports the outcomes and aspirations of the draft He Pou Manawa Ora – Pillars of Wellbeing strategy and Te Maihi o te Whare Māori – the Māori and Iwi Housing Innovation Framework for Action (MAIHI).
60. Staff will continue to work with Waikato-Tainui, Te Rūnanga Ō Kirikiriroa and mana whenua to better understand and define papakaainga and whenua Māori in the urban context of Kirikiriroa.
61. It is acknowledged that Māori are over-represented in negative social statistics. An example of this is that Māori represent approximately 20% of the Waikato population, but 46% of MSD's social housing waiting list and approximately 60% of Hamilton Christian Night Shelter guests. Further, Māori and Pacific peoples have lower household ownership relative to the general population.
62. Regarding the link between housing and health, the Waikato DHB notes in its [2019 Housing Position Statement](#):

*“The high cost of housing is leading to household crowding, increased risk of infectious disease transmission, and increased rates of homelessness... In particular, we acknowledge the effects that pressures on housing can have on Māori and other groups at higher risk of poor and inequitable health outcomes. These groups are likely to have higher negative health impacts related to housing e.g. higher rates of rheumatic fever. This could be in part due to Māori being more commonly affected by issues related to housing insecurity and overcrowding.”*

63. A focus on enabling housing that is culturally appropriate is incorporated into the strategy, as well as better understanding the demand for housing by Māori. Increasing support for iwi / Māori housing providers and supporting central government with its Public Housing Plan will also support better housing outcomes for Māori.

#### **Risks - *Tuuraru***

64. If the strategy and action plan are not approved, Council will continue to lack an agreed strategic direction for housing outcomes. This may also result in missed opportunities to expand the focus of housing beyond our current roles. Additionally, given the national profile of the housing sector, there is some community expectation that Council will increase its work programme to further address housing need. There is therefore a degree of reputational risk for Council if the strategy and action plan are not approved.

#### **Significance & Engagement Policy - *Kaupapa here whakahira/anganui***

##### **Significance**

65. Staff have considered the key considerations under the Significance and Engagement Policy and have assessed that the recommendation(s) in this report has/have a medium level of significance.

##### **Engagement**

66. Community views and preferences are already known to the Council through a range of avenues including the LTP engagement undertaken from 2019 to April 2020.
67. In addition, targeted engagement with community groups and Te Ngaawhaa Whakatupu Ake has been undertaken in parallel with developing the draft strategy and action plan.
68. While the engagement level is medium, no further engagement is required as this has already been undertaken through the development of the strategy.

#### **Attachments - *Ngaa taapirihanga***

Attachment 1 - Draft Housing Strategy

Attachment 2 - Draft Housing Action Plan







## Contents

**05**

Glossary

**07**

Our vision

**08**

Introduction

**09**

Background

**10**

Strategy on  
a page

**12**

The Housing  
Continuum and  
'well-housed'

**14**

Developing  
the strategy

**16**

How we develop  
our housing

**18**

What our  
homes are like

**20**

What housing  
opportunities are  
provided

**22**

How our  
communities live

**24**

Delivering  
the outcomes

**26**

References





## Glossary

**Cohousing** is characterized by a participatory approach to the design and planning process, non-hierarchical, resident-led management and decision-making, shared facilities and amenities but with all residents having independent unit titles.

**Co-operative housing development** works by rather than residents owning a title to an individual unit, they own a share of the housing co-operative, which allows them to have a legal interest in, and access to the property.

**Community lands trusts** are private, non-profit organizations that acquire land for the purpose of enabling the provision of retained affordable housing. The non-profit trust owns the land and typically leases it for a nominal fee to individuals who own the buildings on the land.

**Lifemark®** is a rating tool that demonstrates how well a home will suit the users' needs over a lifetime. Points are awarded based on how adaptable, safe and useable the home is based on the principles of Universal Design. [www.lifemark.co.nz](http://www.lifemark.co.nz)

**Homefit** is an inspection-based assessment of the health, comfort, energy efficiency and safety of existing homes. [www.nzgbc.org.nz/homefit](http://www.nzgbc.org.nz/homefit)

**Homestar** is a rating tool that measures and rates the performance and environmental impact of new build homes. Homestar considers energy, water, waste, ventilation, health and comfort, and other environmental factors. [www.nzgbc.org.nz/homestar](http://www.nzgbc.org.nz/homestar)

**Papakaainga** refers to a group of homes built on land owned by Maaori, functioning as an intentional 'community'.

**Universal design** is about making buildings accessible to all people of all abilities at any stage of life. It includes people who use wheelchairs or other mobility aids, people with impaired vision and people who are elderly or very young.









**Our vision:**  
**Every person in Hamilton**  
**Kirikiriroa is well-housed,**  
**living in sustainable, flourishing**  
**and connected communities.**

## Introduction

The purpose of this Strategy is to provide a vision and framework for Council to address the housing need in Hamilton Kirikiriroa.

Being a city that's easy to live in and where people thrive is central to our vision for Hamilton Kirikiriroa. A fundamental aspect of this is that Hamiltonians should have access to a decent home that is warm, safe, dry, affordable and meets their diverse needs. As a result, improving housing outcomes for all Hamiltonians is a significant priority for Council.

Being 'well-housed' in a decent home reflects the agreed global status of adequate housing as a human right. It emphasises that a home is more than a house and that values such as whanaungatanga (kinship), kaitiakitanga (stewardship), manaakitanga (respect), dignity, decency, fairness, equality, freedom, wellbeing, safety, participation, partnership, community and responsibility are embodied in the right to a decent home. These values are consistent with Te Ao Māori and the Māori and Iwi Housing Innovation Framework for Action (MAIHI).

The Housing Strategy sets our vision that every person in Hamilton Kirikiriroa is well-housed, living in sustainable, flourishing and connected communities. This is about making sure all Hamiltonians can live in good quality homes that they can afford and that meet their diverse needs.

**Four goals provide a high-level focus for working towards the vision:**

1

**Goal One**

Hamilton Kirikiriroa has a well-functioning housing system.

2

**Goal Two**

Our homes are good quality and protect the health and wellbeing of our people.

3

**Goal Three**

Our homes meet the diverse needs of our communities.

4

**Goal Four**

Our housing system and urban form supports sustainable, resilient and connected communities.

The strategy also provides a framework for our Housing Action Plan. It acknowledges the important role Council plays in the housing eco-system in the drive towards ensuring all Hamiltonians are well-housed.

## Background

Hamilton Kirikiriroa is a vibrant and growing city. As the city grows, so does the attraction of Hamilton Kirikiriroa as place to live, work and raise a family.

While this growth is welcome, it also brings challenges with increased demand for more housing. This leads to upward pressure on rental costs and house prices.

It also means families may be more limited in their housing options, resulting in families living in homes that are not right for them, or that are damp or overcrowded. These effects are felt most keenly by vulnerable households who are pressured in a highly-competitive housing market.

Council is committed to honouring the Principles of Te Tiriti o Waitangi / The Treaty of Waitangi through its relationship with Kīngitanga, Waikato-Tainui, mana whenua and maataa waka within Hamilton Kirikiriroa. This includes addressing housing need for this group and further enabling housing diversity including traditional housing options such as papakaainga.

Looking forward, changes to our population will also need to be supported, such as projected increases in the number of one-person households and increasing diversity in the population. Increased choice and diversity of housing will be needed to meet the needs of our future population.



Rents up  
**26%**  
since 2014 <sup>1</sup>



Housing  
register up  
**150%**  
since 2018 <sup>2</sup>



Public housing  
places  
**3,354** <sup>3</sup>

**229**  
Transitional  
housing places <sup>3</sup>

**3,140**  
Emergency housing  
Special Needs Grants <sup>3</sup>

**10.7%**  
Below the New Zealand  
average for home  
ownership in Hamilton <sup>4</sup>

**21%**  
Māori  
homeownership  
rate in Hamilton <sup>5</sup>

## Strategy on a page







## The housing continuum and 'well-housed'

This Strategy sets a vision for every person in Hamilton Kirikiriroa to be 'well-housed'. This is the idea of all Hamiltonians being able to live in a safe, warm, dry, affordable home that meets their diverse needs.

This aligns with the United Nations Human Right to Adequate Housing<sup>6</sup>. These rights include a framework of seven principles that are used to determine whether people are 'well-housed':

1. Affordable
2. Accessible
3. Habitable
4. Culturally appropriate
5. Appropriately located
6. Security of tenure
7. Availability of services.

The housing ecosystem operates along a continuum from private market housing through to assisted housing and emergency or transitional housing options. This continuum is used to demonstrate the differing needs of housing across a broad scale.

Improving these principles of well-housed across the housing continuum is essential for our vision to be achieved. It will require a partnership approach with the public, private and philanthropic sectors. It will involve working collaboratively with Maaori, the construction and development community, service providers and policy makers.



## Housing Continuum



### Housing Adequacy Framework

Secure, affordable, habitable, accessible, culturally appropriate, location and services.



### Definitions

**Emergency housing:** Temporary accommodation and support subsidies for individuals and families who have an urgent need for accommodation because they have nowhere else to stay or are unable to remain in their usual place of residence. Includes temporary overnight accommodation and short term stays of approximately 12 weeks.

**Social housing:** Subsidised rental accommodation combined with support services appropriate to household needs. Rents usually funded by the Income Related Rent Subsidy.

**Assisted rental:** Subsidised rental accommodation. Rents usually partially funded by the Accommodation Supplement and/or at below market rent levels.

**Assisted ownership:** Household income-related pathways to home ownership. Subsidies include rent-to-buy, affordable equity and shared ownership.

**Private rental:** Rentals on the private market.

**Private ownership:** Properties purchased in the private market.

## Developing the Strategy

To ensure we've developed a strategy that focuses on the right things for Hamiltonians, we've drawn on a number of sources of information and tested ideas with a range of people and organisations within the community.

We established a working group of Elected Members and Maangai Maaori when we started developing The Housing Strategy to provide leadership and shape its development.

Early in the development of this Strategy we decided to align with the Waikato Housing Initiative (WHI). The WHI is a working group of regional stakeholders that work across the housing continuum with an aim to lead, connect and facilitate the delivery of affordable, quality and accessible homes in the Waikato.

This ensures our strategy and actions are consistent with our regional partners while still enabling us to focus on the areas where we have the most impact to collaborate, lead and facilitate.

### Engagement and process

- Desktop analysis of current information held by Council.
- Research into international, national and local strategies, research and plans.
- Workshops with Council staff involved in housing.
- Engagement with Te Ngaawhaa Whakatupu Ake Hui.
- Discussions with key housing providers and community groups.
- Community engagement - Shape Your Future City.
- Workshop with the Waikato Housing Initiative.
- Engagement with Elected Members and Maangai Maaori through the establishment of a housing working group.





You told us having an affordable city is important with options for renters and home owners and social housing for the community.

Shape Your Future City - feedback on wellbeing

Safe

Easy  
to get  
around

Affordable  
to live in

Healthy

Sustainable



Goals and  
outcomes

# Hamilton Kirikiriroa has a well-functioning housing system

How we develop our housing

### Outcomes:

- Council is responsive to the housing need in Hamilton Kirikiriroa.
- More availability and choice of housing.
- More affordable homes.

### Overview

Our housing system is under pressure. As demand continues to increase we need to work together to ensure growth is well-planned for and we have enough housing to meet the needs of our population.

This goal focuses on our core regulatory functions for housing that have a direct influence on the development potential for land, as well as the types of houses that are developed. It also focuses on our ability to collaborate and advocate for legislative change at a national level.

### Things Council is already doing:

We are already undertaking a range of activities to ensure Hamilton Kirikiriroa has a well-functioning housing system. Some examples are:

- Leading the establishment of the Waikato Community Lands Trust including committing \$2 million to support the initial acquisition of land.
- Responding to the new National Policy Statement - Urban Development direction, which requires us to ensure our plan makes room for growth both 'up' and 'out'.
- Actively participating in a range of regional and national working groups including the Waikato Housing Initiative and Local Government New Zealand.

### Key actions

We have identified the following key actions:

- ✓ **Action 1:** investigate the use of the Municipal Endowment Fund (MEF) for housing projects. These could be delivered in partnership with other public or private entities.
- ✓ **Action 2:** develop a housing advocacy plan.
- ✓ **Action 3:** undertake changes to the District Plan in parallel with National Policy Statement - Urban Development intensification changes. Changes will include investigation to as to how the District Plan can best achieve the outcomes identified in this Strategy.
- ✓ **Action 4:** enhance strategic partnership and investigate support of the Waikato Community Lands Trust.
- ✓ **Action 5:** Undertake a report examining the potential to introduce inclusionary zoning policies to the District Plan.

**See the Housing Action Plan for more detail on the actions.**

2

Goals and outcomes

**Our homes are good quality and protect the health and wellbeing of our people**

What our homes are like

### Outcomes:

- More homes are safe, secure and resilient.
- More homes are warm, dry and energy efficient.
- More homes are environmentally sustainable.

### Overview

Good quality housing is a vital element to ensure our residents can live well and contribute positively to the community. This goal is strongly linked with ensuring our residents are healthy and that we continue to become a more sustainable city.

This will be achieved through collaboration with our partners and education in the community to ensure both new and existing homes are safer, warmer, drier and more environmentally sustainable.

### Things Council is already doing:

We have several existing initiatives that focus primarily on improving our resource use and encouraging adoption of sustainable products. These include:

- Smart Water and Fight the Landfill programmes to reduce our community's water usage and reduce waste.
- Fee waivers on building consents for solar and retrofit insulation.
- Achieving acceptance into the Green Star - Communities programme for Peacocke.

### Key actions

We have identified the following key actions:

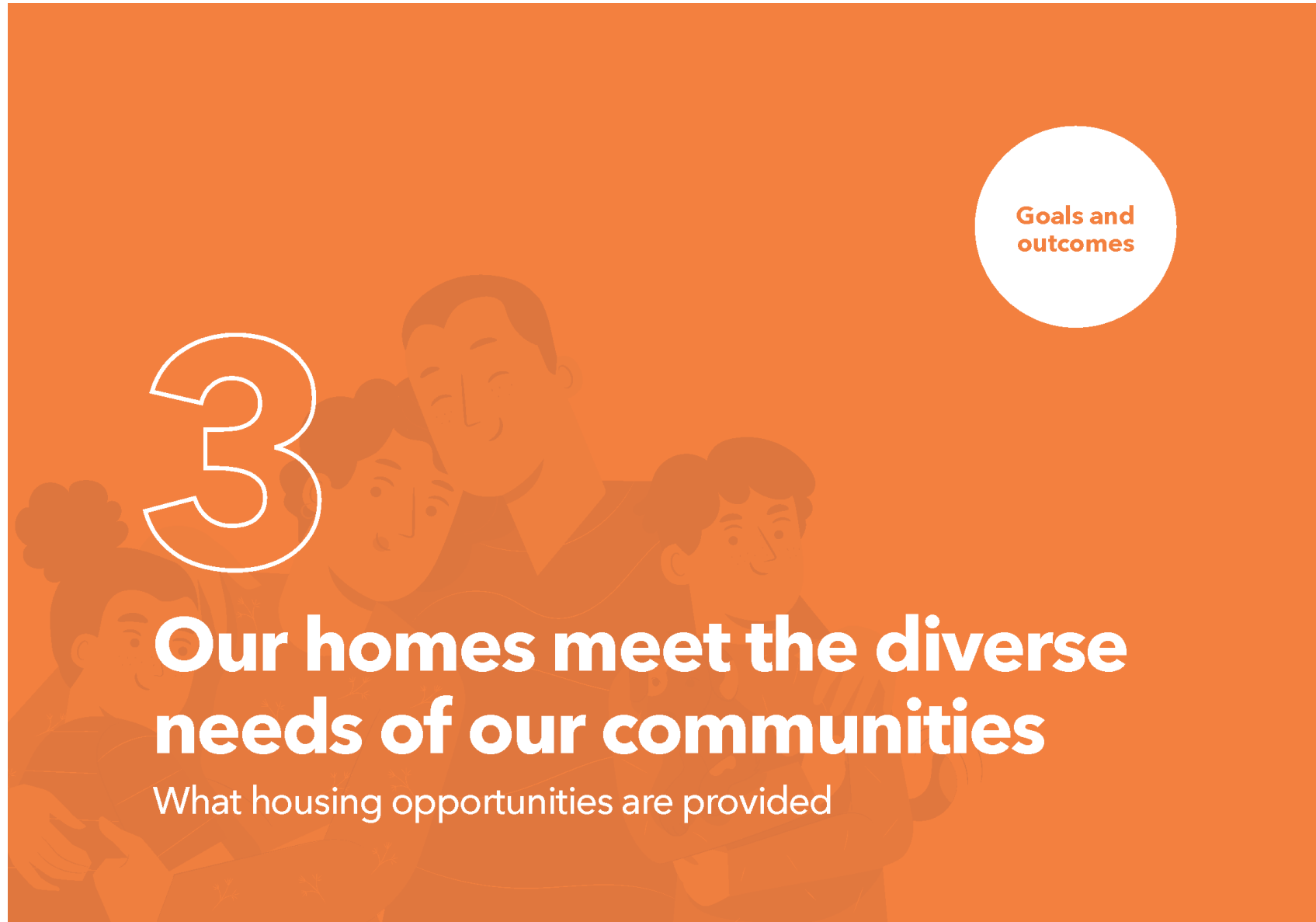


**Action 6:** investigate integration of certifications such as Lifemark and Homestar / Homefit into LIM Reports.



**Action 7:** investigate existing community education programmes to determine Council's role and where we can complement existing activities, e.g. Go Eco - Home Performance Analysis, Waikato DHB Whare Ora.

**See the Housing Action Plan for more detail on the actions.**



Goals and  
outcomes

3

**Our homes meet the diverse  
needs of our communities**

What housing opportunities are provided

## Outcomes:

- More Hamiltonians can access and sustain a home.
- More homes are universally designed.
- More homes are culturally appropriate.

## Overview

We recognise we have a specific obligation to achieve the economic, environmental, cultural and social aspirations of Maaori in Hamilton Kirikiriroa. This includes addressing the housing needs for Maaori and further enabling housing diversity, including traditional housing options such as papakaainga.

In addition, we need to understand the needs of different segments of the population and ensure our housing system enables all groups to access housing that meets their needs. These include:

- The housing need of the diverse cultures of Hamilton Kirikiriroa.
- Small, large and multi-generational families.
- The aged and youth.
- Migrants and refugees.
- People with disabilities.

As a planning authority and regulator, our District Plan, consenting processes, fees and incentives can encourage and enable developments which meet these needs and support the wellbeing of our communities.

We are committed to working with Maaori and other groups to develop solutions that address their housing needs.

## Things Council is already doing:

We actively engage with our communities to understand their housing needs and wellbeing.

- Our community grants programme supports community organisations addressing homelessness and emergency accommodation provision.
- We offer rates reductions in addition to the Government rebate, where additional financial assistance is required.
- We are examining the housing need for Maaori in Hamilton Kirikiriroa as part of a broader analysis of housing demand for the National Policy Statement - Urban Development.

## Key actions

We have identified the following key actions:



### Action 8:

increase support for the community housing sector, including iwi/Maaori housing providers, throughout the consents process.



### Action 9:

investigate subsidies, waivers and other fee reductions we could adopt to support the outcomes of the strategy including universal design, sustainability, affordability and culturally appropriate housing.

**See the Housing Action Plan for more detail on the actions.**

4

Goals and  
outcomes

# Our housing system and urban form supports sustainable, resilient and connected communities

How our communities live



### Outcomes:

- Housing supports connected communities and better placemaking.
- Housing is appropriately located and supports the wellbeing of our communities.

### Overview

Housing is key to encouraging a sense of connection and social inclusion within and across diverse communities.

Enabling the right social infrastructure and ensuring communities are developed in a way that encourages these connections between people, places, urban form and nature is essential to developing sustainable, resilient and connected communities.

### Things Council is already doing:

- Our Urban Design Advisory Panel provides free, professional and independent advice on proposed projects.
- The Peacocke growth cell is being developed using a place-based approach to deliver communities. We have expanded our focus to develop for the future community including providing for parks, community amenities and working closely with the Ministry of Education.
- The Hamilton Urban Growth Strategy and Hamilton-Waikato Metropolitan Spatial Plan set out how and where Hamilton Kirikiriroa and the neighbouring communities within Waipā and Waikato districts should grow, develop and move around long-term to ensure social, economic and environmental prosperity.
- The implementation of our community policies, strategies, and plans such as; the Disability Policy, Welcoming Communities, Hamilton Age Friendly Plan, Community Facilities Strategy, and Nature in the City 2020-2050 strategy, enhance our social infrastructure and community approach to growth and urban regeneration.

### Key actions

We have identified the following key actions:



**Action 10:** develop a precinct plan for Enderley in partnership with Kāinga Ora.



**Action 11:** collaborate with the Ministry of Housing and Urban Development and Kāinga Ora to assist with the delivery and implementation of central Government's Public Housing Plan 2021-2024.

**See the Housing Action Plan for more detail on the actions.**

## Delivering the outcomes: next steps

The Housing Strategy provides a vision of how housing need can be addressed holistically to ensure all Hamiltonians are well-housed.

Achieving the vision in this Strategy will take significant effort and collaboration from the private, public and philanthropic sectors as no group can improve housing outcomes in isolation.

The Strategy identifies the important role Council plays in the housing eco-system, in the drive towards ensuring all Hamiltonians are well-housed.

Council is committed to partnering with Maaori, the housing and development sector, our community stakeholders and our partners in central and local government to develop solutions that shift us towards the achieving our vision for housing in Hamilton Kirikiriroa.

### Implementing an Action Plan

To achieve our vision and goals for housing we have developed a Housing Action Plan.

The Plan identifies the key strategic moves we are taking to advance us towards each of the goals. They are a combination of activities that are new to us, as well as extensions of our existing work programmes.

Projects in the plan are aligned with one main goal but in most cases contribute to more than one of the four goals.

### Update and review

A review of the Strategy will take place after three years. The review will provide the opportunity to refresh our direction considering the significant legislative change planned for the next several years including reform of the Resource Management Act 1991 (RMA).

The Housing Action Plan will be updated as current projects are delivered and new projects developed.

The Housing Strategy and current version of the Action Plan are also available on the Council's website at: [hamilton.govt.nz](http://hamilton.govt.nz)



## References

1. Ministry of Housing and Urban Development. (accessed March 2021). *Urban development dashboard*.  
<https://huddashboards.shinyapps.io/urban-development/>
2. Ministry of Social Development. (December 2020). *Housing Register*.  
<https://www.msd.govt.nz/documents/about-msd-and-our-work/publications-resources/statistics/housing/2020/housing-register-december-2020.xlsx>
3. Ministry of Housing and Urban Development. (December 2020). *Public Housing in Waikato Region*.  
<https://www.hud.govt.nz/assets/Community-and-Public-Housing/Follow-our-progress/Regional-Dashboards-2020/December-2020/Housing-regional-Factsheets-December-2020-Waikato-Web.pdf>
4. Statistics New Zealand. (accessed March 2021). *2018 Census place summaries - Hamilton City*.  
<https://www.stats.govt.nz/tools/2018-census-place-summaries/hamilton-city>
5. Statistics NZ. (accessed March 2021). *Individual home ownership and ethnic group*.  
<http://nzdotstat.stats.govt.nz/wbos/Index.aspx>
6. New Zealand Human Rights Commission. (2017). *The human right to adequate housing in New Zealand*.  
[https://www.hrc.co.nz/files/4215/1363/5639/2017\\_07\\_25\\_-\\_Right\\_to\\_housing\\_flyer\\_-\\_updated.pdf](https://www.hrc.co.nz/files/4215/1363/5639/2017_07_25_-_Right_to_housing_flyer_-_updated.pdf)







Hamilton City Council  
Garden Place, Private Bag 3010, Hamilton

 /HamiltonCityCouncil

 @hamiltoncitycouncil

 07 838 6699

[hamilton.govt.nz](https://www.hamilton.govt.nz)

# Housing Action Plan

The purpose of the Housing Strategy is to provide a vision and framework for Council to address the housing need in Hamilton Kirikiriroa.

The Housing Action Plan captures the priority programme of work that the Council will deliver to achieve the vision. Council is committed to partnering with Maaori, the housing and development sector, our community stakeholders and our partners in central and local government to implement the action plan.

## Our vision

Every person in Hamilton Kirikiriroa is well-housed, living in sustainable, flourishing and connected communities.

	ACTION	OUTCOMES	TIMEFRAME	RELATED GOALS
<div>Goal 1</div> <div>Hamilton Kirikiriroa has a well-functioning housing system</div> <div>Council is responsive to the housing need in Hamilton Kirikiriroa</div> <div>More availability and choice of housing</div> <div>More affordable homes.</div>	Investigate the use of the Municipal Endowment Fund (MEF) for housing projects delivered in partnership with other public or private entities	If the MEF is used for housing this would lead to: <ul style="list-style-type: none"><li>increased supply of affordable housing</li><li>opportunity for the Council to partner to deliver a flagship development</li></ul>	June 2021 Investigation complete	2, 3
	Develop a housing advocacy plan, including: <ul style="list-style-type: none"><li>advocating directly to central government for an affordable housing National Policy Statement</li><li>advocating for central government legislative change to enable the use of inclusionary zoning and other value uplift and capture tools by local government</li><li>active role in the LGNZ housing programme</li><li>supporting local and regional initiatives</li></ul>	Central government policies enable the Council to more effectively address housing need	September 2021 Advocacy plan developed	2, 3, 4
	District Plan Change to meet requirements of NPS-UD. Provides for intensification in the Central City, around centres and areas of high accessibility and high demand. Will include investigation as to how the District Plan can best achieve the outcomes identified in the strategy	The District Plan will enable greater availability and choice of housing	September 2022 Plan change public notification	2, 3, 4
	Enhance strategic partnership and investigate support of the Waikato Community Lands Trust	Increased supply of retained affordable housing in Hamilton	Ongoing	3
	Undertake a report examining the potential to introduce inclusionary zoning policies to the District Plan	If inclusionary zoning is implemented this would result in an increase in the supply of retained affordable housing in Hamilton	September 2021 Report complete	3, 4
<div>Goal 2</div> <div>Our homes are good quality and protect the health and wellbeing of our people</div> <div>More homes are safe, secure and resilient</div> <div>More homes are warm, dry and energy efficient</div> <div>More homes are environmentally sustainable.</div>	Investigate integration of certifications such as Lifemark and Homestar/Homefit into LIM Reports	Greater awareness and use of home rating tools, with the aim of improving housing quality and accessibility	June 2021 Investigation complete	1, 3
	Investigate existing community education programmes to determine Council's role and where we can complement existing activities. e.g. Go Eco - Home Performance Analysis, Waikato DHB Whare Ora	Council will have identified its role and will be better placed to undertake activities that improve the health, safety, and sustainability of homes in Hamilton	September 2021 Investigation complete	1, 3
<div>Goal 3</div> <div>Our homes meet the diverse needs of our communities</div> <div>More Hamiltonians can access and sustain a home</div> <div>More homes are universally designed</div> <div>More homes are culturally appropriate.</div>	Increase support for the community housing sector, including iwi/Maaori housing providers, throughout the consents process	Council will work more strategically in collaboration with the community housing sector and iwi/Maaori housing providers	Ongoing	1, 4
	Investigate subsidies, waivers and other fee reductions to support the outcomes of the Housing Strategy including universal design, sustainability, affordability and culturally appropriate housing	Assessment of the potential to use financial levers to effectively support increased supply of homes that meet the diverse needs of our community	December 2021 Investigation complete	1
<div>Goal 4</div> <div>Our housing system and urban form supports sustainable, resilient and connected communities</div> <div>Housing supports connected communities and better placemaking.</div> <div>Housing is appropriately located and supports the wellbeing of our communities.</div>	Develop a precinct plan for Enderley in partnership with Kāinga Ora	Positive regeneration of the community, increased supply of affordable houses, and improved wellbeing of Enderley residents	September 2022 Subject to Kāinga Ora partnership	1, 2, 3
	Collaborate with Ministry of Housing and Urban Development and Kāinga Ora to assist with the delivery and implementation of central government's Public Housing Plan 2021-2024	Improved community outcomes and an increased the supply of public and transitional housing	Ongoing over the life of the Public Housing Plan 2021-2024	1





# Council Report

Item 9

**Committee:** Strategic Growth Committee      **Date:** 30 March 2021  
**Author:** Tyler Gaukrodger      **Authoriser:** Becca Brooke  
**Position:** Governance Advisor      **Position:** Governance Manager  
**Report Name:** Open Information only reports

<b>Report Status</b>	<i>Open</i>
----------------------	-------------

1. The following reports are for information purposes only:
  - General Manager's Report;
  - Future Proof Update Report;
  - Peacocke Programme Update;
  - Ruakura Update; and
  - Development Contributions Remission Quarter 2 2021.

## **Staff Recommendation - *Tuutohu-aa-kaimahi***

2. That the Strategic Growth Committee receives the following information only reports:
  - a) General Manager's Report;
  - b) Future Proof Update Report;
  - c) Peacocke Programme Update;
  - d) Ruakura Update; and
  - e) Development Contributions Remission Quarter 2 2021.

## **Attachments - *Ngaa taapirihanga***

Attachment 1 - General Manager's Report

Attachment 2 - Future Proof Update Report

Attachment 3 - Peacocke Programme Update

Attachment 4 - Ruakura Update

Attachment 5 - Development Contributions Remission Quarter 2 2021

# Council Report

**Committee:** Strategic Growth Committee      **Date:** 30 March 2021  
**Author:** Jen Baird      **Authoriser:** Jen Baird  
**Position:** General Manager City Growth      **Position:** General Manager City Growth  
**Report Name:** General Manager's Report

<b>Report Status</b>	<i>Open</i>
----------------------	-------------

## Purpose - *Take*

1. To inform the Strategic Growth Committee of topical issues, areas of concern and items which need to be brought to the member's attention, but which do not necessitate a separate report.

## Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Strategic Growth Committee receives the report.

## Discussion - *Matapaki*

3. This report provides updates to Committee Members on activities, actions or projects contained within the following plans or strategies for which this Committee and the relevant General Managers have responsibility over and for which significant progress has been made:
  - i. Infrastructure Strategy
  - ii. Hamilton Urban Growth Strategy
  - iii. Access Hamilton
  - iv. Waikato Plan
  - v. Upper North Island Strategic Alliance
  - vi. Waikato Mayoral Forum.
4. Having considered the Significance and Engagement Policy, staff have assessed that the matters in this report have low significance.

## Strategic Regional Collaboration (Executive Director Special Projects)

### Waikato Mayoral Forum

5. The last Waikato Mayoral Forum was held on 1 March 2021. A verbal update will be given at this meeting. The next meeting is scheduled for 31 May 2021.

### Waikato Plan

6. The last Waikato Plan Leadership Committee was held on 22 February 2021. The unconfirmed minutes can be viewed [here](#). The next meeting is to be held on 14 May 2021.
7. At the Council meeting on 18 March 2021, resolution was passed to appoint Cr Martin Gallagher as HCC's primary representative on the Waikato Plan Leadership Committee.

Mayor Paula Southgate will continue involvement with this Committee as the alternate representative for HCC.

### **Cross Boundary Council Discussion**

#### **Waikato District Council**

8. The WDC/HCC Governance Group met on 15 March 2021. A verbal update will be given at this meeting.
9. The focus of the meeting was growth pressures around Hamilton, the HUGS review, Government reform including Three Waters, Metro Wastewater business case and sharing our respective Long Term Plans.

#### **Waipa District Council**

10. The Waipa/HCC Governance Group met on 22 March 2021. A verbal update will be given at this meeting.
11. The focus of this meeting was Government reform including Three Waters, the Metro Wastewater business case and sharing our respective Long Term Plans. The meeting also considered growth pressures around Hamilton, the HUGS review and a discussion on a draft Strategic Land Agreement for future growth areas of the city.
12. Council is represented at both of these Governance Groups by Mayor Southgate, Deputy Mayor Taylor, Councillors Macpherson and Hamilton, Richard Briggs and Blair Bowcott.

#### **Upper North Island Strategic Alliance (UNISA)**

13. The UNISA Mayors and Chairs meeting that was to be held on 19 March 2021 was cancelled. The next meeting is scheduled for 9 July 2021.
14. The following key matters are currently being undertaken/monitored by UNISA (update on new/changed items only).

#### **Climate Change**

15. The Climate Change Officers Group met on 12 February 2021 with three objectives:
  - i. Meet member council Climate Change Group officers in person
  - ii. Review activities that contribute to collective climate change responses
  - iii. Determine areas of focus for the upcoming 12 months.
16. The rapidly developing and dynamic operating environment for climate change responses has influenced recent activity and is expected to shape future responses. The two major changes that will impact the way member councils address climate change issues in support of respective communities were identified as:
  - i. The need to have regard to the National Greenhouse Gas Emissions Reductions plan. This commences 31 December 2021 and applies when developing or reviewing policies and plans and the repeal of the restraint to considering greenhouse gases as a contaminant to the environment; and
  - ii. The ministerial announcement that the resource management reforms will be advanced at pace using the June 2020 Randerson Panel recommendations as the model.
17. The group considers climate adaptation responses are the area where through collaboration, it can add most value and encourages recognition of climate adaptation responses as a key driver and influencer in the spatial development of regions in the upper North Island from now on. The proposed spatial planning legislation will require regionalising of the national climate adaptation plan.

18. Key activities and future direction are as follows:
- i. Climate Change Commission representation: Staff have met with the Commission's Engagements Manager and a request to the Commission CEO for representation at future UNISA meetings is pending. It is anticipated that this will ensure channels are established to allow easier UNISA engagement at all levels with the Commission on climate related matters in the future.
  - ii. Climate Commission's Draft Advice to the Government on greenhouse gas emissions reductions - it is understood that all member agencies will be submitting on the proposals.
  - iii. Local Climate Change Adaptation Risk Assessments: The member councils are looking at ways to add value to the national effort and collaboration with the development of regional climate risk assessments has been identified as one of these.
  - iv. Resource Management Amendment Act 2020 – greenhouse gas discharges to air: Recent changes to the Resource Management Act repealed sections 70A and 104E that specifically excluded the consideration of greenhouse gas discharges to air in relation to climate change. These changes come into effect on 31 December 2021. After this time, it will be a requirement to address point source greenhouse gas emissions as part of consent evaluation processes.
  - v. Invitation to Minister of Climate Change, James Shaw: It is proposed to extend an invitation to the minister to attend an upcoming meeting of the UNISA Mayors and Chairs to receive a briefing of UNISA opportunities and capabilities and to discuss climate change adaptation for the UNISA region that is collectively subject to common issues from a changing climate, notably meteorological extremes and sea level rise.

#### **UNISA statement in Regional Land Transport Plans**

19. In the July/August 2020 round of UNISA meetings, the Chief Executives and Mayors and Chairs groups supported a proposal to prepare an Upper North Island (UNI) shared statement for inclusion in the 2021 RLTPs of the four UNISA regions. This continues the practice of including shared statements in the 2015 and 2018 RLTPs. An officers group representing the relevant agencies was subsequently formed and prepared the 2021 version of the statement.
20. The officers group revisited the 2018 statement and generally agreed that it still largely represented the UNISA position but would benefit from some refreshing and updating to reflect work undertaken since the previous statement was prepared.
21. The statement was subsequently reviewed and updated taking into account the following strategic documents:
- i. UNISA Value Proposition 2019-22
  - ii. Upper North Island Story 2019-20
  - iii. Arataki – Upper North Island Pan-regional Summary and Regional Summaries (Northland, Auckland, Waikato, Bay of Plenty) (Waka Kotahi)
  - iv. National Freight Demand Study 2017/18 update.
22. Changes from the 2018 statement include:
- i. Increased emphasis on the common growth challenge facing the four UNI regions, and updated infographics;
  - ii. greater reference to inland ports and freight hubs as part of the wider UNI freight and logistics network;
  - iii. strengthening the focus on why collaborative thinking is important for future land use and transport planning in the UNI; and

- iv. the inclusion of strategic areas of focus for the UNI over the next ten years, referencing significant UNI-scale investment already directed into the key corridors.
- 23. The UNI shared statement will be included in the draft 2021 RLTPs of the respective regions to be released for public consultation in the first part of 2021. Following the public consultation process, each region will submit their RLTP to Waka Kotahi by 30 June 2021 for consideration in the development of the National Land Transport Programme 2021-24.

### **Infrastructure Funding and Financing**

- 24. At the LTP Budget Deliberations Meeting on 10 December 2020, a resolution was passed requesting the Chief Executive to continue working with Crown Infrastructure Partners (CIP) and Central Government to negotiate an Infrastructure Funding and Financing (IFF) solution in relation to Peacocke and Rotokauri.
- 25. Staff have continued to work with CIP, MHuD and developers in relation to IFF arrangements for Peacocke and Rotokauri.
- 26. CIP have recently indicated that investigating a potential Peacocke Housing Infrastructure Fund (HIF) to IFF arrangement is now a short term priority for them. Under this arrangement, a portion of the HIF would be transferred into an IFF and would subsequently free up some debt capacity (up to \$122m) which could be recycled into other growth areas. Staff are exploring whether additional non-IF Peacocke Infrastructure could also be included in an IFF arrangement, for example sports parks and walking/biking infrastructure.
- 27. Staff are participating in a workshop with Ministry of Housing and Urban Development, Treasury and CIP in the coming weeks to further explore the Peacocke HIF to IFF opportunity.
- 28. The intent of the IFF tool is to enable more homes sooner. In order for a HIF to IFF arrangement to meet this intent, Council may need to provide clear direction on where investment will be made using the recycled debt capacity and how that investment will contribute to the delivery of more houses sooner. The review of the Hamilton Urban Growth Strategy may assist with this direction.
- 29. More detailed work is required to understand the HIF to IFF opportunity further including beneficiary and levy analysis, along with approvals from several different government agencies. It is envisaged that the process will likely be near completion in late 2021.
- 30. CIP have recently indicated that Rotokauri is no longer a short-term priority for them. Staff have requested further details from CIP and will report back to the Strategic Growth Committee in May 2021.

### **Rotokauri Final Detailed Business Case**

- 31. A draft version of the Rotokauri (Stage 1) detailed business case and supporting overview document was presented to the Strategic Growth Committee on 1 October 2020. Members provided clear feedback that the Rotokauri (Stage 1) detailed business case needed to be considered alongside other priorities as part of the 2021-31 LTP.
- 32. During the process of preparing the draft 2021-31 Long Term Plan it became evident that an alternative option to the options set out in the detailed business case was required due to the lack of available debt headroom in the 10 year budget alongside other priorities.
- 33. This alternative option for the Rotokauri (Stage 1) programme was proposed and discussed with Elected Members on 5 November 2020. The intent of the alternative option was to enable Council to continue with designations, consents and design of the key infrastructure to get 'game ready'. Elected Members indicated support for this approach.
- 34. The alternative option can be summarised as funding the arterial transport corridor designation and design and, funding the floodway resource consent and design, in Years 1, 2



and 3 of the 2021-31 draft LTP. Land purchase and construction commences after year 7 for both the arterial transport corridor and floodway.

35. The alternative option was subsequently included in the draft 2021-31 Long Term Plan at Long Term Plan Budget Deliberations meeting on 10 December 2020.
36. A cover note to the Rotokauri (Stage 1) detailed business case and the final supporting overview document can be found in **Attachment 1**.
37. As outlined above, CIP have recently indicated that a Rotokauri IFF agreement is now a longer-term priority. Staff have requested further details from CIP and will report back to the Strategic Growth Committee in May 2021.
38. Developers in the Rotokauri (Stage 1) area have indicated a strong desire to progress development in the shorter term, however this is dependent on the timing of the strategic infrastructure. Private Developer Agreements (PDA) with developers in the area to bring forward the timing of construction of the strategic infrastructure still remains an option, even with an IFF arrangement being in the longer term. If developers in the area indicate interest in this option staff will seek approval from the Strategic Growth Committee to formally commence PDA negotiations.

## **Local Government Reform**

### **Reforms to the Resource Management System**

39. The Government has confirmed the process to reform the resource management system, advising it will repeal and replace the Resource Management Act (RMA) this parliamentary term. The recommendations of the resource management panel chaired by Hon Tony Randerson are being used as a basis, noting that further work and refinement has been signalled in some areas.

### **Summary of key proposals**

40. The Government has confirmed that will create three new acts to replace the RMA.
  - a) *Natural and Built Environments Act* (NBA) – for integrated land use planning and environmental protection (to promote positive environment outcomes, manage development within limits and avoid, remedy or mitigate adverse environmental effects). It would be the principal Act which would cover much of the territory currently managed under the RMA. There are key differences, however. These include:
    - i. a rewritten statutory purpose;
    - ii. 14 regional-scale *combined plans* to replace the existing 100+ district and regional plans and RPSs;
    - iii. an approach to developing those 14 combined plans that largely removes councils from the policy making/approving role; and
    - iv. mandatory national environmental limits and a greater emphasis on national direction and oversight.
  - b) *Strategic Planning Act* (SPA) – A new and additional law that would aim to promote wellbeing through preparation of high level, multi-agency *regional spatial strategies* (RSSs) that, applying a 30-year horizon, provides direction for urban growth and land use change as well as spatially identifying (mapping) environmental/cultural values and constraints and spatial responses to climate change.

41. In doing so, the Act would promote strategic (spatial) integration of 'planning' functions under other laws including the NBA, Local Government Act (LGA), Land Transport Management Act (LTMA) and the Climate Change Response Act (CCRA). Combined plans (that would replace all district and regional plans) would need to be consistent with the relevant RSS. RSSs would be prepared at the regional scale by joint committees comprising representatives of central government, regional councils, territorial authorities and mana whenua. They would be independently chaired and agreement would be by consensus (or mediation or Ministerial intervention where that consensus is not achieved).
- c) *Managed Retreat and Climate Change Adaptation Act (CCAA)* - would provide for 'managed retreat', powers to change established land uses and would address liability and options for potential compensation.

#### **How is it being developed?**

42. A Ministerial Oversight Group will work through the policy details needed to progress the NBA, its exposure draft, and the supporting consultation material. It will be delegated with decision-making authority on these matters, and for associated matters relating to the SPA and CCAA.
43. Initial policy decisions have been made on the following:
- i. the purpose and supporting provisions of the NBA;
  - ii. establishing a mandatory set of national policies and standards to support the establishment of the biophysical limits, outcomes and targets specified in the NBA – provisionally called the National Planning Framework; and
  - iii. providing for a single planning document for each region (including the coastal marine area) under the NBA – consolidating over 100 existing regional and district planning documents into about 14 – provisionally called Natural and Built Environments Plans.
44. The Minister will report back to the Ministerial Oversight Group on the establishment of a substantive work programme to provide a direct role for Māori in decision-making and in the design of measures and processes to give effect to the principles of the Treaty of Waitangi (Treaty).

#### **What is the timetable for the reform process?**

45. The timetable for legislative change is rapid, as outlined below:
- **May 2021:** An exposure draft of the Natural and Built Environment Bill will be agreed by Cabinet and then referred to a special select committee inquiry which will consider submissions.
  - **June to September 2021:** A special select committee inquiry will consider this exposure draft. The Strategic Planning Bill and Climate Change Adaptation Bill will be developed in a parallel process with the latter managed out of the Minister for Climate Change office.
  - **Dec 2021:** The Natural and Built Environments Bill and the Strategic Planning Bill will be introduced to Parliament in late 2021. A standard select committee process will consider them. The Climate Change Adaptation Act will be developed in a similar timeframe.
  - **December 2022:** It is intended that all three pieces of legislation are passed by the end of 2022.

46. The exposure draft for the NBA will contain the main structure and likely headings of the full NBA, with certain aspects fully drafted. The SPA and CCAA will not have an exposure draft process but will be developed in parallel with the NBA.
47. The Ministry for the Environment (MfE) will be the lead agency on developing the NBA and Cabinet will decide in 2021 if a formal structure under the Public Services Act 2020 is required for the SPA to give agencies a collective lead.

#### **How will MfE engage with local government?**

48. The Government has advised it will engage with local government throughout the reform process and MfE has already engaged with the sector and Local Government New Zealand (LGNZ).
49. Details can be found at <https://www.mfe.govt.nz/rma/resource-management-system-reform>
50. LGNZ has identified key issues with the proposals and is developing principles that will underpin our engagement with the Government. These are currently being socialised with the sector and advisory groups and National council will consider them at their March 2021 meeting.
51. HCC staff will continue to work with LGNZ and MfE through our existing central government relationships through Future Proof and staff will be providing a briefing to elected members in June this year.

#### **Three Waters Reform**

52. The next major engagement is the March 2021 sector engagement – a Zone 2 area workshop in Rotorua on 26 March 2021 to hear from the Government and Three Waters Steering Group:
  - i. Status update on reform and where thinking is at
  - ii. Options being considered
  - iii. Test number of entities that Government will create/establish
  - iv. Test some elements for feedback.
53. A number of elected members and key staff will be attending.

#### **Waikato/Bay of Plenty Three Water Reform Consortium**

54. SOLGM (now renamed Taituarā) was commissioned by 11 Councils in the Waikato and Bay of Plenty (WBOP) to undertake a strategic assessment of readiness for water reform (lead by Kevin Lavery from SOLGM). This phase of work is now complete and the key findings across the two regions were:
  - i. There is a huge investment requirement for Three Waters across all Councils – a capex requirement of c\$4.8B in 2021- 2031 forecasts and this excludes c \$500M of unconstrained investment identified by Council staff. 57% of the investment is for growth with 20% on level of service enhancement and 23% on renewals.
  - ii. The debt-to-income ratio in June 2020 was 129% for WBOP. Moreover, debt is already heavily weighted to water with the debt-to-income ratio 306% compared to 61% for the remainder of Councils. By 2031, WBOP forecasts are the debt-to-income ratio for Three Waters rises to 402% and to 136% for the remainder of Councils.

- iii. Valuations are variable and most likely understated. Depreciation funding is under-funded at 80% for drinking water, 65% for wastewater and 50% for stormwater. This all adds up to a huge infrastructure deficit.
  - iv. Stormwater is the poor relation with the lowest level of historic investment, the lowest amount of depreciation funding at 50% and a very high future investment requirement.
  - v. Residual council balance sheets are much stronger without water and Councils avoid huge future investment. They also avoid being a default provider for any registered private supplies that run into trouble. There are thousands of private schemes in the two regions.
  - vi. Without reform Councils face very substantial increases in rates and charges for water, averaging in excess of 150% over 10 years.
  - vii. From a financial perspective the case for balance sheet separation therefore very strong.
  - viii. 56 schemes are non-compliant with Drinking Water Standards (DWS) serving 47,164 (8.3%) people, including all the registered community schemes and 37 council schemes.
  - ix. Councils face huge communications and engagement challenges in relation to councillors, the workforce, iwi and the general public with low levels of awareness on reform across the board.
  - x. A new water entity in WBOP would be a substantial organisation with close on 500 staff, an asset base of \$6.75B, an annual spend of c \$350M and a capex investment of close to \$5B.
  - xi. Water reform will be the biggest change to local government in 3 decades. The execution challenges will be immense and additional resource, specialist expertise and funding will be needed.
55. There are major opportunities for sensible preparation – to get Councils to make timely and well-informed decisions, to hit the ground running, accelerate efficiencies and investment, retain and attract the best talent, smooth the transition, secure premium Government investment and to advocate effectively for the pan-region.
56. The new phase of work is about to get underway and will focus on:
- i. **Case for Change** – this will form the basis of the communications programme.
  - ii. **Communications and Engagement** – with Councils, staff, iwi, regional councils, central government and the general public
  - iii. **Transition** – how to stand up a shadow entity early, a plan to navigate the financial risks and opportunities, a rapid data assessment and an advocacy plan to secure the optimal deal for the pan-region.
  - iv. **Transformation** strongly focused on procurement and contracts and asset management, including an assessment asset condition and current investment plans. ICT and customer relationship management will feature in the next stage of the work
  - v. **Integration**, including an overall plan and reporting system, an interactive water dashboard for WBOP and a virtual War Room for the new entity.

## Hamilton Growth Projections update

57. At the 12 November 2020 Strategic Growth Committee meeting, it was resolved:

- a. approves the use of the University of Waikato National Institute of Demographic and Economic Analysis (NIDEA) 2020 Low growth projections for the 2021-31 Long Term Plan;
  - b. requests staff report back to the Strategic Growth Committee within the LTP 2021-31 deliberation period, once the updated NIDEA growth projections that are based on the 2018 Census are available, which is expected to be March 2021, to inform any changes needed.
58. And, at the 25 February 2020 Council Meeting, it was resolved:
- a. That the Council in addition to the 12 November 2020 Strategic Growth Committee resolution “requests staff report back to the Strategic Growth Committee within the LTP 2021-31 deliberation period, once the updated NIDEA growth projections that are based on the 2018 Census are available, which is expected to be March 2021, to inform any changes needed”, requests that staff commission an independent peer review of the Growth projections.
59. NIDEA have now provided preliminary growth projection data based on the 2018 Census, referred to as “NIDEA 2021”, including a High, Medium, and Low series. Their detailed report is expected at the end of March. Based on the preliminary information, staff view is that “NIDEA 2021 High” is the best fit with Hamilton’s recent and anticipated growth trajectory. However, no conclusions should be drawn before the detailed reports are provided.
60. Note that HCC’s growth series currently is “NIDEA 2020 Low”.
61. Regarding alternatives, Stats NZ are expected to deliver population projections at the end of March 2021 based on the 2018 census, but won’t be releasing household projections (which are needed for HCC planning purposes) until the end of 2021. This effectively Stats NZ is not a viable robust alternative to NIDEA available for the upcoming LTP, and staff have not identified any other viable alternative.
62. ***The broad timeline at this stage is:***
- i. End March 2021 – receive detailed NIDEA 2021 reports
  - ii. April 2021 – external peer review of NIDEA 2021 per resolution
  - iii. May 20 2021 – report to Strategic Growth Committee on progress/findings of the above
  - iv. Late 2021 – Stats NZ projections available
  - v. Early 2022 – Report to Strategic Growth Committee with analysis, including options analysis, of Stats NZ and NIDEA, and any other viable options
  - vi. June 2022 – adopt new HCC growth projection series with the 2022/23 Annual Plan.

## **Waikato Community Lands Trust Update**

63. With support from Hamilton City Council, the Waikato Community Lands Trust was established as a charitable trust with the primary purpose of holding land in perpetuity for the benefit of the Waikato community, for use in affordable housing initiatives for people who are in need.

64. At the 17 September 2019 Council meeting (Agenda, Minutes), Hamilton City Council allocated \$2,000,000 of funding over the 2019/20 and 2020/21 financial years, to be used for land purchases, as well as supporting the establishment of the Trust through staff support and legal costs.
65. At the 10 March 2021 draft Housing Strategy briefing, Elected Members requested a progress update on the activities of the Waikato Community Lands Trust. A meeting was scheduled for the Elected Members to meet with the Trustees on 29 March 2021
66. On 11 March 2021, the Waikato Community Lands Trust chair, Delwyn Abraham, provided an update letter to Mayor Southgate outlining the Trust's progress to date.
67. Key milestones for the Trust to date include:
  - i. The Trust received donee status and tax exemptions as a registered charity with Charities Services on 8 October 2020. This enabled the Trust to receive \$50,000 from WEL Energy Trust Vital Impact Grant (Housing), and \$50,000 operational funding which was approved in the 2020/21 Annual Plan at the 23 July 2020 Council meeting (Agenda, Minutes).
  - ii. A part time Trust Administrator has been appointed.
  - iii. Stakeholder engagement and the development of a strategy and action plan which focuses on the following core initiatives to provide sustainable and meaningful impact for Waikato's housing market:
    - a. Funding and investment
    - b. Partnerships and collaborations
    - c. Communication and engagement
    - d. Meeting the diverse needs of our community
    - e. Data, impact and advocacy for plan changes
  - iv. The Trust is actively seeking purchase options, including off-market transactions.

### **Financial Considerations - *Whaiwhakaaro Puutea***

There are no financial implications in relation to the information provided in this report. **Legal and Policy Considerations - *Whaiwhakaaro-aa-ture***

69. This report is for information purposes only.

### **Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga***

70. The purpose of Local Government changed on the 14 May 2019 to include promotion of the social, economic, environmental and cultural wellbeing of communities in the present and for the future ('the 4 wellbeings').
71. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report.
72. The recommendations set out in this report are consistent with that purpose.
73. There are no known social, economic, environmental or cultural considerations associated with this matter.



### **Risks - *Tuuraru***

74. There are no known risks associated with this matter.

### **Significance & Engagement Policy - *Kaupapa here whakahira/anganui***

75. Having considered the Significance and Engagement Policy, staff have assessed that the report has a low significance.

### **Attachments - *Ngaa taapirihanga***

Attachment 1 - Rotokauri (Stage 1) Detailed Business Case Cover Note and Final Overview Document

# Business Case Cover Note

Item 9

## Rotokauri Stage 1 Detailed Business Case – Alternative Option

16 March 2021

### 1.0 Purpose of this Cover Note

The options explored in the detailed business case were not included in the draft 2021-31 Long Term Plan (LTP). This document sets out the alternative option that was included in the draft 2021-31 LTP.

### 2.0 Background

A detailed business case (DBC) was prepared in 2019-2020 to investigate options for bringing forward the construction of the bulk housing infrastructure in Rotokauri Stage 1. The options investigated using a mix of off-balance sheet Infrastructure Funding and Financing (IFF) and Private Developer Agreements (PDA) and Council debt funding.

The scope of the DBC was to assess:

- The acceleration of delivering the infrastructure needed in Rotokauri Stage 1 using the IFF tool in combination with traditional funding mechanisms
- The options available to Council and the outcomes from a well-being perspective considering in detail the social, economic, environmental and cultural outcomes of each option

All options resulted in a similar number of residential, commercial and industrial properties by year 30. The difference between the options was the timing of infrastructure delivery and the risks to wellbeing outcomes arising from any delayed timeframes.

The business case recommended that Council could consider a different time profile for delivery and highlighted that upfront funding for design and land was still required regardless of the option.

The final overview summary of the Detailed Business Case is attached.

### 3.0 Reasons for not including DBC options in the draft 2021-31 LTP

The preferred option of “build communities” in the DBC explored bringing the construction forward to Year 3 of the 2021-31 LTP using a combination of PDA, IFF and Development Contributions (DC's). The option considered what needed to be delivered to achieve the most optimal wellbeing outcomes for the community. The conclusion was delivery of bulk housing infrastructure and community infrastructure enabling 2,139 new homes within the 10 year period.

During the process of preparing the draft 2021-31 Long Term Plan it became evident that an alternative solution to the options set out in the detailed business case was required due to the lack of available debt headroom in the 10 year budget. The draft LTP was working to a maximum 280% debt to revenue limit, peaking at 278% in Year 5.

Additionally, the “build communities” option presented significant complexities due to the absence of having key enabling works completed such as designations, land acquisition and design stages.

Attachment 1

# Business Case Cover Note

Examples of complexities included:

- The requirement by central Government and Crown Infrastructure Partners (CIP) for projects to be at construction contract award phase (with land acquisition, detailed design and procurement complete) in order to access IFF funding and delivery. In contrast, in 2017 Council was able to secure funding for the Housing Infrastructure Funding (HIF) when the projects were at designation and concept design phase.
- preparing agreements that are contingent on three parties, a change in legislation, Long-Term Plan approval and Special Purpose Vehicles that are not yet formed
- requiring land from a range of directly affected landowners, including for a road that is not yet designated, and avoiding the delays from Public Works Act processes
- dealing with construction cost uncertainties as only preliminary and concept designs only are currently available, and the construction market remains uncertain post-Covid-19
- dealing with general economic uncertainties as a result of the impacts of the pandemic on residential demand, immigration, and Council revenue.

Due to these complexities and in response to the baseline draft 2021-31 LTP which indicated significant pressure on Council's balance sheet, an alternative hybrid option was included in the draft 2021-31 LTP that will enable Council to continue with designations and design of the key infrastructure to get 'game ready'.

## 4.0 Alternative option included in the draft 2021-31 LTP

The alternative 'game ready' 10 year programme included in the draft 2021-31 LTP for Rotokauri Stage 1 can be summarised as funding the arterial transport corridor designation and design and, funding the floodway resource consent and design, in Years 1, 2 and 3 of the 2021-31 draft LTP. Land purchase and construction commences after year 7 for both the arterial transport corridor and floodway.

Note, financial modelling of the 'game ready' option has been included within the draft 2021-31 LTP.

## 5.0 Future Funding and Financing Opportunities

The alternative 'game ready' option keeps the opportunity open for staff to negotiate an IFF agreement with CIP and the Ministry of Housing and Urban Development to bring construction of the bulk housing infrastructure forward. It should be noted, that the timing of any IFF arrangement depends on cooperation from CIP to enter into negotiations regarding Rotokauri.

The alternative 'game ready' option will also provide greater certainty to enter into a PDA(s) with key developers who have indicated their support for a faster programme.

If, in the future, Council was successful in securing IFF funding and had the appropriate PDAs in place, then Council could consider a decision as part of a future LTP or Annual Plan process to bring the Floodway and Arterial Transport Corridor construction programme forward. This decision would need to be supported by a commercial proposal for any off-balance sheet alternative funding and delivery mechanisms.



# ROTOKAURI STAGE 1 DETAILED BUSINESS CASE

FINAL OVERVIEW DOCUMENT

31 October 2020



**Hamilton  
City Council**  
Te kaunihera o Kirikiriroa



## CONTENTS

**03**

Overview Rotokauri Stage 1

**04**

National and regional context

**05**

Hamilton context

**06**

Why Rotokauri?

**07**

The challenge with Rotokauri

**08**

Development of Rotokauri Stage 1

**09**

Rotokauri – current situation

**10**

What does Rotokauri need?

**11**

Rotokauri Stage 1 master map

**12**

Rotokauri – opportunity

**16**

Rotokauri options

**18**

Hamilton residential demand and supply

**19**

Yield and uptake

**20**

Assumptions

**21**

The Wellbeing Case

**22**

Job creation in Rotokauri

**23**

The Financial Case

**27**

The Commercial Case

**29**

The Management Case

**31**

In summary

This Business Case has been prepared by Hamilton City Council in relation to the potential advancement in timing, and associated funding decisions, for delivery of bulk housing infrastructure required to unlock the residential and industrial development and housing yield in Rotokauri. The Business Case has been prepared solely for information purposes in order to assist elected members in making their own evaluation of the funding decision and does not purport to contain all of the information that other users or interested parties may require.

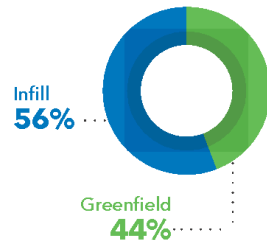
The Business Case includes certain statements, analyses, estimates and projections based on point in time information. Such statements, analyses, estimates and projections reflect various assumptions made by Council and its advisors which may or may not prove correct. The statements, analyses, estimates and projections contained in this Business Case and attributed to Council have been carefully developed, represent their views and have been arrived at on the basis of the information available at the date of this Business Case. No representations or warranties are made by Council as to the accuracy or completeness of such statements, analyses, estimates or projections.

# Overview Rotokauri Stage 1

## STRATEGIC URBAN GROWTH



Greenfield opportunities support Hamilton's infill and regeneration balance.



## WELL CONNECTED

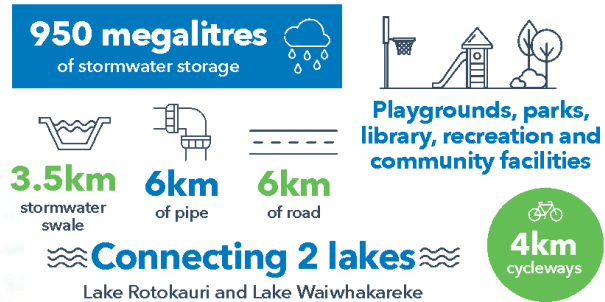
WINTER  
THE ZOO  
THE BASE  
TRANSPORT HUB  
LAKE ROTOKAURI  
TE RAPA INDUSTRIAL  
WAIWHAKAREKE NATURAL HERITAGE PARK

A place where people can live, work, play and visit.

## OUR CHALLENGE



## WHAT NEEDS PAYING FOR?



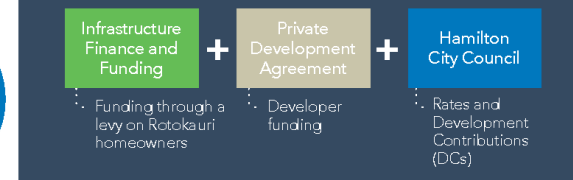
## OUR OPTIONS

All our options below need similar infrastructure in place before we can move forward with development.

The difference between our options depends on timing and funding



## HOW WILL WE PAY FOR IT?





# NATIONAL AND REGIONAL CONTEXT

New Zealand's current Infrastructure Funding Financing (IFF) system has constraints which makes responding to urban pressures difficult for the market and local authorities. There is a national need for more housing, especially in high growth areas like Hamilton, but most high-growth councils' debt levels are restricting their ability to fund critical infrastructure to enable development.

## URBAN GROWTH AGENDA (UGA)

There are a range of national and regional initiatives underway to address this. These initiatives will support the market to respond to growth and reduce the high cost of urban land; improving housing affordability and supporting thriving communities. The national UGA is an ambitious programme to remove barriers to land supply and infrastructure and allow cities to grow up and out.

One of the five interconnected focus areas of the UGA is IFF. Government has been investigating funding infrastructure through a Special Purpose Vehicle (SPV). The newly-enacted Infrastructure Funding and Financing (IFF) Act (2020) enables SPV finance to be raised through private financiers and recovered over a period of up to 50-years through an annual charge over current and future owners of the leviable land area. Rotokauri has been the key case study for the development of this new IFF model.

## HAMILTON TO AUCKLAND CORRIDOR PLAN (H2A)

In June 2018, as part of the UGA's planning workstream, the Hamilton to Auckland corridor was studied to create a long-term joint spatial vision for future urban growth corridor and identify key transformative projects. The result is '**Hei Awarua ki te Oranga - Corridor for Wellbeing**'. Rotokauri is a priority development area in the H2A.



## HAMILTON-WAIKATO METRO SPATIAL PLAN (HWMSP)

The HWMSP is the first joint spatial plan for the Hamilton-Waikato metropolitan area and is a workstream of H2A, developed through the Future Proof partnership of Government, Waikato Tainui, Waikato District Council, Waipa District Council, Hamilton City Council and Waikato Regional Council.

Its purpose is to determine a shared 100-year vision and spatial framework for the emerging Hamilton-Waikato area, with a 30-year plan for priority development areas, including Rotokauri. The plan supports the emergence of Hamilton and its surrounds as an important metro area and identifies the pathway to achieve this.

Together, these initiatives provide a long-term coordinated approach to managing land use and transport infrastructure provision, while focusing on building communities. Without this, there will be ongoing and potentially irreversible negative impacts on the economy and the environment.

## HAMILTON CONTEXT

Hamilton's economy has grown strongly over the past 15 years. The city wants to maintain this momentum, but grow in a way that supports community development and avoids 'soulless suburbs'.

With around 169,500 residents, Hamilton is well on the way to being a city of 200,000 in the next 10 to 15 years. As population increases, so does the demand for housing and employment, bringing both opportunities and challenges.

The challenges currently facing Hamilton are:

- The current National Policy Statement sets requirements on land availability for housing – for Hamilton this means 31,900 homes by 2048. Previous planning processes have ensured enough land has been set aside for housing, but more capital investment is required to ensure there is enough supply of zoned and serviced land to meet forecast demand.
- The National Policy Statement also requires Hamilton to provide enough business land for the retail, commercial and industrial sectors. Recent monitoring indicates Hamilton has sufficient industrial land in the short term and long term. However a small shortage (2ha) is projected in the medium term (3-10 years) unless additional long-term supply can be brought forward.
- While Hamilton has enough greenfield land supply under the National Policy Statement, current growth projections based on Councils 2018-28 Long-Term Plan (LTP) are that Peacocke Stage 1 will be full in three years, and Rototuna and Ruakura by 2030. If Rotokauri is not opened in the 2021-31 LTP, Council will be relying on other developments and infill regeneration to provide the bulk of its future residential land supply. Council has less

control over the latter types of supply, which relies on homeowners redeveloping their properties or private entities advancing larger development areas subject to favourable economic conditions.

- Development is constrained because the high initial cost of strategic infrastructure for wastewater, stormwater and transport exceed both individual developers' and the Council's capacity for funding.
- Areas such as Rotokauri Stage 1 have been zoned residential, with developers forging ahead through the Resource Management Act (RMA) process to progress development without the critical strategic infrastructure in place. This leads to piecemeal development and poor infrastructure and wellbeing outcomes.

Investing to address these problems provides access to homes, employment opportunities, safe and more liveable communities and a wide range of economic benefits. It also supports the H2A and HWMSP objectives.

New funding tools like IFF complement traditional funding mechanisms, avoid the poor outcomes listed above, and allow planned greenfield development areas to be developed more quickly.

Hamilton's development as a vibrant city, attracting people and businesses, is essential for the balanced development of the broader New Zealand economy. If Hamilton doesn't maintain its growth aspirations, a ripple effect across the region could put heightened population and infrastructure pressures on other growth areas.



## WHY ROTOKAURI?

Rotokauri became part of Hamilton in 1989 to provide for long-term development and city growth, and is one of our key strategic development areas in the Hamilton Urban Growth Strategy. Rotokauri is in a prime position for urban development, near the *Rotokauri Transport Hub, Wintec, The Base, Hamilton Zoo, Waiwhakareke Natural Heritage Park* and the *Te Rapa employment zone*. Rotokauri could provide up to 6,444 homes for 17,000 people.

Consistent with the idea of a 20-minute city, Rotokauri is in the Northern Corridor priority development area for the HWMSP and is a key future public transport node.

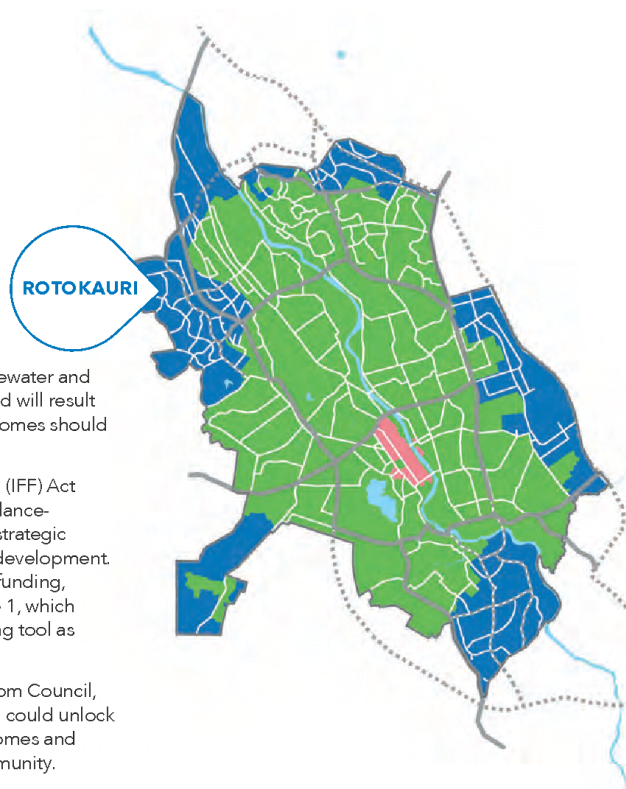
The area was zoned from rural to future urban in 1999 and a structure plan prepared between 2006-09, which enabled Stage 1 for residential development and kept Stage 2 as future urban. After the structure plan's completion in 2009, the first subdivision sections were sold in 2014. As at June 2020, there was a growing community of 138 homes and a number of resource consents pending for approximately 1000 residential sections.

Enabling quality development in Rotokauri requires significant investment to complete the major stormwater floodway and arterial road. There is a high expectation from developers for interim or permanent

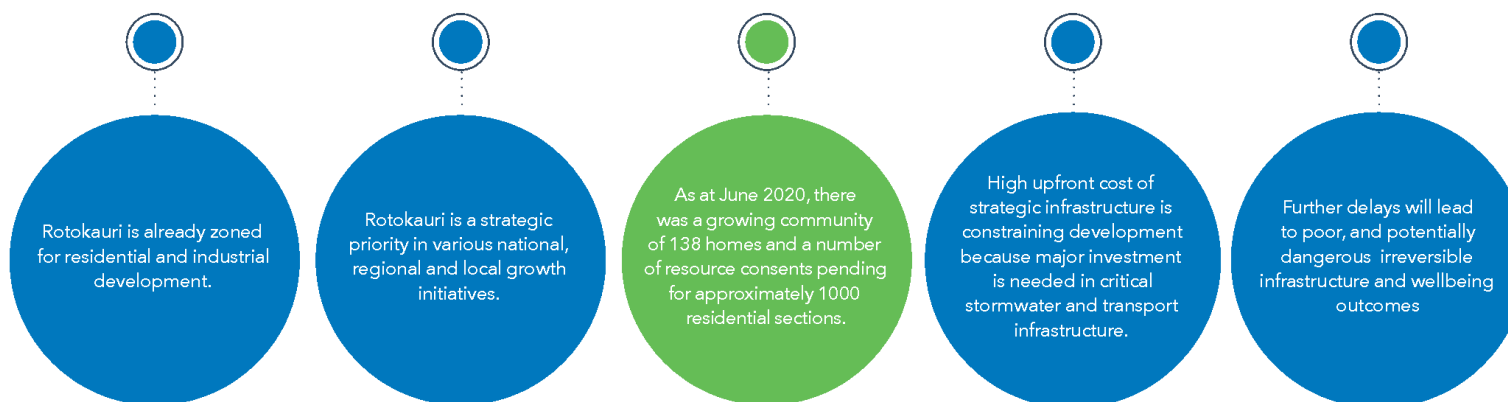
strategic infrastructure ahead of the wastewater and floodway options. This creates tension and will result in poor infrastructure and wellbeing outcomes should piecemeal development continue.

The Infrastructure Funding and Financing (IFF) Act (2020) provides an opportunity for off-balance-sheet funding to help pay for the critical strategic infrastructure needed to unlock Stage 1 development. This will significantly aid in the planning, funding, financing and delivery of Rotokauri Stage 1, which has been the test case for this new funding tool as legislation was development.

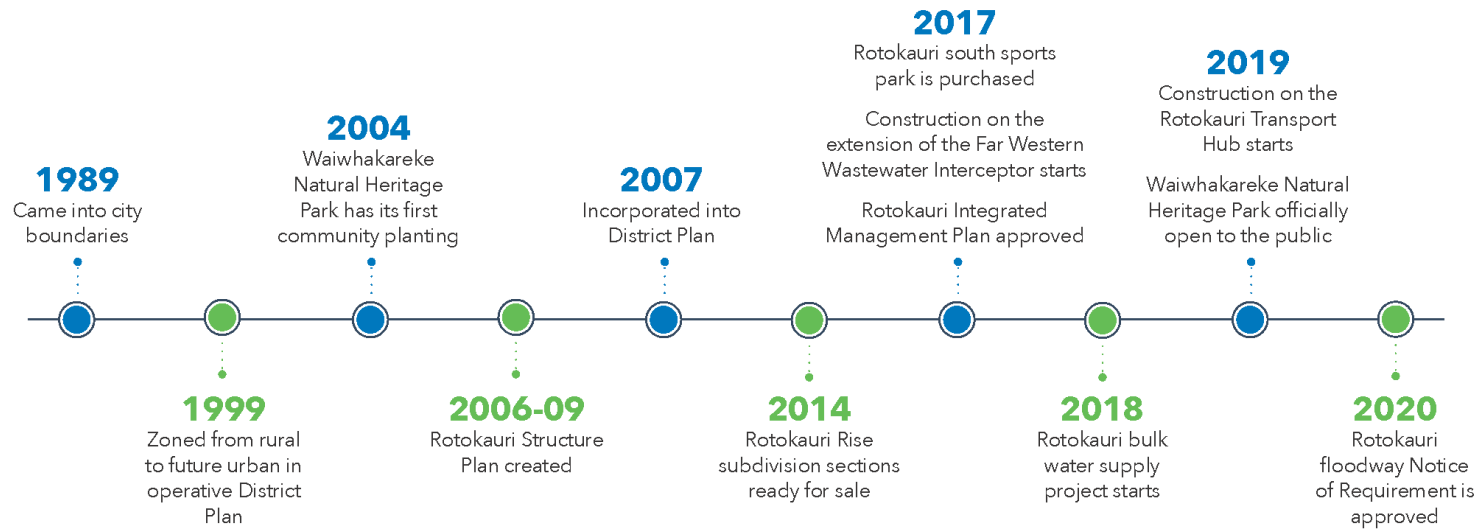
At this critical point in time, investment from Council, developers and Government through IFF could unlock Rotokauri Stage 1, preventing poor outcomes and enabling development of a thriving community.



## THE CHALLENGE WITH ROTOKAURI



## DEVELOPMENT OF ROTOKAURI STAGE 1



Rotokauri is not a new growth cell, activity has been happening since the 1980s, and developers are forging ahead with their development plans. There is now a critical need for the enabling strategic infrastructure to be built to unlock the growth cell to prevent piecemeal development and negative infrastructure and wellbeing outcomes.

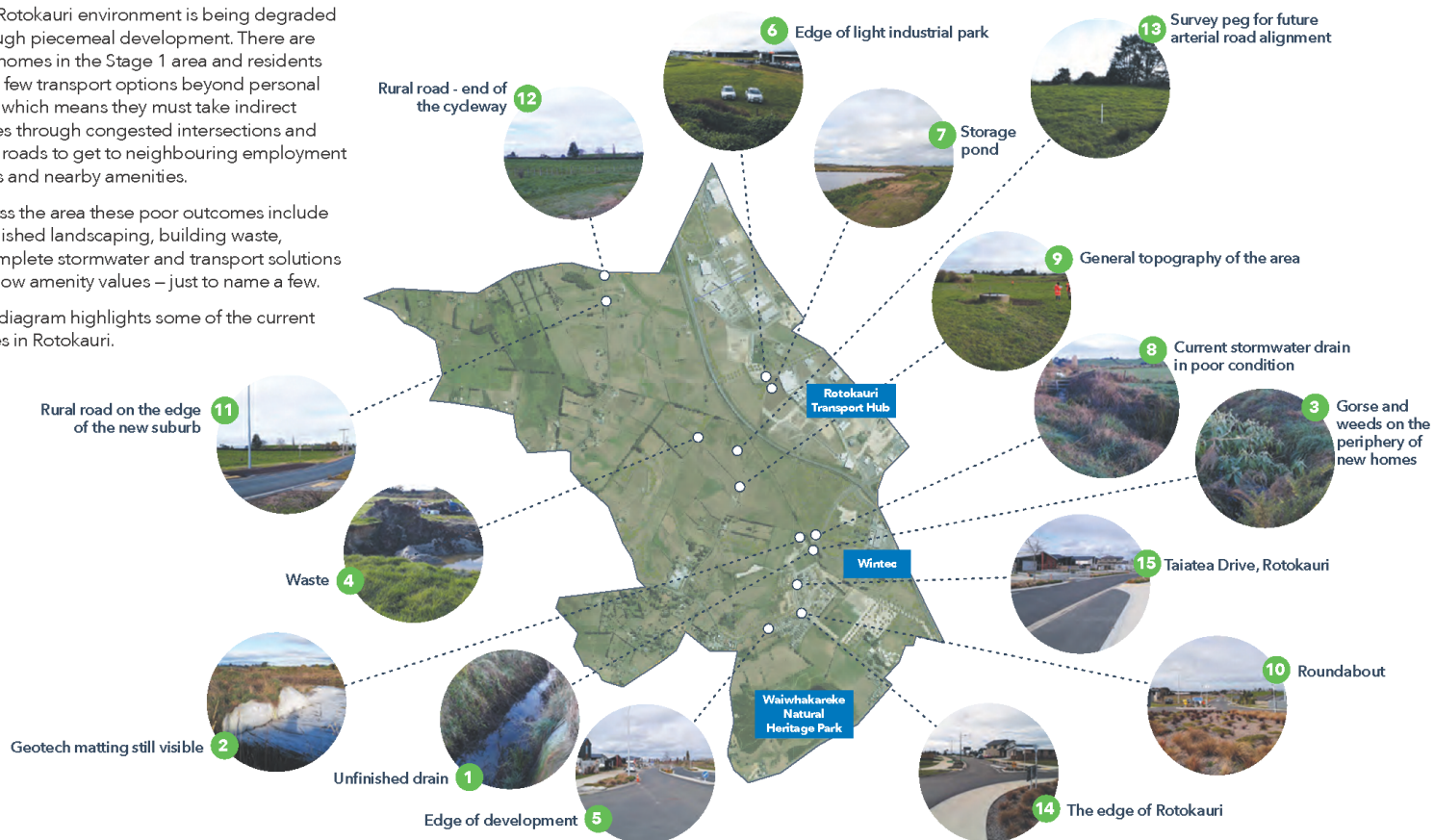
There are significant lessons to be learned from the development of Rotokauri over the years which can be applied to new growth cells and future business cases.

## ROTOKAURI - CURRENT SITUATION

The Rotokauri environment is being degraded through piecemeal development. There are 138 homes in the Stage 1 area and residents have few transport options beyond personal cars, which means they must take indirect routes through congested intersections and rural roads to get to neighbouring employment areas and nearby amenities.

Across the area these poor outcomes include unfinished landscaping, building waste, incomplete stormwater and transport solutions and low amenity values – just to name a few.

This diagram highlights some of the current issues in Rotokauri.





## WHAT DOES ROTOKAURI NEED?

**950,000**  
megalitres  
of stormwater storage



**3.5km**  
stormwater  
swale



**6km**  
of pipe



**6km**  
of road

### Connecting 2 lakes

Lake Rotokauri and Lake Waiwhakareke



**4km**  
cycleways



**Playgrounds, parks,  
library, recreation  
and community facilities**

## CRITICAL INFRASTRUCTURE

This map shows the critical infrastructure needed in Rotokauri Stage 1

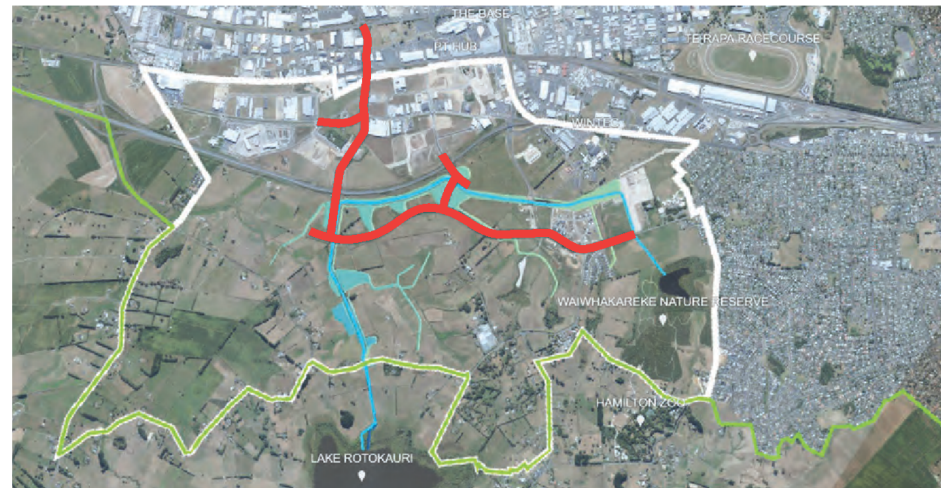
### STORMWATER

Detailed in **blue** is the stormwater floodway, also referred to as the 'swale' or 'greenway', which is effectively an open drain running from Horseshoe Lake in the south east to Lake Rotokauri in the west. This operates as a combined flood storage facility and conveyance channel, moving water from lake to lake. It also offers transport and recreation functions when fully built. Any staging of the stormwater floodway construction must commence from Lake Rotokauri to Lake Waiwhakareke to maintain drainage function, which is the opposite starting point in relation to current development, water and transport connections.

### TRANSPORT

Detailed in **red** are the major transport connections needed in Rotokauri Stage 1. The cell requires access through Te Wetini Drive adjacent to Wintec, a north-south main arterial and two further transport connections in the employment zone.

Ultimately, around 6,000 households in Rotokauri generate around 50,000 vehicle movements per day so these transport connections are crucial. Walking and cycling improvements will also be required to reduce car use and protect public safety.



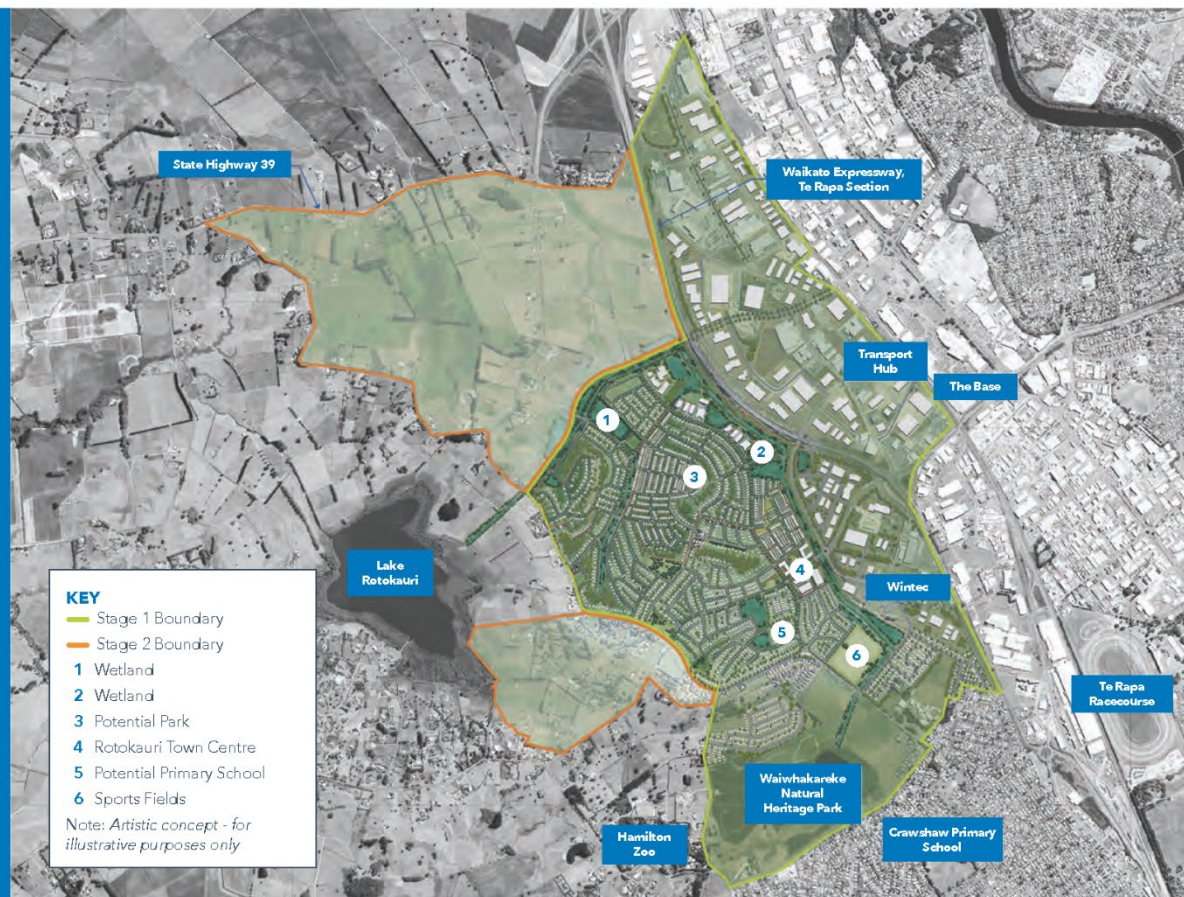
## ROKOKAURI STAGE 1

### MASTER MAP

The key developers in Rotokauri Stage 1 are:

- Hounsell Holdings Ltd
- Rotokauri Development Ltd
- Empire Corporation Ltd
- Everton Development Ltd

The master map of these developers has been combined to show a realistic but conceptual vision for a complete Rotokauri Stage 1 community.

















## OPPORTUNITY - RESIDENTIAL AND AMENITY

(ARTIST'S IMPRESSION ONLY)

There will be a range of leisure amenities close to homes in Rotokauri such as playgrounds, outdoor spaces and walking and cycling facilities.

Hamilton City Council - Rotokauri Stage 1 Detailed Business Case Overview 15



## ROKOKAURI OPTIONS

The Rotokauri Stage 1 Detailed Business Case (DBC) is consistent with Council's growth principles that have been developed to aid with the long-term planning process.

The scope of the DBC is to assess:



The acceleration of delivering the infrastructure needed in Rotokauri Stage 1 using the IFF tool in combination with traditional funding mechanisms.



The options available to Council and the outcomes from a wellbeing perspective, considering in detail the social, economic, environmental and cultural outcomes of each option.



All options result in a similar number of residential, commercial and industrial properties by Year 30. The difference is the timing and significant risks of the delayed timeframes. Infrastructure and wellbeing outcomes will be affected if timeframes are delayed.












Council can consider a different time profile but the solution remains the same. Upfront funding for design and land is still required regardless of the option.

### Council's growth principles

\*subject to change



## ROKOKAURI STAGE 1 DBC OPTIONS

	Option summary	Cost estimates		10 yr cost share		10 yr homes and jobs	Opportunities	Risks
		10 yr	30 yr	Council	Others			
<b>Build Community Option</b>	<ul style="list-style-type: none"> <li>Advance connections - floodway, transport and utilities.</li> <li>Facilitate efficient development.</li> <li>Improved wellbeing outcomes.</li> <li>Land now and community facilities to match demand.</li> <li>Alternative funding.</li> </ul>	<b>\$349 million</b>	<b>\$437 million</b>	<b>\$171 million</b>	<b>\$178 million</b> (estimate)	 <b>2,109</b> Homes  <b>1,351</b> Industrial jobs  <b>1,765</b> Commercial jobs	<ul style="list-style-type: none"> <li>Leverage investment.</li> <li>Within new debt: revenue ratio.</li> <li>Developers share costs</li> <li>Enhanced wellbeing outcomes.</li> <li>Work/live/play in connected communities.</li> <li>Avoid future liquefaction and settlement liability risk.</li> </ul>	<ul style="list-style-type: none"> <li>Accelerated delivery.</li> <li>Very challenging programme.</li> <li>New funding tool.</li> <li>Complex interdependencies.</li> <li>Early access for investigations and construction is critical.</li> <li>Debt capacity for other priorities limited.</li> </ul>
<b>Delivers homes and business land with facilities to support a community. Floodway timeframe: seven years (2027). Programme cost \$437 million (inflated).</b>								
<b>Piecemeal Community Option</b>	<ul style="list-style-type: none"> <li>Work reactively with developers.</li> <li>Receptive to limited consents and advancement.</li> <li>Commit to 'right-size' infrastructure.</li> <li>Defer floodway and road connections.</li> <li>Poor infrastructure and wellbeing outcomes.</li> </ul>	<b>\$224 million</b>	<b>\$463 million</b>	<b>\$200 million</b>	<b>\$24 million</b> (nominal)	 <b>571</b> Homes  <b>650</b> Industrial jobs  <b>895</b> Commercial jobs	<ul style="list-style-type: none"> <li>Some development.</li> <li>Developers share costs.</li> </ul>	<ul style="list-style-type: none"> <li>Inefficient development.</li> <li>Poor environmental outcomes.</li> <li>Future liquefaction and settlement liability risk.</li> <li>Worse levels of service - more residents.</li> <li>Potentially more road crash injuries.</li> <li>Walking and cycling deterred.</li> <li>Missed funding opportunities.</li> <li>Debt capacity for other priorities limited.</li> </ul>
<b>Delivers homes and business land with facilities to support a community. Floodway timeframe: 11 years (2031). Programme cost \$463 million (inflated).</b>								
<b>Deferred Community Option</b>	<ul style="list-style-type: none"> <li>Oppose development not consistent with Council LTP funding.</li> <li>Avoid Council expenditure.</li> <li>Delay connections past LTP.</li> </ul>	<b>Legal costs</b>	<b>\$585 million</b>	<b>\$0</b>	<b>\$0</b>	 <b>80</b> Homes  <b>0</b> Industrial jobs  <b>0</b> Commercial jobs	<ul style="list-style-type: none"> <li>Debt capacity for other priorities.</li> </ul>	<ul style="list-style-type: none"> <li>Stranded existing residents/poor levels of service.</li> <li>Future liquefaction and settlement liability risk.</li> <li>Constrained development in conflict with growth commitments.</li> <li>Broken relationships with developers and government agencies.</li> <li>Court decisions overruling Council and development proceeding.</li> <li>Adverse effects elsewhere.</li> <li>Missed funding opportunities.</li> </ul>
<b>Restricts and delays homes, business land and the community. Floodway timeframe: 17 years (2037). Programme cost \$585 million (inflated).</b>								

# HAMILTON RESIDENTIAL DEMAND AND SUPPLY

The supply of land for housing and the market demand for new houses are important economic factors in determining where and how fast new housing development occurs. There needs to be serviced land which can be developed, and demand for housing on that land for residential development to progress. This section takes a bird's eye view of Hamilton's supply of land suitable for residential development now and in the future, and of forecast demand for new housing.

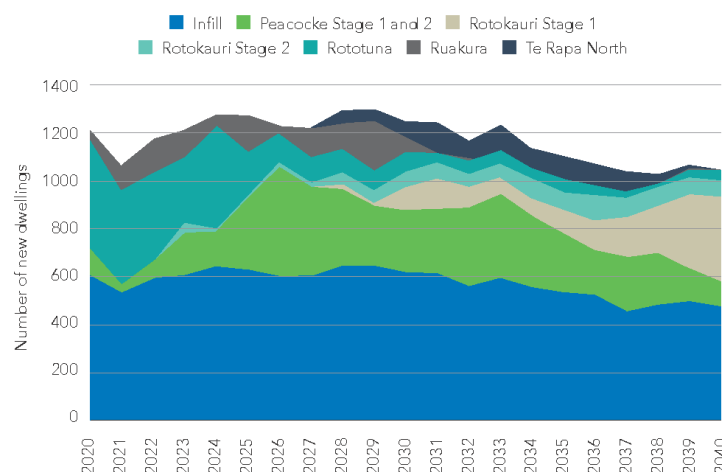
## HOUSING DEMAND IN HAMILTON

The graphs below illustrate the projected uptake of new houses in various areas of the city, which is also referred to as housing yield or housing demand. New land supply unlocked under the Build Community

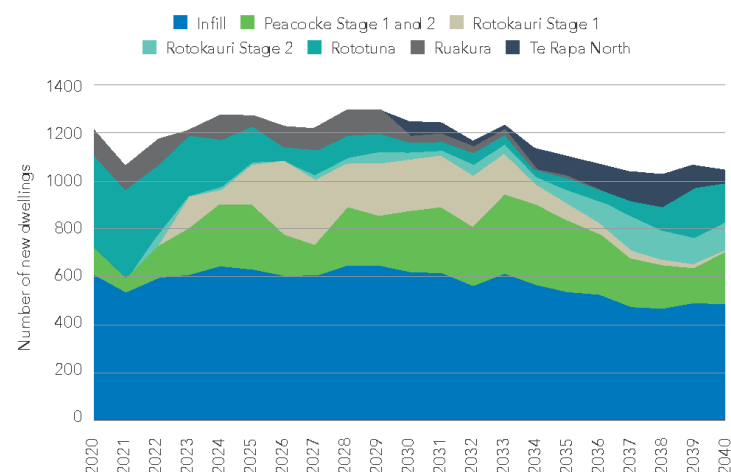
option leads to more new houses sooner in Rotokauri Stage 1 (grey area) and extends the growth cell life of Ruakura by about three years, Rototuna by about 10 years, and Peacocke beyond 2050. Under the

Deferred Community option Rototuna and Ruakura are effectively full by 2030. The small amount of Rototuna development after then is regeneration of a now brownfield area.

### DEMAND - DEFERRED COMMUNITY OPTION

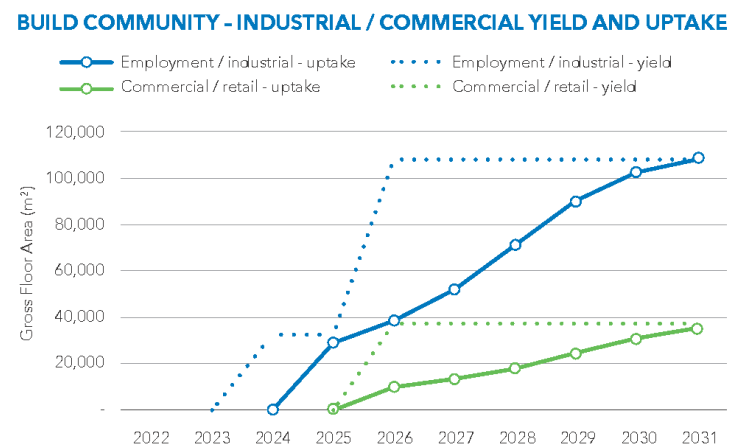
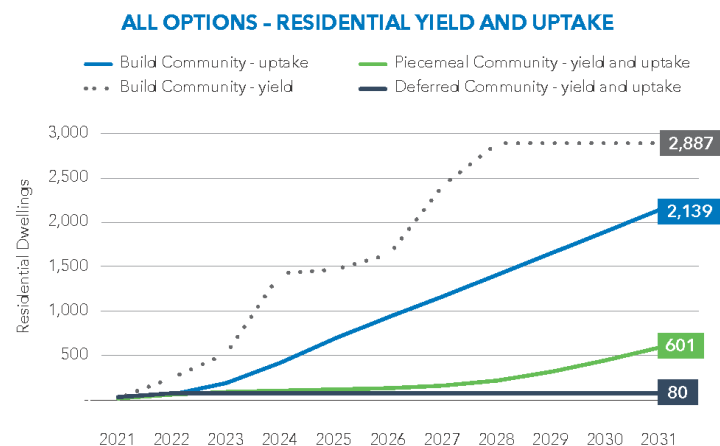


### DEMAND - BUILD COMMUNITY OPTION



# YIELD AND UPTAKE

- Council growth modelling suggests the full 14.5ha of commercial/industrial land made available by the acceleration of infrastructure will be developed and sold by 2031.
  - » No commercial/industrial land will be yielded until the floodway is constructed.
  - » The floodway and major arterials unlock the balance of Stage 1 (2,887 homes), with growth modelling projecting 2,139 will be sold in the period to 2031.
- The Piecemeal Community and Restrict Community options are developer-led with yield aligned to uptake.



## ASSUMPTIONS

Consideration was given to the hypothesis that increasing the supply of development ready land increases the aggregate level of growth in Hamilton. However, there was inconclusive economic evidence to support this, so this business case is based on the conservative assumption of the same level of demand with or without the advancement of Bulk Housing Infrastructure (BHI) in Rotokauri. Under this assumption uptake of houses in Rotokauri to some extent may come at the expense of other areas in Hamilton. However consideration should be given to the trend of increased growth in the surrounding areas of Cambridge, Te Awamutu, Morrinsville and Ngaruawahia.

Based on a desktop analysis this impact for each option could be:

**Build Community Option** - results in an impact to both Peacocke and Rototuna of 300-500 houses each across the 10-years to 2030. This impact is largely from year seven and beyond, and it does not remove housing from either area it only means it happens later.

**Piecemeal Community Option** - results in no change as it adopts 2018-28 LTP projections.

**Deferred Community Option** - results in the redistribution of approximately 200 sections across the remainder of the city over the seven years to 2028.

Greenfield Growth Cell	Total initial capacity (dwellings)	Total number of people	Total remaining capacity (dwellings)
Peacocke Stage 1 and 2	approx. 8,000	Up to 20,000	5,000 to 7,000
Rotokauri Stage 1	approx. 3,400	Up to 10,000	approx. 3,000
Rotokauri Stage 2	approx. 3,200	Up to 10,000	approx. 3,000
Rototuna	approx. 13,000	Up to 35,000	approx. 2,500
Ruakura	approx. 3,000	Up to 8,000	approx. 1,200
Te Awa Lakes	approx. 900	Up to 2,500	approx. 900

### RESIDENTIAL LAND SUPPLY IN HAMILTON

Under the National Policy Statement - Urban Development (NPS-UD), Hamilton is required to ensure there is sufficient development capacity to meet demand for housing in the short, medium and long term, plus a competitiveness margin of 20% additional land in the short-medium term and 15% in the long term.

The NPS-UD requires this land to be zoned for development, have existing or planned infrastructure, be commercially feasible to develop and to be reasonably expected to be realised based on developer intentions.



## THE WELLBEING CASE

In 2019, the Local Government (Community Well-being) Amendment Act made a change to the purpose of local government, meaning councils are responsible for the social, economic, environmental and cultural wellbeing (the Four Wellbeings) of their communities.

Wellbeing is about creating the conditions for our people to thrive. We're committed to this outcome in Rotokauri - a thriving community, supported by a high-quality environment and amenities, not just a collection of houses and workspaces.

A 'Wellbeing Case' is incorporated into the Rotokauri DBC, alongside conventional tools such as economic cost benefit analysis. The Wellbeing Case uses Council's Wellbeing Framework outcomes and is consistent with Treasury's Living Standards Framework and the United Nations Sustainable Development Goals.

The Wellbeing Case assesses each option against the

Four Wellbeings, which are heavily influenced by the timing and speed of the options in the Rotokauri DBC. Once all strategic, local and community infrastructure is in place, Rotokauri will be flood-protected by a high-quality stormwater system. Arterial roads will connect residents safely and quickly to the wider Hamilton road network. Cyclists and pedestrians will have tracks and footpaths separated from road traffic. Families will have a range of community facilities on their doorstep, enabling them to build social networks and enjoy their recreation time. Riparian plantings alongside the stormwater floodway and the creation of wetlands, will not only safeguard the natural environment but

enhance it and provide an outstanding natural amenity for the community to enjoy. Rotokauri will have space for industrial and commercial businesses, creating more jobs for Hamiltonians.

Although the infrastructure delivered is ultimately the same in both options, a longer-term delivery means some of the short-term negative wellbeing effects cannot be fully reversed.

This table summarises the options from a wellbeing perspective:

BUILD COMMUNITY OPTION	PIECEMEAL COMMUNITY OPTION	DEFERRED COMMUNITY OPTION
<p><b>Delivers homes and a community</b></p> <ul style="list-style-type: none"> <li>Current residents benefit from accelerated infrastructure delivered in a structured manner.</li> <li>The optimal infrastructure solution is delivered with the associated wellbeing benefits advanced.</li> <li>Improvements in water quality through the floodway and wetland network and associated benefits for flora and fauna.</li> <li>Social and cultural wellbeings advanced through community facilities, walkways, cycleways.</li> <li>Rotokauri is a true 20-minute neighbourhood.</li> </ul> <p>BENEFIT COST RATIO: 18.7</p>	<p><b>Delivers some houses but delays community</b></p> <ul style="list-style-type: none"> <li>Current residents continue to be adversely impacted consistent with 2018-28 LTP.</li> <li>Piecemeal development and suboptimal infrastructure leads to further degradation of the environment and embeds negative transport behaviours.</li> <li>A lack of community assets, parks, walkways, cycleways embeds poor social and cultural wellbeing behaviours.</li> </ul> <p>BENEFIT COST RATIO: 12.5</p>	<p><b>Restricts and delays houses and the community</b></p> <ul style="list-style-type: none"> <li>Current residents adversely impacted for extended period of time.</li> <li>A risk that the current degraded environment worsens over the 10 years of inactivity.</li> <li>Social and cultural connectedness of existing residents suffers as they are 'stranded' without significant community infrastructure for 15+ years.</li> <li>Economic benefit reduced, albeit may be captured in spending elsewhere in the city.</li> </ul> <p>BENEFIT COST RATIO: 17.6</p>



## JOB CREATION IN ROTOKAURI

The development of Rotokauri Stage 1 will create a significant number of jobs, both during construction and afterwards, but timing of these jobs vary between the options.

The preferred **BUILD COMMUNITY** option presented by the DBC creates:

- An average of 135 direct construction jobs per year to 2031 to deliver infrastructure.
- The economic impact sees an increase in GDP of 1.5-1.6% pa, leading to increased household incomes.
- Around 3,300 jobs created by residential, industrial and commercial construction through the supply chain.
- Most of the benefits are realised by 2031.

The alternative **PIECEMEAL COMMUNITY** option presented by the DBC creates:

- An average of 65 direct construction jobs per year to 2031 to deliver infrastructure.
- The economic impact sees an increase in GDP of 0.9-1.0% pa.
- Around 3,300 jobs through the supply chain.
- Less than a third of these benefits would be realised by 2031.



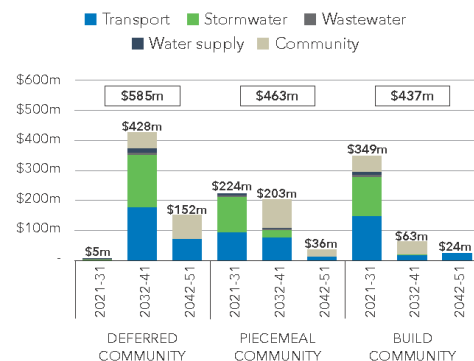
# THE FINANCIAL CASE

The Financial Case considers the financial affordability of the preferred Build Community option against the other options. The financial modelling is based on the June 2020 2018-28 LTP forecast (latest available at the time of this report) with a number of adjustments, being:

- Accelerated Rotokauri Stage 1 capital programme;
- updated development contributions based on inclusion of Rotokauri capital programme
- consequential operating costs
- increased interest costs.

Approximately \$30 million has been spent on infrastructure within Rotokauri to date, with the remaining capital programme summarised below for each option.

## CAPITAL COST BREAKDOWN OF DBC OPTIONS



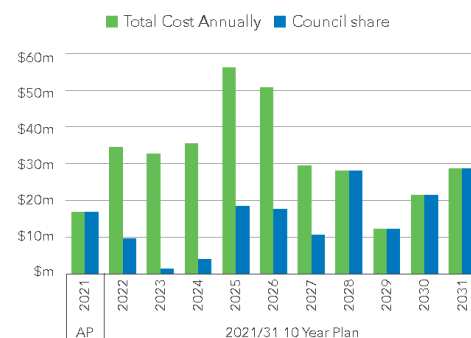
## FUNDING OPPORTUNITY

The opportunity exists *now* to benefit from the IFF funding tool and the potential to share the upfront funding with key developers. Indicative modelling suggests the Build Community option is affordable with the benefit of **\$100 million IFF funding** and with a **Private Developer Agreement (PDA) funding \$65 million (uninflated), \$78 million (inflated)**, of the upfront funding of infrastructure. This results in the upfront Council funding contribution under the three scenarios being:

Option	10 year	Total
Build	\$171m (49%)	\$266m (61%)*
Piecemeal	\$200m (89%)	\$439m (95%)
Deferred	Legal Costs Only	\$585m (100%)

\*Part of PDA allocation likely to be remitted via DCs

## BUILD COMMUNITY: ILLUSTRATION OF COUNCIL FUNDING SHARE

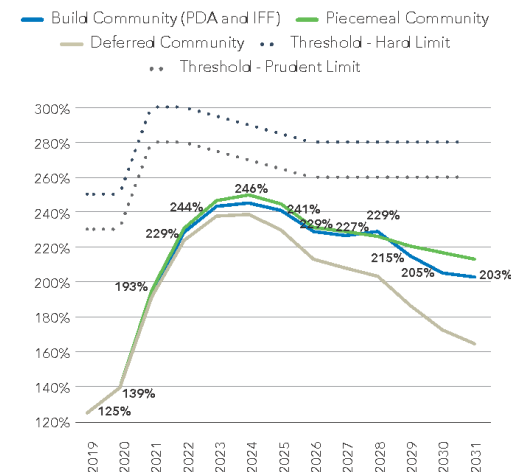


## AFFORDABLE BASED ON DEBT CONSTRAINTS

The Local Government Funding Agency (LGFA) has increased the debt to revenue limit from 250% to 300% for a two year period, then declines in 5% increments annually back to 280%. As a result, the Rotokauri DBC has modelled the options in the document against this new debt to revenue limit, while continuing to retain the 20% buffer.

The Build Community option is affordable, with the debt to revenue ratio peaking at 246% in 2024, allowing a buffer of 44% against the LGFA limit of 290% at that time.

## FINANCIAL COMPARISON OF DBC OPTIONS

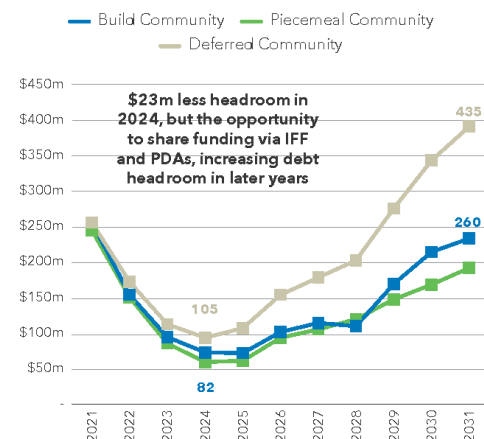


# THE FINANCIAL CASE

Allowing a 20% buffer against the 290% limit (2024) there is \$82 million of debt capacity available for other Council priorities. Further debt capacity is available from 2026 and beyond as illustrated below (numbers relate to the Build Community and Defer Community options).

The Piecemeal Community option provides materially the same available debt headroom as the Build Community option through to 2028 when the Rotokauri capital programme spend increases. The Deferred Community option spends nothing in Rotokauri over the 10 year period, therefore there is \$105 million available in 2024 with headroom increasing significantly beyond this point.

## AVAILABLE DEBT HEADROOM (PRUDENT LIMIT)

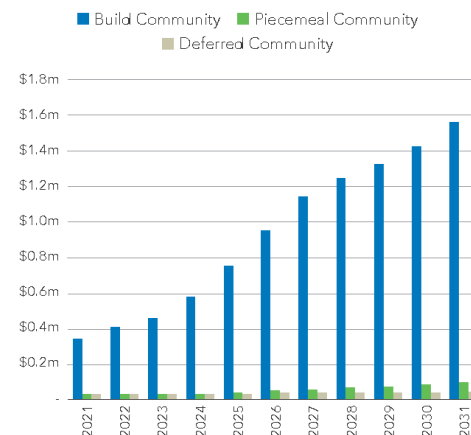


## IMPACT ON COUNCIL BOOKS

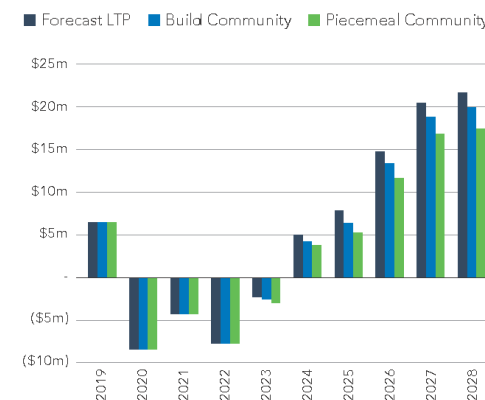
Although affordable within the new debt to revenue limit, the consequential operating costs (OPEX) are considerably more for the Build Community option, this cost includes project management costs associated with delivering the accelerated capital programme.

The consequential operating costs, interest and depreciation driven by the Rotokauri capital programme have some impact on the balance the books measure, however they are not projected to impact the transition to surpluses in 2024 as forecast but will reduce surpluses in later years.

## CONSEQUENTIAL OPERATING COSTS OF DBC OPTIONS



## BALANCE THE BOOKS IMPACT



## OPPORTUNITY

The IFF (\$100 million) and large scale PDA (\$78 million inflated) present an opportunity to share the upfront funding of bulk housing infrastructure between Council, Crown Infrastructure Partners (CIP) and developers.

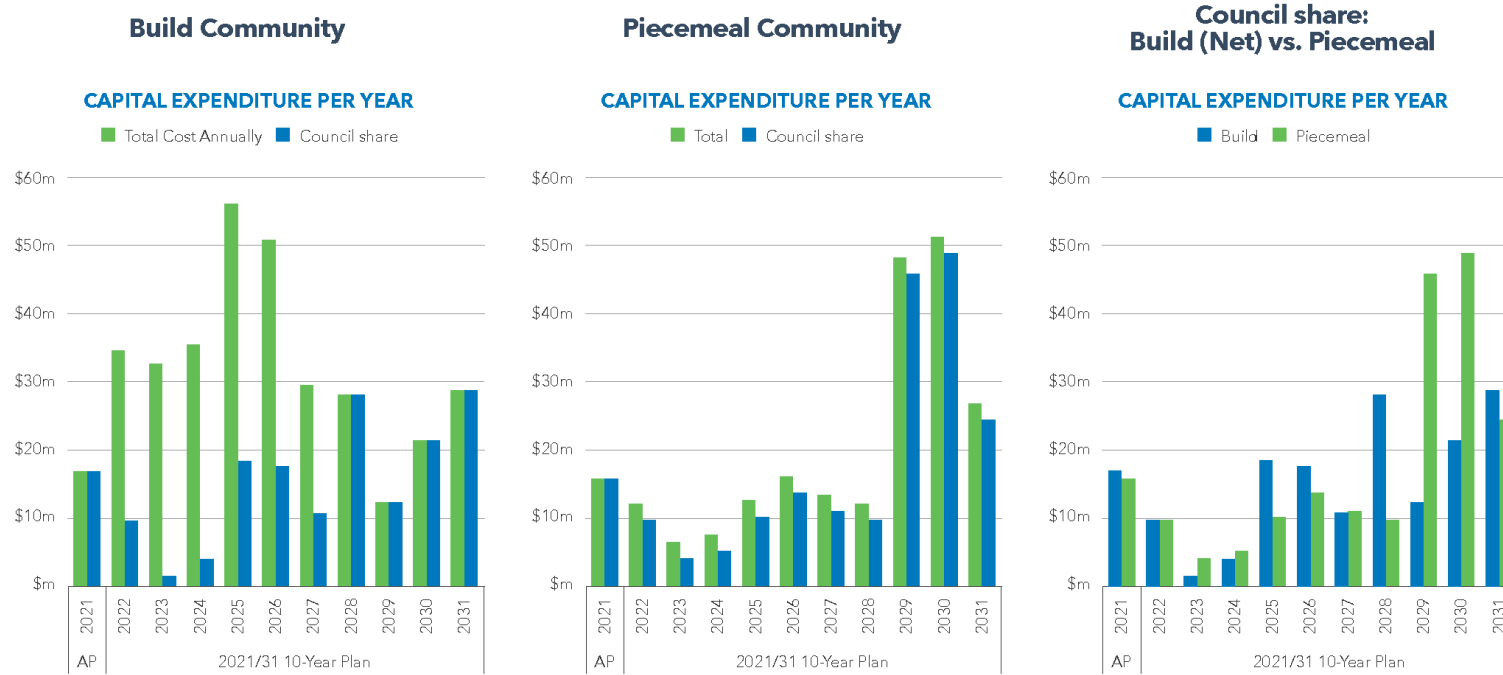
Based on the shared funding assumption the preferred Build Community option is financially affordable based on current Council financial forecasts and capital programme projections.

However, it is acknowledged Council has committed to a strong period of growth-related capital expenditure driven by the Peacocke growth cell, meaning funding for other priorities is reduced. This needs to be considered by Council as part of the long-term planning process.

## 10 YEAR CAPITAL COST PROFILE OPTIONS

Note: the majority of the 2020/21 annual plan year has been deferred, therefore it is included in the 10 year totals throughout the DBC. Costs are at 2017 dollars.

\$ in millions	AP	Proposed funding for 2021/31 10-Year Plan period										10YP Total	11YR Total
	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031		
BUILD COMMUNITY													
Transport	13.1	16.7	12.5	13.6	18.0	16.5	5.2	9.0	5.9	2.5	10.6	110.4	123.5
Stormwater	2.2	14.3	16.2	16.2	16.2	16.2	16.2	1.3	2.4	7.2	0.0	106.1	108.3
Wastewater	0.2	0.2	0.1	0.4	1.6	1.3	0.7	0.4	0.2	0.1	-	5.0	5.1
Water supply	0.3	0.2	0.2	0.6	1.5	1.9	1.7	1.3	1.0	0.6	0.0	9.0	9.4
Community	-	-	-	-	10.0	6.0	-	10.0	-	5.5	10.2	41.7	41.7
Total (Pre-Inflation)	15.8	31.3	29.0	30.7	47.4	41.8	23.7	22.0	9.5	15.9	20.8	272.2	288.0
Total (Post inflation)	17.1	34.8	32.9	35.7	56.5	51.1	29.7	28.3	12.5	21.6	29.0	332.1	349.3
Less funding opportunities													
IFF funding	-	(25.0)	(20.0)	(20.0)	(20.0)	(15.0)	-	-	-	-	-	(100.0)	(100.0)
PDA funding	-	-	(11.4)	(11.6)	(17.9)	(18.3)	(18.8)	-	-	-	-	(78.0)	(78.0)
Total	17.1	9.8	1.6	4.1	18.6	17.8	10.9	28.3	12.5	21.6	29.0	154.2	171.3
PIECEMEAL COMMUNITY													
Transport	8.4	9.5	5.4	5.3	3.5	6.1	2.9	1.9	13.0	10.8	7.8	66.4	74.7
Stormwater	5.7	1.2	0.0	-	7.0	7.0	7.0	7.0	22.1	25.8	9.7	86.9	92.6
Wastewater	0.6	0.1	0.3	1.0	0.1	0.2	0.6	0.1	0.1	0.2	0.1	2.8	3.4
Water supply	0.1	0.2	0.0	0.3	0.0	-	0.2	0.5	1.4	1.2	1.7	5.4	5.5
Community	-	-	-	-	-	-	-	-	-	-	-	-	-
Total (Pre-Inflation)	14.7	11.0	5.8	6.6	10.7	13.2	10.8	9.5	36.7	37.9	19.4	161.5	176.2
Total (Post inflation)	15.9	12.2	6.6	7.6	12.7	16.2	13.5	12.2	48.5	51.5	27.0	207.9	223.9
Build (net) vs. Piecemeal													
Total (net)	1.2	(2.4)	(5.0)	(3.5)	5.9	1.6	(2.5)	16.1	(36.0)	(29.9)	2.0	(53.7)	(52.5)
Cumulative	1.2	(1.2)	(6.2)	(9.8)	(3.8)	(2.2)	(4.8)	11.3	(24.6)	(54.5)	(52.5)		
DEFERRED COMMUNITY													
Transport	2.0	-	-	-	-	-	-	-	-	-	-	-	2.0
Stormwater	2.0	-	-	-	-	-	-	-	-	-	-	-	2.0
Wastewater	0.6	-	-	-	-	-	-	-	-	-	-	-	0.6
Water supply	0.1	-	-	-	-	-	-	-	-	-	-	-	0.1
Community	-	-	-	-	-	-	-	-	-	-	-	-	-
Total (Pre-Inflation)	4.6	-	-	-	-	-	-	-	-	-	-	-	4.6
Total (Post inflation)	5.0	-	-	-	-	-	-	-	-	-	-	-	5.0





## THE COMMERCIAL CASE

The Commercial Case considers the commercial viability of the preferred Build Community option and how the market will be engaged. It acknowledges successfully accelerating Rotokauri Stage 1 infrastructure needs IFF and negotiation of PDAs. A close working relationship between Council, CIP and developer is crucial.

Key is the willingness of Council and developers to commit to an accelerated programme of appropriate, cohesive infrastructure delivery, including the entire stormwater floodway and major arterial roads.



### PDAs

The uniqueness of the stormwater floodway, as the largest 'piece' of infrastructure required, means key developers are best placed to lead its delivery, with Council seeking to finance an 'upsized' (beyond developer needs) to deliver wider benefits. Developers could progress their plans earlier than a Council-funded scenario and use the extensive material from floodway excavation for their own earthworks. This is a significant cost saving for all parties.

Initially the key developers are:

- Hounsell Holdings Limited (Hounsell)
- Rotokauri Development Limited

The Council's objectives in related to PDAs are:

- To transfer some of the upfront cost of the BHI to developers, which will be partly remitted through the Development Contributions (DCs)
- Council will act as a financial investigator for the lead developer and ensure compliance with approved design specifications
- DCs will be charged in relation to the remaining catchment infrastructure and citywide charges that fall outside the PDA agreement
- The PDA will preserve the ability to use the IFF funding tool

### IFF

The IFF model provides alternative funding complementary to traditional funding mechanisms. CIP are exploring an IFF arrangement to fund Rotokauri's critical stormwater floodway and major arterials, enabling more land, sooner, for houses.

The finance is raised from the private sector with current and future Rotokauri landowners being levied annually for repayment of the initial IFF investment.

Importantly, this financial arrangement is off-balance sheet and doesn't impact Council's debt capacity. Council is also protected from cost escalation risk but is responsible for operating costs to maintain the built assets. CIP do require some upfront work to be completed prior to IFF being available including land acquisition, design and procurement.

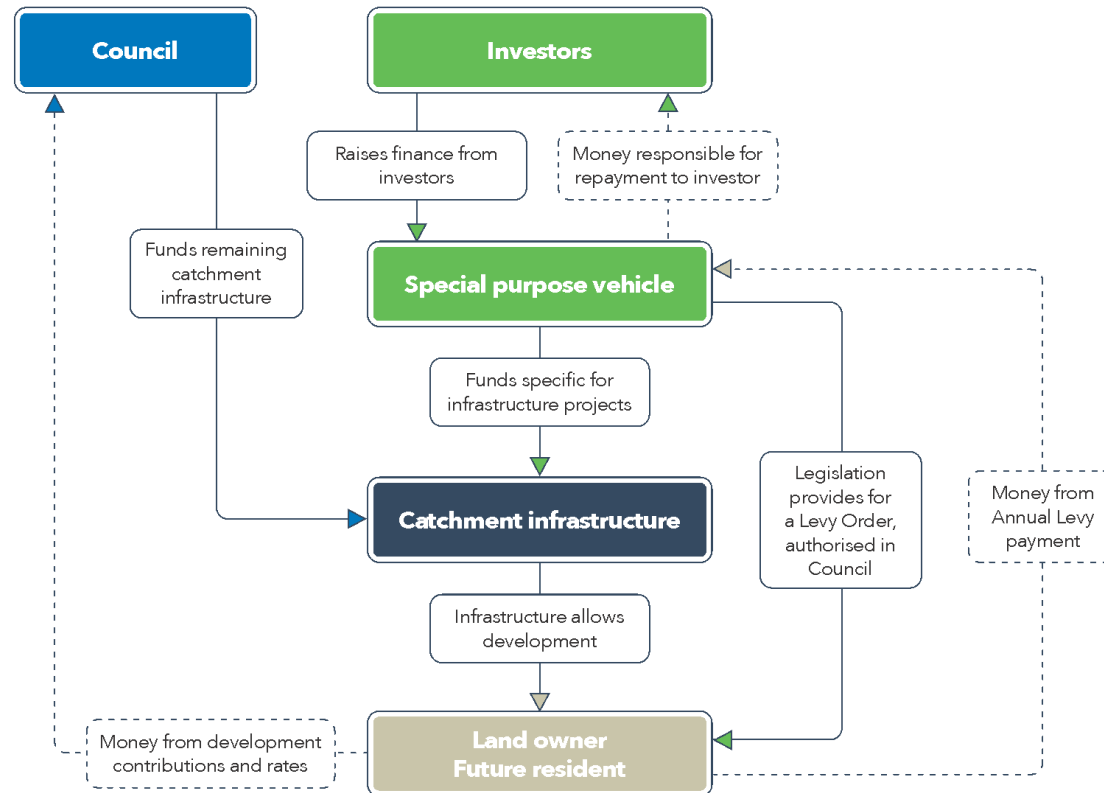
Indicative desktop analysis suggests up to \$100 million could potentially be accessed for Rotokauri with each household-equivalent landowner paying approximately \$1,500-2,000 annually for 30 or more years, increasing with inflation.

Economic analysis suggests affordability for homeowners will be neutral as section prices should be lower due to the levy, but it will be important for the market to be well informed to ensure this is taken into account.

The concept of privately funded infrastructure, with a levy on homeowners, is a new model to New Zealand but is now enshrined in legislation. The only comparable example is the private encumbrance model in Milldale, Auckland. However, there are fundamental differences between this and the proposed IFF model discussed in the Rotokauri DBC.

# THE COMMERCIAL CASE

## THE INFRASTRUCTURE AND FUNDING FINANCING MODEL



# THE MANAGEMENT CASE

The Management Case describes how the programme will be delivered, as well as the benefits, costs and risks associated with the preferred Build Community option. It outlines that a delivery programme in time to attract the required IFF funding is going to be very challenging and requires support from the Council, CIP, developers and landowners to make it work. A place based programme approach will be taken to delivering the community, like the Peacocke development.

Given the significance of the funding required, and the complexities of negotiating with both CIP (for IFF) and developers (for PDAs), the following staged approval is suggested:

## PHASE ONE: Enabling Work

To advance meaningful PDA and IFF negotiations design work needs to be advanced enough to support land owner engagement. This is estimated to take 12 months. Preliminary work could also provide more information to aid LTP decisions. At this point consents for BHI works could be lodged, which is a 6 to 24-month process.

*Funding is required to support negotiations with CIP and developers. These pre-construction costs are recoverable under the Infrastructure Funding and Financing Act (2020).*

## PHASE TWO: LTP approval, detailed design and land

Detailed design will allow Council to confirm land designations, advance PDA negotiations with developers and allow Council to secure land. The accelerated timeframes under the Build Community option require early access to the land. This will require collaboration and agreement with developers, which puts further emphasis on advancing design and PDA discussions in Phase One to avoid further delays during Phase Two.

## PHASE THREE: Final negotiation of PDA and IFF

With key consents in place, project designations confirmed and access likely to be led by others for investigation and construction (not necessarily acquired), the IFF and PDA documents can be executed. Moving into procurement this will be the last chance for Council to control decisions. Construction is partially funded by the IFF with Council's role changing to quality assurance.

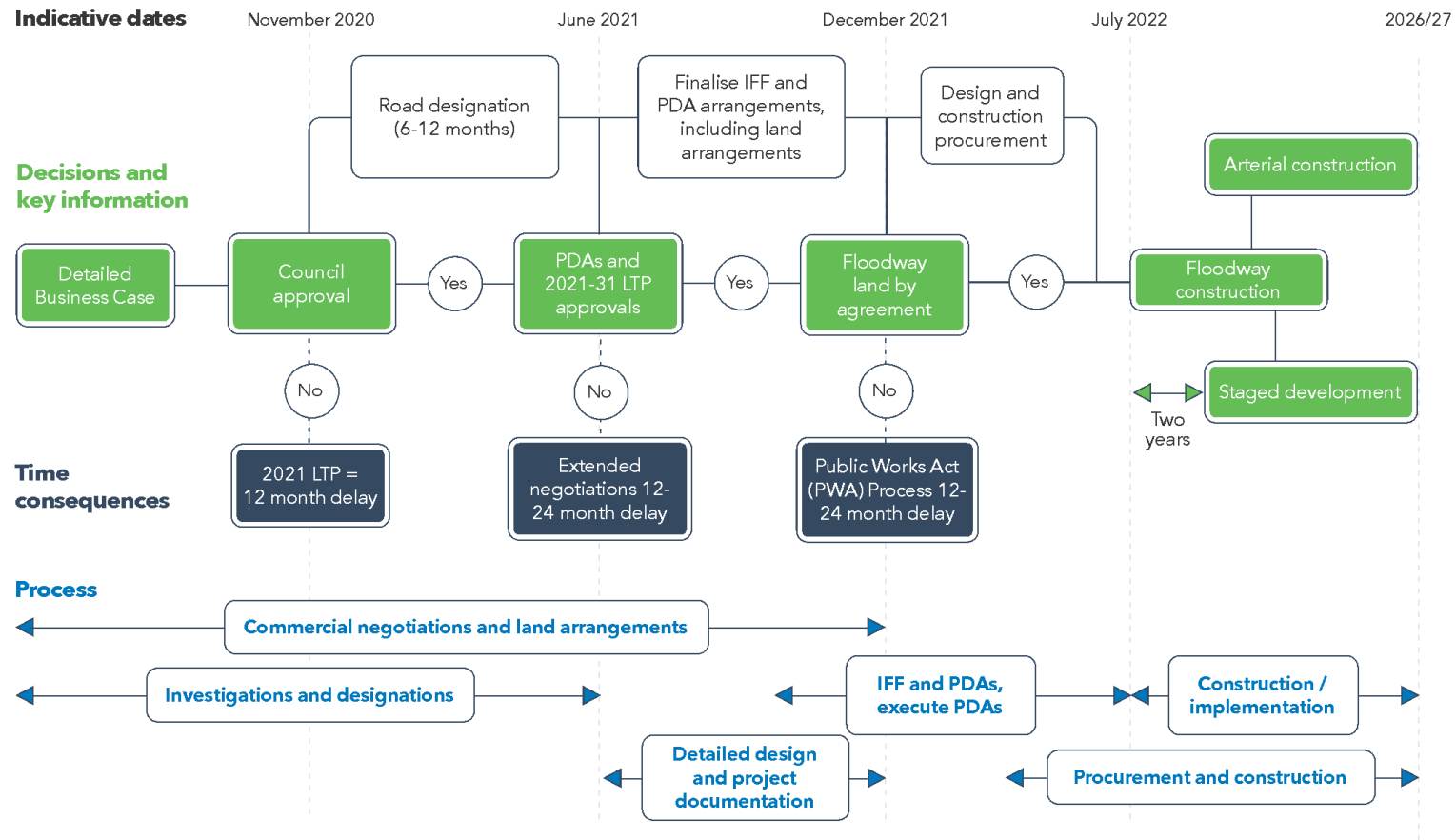
## PHASE FOUR: Construction

Detailed management of the programme will be driven by the terms of the PDA, IFF and those responsible for delivery and approval.

The Management Case is subject to change and will evolve as IFF and PDA negotiations continue. It will be refined as part of Council's long-term planning process

If the Build Community option does not go ahead, a new programme will need to be developed. This will need to address the risks of the piecemeal approach and support the Deferred Community option.

# THE MANAGEMENT CASE



## IN SUMMARY

- 

**1** As at June 2020, there was a growing community of 138 homes and a number of resource consents pending for approximately 1000 residential sections. Existing and future residents expect strategic infrastructure to be in place.
- 

**2** Developers are committed, with detailed subdivision plans, but face conditions they are unhappy about and effects they cannot mitigate. This will lead to piecemeal development with poor wellbeing and infrastructure outcomes.
- 

**3** There are infrastructure risks (liquefaction and settlement) that may arise through piecemeal development, which may lead to significant litigation and reputational damage, eg Wimbledon Close.
- 

**4** The opportunity exists to benefit from the off balance sheet IFF funding tool and the potential to share the upfront funding with key developers. This could provide up to \$178 million towards the cost of Rotokauri which may or may not be available in the future.
- 

**5** The Build Community Option is consistent with Council's current growth principles for the LTP. The Piecemeal Community and Deferred Community Options are not. Equally they are financially comparable but have significantly different wellbeing and infrastructure outcomes.
- 

**6** While Hamilton has enough greenfield land supply in the short-term, if Rotokauri is not opened up in the 2021-31 Long-Term Plan Council will be relying on other developments and infill generation (over which it has less control). Notably the stormwater floodway is still a critical requirement (regardless of supply) for existing and future residents.
- 

**7** Accelerating development is affordable, but does require some upfront funding and may be at the expense of other Council priorities.
- 

**8** All options presented by the Rotokauri DBC result in a similar number of residential, commercial and industrial properties by Year 30. The difference is the timing and the risks surrounding delayed timeframes.



Hamilton City Council  
Garden Place, Private Bag 3010, Hamilton

 /HamiltonCityCouncil

 @hamiltoncitycouncil

 07 838 6699

[hamilton.govt.nz](https://www.hamilton.govt.nz)

## ANY QUESTIONS?

GREG CARSTENS  
Growth Funding and Analytics Unit Manager  
[greg.carstens@hcc.govt.nz](mailto:greg.carstens@hcc.govt.nz)

KAREN SAUNDERS  
Growth Programmes Manager  
[karen.saunders@hcc.govt.nz](mailto:karen.saunders@hcc.govt.nz)

# Council Report

Item 9

**Committee:** Strategic Growth Committee **Date:** 30 March 2021  
**Author:** Luke O'Dwyer **Authoriser:** Blair Bowcott  
**Position:** City Planning Manager **Position:** Executive Director Special Projects  
**Report Name:** Future Proof Update Report

<b>Report Status</b>	Open
----------------------	------

## Purpose - Take

1. To inform the Strategic Growth Committee of recent activities and progress associated with the Future Proof Urban Growth Partnership.

## Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Strategic Growth Committee receives the report.

## Executive Summary - *Whakaraapopototanga matua*

3. The Future Proof Partnership has changed to focus from policy and planning initiatives to a greater emphasis on infrastructure investment and strategy implementation. This broadened focus couples with the recent appointment of Peter Winder as the new Implementation Advisor.
4. Key recent actions since the last report to this Committee include the following:
  - i. A meeting of the Future Proof Implementation Committee (FPIC) was held on 26 February 2021 where key strategic issues were considered and discussed by Governance representatives from across the Partnership;
  - ii. Ongoing work related to the Future Proof Strategy review;
  - iii. Completion of tender documents to procure consultants to develop a Programme Business Case for the Hamilton-Waikato Metropolitan Spatial Plan area.
5. In addition to the above, work progresses in the Three Waters sub-regional study and separate Metro Wastewater business case area and these matters are the subject of a separate report.
6. Having considered the Significance and Engagement Policy, staff have assessed that the matters in this report have low significance and that the recommendation complies with Council's legal requirements.

## Recent Future Proof Activities

### The last Future Proof Implementation Committee meeting 26 February 2021

7. The Future Proof Implementation Committee (FPIC) convened for the first time in 2021 on 26 February. The minutes of the open session of that meeting can be viewed [here](#). The

Attachment 2

minutes of the closed session of that are attached in a separate report in the public excluded portion of this agenda.

8. At that meeting, FPIC considered reports covering the following matters:
  - i. Growth pressure across the Future Proof Area
  - ii. Local Authority Partner Issues and Challenges
  - iii. Waikato Tainui Priorities
  - iv. Government priorities
  - v. Current strategies and next steps
  - vi. Reshaping the Future Proof and Hamilton to Auckland Corridor Work Programme.
9. Growth pressures from across the Future Proof Area were covered first with a focus on the following key matters:
  - i. The sub-region is expected to continue to experience significant population growth into the future;
  - ii. The sub-region will require a significant number of new houses over the long-term;
  - iii. Housing affordability is an issue across the sub-region and is getting worse;
  - iv. Median house prices are increasing rapidly;
  - v. Home ownership rates are decreasing;
  - vi. Whilst we probably have sufficient current and planned land capacity across the whole sub-region, some development areas are constrained;
  - vii. Funding and financing infrastructure to cater for growth and increasing compliance requirements is one of the biggest issues facing the sub-region's local authorities;
  - viii. Delivering on increasing water quality standards, meeting demand for water under current
  - ix. Allocations, and providing necessary water infrastructure are fundamental issues for councils in catering for growth;
  - x. There is a lack of transport choice within the corridor;
  - xi. There is a robust strategic planning framework in place for the sub-region, however we need to translate this strategy into action;
  - xii. Joined up decision making across the public and private sectors is required to effect meaningful change.
10. Local authority partner issues and challenges included presentations from each of the Future Proof partner councils on the state of their LTP's, core strategic priorities, and priorities in terms of infrastructure spending.
11. In terms of the current state of the Future Proof work programme, FPIC was reminded that through 2020, FPIC considered and adopted two key strategies: the Hamilton-Auckland Corridor Plan and Implementation Programme and Hamilton-Waikato Metropolitan Spatial Plan.
12. Both plans provide a bold approach to the long-term planning of the Hamilton-Auckland Corridor and the integration of land use and transport. The Future Proof local authorities need to give effect to both the National Policy Statement on Urban Development and the National Policy Statement for Freshwater Management. Both have a timetable for implementation that is unchanged by the government's RMA reform process. Other national policy statements are still under consideration.
13. The next steps to implement these plans and respond to national policy statements are to:
  - i. translate the implementation actions into the Future Proof Work Programme;

- ii. combine and translate both plans to form a single Future Proof Strategy for the whole sub-region;
  - iii. publicly consult on the combined strategy – providing important public input and giving the resulting strategy standing under the RMA;
  - iv. prepare and implement changes to the Regional Policy Statement to reflect the combined Future Proof Strategy and to implement the National Policy Statement on Urban Development (and others);
  - v. prepare and implement changes to District Plan to give effect to the RPS, and national policy statements.
14. In terms of iwi priorities, a presentation was made by Tainui clearly indicating that Waikato Tainui and Tainui Group Holdings' focus through Futureproof Stage 2 is to progress economic aspirations arising from the Ruakura inland port precinct, Rotokauri, Meremere (east and west of SH1) and Hopuhopu.
15. Finally, the Implementation Advisor presented a report to FPIC that outlined the re-shaped Future Proof Structure and work programme recommended by the Chief Executive's Group (CEAG). The presentation outlined how an opportunity now exists to bring this relationship one step closer together by completely integrating H2A and Future Proof - inviting central government into all the business of Future Proof and re-shape the work programme to report to specific working groups. The working groups are:
- i. Policy and Planning Working Group
  - ii. Transport Working Group
  - iii. Priority Development Areas Working Group
  - iv. Waters Working Group
  - v. Forecasting, Information and Monitoring
  - vi. Biodiversity Credit Market and Offsets.
16. Further work is still progressing to consider how Future Proof best deals with housing issues and social and community facilities and infrastructure. CEAG is progressing engagement with both the Auckland Council (and associated entities) and Matamata-Piako District Council on how they can effectively engage across the revised work programme.
17. CEAG has considered an indicative budget for the revised (and expanded) work programme. Specific, dedicated funding has been secured for the key initiatives that drive most of the projected increase in expenditure. Further work is required to confirm the budget.
18. Government partners have been asked to consider how they support the ongoing work of Future Proof. CEAG is optimistic that the increased programme can be delivered with only a modest increase in the ongoing funding contribution from partners. All partners will need to confirm their funding commitment in order to finalise a budget.

### **The Update of the Future Proof Strategy**

19. The Future Proof Strategy is undergoing a two-phased update. The first phase has been completed. The Future Proof Strategy: Planning for Growth was adopted by the Strategy partners in November 2017 and replaces the 2009 version of the Strategy. The Strategy underwent a full Special Consultative Procedure under the Local Government Act 2002.
20. The second phase of the Update began in 2018 and a draft Strategy, with gaps, was submitted to the Ministry for the Environment in December 2018 to meet the Future Development Strategy requirements of the then National Policy Statement (NPS) on Urban Development Capacity. The update has since been on hold to allow various projects to further progress such as the Hamilton to Auckland Corridor (H2A) initiative, the HW-MSP, the Waikato District Growth and Economic Development Strategy (Waikato 2070), and the new National Policy Statement on Urban Development (NPS UD).

21. The Implementation Advisor has recommended that staff continue working on the Strategy and complete a second draft by early/mid 2021, ahead of full public consultation.
22. Engagement with elected members from across the partnership is being arranged and will occur before the strategy is reported to FPIC later in 2021.
23. It is envisioned that the Strategy will bring all current works in progress together into one document, providing a good framework to feed into the Waikato Regional Policy Statement.

#### **Hamilton-Waikato Metro Spatial Plan Transport Programme Business Case**

24. Scoping of the Metro Spatial Plan Transport Programme Business Case ('the PBC') has been completed and a procurement process commenced on 4 March 2021. This is a collaborative process undertaken under the auspices of the Future Proof partnership.
25. The HW-MSP is a long-term strategic vision for the metropolitan area based on a terms of reference endorsed by the Future Proof Implementation Committee (FPIC) in 2019. It will inform our land use and infrastructure decisions in the future and provide an evidence base for further investigations (including this PBC), funding approvals and decision-making. The Future Proof Implementation Committee (FPIC) in their meeting on 10 September 2020 approved the draft MSP and appendices for finalisation and publication subject to any feedback from FPIC.
26. Broadly, the PBC – in collaboration with all project partners – will develop a preferred programme of business cases, which can either be at a broad programme level or for specific elements, e.g. for the proposed rapid and frequent transit network. This work will identify medium-long term phasing, costs, trade-offs, benefits, opportunities, integrate transport and land use planning and give direction on how partners can implement the most appropriate transport interventions at the right time, for the long-term transport and growth needs of the metropolitan region.
27. Additional to the technical development and procurement process, project progress in February 2021 has revolved around refamiliarising partner councils with the Metro Spatial Plan and informing them of the proposed work across this year. These discussions are in initial phases only and will continue in March and will broaden to discuss how this workstream is reported to Councillors, as well as updating and refining the project goals and objectives from those adopted as part of the HW-MSP work in 2019. The successful consultant team is expected to be appointed in April.
28. Initial conversations with Committee chairs across the partner councils has occurred and in the case of Waipa District Council, staff have presented to a full council workshop. This is a work in progress, but expectations are that engagement with Hamilton City Councillors on the points mentioned above occurs in March.
29. A full project programme will be developed once the consultant team is on board and will give better direction on key points the projects needs direction from elected member across the partner councils.
30. Concurrent with the above, as reported in November 2020, the structure of Future Proof has seen the establishment of a "Transport Working Group" amongst other specific subject areas, comprising staff from across the Partners.
31. The role and purpose the group is essentially to:
  - i. Complete the HW-MSP Transport Programme Business Case to support decisions on the viability, timing and scope of rapid transit as anticipated in the HW-MSP.
  - ii. Provide advice and support for the Future Proof Councils to develop and implement a governance, delivery and funding framework that can ensure the aligned multi-year, multi-party delivery on major investment in public transport infrastructure and services,



some of which will cross regional boundaries. It is intended that this would be run in parallel with the HW-MSP Transport Programme Business Case.

- iii. Engage in and support all future work on the potential High-Speed Rail Connections between Auckland and Hamilton and indicative connections between Hamilton and Tauranga. This is currently a business case being led by central government that may or may not continue in 2021.

- 32. There are key interrelationships between this group and the HW-MSP Transport Programme Business Case and the ongoing operation and development of existing public transport services and facilities.
- 33. Gavin Ion from Waipa District Council is the CEAG sponsor for the transport workstream. The Project Director role for the Transport Working Group is currently being recruited; in the interim this role is shared between Phil Haizelden from HCC and a representative from the Ministry of Transport.
- 34. A regular progress update report for this workstream will be presented at each Strategic Growth Committee meeting in 2021.

### Next Steps

- 35. Detailed work on the update to the Future Proof Strategy will continue over the next few months and will include elected member engagement. Furthermore, at the time of the next report, a consultant for the HW-MSP Transport Business Case should have been appointed with project initiation work having commenced.

### Financial Considerations – *Whaiwhakaaro Puutea*

- 36. There are no financial implications in relation to the information provided in this report.

### Legal and Policy Considerations – *Whaiwhakaaro-aa-ture*

- 37. There are no legal or policy considerations in relation to this report.

### Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

- 38. The purpose of Local Government changed on the 14 May 2019 to include promotion of the social, economic, environmental and cultural wellbeing of communities in the present and for the future ('the 4 wellbeings').
- 39. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report.
- 40. The recommendations set out in this report are consistent with that purpose.

### Risks - *Tuuraru*

- 41. There are no known risks associated with the decisions required for this matter.

### Significance & Engagement Policy – *Kaupapa here wakahira/anganui*

- 42. Staff have considered the key considerations under the Significance and Engagement Policy and have assessed that the recommendations in this report have low significance and no engagement is required.

### Attachments - *Ngaa taapirihanga*

There are no attachments for this report.

# Council Report

**Committee:** Strategic Growth Committee **Date:** 30 March 2021  
**Author:** Karen Saunders **Authoriser:** Jen Baird  
**Position:** Growth Programmes Manager **Position:** General Manager City Growth  
**Report Name:** Peacocke Programme Update

<b>Report Status</b>	<i>Open</i>
----------------------	-------------

## Purpose - *Take*

1. To inform the Strategic Growth Committee on progress of the Peacocke Programme of work for February 2021 – March 2021.

## Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Strategic Growth Committee receives the report.

## Executive Summary - *Whakaraapopototanga matua*

3. Overall, the programme is currently still on time for delivery. However, this may change if we move between Covid-19 Alert levels in future months. Staff will continue to monitor and report on any impacts to the Strategic Growth Committee.
4. Activities and achievements since the previous report on 18 February 2021 include:
  - i. Staff continue to work on the Weston Lea Ltd consent for Amberfield. The Environment Court Judge issued an interim decision on 6 November 2020 providing guidance to the parties to finalise the ecological consent conditions. The parties need to agree and report back to the Court on the condition changes required by 26 March 2021.
  - ii. Staff have also continued to work with Weston Lea to reach settlement of the Amberfield appeal matter for the southern sports park. It is now likely that there will be a PDA to cover all property purchase (including park and transport needs) for Council to consider.
  - iii. A land use consent for a retirement village at 37 Weston Lea Drive was lodged with the Council on 2 February 2021.
  - iv. Engagement has continued for the Peacocke Plan Change with staff working with landowners and developers. Staff have also engaged with Kainga Ora through a number of meetings to discuss potential concerns they may have.
  - v. Contractors are on site for transport and wastewater infrastructure packages and physical works are well under way. Upcoming planned work stages include more substantial traffic management as a result of road closures. Staff are working with key stakeholders and residents affected by road closures.

- vi. The majority of the bridge related steel arrives in New Zealand via the Port of Napier towards the end of March 2021. Most of the steel fabrication will occur in Napier prior to arrival on site in Peacocke.
  - vii. The land acquisition process is on track. The Council has secured property rights for 36 of the 39 properties within the designation footprint. Only one s23 objection (relating to the Shaw property) remains and is progressing through an Environment Court process.
  - viii. Staff are responding to requests from some landowners to upsize or extend infrastructure to enable development. A number of PDAs are currently being developed.
  - ix. Work is ongoing to implement the Ecological Monitoring and Management Plan (EMMP). This includes significant gully and stream restoration work (e.g. more than 10ha within the catchment), pest control, and bat roost protection and enhancement (e.g. providing artificial bat roosts).
  - x. Pest and predator control is underway. The lizard restoration work has started with 5000 plants in the ground and another 6500 to be planted this coming season.
  - xi. Acoustic bat monitoring is being undertaken January 2021 – March 2021. There have been several bat monitoring activities in the area. This includes monitoring by Council as part of the EMMP as well as external developers and landowners. Project Echo has been monitoring in the area as part of its citywide annual surveys.
  - xii. The Mangakootukutuku Integrated Catchment Management Plan (ICMP) has been submitted to Waikato Regional Council for certification.
  - xiii. An event was held in late February 2021 to formally open Te Inuwai Park, including unveiling a pou at the site.
  - xiv. The Ministry of Education (MOE) acquisition team is continuing with securing sites for two new schools in Peacocke and has been progressing the Melville High/Intermediate School consultation. The MOE Growth Team is presenting to the Elected Members at a briefing on 31 March 2021.
  - xv. Staff continue to work with Crown Infrastructure Partners (CIP) to investigate a potential arrangement to transfer a portion of the HIF loan into an off-balance sheet Infrastructure Funding and Financing arrangement.
5. A map showing projects and their progress is attached in **Attachment 1**.
  6. A focus of the next few months will be looking at new ways to effectively engage our key stakeholders and the community, particularly around the Peacocke Structure Plan and upcoming infrastructure projects.
  7. Overall, the programme is running to schedule, in particular:
    - i. The HIF network infrastructure project is on track.
    - ii. Current pre-application discussions and consenting and construction activity total approximately 2,900 homes, which is approximately 79% of the projected 10-year developer uptake of 3,750 homes in Peacocke. However, it should be noted that the economic impacts of Covid-19 are likely to affect the timing of this uptake, particularly the timing of construction of housing. This will continue to be monitored over the coming months and staff will provide updates in future Peacocke reports to the Strategic Growth Committee.
  8. Having considered the Significance and Engagement Policy, staff have assessed that the matters in this report have low significance.

## Background - *Koorero whaimaarama*

Attachment 3

9. This report covers the period from February 2021 – March 2021. The previous Peacocke Programme update was presented to the Strategic Growth Committee on [18 February 2021](#) for the period November 2020 – February 2021.
10. The Peacocke Programme financial report as at 31 January 2021 was included as part of the Capital Portfolio reporting presented to the Finance Committee meeting on 23 March 2021.
11. The programme commenced in July 2018, following Council approval of the Housing Infrastructure Fund (HIF) detailed business case and subsequent adoption in the 2018-28 10-Year Plan. Since then, the Peacocke team has been working on delivery of physical works. In 2018, the Council commenced a programme of investigations, stakeholder engagement, Member engagement, concept design development and land acquisition work for the projects. Activity during 2019 included continuing the 2018 activities plus commencing detailed design, continuing property acquisition, and enabling works including diversion of some utility services.

## Peacocke Programme Vision and Objectives

Item 9

12. The vision for the Peacocke Programme is to enable the development of an attractive and sustainable community in the Peacocke Growth Cell and surrounds. Ko te whakakitenga moo te whenua Peacocke - Ko te aaheinga o te hanga he waahi ataahua, he waahi toiora ki Peacocke.
13. Over the next 10 years, the Peacocke Programme is projected to deliver a third of Hamilton's medium-term housing needs.
14. The Peacocke programme includes the delivery of the strategic network infrastructure, community facilities and infrastructure, resource consenting and building consenting activities, ecological protection and enhancement, funding, monitoring and reporting and commercial activities.
15. The Programme supports the delivery of the 2018-28 10-Year Plan and the following community outcomes:
  - i. **A city that embraces growth** – we have the infrastructure that meets our current demands, supports growth and helps build a strong economy;
  - ii. **A great river city** – we embrace our natural environment and have green spaces, features and community facilities that make Hamilton a great place to live, work, play and visit;
  - iii. **A Council that is best in business** – we are customer focused, financially sustainable and have the best people delivering the best outcomes for the city.
16. As per the HIF Detailed Business Case, the investment objectives of the Peacocke programme are to:
  - i. support Hamilton to be the third City Economy in New Zealand,
  - ii. increase the amount of developer-ready land to meet the National Policy Statement-Urban Development Capacity,
  - iii. support the provision of affordable housing
  - iv. build a vibrant community that integrates with Hamilton,
  - v. enable coordinated land use and strategic infrastructure,
  - vi. ensure financial sustainability for Hamilton City Council and the community.

## Discussion – *Matapaki*

### Commercial, planning and consenting activities

#### Pre-application discussions

17. Commercial infrastructure negotiations and planning consent pre-application discussions are underway with three major developers in Peacocke.
18. The focus for the infrastructure negotiations is to progress property acquisition and to integrate development proposals with the Council's programme of works to achieve better whole-of-life asset outcomes or create more efficient integrated assets such as joint stormwater treatment devices.

#### Development activity

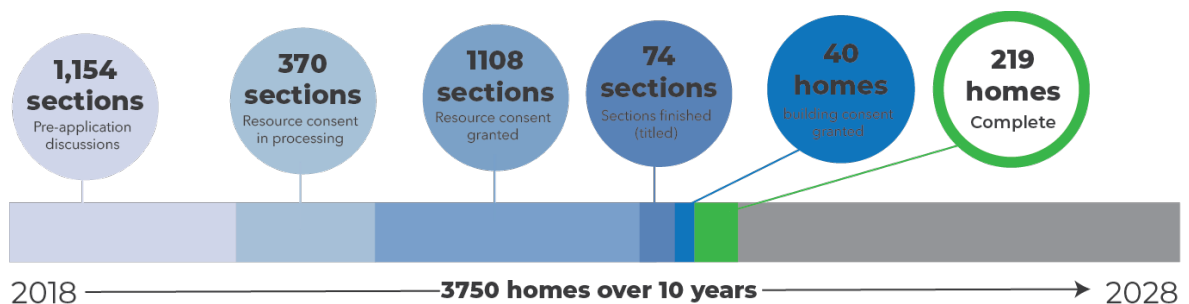
19. The majority of Peacocke Stage 1 has been consented or is seeking consent to subdivide.
20. A subdivision resource consent for 250 residential allotments along with 22 'super lots' at 3019 Ohaupo Road in Peacocke Stage 1 is currently being processed. The super lots will be the subject of future land use proposals for higher-density development such as duplexes and apartment units.
21. The Amberfield/Weston Lea Ltd subdivision consent application in Peacocke Stage 2 for 833 residential allotments was granted by independent hearing commissioners on 1 November 2019, subject to relevant consent conditions. The applicant and DOC appealed the consent conditions relating to sports parks and ecological conditions.
22. An Environment Court hearing was held from 31 August 2020 to 8 September 2020. The Environment Court Judge issued an interim decision on 6 November 2020 providing guidance to the parties to finalise the ecological consent conditions. The parties need to agree and report back to the Court on the condition changes required by 9 April 2021. The appeal relating to the southern sports park is subject to mediation discussions between Weston Lea Ltd and the Council. If settlement is not reached, the matter will be set down for an Environment Court hearing for some time in 2021.
23. Amberfield is the first major subdivision consent application in Stage 2 and initially applied for 862 dwellings. Through the consenting process, this was reduced to 833 dwellings. Information relating to the consent and hearing is available for viewing on the Council website [here](#).
24. Qestral Corporation has lodged two applications regarding their proposed retirement village in Peacocke. These include:
  - i. A land use consent for bulk earthworks at 55 Weston Lea Drive, which was lodged with the Council on 27 February 2020. The bulk earthworks comprise a total 5,000m<sup>3</sup> of cuts and 40,000m<sup>3</sup> of fills over 4ha land area. The bulk earthworks will enable some interim works with the aim of re-lodging a land use consent for establishing a retirement village over a 19-ha area by Qestral Corporation Ltd in due course. This application was granted on 1 September 2020.
  - ii. A land use consent for a retirement village at 37 Weston Lea Drive was lodged with the Council on 2 February 2021. The development includes establishing a 230-unit retirement village, a care centre, a manor, a pavilion and dementia facility, together with internal roading and landscaping. This application has been placed on hold by the applicant to work on further information requested by Council in November 2020 following a review of the draft application documents.
25. A map showing the location of development activity in Peacocke can be seen in **Attachment 2**.



### Progress towards the Housing Infrastructure Fund housing yield

26. As per the detailed business case, the HIF investment is to implement strategic infrastructure to enable the development of 3,750 homes over 10 years from 1 July 2018.
27. Current pre-application discussions and consenting and construction activity total approximately 2,900 homes, which is approximately 79% of the projected 10-year developer uptake of 3,750 homes in Peacocke (refer **Figure 1**). However, it should be noted that the economic impacts of Covid-19 are likely to affect the timing of this uptake, in particular the timing of construction of housing. This will continue to be monitored and staff will provide Peacocke specific updates to the Strategic Growth Committee as more is known.

**Figure 1. Pipeline showing development activity since 1 January 2018 in the Peacocke HIF funded area (Peacocke Stage 2 and remaining capacity Stage 1), as at March 2021.**



28. Pending Covid-19 impacts, development is expected to accelerate once the bridge and the wastewater infrastructure solutions are in place from 2023/24.

### Peacocke District Plan Change 5

29. Plan Change 5, which will refresh the Peacocke Structure Plan, is a public policy process where Elected Members have the final say. Only the Council can resolve to notify a plan change to formally initiate RMA processes that are essential for altering the planning provisions in Peacocke. Therefore, it is important that Members are briefed in a timely and detailed manner to not only understand the key opportunities and risks associated with the project, but to feel a level of comfort and ownership with what is occurring, given their unique political role in the process.
30. The review of the Peacocke Structure Plan provides an opportunity to consider and address several key issues that will impact the outcomes of the Peacocke Structure Plan. To support the review, background studies are continuing to be prepared. Along with this work, several Council briefings will be held over the next six months on the plan change process.
31. To date, staff have held four briefings with Elected Members on 27 May 2020, 30 September 2020, 4 November 2020 and 17 March 2021. The purpose of these briefings were to outline the progress to date on the plan change and provide the opportunity for Members to input into the plan change process. To develop a structure plan that meets best practice and the Council's strategic organisational objectives, staff sought Members' support on the following matters:
  - i. creating the opportunity to build a modern suburb with high ecological and transport outcomes
  - ii. increasing density to support public transport and a vibrant community

- iii. protecting the natural environment and ensuring development is compatible with the natural environment, and
  - iv. the development of the Peacocke Local Centre
32. Staff continue to undertake engagement with key stakeholders. Following the initial workshops on 22 and 23 of July 2020, additional one-on-one meetings and workshops continue to be held with key developers and community groups. Developer and community co-design workshops/webinars were also held in mid-August 2020 and 7-8 September 2020 respectively. Staff have also engaged with Kainga Ora through a number of meetings to discuss potential concerns they may have.
33. Community engagement on the Peacocke Structure Plan took place from in late 2020 with staff continuing to engage with key stakeholders as well as undertake a second round of targeted consultation in March and April 2021 with landowners to discuss the draft Peacocke structure plan and associated District Plan provisions in more detail.
34. The current milestones for the Structure Plan are set out in **Table 1**:

**Table 1. High level Plan Change 5 Project time frames**

Milestone	Description	Planned date
Key stakeholder pre-notification engagement	Workshops, documentation circulation	March – April 2021
Final Iwi review prior to public notification	Sign-off by Waikato-Tainui	February – April 2021
Final structure plan documents and District Plan provisions	Present to Council	April 2021
Council resolution to notify plan change	Council Meeting	May 2021
Notify plan change (subject to interaction with current infrastructure, procurement and acquisition processes)		June 2021
Prepare s42A report		July – November 2021
Hearing of submissions	Hearing Commissioners	February 2022
Decisions released and appeal period	Commissioners/Environment Court	March 2022

### Network Infrastructure

35. Overall, the network infrastructure programme is on track and progressing well in accordance with the HIF facility agreement obligations.
36. Procurement of the wastewater transfer pump station, the next major construction package, is under way with a contract award recommendation planned to be brought to this Committee later in 2021.

### Land acquisition

37. Thirty-six properties have been acquired of the 39 affected landowners. The risk to the programme for construction is decreasing with access secured for all areas required for the current construction contracts.
38. Of the remaining three properties, all are progressing through Public Works Act processes and are on schedule, including the Shaw property which is progressing through an Environmental Court appeal process.

39. Acquisition and settlement processes will continue for all properties as well as work to resolve objections and valuation matters for properties where we do not have a full and final agreement in place. The acquisition process will transition over the next few months into the final phases to conclude property transactions and compensation.
40. A high-level summary is set out below in **Table 2:**

**Table 2. Property Status Summary**

Property process steps	Properties at each step
Negotiation in good faith to reach agreement. Full and final if possible, otherwise an advanced agreement to secure access.	28 secured by negotiation
Use the PWA and Proclamation process to secure access where agreement cannot be reached.	8 secured by Proclamation 2 still in progress
Mediation followed by Environment Court if required following objections	1 in the mediation process
Land Valuation Tribunal (LVT) to resolve compensation issues	Zero but a couple of owners considering moving to LVT soon
Final survey following construction completion	zero

41. Where there are property related opportunities to work with neighbouring development to achieve efficiencies and mutual benefits, these will be considered subject to PWA disposal obligations.

#### **Wastewater Northern Pipeline**

42. Works are progressing ahead of programme through the East Town Belt and two road crossings have been completed (refer images showing pipeline installation in **Attachment 3**).
43. Planning is underway for the crossings of Ruakura Road, the Railway line, and the sections along Tramway Road and Wairere Drive in the coming months.
44. Substantial traffic management will be in place at times and staff are working with key stakeholders in developing these plans.

#### **Waikato River Bridge and Associated Works**

45. Bulk earthworks are under way on both sides of the Waikato River as part of bridge foundation piling operations begin in March 2021. This is a critical activity involving substantial underground works adjacent to the Waikato River. Ground condition risks as well as environmental protection considerations are particularly high during this stage of works.
46. Closure of short sections of Weston Lea Drive for drainage installation will begin in March 2021 following communication with residents.
47. A closure of Peacockes Road near the Glenview Club is proposed from April 2021 for six to nine months while services, drainage and new strategic bulk water and wastewater are all installed. A closure is necessary due to the complexity of works in the short section between Waiora Terrace and Weston Lea Drive. Detour planning is under way and will be communicated before being implemented.
48. A dedicated traffic management forum has been established to assist with planning and coordination, particularly with Waka Kotahi, other private projects and developers.
49. Construction traffic relating to earthworks and utilities works has been under way since Christmas. Route planning includes specific consideration of the materials, supply location and destination as well as construction methodology so that, as far as practicable, construction traffic remains on the most appropriate route.

- 50. Project newsletter type communications to stakeholders and community are being developed and will be used to communicate on key construction activities.
- 51. The majority of the bridge related steel arrives in New Zealand via the Port of Napier towards the end of March 2021. Most of the steel fabrication will occur in Napier prior to arrival on site in Peacocke.

### **Parks and Open Spaces**

- 52. A Notice of Requirement for the approximately 14.5ha northern sports park has been lodged. The Notice of Requirement was limited notified to adjoining landowners, the Department of Conservation (DOC) and Tangata Whenua. Submissions closed on 10 August 2020. Four submissions were received from The Adare Company Ltd (landowner), Rex Hannam (landowner), Kevin and Kathy Sanders (adjoining landowner) and DOC. The hearing was to be held on 21-23 September 2020 but has now been postponed until 3 months after the final decision for the Amberfield consent has been issued. The new hearing date will likely be in early to mid-2021.
- 53. The decision by the independent commissioners for Amberfield included the southern sports park and this has been appealed by the applicant. Staff have continued to work with Weston Lea to reach settlement of the Amberfield appeal matter for the southern sports park. It is now likely that there will be a PDA to cover all property purchase (including park and transport needs) for Council to consider.
- 54. The acquisition of neighbourhood parks and gully land where required will be undertaken as and new developments commence.

### **Wellbeing considerations - *Whaiwhakaaro-aa-oranga tonutanga***

- 55. The purpose of Local Government changed on 14 May 2019 to include promotion of the social, economic, environmental and cultural wellbeing of communities in the present and for the future ('the 4 wellbeings').
- 56. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report as outlined below.
- 57. The recommendations set out in this report are consistent with that purpose.
- 58. The Peacocke programme is underpinned by Sustainability Principle 1: Council includes environmental, economic, social, and cultural considerations in its decision-making criteria.

### **Social**

- 59. The vision of the Peacocke programme is to enable the development of an attractive and sustainable community. This aligns closely with the definition of social wellbeing – the extent to which individuals feel a sense of belonging and social inclusion.

### **Education and community facilities**

- 60. The MOE acquisition team is continuing with securing sites for two new schools in Peacocke.
- 61. The MOE growth team is also reviewing Melville High and Melville Intermediate schools. The MOE is leading the consultation. The first round of consultation was completed late 2020 and the Ministry of Education team is now preparing a report for the Minister to consider. The Ministry of Education Growth Team are presenting to Elected Members at a briefing on 31 March 2021.

## Economic

62. The key economic benefit the Peacocke HIF investment for strategic infrastructure will deliver is the bringing forward of residential development in Peacocke as outlined in economic case of the [Housing Infrastructure Fund detailed business case](#).

## Environmental

### Peacocke-wide environmental activities

63. Environmental wellbeing – the extent the sustainability of the environment is protected now and into the future – is a major consideration for the Peacocke programme. The intent is to return the land to a better state.
64. Peacocke is not only the Council's biggest investment into a new growth area, it's also our biggest-ever environmental investment.
65. Work on a regional bat management plan has continued as part of the steering group now known as the Waikato Bat Alliance. The intent is for this to be a multi-agency/cross-Council plan that is being facilitated by Waikato Regional Council. The second steering group meeting was held in December 2020 and agreement reached on engaging a consultant to prepare a draft high-level strategy for pekapeka/bat habitat protection in the Waikato region based on work already completed by the Waikato Bat Alliance and on additional consultation and engagement with the partners.
66. The high-level strategy is proposed to include: essential background information; vision, values and principles; and workstreams with long-term outcomes. At this stage, the strategy would not include detailed actions, which will be a subsequent stage.
67. Staff will bring a draft high-level strategy through to the relevant committee for consideration once prepared. Following support for the high-level strategy from all partner organisations, engagement with the wider community will be undertaken on behalf the Waikato Bat Alliance.
68. Several developers in the area have indicated that they would like to commence monitoring of Long-Tail bats on their land this monitoring season. In the absence of a Bat Management Plan (which may take some time to prepare), staff have prepared monitoring methodology advice that landowners can use to support quality and consistent information across the area. It is envisaged that this methodology will eventually align with any methodology recommended under the Regional Bat Management Plan and the data will be shared across other monitoring activities in the city, for example the Project Echo annual survey and the Southern Links monitoring.
69. Project Echo has been undertaking its annual bat survey monitoring in the city, including the Peacocke area. Council makes a financial contribution to the survey and will have access to the results once available later in the year.

### Southern Links and transport corridor-related environmental activities

70. Work is underway to implement the Ecological Monitoring and Management Plan (EMMP). This includes significant gully and stream restoration work (e.g. more than 10ha within the catchment), pest control, and bat roost protection and enhancement (e.g. providing artificial bat roosts).
71. Key current and upcoming activities include:
- i. 80 artificial bat roosts (bat boxes) have been installed in the Peacocke area to date as part of implementing the EMMP. An additional 20 bat boxes will be installed once access to various sites has been secured. Refer to **Attachment 3** for images of a bat box and installation.



- ii. Significant restoration work has started. Planting plans have been prepared for the first 8ha of gully and lizard habitat restoration over the next 3-4 years. Detailed design and consenting work for the associated maintenance track is nearly complete.
  - iii. Restoration work on the first 1.6ha lizard habitat restoration work has started with 5000 plants in the ground and another 6500 to be planted this coming season. Baseline lizard surveys for this site were completed in the end of 2020, confirming the presence of copper skinks. Gorse removal and fencing has been completed; pest plant and predator control is continuing.
  - iv. Wetland baseline surveys and another summer bird survey were completed in November 2020.
  - v. Gully restoration work expected to commence this planting season on a 1ha site adjoining the lizard habitat site.
72. Other ongoing monitoring required by the EMMP has been scheduled as follows:
- i. Acoustic bat monitoring and bat box monitoring surveys continuing through March 2021.
  - ii. Thermal imaging bat monitoring at the Waikato river bridge site rescheduled to March 2021.
73. All tree and vegetation removal for Southern Links-related projects to date have followed the protocols in the EMMP to protect bats, lizards and birds from harm.
74. The Ohaupo Rd/SH3 Roundabout project has planted 17,000 plants to date. Additional planting of the stormwater wetland area will be undertaken this planting season.

### **Mangakootukutuku Integrated Catchment Management Plan (ICMP)**

75. The Mangakootukutuku ICMP has been under development since 2017 and has been submitted to Waikato Regional Council for certification.

### **Cultural**

76. Effective partnership with Iwi is integral to the success of many projects across the Peacocke programme. We respect the special status of Tangata Whenua, are committed to the principles of Te Tiriti O Waitangi and further Maaori aspirations through building mana-enhancing partnerships.
77. Our Iwi partners, Waikato-Tainui, are engaged under the Joint Management Agreement (JMA), with a shared responsibility to achieve the vision and strategy for the Waikato River.
78. Staff place a high level of importance on the Vision and Strategy for the Waikato River when planning projects that impact the river and tributaries within the Peacocke catchment.
79. Staff recognise and consider relevant sections of the Waikato-Tainui and Ngaati Hauaa Environmental Plans when planning projects within the Peacocke catchment.
80. Maangai Maaori provide a political voice for Maaori within the decision-making of select Council committees.
81. Waikato-Tainui interests are represented on the Peacocke Governance board through Waikato-Tainui General Manager Rights and Interests.
82. The Council continues to meet its legislative responsibilities under the RMA by providing opportunities for Iwi and hapuu to contribute to local government decision-making processes and exercise of kaitiakitanga over the natural and physical aspects within Peacocke.
83. Iwi and hapuu contributions in Peacocke have included the Southern Links road corridor projects; private plan changes; ICMPs; and processing of resource consents.

84. There is an agreement in place between the Council and Waikato-Tainui to resolve first rights of refusal for designated land that was originally derived from the Crown.
85. The programme team continues to engage with the Tangata Whenua Working Group (TWWG) to enable the construction of network infrastructure in Peacocke in partnership with local iwi. Cultural inductions and training have helped educate the wider team and contractors on the importance of keeping cultural considerations at the forefront of everything we do.
86. Cultural symbolism is woven into the scope of construction projects. Actual details are being developed through various stages of the design development and through working with HEB Construction, and in close partnership with the TWWG. A 'cultural blueprint' process will help ensure cultural opportunities within placemaking and wayfinding are identified and aligned with the overall cultural history of the area. Refer to **Attachment 3** for images showing examples of cultural symbolism in Peacocke.
87. Kaiarahi and Kaitiaki contracts are now in place which include specific Iwi representatives embedded within the construction contracts to guide and provide cultural guardianship during construction works.
88. Iwi/Mana whenua have been engaged for the Peacocke Plan Change (Peacocke District Plan Change 5).
89. Iwi/Mana Whenua have completed and endorsed the cultural section of the Mangakootukutuku ICMP.
90. Iwi/Mana Whenua support to Council in resolving the protest in Peacocke by Te Wakaminenga o Maniapoto and others is continuing. Iwi and Mana Whenua are clear that these protest groups have no mandate and advise Council to dismiss the protest claims of mana whenua made by the groups.
91. Amorangi Maaori continues to provide cultural advice and support to project management teams and works in Peacocke.
92. Reports on the Peacocke Programme is provided to both Iwi and Mana Whenua through the monthly Te Ngaawhaa Whakatupu Ake Council hui.
93. As part of Council's commitment to the partnership with Waikato-Tainui, staff have progressed the public notification for the revocation of the Historic Reserve status. Two submissions were received, one in support and one in opposition. A hearing was held on 10 December 2020 by the Hearings and Engagement Committee.

## Communications and Engagement Activities

94. As part of the Peacocke engagement strategy, there has been a focus on engaging with the existing communities in south-west Hamilton, as well as wider Hamilton, to make sure we bring the whole community on the journey with us. A focus of the next few months will be engaging our landowners and other key stakeholders around the Peacocke Structure Plan and communication around the Strategic Wastewater and Transport project construction.
95. Staff are continuing to engage with environmental and cultural groups, key developers, and Government agencies including Heritage New Zealand Pouhere Taonga, Kainga ora and Department of Conservation, as well as our project partners through the Housing Infrastructure Fund including Waka Kotahi NZ Transport Agency.
96. Construction is now well under way on the new wastewater pipelines and Waikato River bridge and surrounding transport network. Neighbouring residents and landowners have been kept up to date with the works through letter drops, newsletters, one-on-one meetings and open days.

97. Preparations are being made to undertake landowner engagement around the Peacocke Structure Plan.
98. On 25 February 2021, Council hosted a community celebration at Te Inuwai Park. The event was attended by more than 200 people including tangata whenua, elected members, staff, contractors, developers and neighbouring residents. A pou carved by students from Ngā Taiātea Wharekura in Rotokauri was unveiled at the event. BestStart Dixon Heights was also acknowledged as kaitiaki or guardians for the park and community gardens in the playground. Refer to **Attachment 3** for images of the event and the pou.
99. Proactive media around construction time lapse cameras for the new Waikato River bridge, achieved regional media coverage (see Waikato Times / Stuff.co.nz: [Big bridge progress can be tracked on timelapse video](#)).

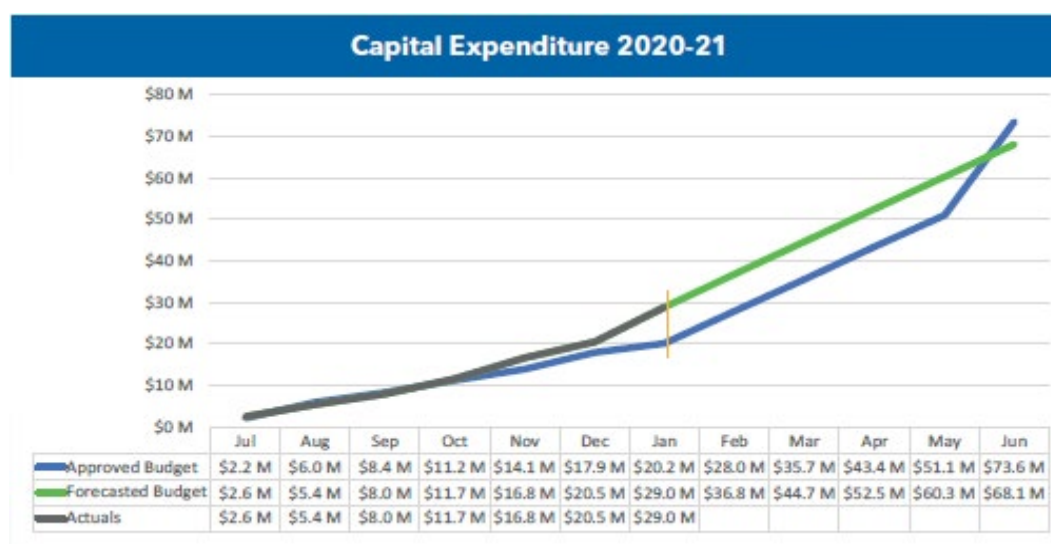
### Financial Considerations - *Whaiwhakaaro Puutea*

100. The approved overall budget for 2018-28 10YP Peacocke growth cell remains unchanged at \$413.5 million. The programme remains on track and on budget as per the business case. While overall this total remains unchanged, there is a need to forecast movements in annual amounts to re-phase budgets between years, allowing timing to be amended to reflect actual expenditure needs (not reflective of project progress).
101. The Peacocke growth cell is in part being funded by the New Zealand Government through the Housing Infrastructure Fund (HIF). The HIF relates to provision of essential infrastructure. The total value of these works is \$290.4M, funded by NZTA subsidy of \$110.1m and HIF of \$180.3M.
102. The 2020-21 Approved Annual Plan budget for the total Peacocke growth cell is \$73.6M. The associated capital revenue from NZTA is \$14.4M. The total forecast expenditure for 2020-21 is \$68.1M and the associated capital revenue is \$12.5M. The forecast does not change the overall value of the programme but simply reflects timing changes to reflect actual progress.

103. The following table identifies the HIF and Non-HIF budget elements:

2020-21	Expenditure	NZTA Subsidy	Local Share
HIF Related	\$37,531,621	\$11,329,103	\$26,202,518
Non HIF	\$30,612,945	\$1,125,278	\$29,487,667
Total	\$68,144,566	\$12,454,381	\$55,690,185

104. The cashflow for 2020-21 can be seen in the following graph.



105. This cashflow reflects that expenditure increases as we move into the construction season. The three main contracts – the bridge, wastewater pipe and the wastewater pump station – are now in progress.
106. Total actual expenditure as at 31 January 2021 was \$29.0M. Associated revenue from NZTA was \$6.9M.
107. To date there have been 11 HIF funding drawdowns, totalling \$22.3M. Nine have been claimed. The final quarter for the previous financial year is complete and has been submitted.
108. The following summary table has the actual financial performance for the HIF, by financial year. Also included is the remaining value.

Financial Year	HIF Facility	NZTA Subsidy	Total
2017-18	\$176,000	\$91,000	\$267,000
2018-19	\$5,737,000	\$5,094,000	\$10,831,000
2019-20	\$16,395,526	\$10,021,241	\$26,416,767
Total	\$22,308,526	\$15,206,241	\$37,514,767
Remaining	\$157,991,474	\$94,893,759	\$252,885,233
Total	\$180,300,000	\$110,100,000	\$290,400,000

109. The first and second drawdown for current financial year (2020-21) are in progress. They have a combined value of \$10.5M.

Drawdown	Period	HIF Facility	NZTA Subsidy	Total
#11	Quarter 2, 2020/21	\$6,400,619	\$3,323,302	\$9,723,921
#10	Quarter 1, 2020/21	\$4,122,478	\$1,789,780	\$5,912,258

### Risks - *Tuuraru*

110. The Peacocke Programme has adopted the Council's risk management framework with further alignment with the Waka Kotahi NZ Transport Agency risk register format.
111. As part of the assurance framework implemented into the Peacocke Programme, the Council's Risk Manager provides support to the Peacocke Programme Manager.
112. Construction phase risk workshops have been held with the successful contractors, which has led to updated risk registers.

### Emerging risks

113. The rate of developer uptake is being closely monitored following some delays experienced with the first major resource consent application, Amberfield, largely due to biodiversity requirements. Staff will continue to monitor this as an emerging risk, noting that most consenting activity is largely dependent on the network infrastructure being in place (from 2023/24).
114. The PWA process obligates the Council to purchase whole properties in a limited number of cases. The approved project budget is based on the cost of the land within the designated footprint only. This cost risk will be mitigated through the eventual sale of land at market price and the proceeds recycled back into the relevant HIF budget for physical works.
115. Cost over- and under-runs are likely on individual project components; however, this risk will be mitigated within the overall funded network infrastructure budget for Peacocke.
116. In reviewing the Mangakootukutuku ICMP, Waikato Regional Council has asked that the ICMP include two phases of stormwater treatment for all roads in Peacocke to provide retention of stormwater. This would commonly mean installing both stormwater wetlands and raingardens. The ICMP team considers that the cost benefit of the second phase of treatment is extremely low (except for busy roads) and that other environmental interventions (such as additional restoration planting) are likely to be more impactful and more cost effective. Should Waikato Regional Council insist on two phases of stormwater treatment for all roads, this would increase costs and land requirements over what has been anticipated within existing planning and budgeting with Peacocke.
117. There is a risk that due to the scale of work required in Peacocke (by Council and private developers) that the level of construction activity and disruption results in community complaints. While steps are in place to ensure planning minimises effects as far as practicable, complaints from residents or other parts of the community relating to noise, dust, travel delays and construction traffic may occur. This risk is being managed through the Construction Communication Plan.
118. Normal construction risks exist relating to large-scale physical works contracts. During the earthworks stages of works, these risks relate to unforeseen ground conditions, underground services, and ecological and environmental controls during major earthworks operations adjacent to sensitive receiving environments e.g. gullies, river etc.

#### **Covid-19 Risks**

119. The Government's response to Covid-19 has resulted in reduced alert levels; however, there remains a risk going forward both locally and internationally as the likelihood and consequence of ongoing impacts remains difficult to predict. Movement within alert levels could disrupt the supply chain or workforce availability or result in increased time and cost for projects. Staff are monitoring the situation and working with Ministry of Housing and Urban Development on options to manage risks.
120. The economic impacts of Covid-19 may also affect the timing of developments in Peacocke, particularly the timing of housing construction which may affect projected developer uptake of 3,750 homes over 10 years. Staff will continue to monitor and report on the situation and will be seeking more ways to enable development in the area while ensuring wellbeing outcomes for the community.
121. Covid-19 may also impact planned community engagement activities, meaning potential delays to some projects or changes in the delivery of engagement. The project teams are actively monitoring the situation and will respond as more information arises.
122. Construction market volatility resulting from Covid-19 and the associated alert levels is currently an unknown risk, particularly in relation to international supply chains. Options for

early procurement of some overseas items is being explored to help mitigate this risk, although some uncertainty will remain.

**Attachment 3**

**Significance & Engagement Policy - *Kaupapa here whakahira/anganui***

123. Having considered the Significance and Engagement Policy, staff have assessed that the matters in this report have low significance.

**The next six months: February 2021 – July 2021**

124. The next six months will include high levels of engagement and consultation as several key projects in the programme progress. The focus will be on:

- a) understanding and monitoring impacts of the various Covid-19 alert levels on the programme
- b) progressing the Peacocke Structure Plan review (Plan Change 5)
- c) continuing work on key infrastructure including the wastewater transfer pump station procurement
- d) construction of key infrastructure projects including the bridge and wastewater pipeline
- e) progressing land acquisition
- f) developing further the environmental workstream and implementation of the EMMP
- g) continuing the consenting processes
- h) progressing commercial PDA negotiations with developers
- i) looking for more ways to enable development
- j) investigating active recreation reserves
- k) continuing sports park acquisition and designations
- l) continuing to form partnerships
- m) progressing investigations into HIF to IFF arrangements with CIP
- n) continuing stakeholder engagement.

**Item 9**

**Attachments - *Ngaa taapirihanga***

Attachment 1 - Peacocke Progress Map

Attachment 2 - Peacocke Development Activity - March 2021

Attachment 3 - Peacocke - Photos - March 2021



# Peacocke Progress Update

- MARCH 2021









Northern Waste Water Pipeline being installed – February 2021



Excavation to create northern bridge abutment on the Hamilton Gardens side of the river – February 2021



Cultural Symbolism on SH3/Ohaupo Rd Roundabout - 2020



Cultural Symbolism – Bridge abutment carvings – work in progress – March 2021





Te Inuwai Park in Peacocke Stage 1 – Completed August 2020



Te Inuwai Park – Community event – unveiling the Pou – February 2021





Bat Box and predator protection on site at Peacocke



Installation of bat box – Feb 2020



# Council Report

Item 9

**Committee:** Strategic Growth Committee **Date:** 30 March 2021  
**Author:** Christopher Barton **Authoriser:** Chris Allen  
**Position:** Capital Projects Manager **Position:** General Manager Development  
**Report Name:** Ruakura Update

<b>Report Status</b>	Open
----------------------	------

## Purpose - *Take*

1. To inform the Strategic Growth Committee on progress of the Ruakura development area.

## Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Strategic Growth Committee receive the report.

## Executive Summary - *Whakaraapopototanga matua*

3. In partnership with Tainui Group Holdings and NZ Government, works to deliver the next stages of the Ruakura Growth area are underway including delivery of critical transportation, bulk infrastructure and environmental protection works.
4. Ruakura is amongst New Zealand's largest developments, spanning industrial, commercial, retail and residential development areas - anchored by an inland port which is now in development by TGH and Port of Tauranga.
5. Hamilton City Council are responsible for delivering key transportation connections including the upgrade of the existing Ruakura Road between Wairere Drive and Silverdale Road as well as connections from Silverdale Road to the Waikato Expressway Ruakura Interchange. Construction contracts are now in place to deliver these works.
6. Delivery of the transportation connections is a key enabler for land development as well as ensuring appropriate city transportation network connections in alignment with the anticipated opening of the Hamilton section of the Waikato Expressway in late 2021.
7. The construction of the Ruakura Road Urban Upgrade particularly is likely to cause transport network disruption throughout the second half of 2021 – with a proposed construction methodology which includes staged closures of Ruakura Road to through traffic.
8. Staff consider the matters in this report have low significance and that the recommendations comply with the Council's legal requirements.

## Background - *Koorero whaimaarama*

9. Covering an area larger than the Auckland CBD, the Ruakura development area covers 485 hectares of land east of the city, from Greenhill Road and Pardoia Boulevard in the north to Silverdale in the south (refer **Attachment 1**)

Attachment 4

10. In the north of the growth area, residential development works are being progressed by Chedworth Properties Ltd.
11. In the south of the growth area, Hamilton City Council are working collaboratively with Waikato Tainui and Tainui Group Holdings to develop Stage 1 of the 'Ruakura Superhub', which includes combination of inland port, logistics and industrial zoned land (refer **Attachment 2**).
12. The inland port will be serviced by high-capacity rail and roading infrastructure, with the East Coast main trunk rail line running along the Port's northern boundary and the new Waikato Expressway on the eastern boundary.
13. As previously reported, to support development of the Superhub, the NZ Government is investing \$56.8m:
  - \$16.8m via the Provincial Growth Fund - administered by the MBIE Provincial Development Unit (PDU)
  - \$40m of combined grant and concessionary loan via 'Shovel Ready' – administered by Crown Infrastructure Partners (CIP)
14. Across the total current planned delivery package, HCC is primarily responsible for delivery of key transportation connections both through the Ruakura Superhub Stage 1 area, as well as the associated upgrade of standard Ruakura Road between Wairere Drive and Silverdale Road.
15. HCC is also responsible for delivery of a programme works to protect the Managonua Stream.
16. In addition HCC are contributing funding for TGH to deliver essential water and wastewater strategic infrastructure pipe connections - noting HCC have completed construction of the new 12ML Ruakura water reservoir in 2020 as a key development enabler.
17. At the next Committee meeting in May a full programme update will be provided for the Ruakura and East Programme. The update will outline programme progress, workstreams updates and future planning and development across Ruakura and East – including updates on the structure plan review and Eastern Transport Corridor.

## Discussion - *Matapaki*

### *Ruakura Road Urban Upgrade*

18. The project to urbanise and upgrade the existing Ruakura Road between Wairere Drive and Silverdale Road is well advanced.
19. On 12 November 2020 the Strategic Growth Committee received a report regarding the Ruakura Road Urban Upgrade project and resolved to delegate authority to the Chief Executive to award the construction contract for delivery following the conclusion of a public tender process, subject to market pricing for this contract being within existing project budget provisions and third party funding contributions being confirmed.
20. Subsequent to the 12 November 2020 meeting, Waka Kotahi NZTA have now confirmed project financial assistance at a rate of 51%, which in conjunction with CIP investment and HCC local share commitment confirms funding for delivery.
21. Construction procurement is complete, and the contract has now been awarded with tender pricing being within existing budget provisions. Construction works are anticipated to commence in April.
22. As noted in the report to the 12 November 2020 meeting, it was identified that to most effectively construct the Ruakura Road upgrade sections of the road would be temporarily closed for a period of indicatively 3 months – subject to detailed works programming.

23. A closure enables significant construction efficiencies including overall time and cost savings, as well as reduced health and safety risk in regard to constructing in a constrained corridor while also managing vehicle, pedestrian and cycle movements.
24. Timings and details are still being further defined with the Contractor, with a detailed communications and engagement plan to be further developed.

#### ***Ruakura Superhub Stage 1 Transport Corridors – Expressway to Ruakura/Silverdale***

25. Construction is underway within the Ruakura Superhub site to develop the key transport connections including the major arterial road between the University and the Waikato Expressway Ruakura Interchange, as well as 'Road 3' and 'Realigned Percival Road' as shown on **Attachment 2**.
26. On 12 November 2020, the Strategic Growth Committee received a report regarding this project, and resolved to delegate authority to the Chief Executive to award the construction contract for delivery following the conclusion of a public tender process as well as award a contract for the supply and installation of project landscaping.
27. Schick Civil Construction have been awarded the construction project and have now established on site with works underway. It is currently anticipated that works will be complete by April 2022.

#### ***Managonua Stream Protection Stage 1***

28. As part of the CIP funding package, HCC has committed to delivering a substantial upgrade to the Manganua Stream / Gully including erosion control in conjunction with accessibility and other improvements.
29. The total project is budgeted at \$4m, with \$910k to be funded by HCC and the remaining \$3.09m funded via the CIP crown grant.
30. Investigation, design and land access discussions are underway in relation to this with construction activities anticipated to commence in the 2021-22 summer construction season.

#### ***Bulk Water and Wastewater Infrastructure***

31. As part of the CIP funding package, TGH are delivering works to connect the bulk water and wastewater infrastructure to the Ruakura Superhub site, with HCC identified as a co-investor for this infrastructure.
32. Investigation and design works are underway, with construction activities anticipated to commence in the 2021-22 summer construction season.

#### ***Financial Considerations - Whaiwhakaaro Puutea***

33. The total combined Ruakura Superhub package is valued at \$151m, jointly funded by Taini Group Holdings (\$72.2m), Central Government (\$56.8m) and Hamilton City Council (\$22m).
34. Council's contributions are funded and budgeted through the 2020-21 Annual Plan and in the draft 2021-31 Long Term Plan.

#### ***Legal and Policy Considerations - Whaiwhakaaro-aa-ture***

35. Staff confirm that the matters and recommendations within this report comply with the Council's legal and policy requirements.

## Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

36. The purpose of Local Government changed on the 14 May 2019 to include promotion of the social, economic, environmental and cultural wellbeing of communities in the present and for the future ('the 4 wellbeings').
37. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report as outlined below.
38. The recommendations set out in this report are consistent with that purpose.
39. When fully developed Ruakura will become New Zealand's largest integrated inland port operation and will serve to bring social, economic, environmental and cultural benefits to Waikato and New Zealand.

### Social

40. Development of Ruakura will help provide for a connected city allowing communities to access employment, education, health and other essential services as well as access to recreational and social opportunities.
41. The social impacts of transport were considered as part of the designation of the Ruakura Road Interchange undertaken by the Transport Agency in 2015 and through the Board of Inquiry for the inland port and the subsequent plan change to bring the broader Ruakura area into the District Plan.
42. The recommendation to reconsider the transport corridor more broadly and taking into account any direction from the Metro-Spatial Plan provides an opportunity to also reconsider social opportunities.

### Economic

43. The initial Ruakura development projects are estimated to directly create around 250 full-time jobs over the next three-year period, not including jobs created by the port operation and planned logistics buildings.
44. The Ruakura precinct is estimated to accommodate 6,000-12,000 jobs once it is fully developed and will have significant social and economic benefits for Hamilton, the region and New Zealand as a whole.
45. Completion of the Ruakura transport network is an important enabler of the Ruakura Inland Port which is intended to drive a mode shift from road to rail when fully developed, which is particularly important given the expected 53% growth in the freight by 2042.

### Environmental

46. Around 10% of Ruakura has been set aside as public open space offering transitioning between different zones with reserves and recreational amenities. The existing master plan includes key green spaces which will be connected with cycleways and walkways, forming a 'green spine' to allow for safer pedestrian and cycle access through the area.
47. Native plantings will feature throughout the open space area and be integrated with the swales and linear wetlands, to meet stormwater and ecological needs.

### Cultural

48. Ruakura is a critical platform for enabling Waikato Tainui economic development aspirations. Tainui advise it is intended to provide a long-term source of income to support the health, wellbeing and education of the future generations of Waikato-Tainui.
49. As part of the procurement and delivery of Ruakura Spine Road HCC will be giving effect to the Waikato Tainui talent and capability plan.

50. Engagement with tangata whenua is ongoing in regard to opportunities to incorporate appropriate cultural consideration and recognition into design and construction of HCC delivery components.

#### **Risks - *Tuuraru***

51. HCC roading delivery projects are still at early stages and are subject to key risks including unforeseen ground conditions, conflicts with existing services, significant traffic management, confirmation of consents and associated conditions cost estimate updates, , tender pricing, and.
52. Subject to works staging and timing, there is a high likelihood that the Ruakura Roding connections from the city to the Hamilton section of the Waikato Expressway will not be complete at the time the Waikato Expressway is opened (opening currently anticipated late 2021).

#### **Significance & Engagement Policy - *Kaupapa here whakahira/anganui***

##### **Significance**

53. Staff have considered the key considerations under the Significance and Engagement Policy and have assessed that the matter(s) in this report has/have a low level of significance.

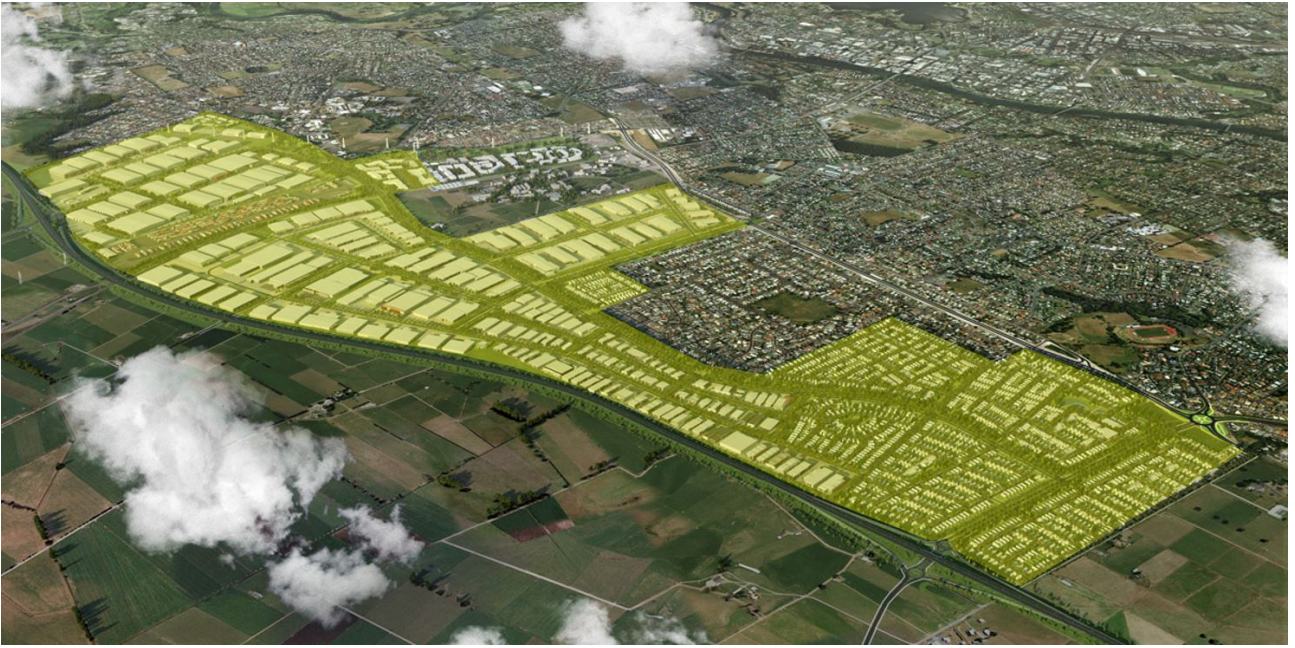
##### **Engagement**

54. Community views and preferences are already known to the Council through engagement over:
- the Waikato Expressway which included consultation on city connections;
  - the Hamilton City Operative District Plan;
  - the 2018-28 10-Year Plan; and
  - the 2020-21 Annual Plan.
55. Given the low level of significance determined, the engagement level is low. No engagement is required.

#### **Attachments - *Ngaa taapirihanga***

Attachment 1 - Ruakura Growth Area - Overview Plan

Attachment 2 - Ruakura Superhub - Stage 1 Development Plan







Item 9

Attachment 4

# Council Report

**Committee:** Strategic Growth Committee      **Date:** 30 March 2021  
**Author:** Ashwini Pillay      **Authoriser:** Jen Baird  
**Position:** Development Contributions Analyst      **Position:** General Manager City Growth  
**Report Name:** Development Contributions Remission Quarter 2 2021

<b>Report Status</b>	<i>Open</i>
----------------------	-------------

## Purpose - *Take*

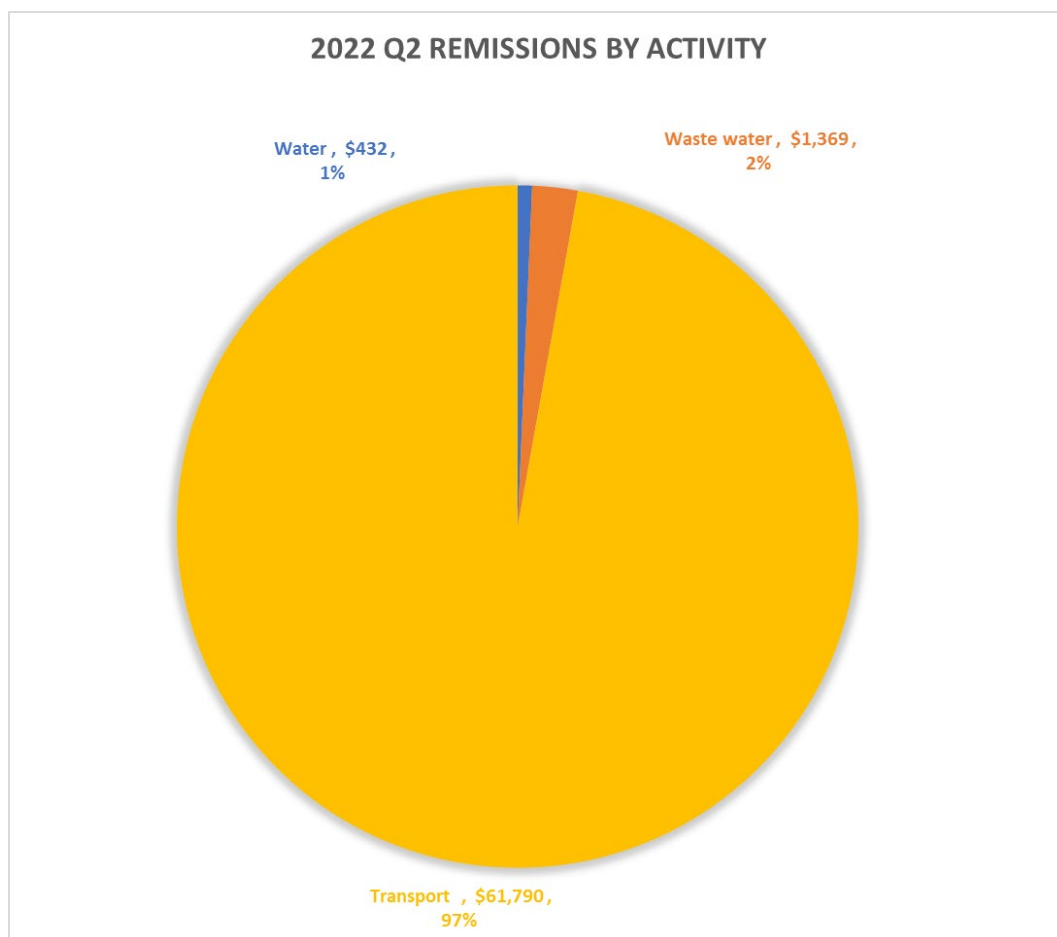
1. To inform the Strategic Growth Committee on Development Contribution (DC) remissions during the period 1 October 2020 to 31 December 2020 (Q2 2021).

## Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Strategic Growth Committee receives the report.

## Executive Summary - *Whakaraapopototanga matua*

3. As its 20 June 2019 meeting, the Council approved the proposed Development Contributions Policy 2019/20 (DC Policy), with an operative date of 1 July 2019.
4. DC Policy allows for three types of remission:
  - a) Actual demand remissions;
  - b) Private Developer Agreement (PDA) remissions; and
  - c) CBD remissions.
5. The DC Policy includes a 66% remission that applies for developments located in the CBD until 30 June 2021.
6. Actual demand remissions and PDA remissions rely on developer supplying appropriate evidence of reduction in the impact of actual demand as compared to modelled demand.
7. All remissions in this report have been determined in accordance with the DC Policy and delegated authority.
8. All DC amounts in this report are exclusive of GST.
9. Staff consider the matters in this report have low significance and that the recommendations comply with the Council's legal requirements.
10. In Q2 2021, the Council approved two DC remissions with a total value of \$63,590.00 consisting of:
  - a) 1 x CBD remissions totalling \$3,111; and
  - b) 1 x actual demand remissions totalling \$60,479.
11. DC remissions are calculated by individual activity components. The graph below shows the percentage of the total remissions granted attributed to each DC activity.



#### **Financial Considerations - *Whaiwhakaaro Puutea***

12. The financial implications of Council's DC Policy on remissions was considered during the last DC Policy review and accounted for in the Council's financial planning.

#### **Legal and Policy Considerations - *Whaiwhakaaro-aa-ture***

13. The approved remissions presented in this report satisfy the requirements for a reduction in DCs payable as set out in the DC Policy.
14. The Council's DC Policy complies with relevant legislation.

#### **Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga***

15. The purpose of Local Government changed on the 14 May 2019 to include promotion of the social, economic, environmental and cultural wellbeing of communities in the present and for the future ('the 4 wellbeings').
16. The remission in this report have been evaluated in relation to the 4 wellbeings as outlined below, noting that the decision themselves are directed by the Policy itself without staff discretion.
17. No social, cultural or environmental considerations were identified in relation to the reported remissions.

#### **Economic**

18. Development contributions play an important part in the Council's overall funding and financial strategy. CBD remissions provided for through the DC Policy and set out in this report contribute to the Council's desire to support a vibrant CBD. Actual demand remissions

provided for through the DC Policy and set out in this report create a better match between the demand for services with the assessed DC charge, for developments of scale with applications supported by appropriate evidence.

#### **Risks - *Tuuraru***

19. No specific risks have been identified in relation to the remissions in this report. However, remissions and how they are provided for in the DC Policy and applied are a subject of recent challenge by developers. This more general risk is being closely monitored and the Council will be kept informed of any new developments.

#### **Significance & Engagement Policy - *Kaupapa here whakahira/anganui***

##### **Significance**

20. Having considered the Significance and Engagement Policy, staff have assessed that the recommendation(s) in this report has/have a low level of significance.

##### **Engagement**

21. Given the low level of significance and that the community views and preferences being known to Council, no engagement is required.

#### **Attachments - *Ngaa taapirihanga***

Attachment 1 - 2021 Q2 Development Contributions Remission

Attachment 1: 2021 Q2 Remissions Report

Actual demand remission		Development description & Development Contributions Officer details/comments	Consent Number	Applicable policy	Original DC assessment	Amount remitted (\$ excl. GST)					Final DC assessment	Remission granted
Address	Developer					Water	Waste water	Storm water	Transport	Reserves		
175 Maui Street	Downey Properties Limited	proposed boat sales yard containing showroom area with back workshop/parts area.	007.2020.00040919.001	2019/2020	\$ 92,436	\$ -	\$ -	\$ -	\$ 60,479	\$ -	\$ 31,958	\$ 60,479
					\$ 92,436	\$ -	\$ -	\$ -	\$ 60,479	\$ -	\$ 31,958	\$ 60,479
CBD remission		Development description & Development Contributions Officer details/comments	Consent Number	Applicable policy	Original DC assessment	Amount remitted (\$ excl. GST)					Final DC assessment	Remission granted
Address	Developer					Water	Waste water	Storm water	Transport	Reserves		
93 London Street	The Salvation Army New Zealand Trust	Additions to Level 1 of existing Salvation Army site.	007.2020.00041431.001	2020/2021	\$ 4,714	\$ 432	\$ 1,369	\$ -	\$ 1,311	\$ -	\$ 1,603	\$ 3,111
					\$ 4,714	\$ 432	\$ 1,369	\$ -	\$ 1,311	\$ -	\$ 1,603	\$ 3,111
Grand Total					\$ 97,150	\$ 432	\$ 1,369	\$ -	\$ 61,790	\$ -	\$ 33,560	\$ 63,590

## Resolution to Exclude the Public

### Section 48, Local Government Official Information and Meetings Act 1987

The following motion is submitted for consideration:

That the public be excluded from the following parts of the proceedings of this meeting, namely consideration of the public excluded agenda.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution follows.

General subject of each matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
C1. Confirmation of the Strategic Growth Committee Public Excluded Minutes of 18 February 2021	) Good reason to withhold information exists under Section 7 Local Government Official Information and Meetings Act 1987	Section 48(1)(a)
C2. Newcastle Strategic Water Supply Upgrade - Contract Award	)	
C3. Public Excluded Information only reports		

This resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public, as follows:

Item C1.	to prevent the disclosure or use of official information for improper gain or improper advantage	Section 7 (2) (j)
Item C2.	to enable Council to carry out commercial activities without disadvantage	Section 7 (2) (h) Section 7 (2) (i)
Item C3.	to enable Council to carry out negotiations	
	to prevent the disclosure or use of official information for improper gain or improper advantage	Section 7 (2) (j)