

Notice of Meeting:

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

Date: **Thursday 20 February 2025**
Time: **9:30 am**
Meeting Room: **Council Chamber and Audio Visual Link**
Venue: **Municipal Building, Garden Place,
Hamilton**

Lance Vervoort
Chief Executive

Strategic Growth and District Plan Committee
Te Komiti Rautaki Tipu me te Maahere Rautaki aa
Rohe OPEN AGENDA

Membership

Chairperson Cr Sarah Thomson
Heamana

Deputy Chairperson Cr Geoff Taylor
Heamana Tuarua

Members	Mayor Paula Southgate	Cr Mark Donovan
	Deputy Mayor Angela O’Leary	Cr Louise Hutt
	Cr Kesh Naidoo-Rauf	Cr Andrew Bydder
	Cr Anna Casey-Cox	Cr Ewan Wilson
	Cr Maxine van Oosten	Cr Emma Pike
	Cr Moko Tauariki	Cr Tim Macindoe
	Maangai Jaydene Kana	Cr Maria Huata

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

Meeting Frequency: **Two Monthly**

Amy Viggers
Mana Whakahaere
Governance Lead

12 February 2025

Telephone: 07 838 6699
Governance@hcc.govt.nz
www.hamilton.govt.nz

Purpose

The Strategic Growth and District Plan 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.
3. Providing Governance leadership and direction to staff to develop amendments to the Hamilton City Operative District Plan 2017.

In addition to the common delegations on page 10, the Strategic Growth and District Plan Committee is delegated the following Terms of Reference and powers:

Terms of Reference:

4. 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.
5. To provide direction and monitor Council's approach to the levying and use of rates for growth, as well as development contributions.
6. To provide direction on and assess proposals for seeking alternative funding models, such as special purpose vehicles and infrastructure funding and financing.
7. To provide direction on strategic priorities for network infrastructure aligned to city development, and oversight of strategic projects associated with those activities.
8. To provide advice on the development and implementation of the Long Term Infrastructure Strategy.
9. To assess proposals for Private Developer Agreements that exceed the Chief Executive's delegations for Unfunded Growth Projects¹ and, if appropriate for Unfunded Growth Projects¹, to recommend such agreements to the Council for approval.
10. 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).
11. To consider the impacts of land use and urban development on the environment.
12. 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.
13. To provide and approve broad strategic direction to inform and guide the development of the District Plan amendments programme of work.
14. To prepare and approve a draft set of District Plan amendments for the purpose of obtaining initial feedback and comment from the community, stakeholder, and tangata whenua groups.
15. To recommend any proposed District Plan amendments to the Council for adoption and release for formal notification.
16. To provide regular updates to the Council on the progress of the District Plan amendments programme of work.
17. To appoint representation to relevant regional strategy groups as required.

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.
- Approval of matters determined by the Committee within its Terms of Reference.

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 and Monitoring Committee.
- Approval of city boundary changes to the Council, including in respect of Strategic Boundary Land Use Agreements.
- The Committee may make recommendations to Council and other Committees.

Recommendatory Oversight of Strategies and Plans:

- Hamilton Urban Growth Strategy
- Central City Transformation and River Plan(s)

Recommendatory Oversight of Policies and Bylaws:

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

¹ 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.

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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 6699.

Council Report

Item 5

Committee: Strategic Growth and District Plan Committee

Date: 20 February 2025

Author: Keryn Phillips

Authoriser: Michelle Hawthorne

Position: Governance Advisor

Position: Governance and Assurance Manager

Report Name: Confirmation of the Strategic Growth and District Plan Committee Open Minutes 7 November 2024

Report Status	<i>Open</i>
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Staff Recommendation - *Tuutohu-aa-kaimahi*

That the Strategic Growth and District Plan Committee confirms the Open Minutes of the Strategic Growth and District Plan Committee Meeting held on 7 November 2024 as a true and correct record.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Strategic Growth and District Plan Meeting Open Unconfirmed Minutes of 7 November 2024

Strategic Growth and District Plan Committee

Te Komiti Rautaki Tipu me te Maahere Rautaki aa Rohe

OPEN MINUTES

Minutes of a meeting of the Strategic Growth and District Plan Committee held in Council Chamber and Audio-Visual Link, Municipal Building, Garden Place, Hamilton on Thursday 7 November 2024 at 9:30am.

PRESENT

Chairperson	Cr Sarah Thomson
<i>Heamana</i>	
Deputy Chairperson	Cr Geoff Taylor
<i>Heamana Tuarua</i>	
Members	Mayor Paula Southgate Deputy Mayor Angela O’Leary (via audio visual link) Cr Kesh Naidoo-Rauf Cr Anna Casey-Cox Cr Maxine van Oosten Cr Moko Tauariki Cr Mark Donovan Cr Louise Hutt Cr Andrew Bydder Cr Ewan Wilson Cr Emma Pike Cr Maria Huata Maangai Jaydene Kana

The meeting was opened with a karakia.

- Apologies – Tono aroha**
Resolved: (Cr van Oosten/Cr Wilson)
That the Strategic Growth and District Plan Committee accepts the apologies for partial attendance from Mayor Southgate, lateness from Cr Macindoe, Cr Naidoo-Rauf, Cr Taylor and early departure from Deputy Mayor O’Leary, Cr Wilson, Cr Tauariki and Cr Pike.
- Confirmation of Agenda – Whakatau raarangi take**
Resolved: (Cr Thomson /Cr Casey-Cox)
That the Strategic Growth and District Plan Committee confirms the agenda.
- Declarations of Interest – Tauaakii whaipanga**
No members of the committee declared a Conflict of Interest.

4. Public Forum – Aatea korero

Barry Radford spoke to Item 6 (Chair's Report) regarding the growth in the central city and communication from Council regarding changes in the central city.

Peter H Bos on behalf of Living Streets Kirikiriroa spoke to Item 8 (District Plan Update) in support of the Plan Change 12. Mr Bos noted research and data collected outside of Hamilton.

Deputy Mayor O'Leary joined the meeting (9.35am) during the discussion of the above item.

Mayor Southgate and Cr Huata joined the meeting (9.43am) during the discussion of the above item.

5. Confirmation of the Strategic Growth and District Plan Committee Open Minutes 27 August 2024

Resolved: (Cr Thomson /Cr Tauariki)

That the Strategic Growth and District Plan Committee confirms the Open Minutes of the Strategic Growth and District Plan Committee Meeting held on 27 August 2024 as a true and correct record.

6. Chair's Report

The Chair provided an update highlighting the importance of value capture and finding ways to ensure growth pays for infrastructure. Staff responded to questions from Members concerning affordable housing and removing old infrastructure.

Staff Action: *Staff undertook to provide members a report at the next meeting on the drivers to affordable housing including the metrics used to make the determinations.*

Resolved: (Cr Thomson /Cr Taylor)

That the Strategic Growth and District Plan Committee receives the report.

Cr Taylor joined the meeting (9.54am) during the discussion of the above item. He was present when the matter was voted on.

7. Strategic Issues

The General Manager Strategy, Growth & Planning introduced the report noting the keys issues of Fast-track Approvals applications, Fairfield/Enderley planning and Climate Change considerations. Staff responded to questions from Members concerning barriers to growth, wetlands, public transport planning and resilience planning.

Staff Action: *Staff undertook to provide members an update from the Future Proof PT subcommittee, on the expected population density and timelines for Peacocke bus routes.*

Resolved: (Mayor Southgate/Cr Casey-Cox)

That the Strategic Growth and District Plan Committee:

- a) receives the report;
- b) notes that staff are not resourced to undertake further planning and infrastructure modelling for Fairfield/Enderley in accordance with funding decisions made in the 2024-34 Long-Term Plan; and
- c) requests staff prepare a development plan proposal for Enderley-Fairfield and to seek feedback from key stakeholders and government regarding investment options and to report back to the 20 February 2025 Strategic Growth and District Plan Committee meeting.

Cr Naidoo-Rauf joined the meeting (10.05am) during the discussion of the above item. She was present when the matter was voted on.

8. District Plan Update - November 2024 (Recommendation to the Council)

The Unit Director of Urban & Spatial Planning took the report as read. Staff responded to questions from Members concerning communication strategy, Resource Management Act reform impacts,

education strategy and risks.

Resolved: (Cr Thomson /Cr Taylor)
That the Strategic Growth and District Plan Committee:

- a) receives the report;
- b) recommends that the Council approves public notification of Plan Change 14 – Flood Hazards; and
- c) notes that a report on the Independent Hearing Panels’ recommendations on Plan Change 12 – Enabling Housing Supply will be brought to the 12 December 2024 Council meeting to decide on the recommendations.

Cr Wilson left the meeting (10.54am) during the discussion of the above item. He was not present when the matter was voted on.

9. Resolution to Exclude the Public

Motion: (Cr Tauariki /Cr Maangai Kana)

Section 48, Local Government Official Information and Meetings Act 1987

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 and District Plan Committee Public Excluded Minutes 27 August 2024) Good reason to withhold) information exists under) Section 7 Local Government) Official Information and) Meetings Act 1987	Section 48(1)(a)
C2. Strategic Issues (Public Excluded Matters)		
C3. Fast-track and Emerging Areas		
C4. Peacocke Programme Update		

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 maintain legal professional privilege to enable Council to carry out negotiations to prevent the disclosure or use of official information for improper gain or improper	Section 7 (2) (g) Section 7 (2) (i) Section 7 (2) (j)

Item C3.	advantage	
	to enable Council to carry out commercial activities without disadvantage	Section 7 (2) (h)
	to enable Council to carry out negotiations	Section 7 (2) (i)
	to prevent the disclosure or use of official information for improper gain or improper advantage	Section 7 (2) (j)
Item C4.	to enable Council to carry out commercial activities without disadvantage	Section 7 (2) (h)
	to enable Council to carry out negotiations	Section 7 (2) (i)

Deputy Mayor O’Leary retired from the meeting (11.03am) at the conclusion of the above item.

The meeting moved into Public Excluded at 11.03am.

The meeting was declared closed at 12.46pm.

Appendix 1:

Strategic Growth and District Plan Committee - Thursday 7 November 2024

<https://storage.googleapis.com/hccproduction-web-assets/public/Uploads/Documents/Agendas-and-minutes/Agendas/Strategic-Growth-and-District-Plan-Open-Agenda-7-November-2024.pdf>

I am speaking on behalf of Living Streets Kirikiriroa

I am speaking to

1. Plan change 12 (p.15, 46 para 6.) – Here Living Streets is asking that ground-floor living in commercial zones (5) and (6) be permitted.

Living Streets Kirikiriroa advocates for increasing social activity at street level and more face-to-face socialising. (f2f)

2. Central City Transformation Plan (p.15, 39) – Living Streets asks for real-world checks that actual walking access and high level talks correspond.

Living Streets Kirikiriroa believes that ‘More foot traffic equals more spending’. (Foot traffic = \$)

1. Plan change 12. Living Streets asks councillors to change ‘at ground floor’ to ‘P’ (permitted activity) from NC in Neighbourhood (6) and Suburban (5) Centres.

Business Zone	Apartments					
	At ground floor		Above ground floor		Above ground floor within the Frankton Living Overlay	
	ODP	PC12	ODP	PC12	ODP	PC12
Commercial fringe (1)	NC	NC	RD	P	-	-
Major Event Facilities (2)	NC	NC	NC	NC	-	-
Sub-regional Centre (3)	NC	NC	NC	P	-	-
Large format Retail (4)	NC	NC	NC	NC	-	-
Suburban Centre (5)	NC	NC	RD	P	-	-
Neighbourhood centre (6)	NC	NC	RD	P	-	-
Frankton Commercial Fringe (7)	NC	NC	D	D	RD	P

Dr Juliana Reu Junqueira (Business Zones) 26 June 2024 Page 15



Example: this house was rezoned to ‘Suburban centre’ (5) when it was a cafe for a few years. Because it is now zoned (5) it cannot be used as a house.

As a person who has visited many cities it is normal to see ground floor living (apartments) alongside retail in commercial zones. I seen this in Hong Kong, and I know it is permitted in Taiwan, the Philippines and Japan.

In Ireland they say – ‘**having an injection of residential occupancy on our main streets ... makes it easier to bring buildings back to life**’.

In Portland – ‘Apartment buildings drop vacant storefronts in **favour of ground-level apartments**’

The Dutch say - ‘more residents create a **buzz** (even outside shopping hours), atmosphere, and ensure more spending’.(Vlaardingen). Their recommendation is to ‘Look at new upcoming functions in areas with

vacancy ... **most of all residential living on the ground floor**. Due to online shopping, it is clear that we cannot solely rely on shops to create a good public realm' (Delft)

Paris 'allow[s] maximum flexibility in land use so that buildings get renovated and economic activities take place to pay the taxes to maintain a high level of services'.


{See long text below for more context}

My understanding of why mixed use of ground floors is 'Non-Compliant' (NC) is because the culture in New Zealand's professional planning community does not support ground-floor mixed use.

Living Streets asks why we do this in Hamilton: **is it cultural, and if so whose culture?** There are over a hundred different cultures in Hamilton. **Can council members ask about this when you see the Plan Change 12 recommendations?**

2. Central City Transformation Plan (p.15, 39) – Here Living Streets asks for real-world walking access to be mapped to enable viewing of **missing pedestrian access from fringe suburbs**.

Living Streets Kirikiriroa believes 'More foot traffic equals more spending'.

	Outcome	Future state
	A well-connected central city Improving access and mobility within and to Hamilton central city and fringe suburbs, encouraging the use of active and public transport and shifting away from private vehicle dominance.	Multimodal choices across public transport, micro-mobility and walking and cycling leading to more pedestrian friendly environments

End

Long text

* Vlaardingen NL – The city has been subsidizing land owners to convert vacant retail to residential along the approach to the city centre as 'more residents create a **buzz** (even outside shopping hours), atmosphere and ensure more spending'.

(Link) <https://hamiltonurbanblog.substack.com/p/allowing-ground-floor-living-in-inner>

* Delft NL – 'Experience is important for the city's users, and for the local economy ... 17. Look at new upcoming functions in areas with vacancy, such as co-working spaces, temporary "meanwhile spaces", restaurants and cafés, social functions such as elementary schools, and **most of all residential living on the ground floor**. Due to online shopping, it is clear that we cannot solely rely on shops to create a good public realm" (p314-315).

(Link) The Delft publication, The City at Eye Level, Lessons for Street Plinths (Second and extended version). https://thecityateyelevel.com/app/uploads/2018/06/eBook_The_City_at_Eye_Level_English.pdf

* Portland – 'Apartment buildings drop vacant storefronts in favor of ground-level apartments ... Privacy has been a sticking point for some potential tenants, Welton said, but others find the idea of having their own front door **appealing**'.

[Apartment buildings drop vacant storefronts in favor of ground-level apartments - oregonlive.com](https://www.oregonlive.com/apartment-buildings-drop-vacant-storefronts-in-favor-of-ground-level-apartments-oregonlive.com)

* Paris – 'most of Paris is simply General Urban [residential, to] ... allow maximum flexibility in land use so that buildings get renovated and economic activities take place to pay the taxes to maintain a high level of services' (page 71-73).

Ref 1 – Zoned in the USA, by Sonia Hirt. Chapter 3 - How others do it – France - page 71-73 Quote “from French colleague.” List Accent 1;

Ref.3 Dwelling demand 60% Choose the first floor, 30% would settle for second or third floor, 5% ground floor, 5% top floor or penthouse.

<http://www.cityam.com/225806/london-property-prices-first-floor-flats-are-most-demand-carry-significant-premium-too>

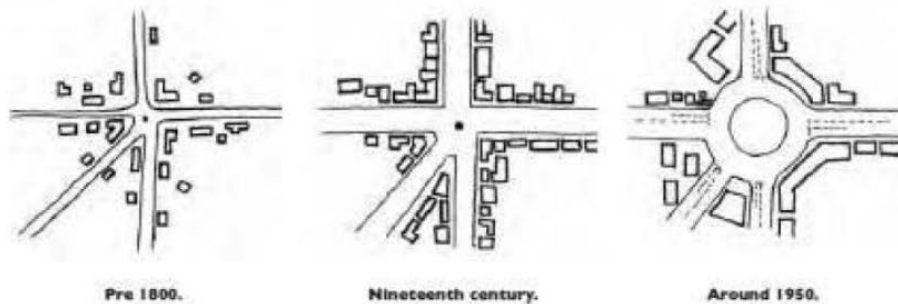
Bonus notes:

*Harvard City Planning Studies 1935 - ‘It is mainly from local traffic that the shops derive their custom, and when through traffic interferes with the convenience of shoppers it is injurious to trade (p.129) ... It is wholly **wrong** to zone business districts on the basis of utilizing **all frontages on main thoroughfares**. This was the rough criterion used at a time when paved thoroughfares leading into and out of cities were very few compared with the present time (p.162).

<https://archive.org/details/designofresident00adamrich/page/162/mode/2up>

LOST TOWNS

Rediscover London's lost villages and towns



*Above: the evolution of nodal points from a place to a car traffic dominated non-place:
the figureground balance moves from nodal balance to disintegration.*

The architect Terry Farrell wrote in his 2007 'Manifesto for London' Page 10

<https://farrells.com/wp-content/uploads/2017/08/Architectural-Review-Manifesto-For-London.pdf>

Council Report

Item 6

Committee: Strategic Growth and District Plan Committee

Date: 20 February 2025

Author: Keryn Phillips

Authoriser: Michelle Hawthorne

Position: Governance Advisor

Position: Governance and Assurance Manager

Report Name: Chair's Report

Report Status	<i>Open</i>
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Recommendation - *Tuutohu*

That the Strategic Growth and District Plan Committee receives the report.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Chair's Report



Chair's Report

20 February 2025

Welcome everyone to the last year of the triennium.

Plan Change 12

Firstly, I want to take the opportunity to officially congratulate and thank the team who have worked on Plan Change 12. It has been a long process with some unexpected central government policy changes (and U-turns) to react to along the way. Despite the 'one size fits all' policy direction from central government, we've ended up with a plan change that is tailored to Hamilton and reflects our responsibilities under Te Ture Whaimana o Te Awa o Waikato (the Vision and Strategy for the Waikato River) and our current infrastructure constraints. That's a significant achievement!

Amenity and public green space will be incredibly important for Plan Change 12 (PC12) Stage One growth cell to offset the greater levels of intensification. Because we have prioritised Stage One as our preferred area for intensification, this allows for targeted investment. Our request to allow Financial Contributions for amenity under PC12 has been submitted to Minister Bishop to make a decision on and, if accepted, could assist with the cost of improvements to amenity. Council investment will also be required in stormwater, transport and community infrastructure. As we work toward the next Long-Term Plan, I'm keen to ensure we have a prioritised investment programme for the Stage One growth cell to consider.

Wastewater constraints

Work is underway to prepare two reports on the growing issue of wastewater constraints across the city's older suburbs. The first report in April will provide a 'state of the nation' overview of what we know about the situation to date. The second report in June is intended to be more in-depth and include information on the impact of the budgeted waters investment in the Long-Term Plan. I think it's important as elected members that we have a clear understanding of the situation and provide as much transparency and certainty as possible for developers.

Value Uplift

Late last year, key staff and I met online with MP Simon Court (Parliamentary Under-Secretary to the Minister for Infrastructure and the Minister Responsible for RMA Reform) to speak with him about the value capture paper that came to the committee late last year. Officials from MHUD and Minister Bishop's office were also present. I intend to look for further opportunities to share this work, including with opposition parties. During the Long-Term Plan we discussed a potential targeted rate to discourage land banking on zoned and serviced land. We didn't pursue this due to capacity constraints with water reforms taking precedence. However, prior to the next Long-Term Plan I think it'd be worth revisiting.

Industrial Land Supply

A big focus of this term has been addressing the industrial land shortage in Hamilton. A healthy supply of industrial land is important for supporting a diverse, resilient and productive economy here in Hamilton and the sub-region. Having affordable options for industrial land provides businesses space to innovate, develop new technologies and to produce goods here locally.

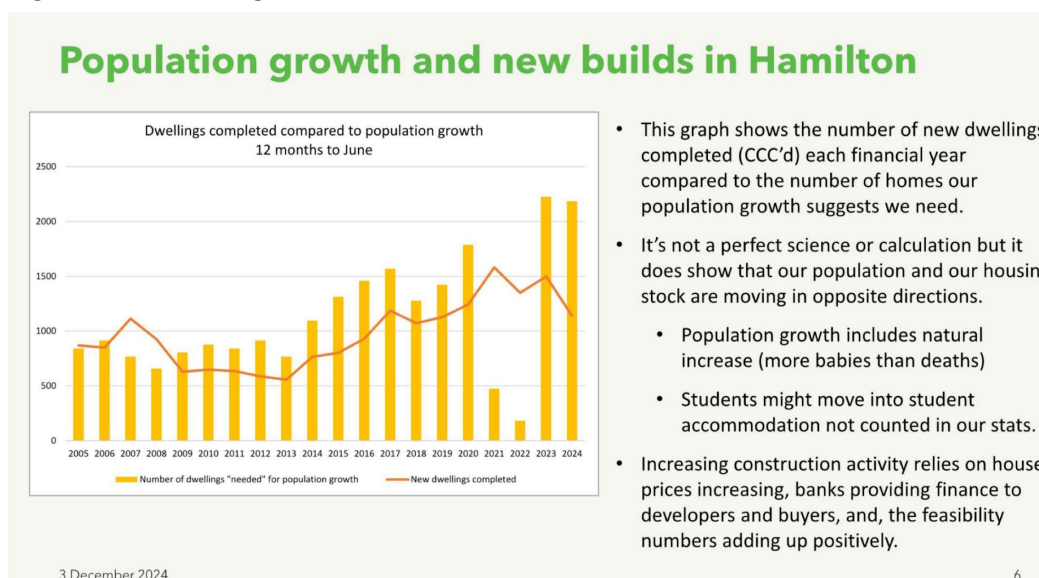
We started off with the 'emerging areas' process which focused on increasing industrial land supply, and this has evolved into the Fast-track process.

What's encouraging is that the proposed Fast-track industrial areas align well with the Future Proof strategy, as do the Ruakura East and Te Kowhai East proposals which staff are also engaging with developers on.

The strategy identifies the Southern Links and Hamilton Airport areas. It also identifies the "Metro Economic Corridor" as one of the most important areas for business growth in the Waikato region. This corridor runs from Ruakura in Hamilton, across Frankton and Te Rapa, and up to Horotiu. A lot of business activity already happens along this corridor, with industries like technology, manufacturing, warehousing, and logistics and it also includes key public institutions like the university, polytechnic and hospital. The strategy highlights the corridor as a place with significant potential for future business growth because it's connected to the region's planned transport network, making it easier for businesses to work together.

Housing

I've attached to this report some commentary from Cr Anna Casey-Cox on the topic of housing, given her role leading the housing working group and representing council at the Waikato Housing Initiative. The mismatch between population growth and housing supply in Hamilton is concerning. While we celebrate so many people choosing Hamilton as their home, I really do worry about the growing deficit of appropriate housing for people. The below graph was included in a recent Economic Development report but I have included it again for reference given the relevance to this committee.



I look forward to continuing to work with all of you over the rest of the term as we navigate some big challenges.

Cr Sarah Thomson

Chair

Strategic Growth and District Plan Committee

The Need for Affordable Rentals

By Cr Anna Casey-Cox

The Waikato Housing Initiative's latest Housing Stocktake reveals a shortfall of 3,240 homes in Kirikiriroa (Hamilton) in 2023. To meet the projected housing demand over the next two decades (25,892 homes), approximately 1,300 homes need to be built each year. However, with declining rates of consenting (1,231 dwellings consented in 2023, dropping to 908 in 2024), and projections over the next three years remaining below the target of 1300, meeting both current and future housing needs is becoming increasingly unlikely. Additionally, it is essential that the housing being built adequately addresses the diverse needs of our population. Although the WHI Stocktake highlights the construction of 20,000 new homes in the Waikato Region between 2018 and 2023—an impressive feat considering the challenges posed by COVID and other factors—affordability and building homes in the areas of greatest need remain significant hurdles.

Recent data from the Ministry of Social Development reveals that 1,107 people and families are currently on the public housing waitlist for Hamilton City. This includes: - Priority A applicant: Households with severe and persistent housing needs that must be addressed immediately. - Priority B applicants: Households with significant and persistent housing needs.

The public housing waitlist serves, to some extent, as a measure of the private rental market's effectiveness in meeting demand and addressing unmet housing needs. A breakdown of the waitlist by house size shows that more than half of the demand (597 households) is for single-bedroom homes or units.

The need for single-bedroom accommodation is further supported by the increasing demand for services from Te Whare Korowai Taangata o Kirikiriroa, an emergency housing service for adults. In 2020, it accommodated 108 people (10,809 bed nights), and by 2024, this had risen to 436 people (26,707 bed nights). On average, emergency housing beds (27) are occupied for 40 nights, and transitional housing beds (54) for 247 nights.

While data on the build rate of different-sized homes in Hamilton is difficult to determine, as consent data often lacks specific bedroom numbers, the Council's Economic Development team has estimated that for every 100 homes built since 2019, the breakdown was as follows:

- 4 one-bedroom homes
- 44 two-bedroom homes
- 36 three-bedroom homes
- 14 four-bedroom homes
- 3 five-bedroom or larger homes.

This distribution indicates that the build rate for one-bedroom homes may be inadequate for the existing demand.

Age Concern has also raised concerns about the lack of affordable accommodation options for older residents in Hamilton. With the proportion of older renters on the rise, the need for affordable and accessible housing will only grow, increasing demand for one-bedroom homes. Currently, there is no clear strategy or plan to address the housing needs of the growing older population in Kirikiriroa.

Barriers to building affordable one-bedroom rentals stem largely from financing challenges. The cost per square meter for a one-bedroom home is often higher than for larger homes. Additionally, many individuals in need of one-bedroom housing may have more complex and higher needs, along with fixed incomes, making it harder for the market to meet their needs and make a profit.

The latest report from the Waikato Wellbeing Project assesses the adequacy of income for renting households in Hamilton after covering basic living costs (e.g., rent, food, power). The households most likely to experience an income deficit or inadequacy week to week are:

- Households primarily reliant on New Zealand Superannuation
- Unemployed couples with children
- Unemployed Single adults with children

Adequacy of weekly household incomes in Hamilton – mid-2024



Figure 17. Income Adequacy in Hamilton, 2024

Building and enabling affordable rental accommodation in our communities is vital. At present, the Affordable Housing Working Group is unaware of any plans to build affordable rental homes—including one-bedroom units—at the scale required to meet ongoing demand in Kirikiriroa. The planned build-to-rent development on Cussen St, by Homes by Bakery, may be an example of a development that delivers affordable one bedroom rentals at some scale (47 one bedroom/studio are proposed). However, ongoing housing subsidy will likely be required and it is unlikely that older renters will be able to find adequate and suitable housing without it being provided as social housing. The challenge of building affordable homes is being discussed by the Waikato Housing Initiative, the Waikato Wellbeing Project, Age Concern, and other stakeholders.

[Waikato Housing Initiative 2023 Housing Stocktake Update](#)
[Framing Food Insecurity in the Waikato Region](#)

Cr Anna Casey-Cox
Lead Housing Affordability Work Group

Council Report

Item 7

Committee: Strategic Growth and District Plan Committee

Date: 20 February 2025

Author: Blair Bowcott

Authoriser: Blair Bowcott

Position: General Manager Strategy, Growth and Planning

Position: General Manager Strategy, Growth and Planning

Report Name: General Manager's Report

Report Status	<i>Open</i>
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Purpose - *Take*

1. To inform the Strategic Growth and District Plan Committee of the strategic work programme context for the matters that will be brought to the Committee this year.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Strategic Growth and District Plan Committee receives the report.

Executive Summary - *Whakaraapopototanga matua*

3. For our first meeting of the year, it is timely to lay out a strategic overview of the key matters our group is aiming to achieve this year. This report provides a strategic work programme context for the matters that will be brought to this committee over the course of the four meetings scheduled for 2025.
4. Staff consider the decisions in the report is of low significance and that the recommendations comply with Council's legal requirements.

Discussion – *Matapaki*

5. The Strategic Growth and District Plan Committee oversees a significant work programme, themed around:
 - i. land use planning;
 - ii. district plan;
 - iii. strategic infrastructure;
 - iv. housing;
 - v. funding and financing;
 - vi. sustainable communities / growth programmes; and
 - vii. collaboration / relationships.

6. The following table summarises the key matters that will be brought before the Committee. Note that it is a 'snapshot' as of February 2025, and will be reviewed throughout the year due to the dynamic nature of our operating environment and central government decisions.

Topic / work programme / action	Likely timing / meeting
Theme: Land use planning	
Future-Proof	
Future Proof Priority Development Areas Working Group (PDAWG) update: <ul style="list-style-type: none"> Northwest Hamilton – Horotiu; Ruakura; Enderley-Fairfield; Hamilton Central City; Huntly/Raahui Pookeka; and North Waipaa – South Hamilton 	Reported to Future Proof Implementation Committee twice yearly (June and December)
Retirement village study	Completion Q4 2025
North-Waipaa -South Hamilton Spatial Concept Plan	Completion Q4 2025
Hamilton to Tauranga Corridor Spatial Concept Plan	Completion Q4 2025
Upper North Island Strategic Alliance	
<ul style="list-style-type: none"> Close discussions with the Infrastructure Commission on how work can be integrated with the Commission's work, and avoiding unnecessary duplication Completion of an Infrastructure Plan for integration into the National Infrastructure Plan 	Q2 2025 Q3 2025
Planning reform	
<ul style="list-style-type: none"> Submitting on several upcoming legislative and national policy changes including overall resource management system reform. <ul style="list-style-type: none"> RMA amendments National Policy Statement amendments Resource Management System reform 	Feb 2025 March 2025 TBC
Engagement in partner planning processes	
<ul style="list-style-type: none"> Includes submissions on relevant planning matters that impact the city, eg Regional Policy Statement changes, plan changes within the vicinity of the city 	On-going
Housing & Business Development Capacity Assessment (HBA) (2027)	
<ul style="list-style-type: none"> Awaiting updated guidance from Central Government to then commence work on 2027 assessment On-going model refinement and development occurring 	On-going
Fast-track and Emerging Areas Project	
<ul style="list-style-type: none"> Working with successful fast-track applicant development areas: R2, SL1 Stage 1, WA, Te Awa Lakes, Continuing to investigate greenfield options for industrial land supply within priority development areas, specifically: <ul style="list-style-type: none"> Ruakura East; and Te Kowhai East 	On-going

Industrial zoning review		Item 7
<ul style="list-style-type: none">Background and analysisEconomic study assessing economic futures and potential land use demand in Hamilton including demand for large format retail in Ruakura EastWorking with industrial developers to implement findingsScope and confirm future uses of Percival Large Lot Residential	On-going	
Central city master planning		
<ul style="list-style-type: none">Ongoing work with major landowners and developers to unlock redevelopment of certain street-blocksRe-testing of optimal built-form typologies	Ongoing	
Enderley-Fairfield Development Plan		
<ul style="list-style-type: none">Background reviewOngoing collaboration with Kainga Ora regarding integrated redevelopment for their assets in this location	Feb 2025 Ongoing	
Urban design review		
<ul style="list-style-type: none">Review of the external UD Advisory Panel (membership, terms of reference, incentives, publicity etc.)	Mid-2025	
Streetscape and Gateway Policy review and new Tree Policy		
<ul style="list-style-type: none">Input into Hamilton Gateways Policy and Streetscape Beautification and Verge Maintenance Policy and new Tree Policy	Early 2025	
Wastewater update on implications for growth and land use		
<ul style="list-style-type: none">Respond to elected member request for a summary of activity in response to wastewater constraints, growth demand and investment decisions.	Mid-2025	
Sites and areas of significance to Maaori		
<ul style="list-style-type: none">Currently on hold		
Going for Growth (second stage)		
<ul style="list-style-type: none">Awaiting Central Government direction	Expected mid-2025	
Theme: District Plan		
Plan Change 9 (Historic Heritage Areas and Built Heritage)		
<ul style="list-style-type: none">Decision released, subject to Environment Court Appeals	Early 2025	
Plan Change 9 (Significant Natural Areas)		
<ul style="list-style-type: none">Resolve outstanding appeals	2025	
Plan Change 10 (Te Rapa North)		
<ul style="list-style-type: none">Currently on hold due to Private Plan Change 17		
Plan Change 12 (Enabling Housing)		
<ul style="list-style-type: none">Awaiting final decision from Minister regarding financial contributions for residential amenity	Early 2025	
<ul style="list-style-type: none">Provide guidance on new urban design criteria introduced as part of Plan Change 12	Early to mid-2025	
Plan Change 14 (Flooding)		
<ul style="list-style-type: none">NotificationHearings	Early 2025 Early 2026	
Plan Change 20 (Rototuna Town Centre)		
<ul style="list-style-type: none">Staff are progressing work on a Masterplan, to inform a plan change that will update aspects of the Rototuna Structure Plan within the District Plan to reflect current roading, land use and stormwater activities within the Rototuna Town Centre to allow development to proceed in an integrated manner.Key Stakeholder engagementAnticipated notification	On-going Early 2025 Late 2025	
Private Plan Changes		
<ul style="list-style-type: none">Private Plan changes are developer initiated. Several we expect to be lodged throughout 2025 are noted below.		

Private Plan Change 13 (Te Rapa Racecourse)		Item 7
• Resolve Environment Court appeal	Early 2025	
Private Plan Change 15 (Tuumata)		
• Hearing	Mid-2025	
Private Plan Change 17 (Te Rapa North Industrial)		
• Public notification	Notify mid-2025	
• Submissions and hearing	Q4 2025	
Private Plan Change 18 (Te Kowhai Road)		
• Pre-lodgement work for approx 30ha re-zoning	Early 2025	
Private Plan Change 19 (Transpower Ruakura In-Land Port Grid alignment)		
• Public notification, submissions and hearing	Early 2025	
Private Plan Change 21 (Ruakura Inland Port)		
• Pre-lodgement work, lodgement	2025	
Designations		
• Designations are lodged from time to time by requiring authorities		
Rotokauri –Strategic Infrastructure		
• Hearing	Late 2025	
Fairfield Bulk Wastewater Storage Facility		
• Lodgement and notification	Early - mid 2025	
• Hearing	Late 2025	
IAF Central City water reservoir		
• Lodgement	Mid 2025	
Alteration to Designation A106 (Ruakura Road West)		
• Lodgement	Mid 2025	
Hillcrest Reservoir Expansion		
• Lodgement	Late 2025	
Theme: Strategic Infrastructure		
Future Proof Waters Strategy Review		
• Updates on project	8 April, 12 August	
Implementing the Metro Spatial Plan Transport Recommended Programme		
• Future Proof Transport Working Group programme for 2025	8 April	
• Potential update on specific corridor-based multi-modal projects (bus and freight)	10 June	
Southern Links		
• Southern Links - elected member briefing on Investment Case	12 February	
• Coordination with NZTA to inform the expected future land use	Early 2025	
Eastern Transport Corridor		
• Business case Update	8 April	
Connections Policy Review		
• Updates on Policy Review	8 April, 10 June	
Theme: Housing		
Inclusionary Zoning plan change		
• Update concept of PC16 in response to potential affordable housing agreements with fast-track developers	Mid-to-late 2025	
Affordable Housing Working Group		
• Regular meetings throughout the year	Throughout 2025	
Plan Change 12 monitoring		
• Data analysis to understand whether PC12 enabling policies are impacting affordability and supply	Throughout 2025	
Granny Flat Reform		
• Potential plan change to align with central government reform of ancillary residential units (granny flats) and mixed land-use	Mid-to-late 2025	

Theme: Funding and Financing		
Develop CCO DC Policy framework		
<ul style="list-style-type: none">Develop CCO DC Policy framework, and systems/processes in collaboration with WDC	30 June 2025	Item 7
<ul style="list-style-type: none">Implementation	30 June 2026	
Regional Deal		
<ul style="list-style-type: none">Submit Regional Deal proposal to government, through the Regional Council and Waikato Mayoral Forum	28 February 2025	
<ul style="list-style-type: none">If proposal accepted, develop a deal reflecting learnings from overseas deals and White Paper funding principles	Next 12-24 months	
Financial contributions implementation		
<ul style="list-style-type: none">Develop policy framework	Next 12 months	
Infrastructure Funding and Financing		
<ul style="list-style-type: none">Respond to any IFF proposals being pursued by developers or advanced through fast-track applications	Ongoing	
Theme: Sustainable Communities / Growth Programmes		
Central City Transformation		
<ul style="list-style-type: none">IAF reporting	Ongoing	
<ul style="list-style-type: none">Central city transformation plan progress updates at each meeting	20 Feb, 8 April, 10 June, 12 August	
Greenfield Growth		
<ul style="list-style-type: none">Greenfield Growth progress updates (new format & metrics)	20 Feb, 8 April, 10 June, 12 August	
<ul style="list-style-type: none">Greenfield Growth annual progress/benefits report	10 June	
<ul style="list-style-type: none">Peacocke MHud report	12 August	
<ul style="list-style-type: none">PC5 implementation of Bat Strategy and Significant Natural Area and Significant Bat Habitat Areas within Peacocke.	Mid-2025	
Climate Change & Sustainability		
<ul style="list-style-type: none">Climate change risk and hazard tool - Resilience Explorer	Ongoing	
Collaboration / relationships		
Central Government partnership opportunities		
<ul style="list-style-type: none">Working with key decision makers to shape new Govt policy and legislation (waters, resource management, etc)	Ongoing	
<ul style="list-style-type: none">Develop long-term partnership models to unlock Hamilton’s potential and deliver strategic infrastructure (including through Regional Deals)	Ongoing	
<ul style="list-style-type: none">Develop enduring relationships with local politicians, Ministers and key Government officials to ensure Hamilton’s interests are well known and championed in national forums.	Ongoing	
Cross-boundary relationship issues / opportunities		
<ul style="list-style-type: none">Ensure Future Proof priorities are front-and-centre of political discussions regarding Regional Deals.	Ongoing	
<ul style="list-style-type: none">Continue to seek agreement and align with our neighbouring councils on issues of mutual interest and shared service opportunities.	Ongoing	
<ul style="list-style-type: none">Look at strategic boundary changes including potential amendments that may be required to implement the outcomes of planning processes, and advance/seek agreement on pathways forward.	Ongoing	

Financial Considerations - *Whaiwhakaaro Puutea*

7. The activities and projects described in this report are funded through existing budgets.

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

8. Staff confirm that this matter complies with Council's legal and policy requirements.

Climate Change Impact Statement

9. Staff have considered the key considerations under the Climate Change Policy and have determined that an adaptation assessment and emissions assessment is not required for the matter(s) in this report.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

10. 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').
11. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report. The recommendations set out in this report are consistent with that purpose.
12. There are no specific social, economic, environmental, or cultural considerations associated with the matters covered in this report.
13. However, the Strategic Growth and District Plan Committee supports the wider organisation in delivering key objectives that enhance the 4 wellbeings by being responsible for:
 - i. 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; and
 - ii. driving collaboration with neighbouring councils, iwi, private sector and central government to meet Hamilton's growth ambitions; and
 - iii. providing governance leadership and direction to staff to develop amendments to the Hamilton City Operative District Plan 2017.

Risks - *Tuuraru*

14. There are no known risks associated with the decision being sought in this report.

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

15. 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.
16. Given the low level of significance determined, the engagement level is low. No engagement is required.

Attachments - *Ngaa taapirihanga*

There are no attachments for this report.

Council Report

Item 8

Committee: Strategic Growth and District Plan Committee

Date: 20 February 2025

Author: Blair Bowcott

Authoriser: Blair Bowcott

Position: General Manager Strategy, Growth and Planning

Position: General Manager Strategy, Growth and Planning

Report Name: Strategic Issues

Report Status	<i>Open</i>
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Purpose - *Take*

- To inform the Strategic Growth and District Plan Committee on issues of high significance and areas of concern that need to be brought to Members' attention, but do not warrant a separate report.

Staff Recommendations - *Tuutohu-aa-kaimahi*

- That the Strategic Growth and District Plan Committee:
 - receives the report;
 - notes the Strategic Growth and District Plan Committee's endorsement of the draft Waikato Regional Deal proposal being led by the Waikato Mayoral Forum;
 - delegates the Chief Executive to work with other Waikato Mayoral Forum Council Chief Executives to incorporate any feedback and finalise the proposal by the 28 February 2025 deadline; and
 - notes that a staff submission on the Resource Management (Consenting and Other System Changes) Amendment Bill was lodged by the 10 February 2025 closing date.

Executive Summary - *Whakaraapopototanga matua*

- This report provides information to the Strategic Growth and District Plan Committee on the following key matters:

Land Use Planning	Update on Fast-track Approvals Act
Funding / Financing	Regional Deal proposal
Housing	Affordable housing update
Sustainable Communities	<ol style="list-style-type: none"> Central City Transformation Programme Greenfield Growth Programme
Other	Resource Management (Consenting and Other System Changes) Amendment Bill

4. This report provides an update on Fast-track matters that have arisen since the Committee last met in November 2024.
5. In December 2024, the Fast-track Approvals Bill became the Fast-track Approvals Act 2024. Major changes include replacing the minister as the final decision maker with panels appointed by the Environmental Protection Agency (EPA). The Fast-track Approvals Act 2024 also introduces cost recovery criteria for relevant local authorities, provides opportunities for additional new projects to be listed, extends the time for written comments, and allows for the suspension of applications by assessing panels if further information is required.
6. Staff have engaged with Future Proof partners to establish a mechanism and process for working with Fast-track applicants as they prepare their applications for the EPA assessment panels. Staff currently working with the five successful private sector applicants and NZTA's Southern Links Roads of National Significance project. The goal is to ensure that applications are supported by Future Proof partners, including draft conditions of consent.
7. This report also updates Members on the draft Waikato Regional Deal proposal, which at the time of this meeting, is still being drafted. The Regional Deal proposal is being led by the Waikato Mayoral Forum. Staff will provide a summary of the material taken to the 17 February 2025 Mayoral Forum as a late attachment to this report, and will give a verbal update on the outcomes of the direction received at that meeting.
8. In this report, staff seek endorsement of the draft Waikato Regional Deal proposal, and delegation to the Chief Executive to work with other Waikato Mayoral Forum council Chief Executives to incorporate any feedback and finalise the proposal by the 28 February 2025 deadline.
9. The report also contains a summary of the key changes introduced in the Resource Management (Consenting and Other System Changes) Amendment Bill and their implications for Hamilton City Council.
10. The staff submission on the Bill, which was lodged by the 10 February 2025 closing date, generally supports Bill in its entirety, but it does outline a number of minor points and recommendations.
11. Staff consider the decisions in the report are of low significance and that the recommendations comply with Council's legal requirements.

Discussion – Matapaki

Land Use Planning

Fast-track Approvals Bill passed into law

12. The Fast-track Approvals Bill, now known as the Fast-track Approvals Act 2024 passed its third reading in Parliament on 17 December 2024.
13. Key changes from when the Bill was first announced include:
 - i. A total of 149 projects have been listed under Schedule 2 of the Act. The differentiation between Part A and Part B projects has been removed.
 - ii. New unlisted projects may apply for the Fast-track process by lodging a referral application with the Secretary for the Environment.
 - iii. A "relevant local authority" is now defined, meaning "any local authority whose region or district the project area is in".
 - iv. The term joint Ministers has been removed. "Minister" within the Act now refers to the Minister of Infrastructure (Chris Bishop).
 - v. Written comments window has been increased to 20 working days.

- vi. A Panel Convener is now introduced within Schedule 3 of the Act. The Panel Convener is appointed by the Minister and is responsible for assembling the Expert Panel, amongst other duties.
- vii. The Expert Panel approves or declines the final application, no longer the Minister. However, the Minister can determine priority projects. Additionally, the Expert Panel can also specify the lapse date (the default has been increased from 2 years to 5 years).
- viii. The Expert Panel has the authority to suspend applications and request further information.
- ix. Cost recovery is now covered.

Cost Recovery

- 14. The new act includes provisions for cost recovery. Under these provisions, before an application is lodged or if a substantive application is not lodged, an agency (this includes relevant local authorities) may recover the actual and reasonable costs incurred by the agency in performing or exercising their functions, duties, or powers.
- 15. Being a 'relevant local authority' is pivotal to cost recovery. Four of the five Fast-track applications for housing and land development are located either partly or fully outside Hamilton in either Waikato or Waipa District.
- 16. Hamilton City Council and its Future Proof Partners have established a process to work with Fast-track applicants in a 'boundaryless' manner. Additionally, Council's Future Proof Partners and Fast-track applicants acknowledge that, if approved, these developments will be serviced by and have the greatest impact on Hamilton. Consequently, Hamilton City Council will carry the bulk of 'consenting costs' leading up to Fast-track applications being assessed by EPA-appointed commissioner panels.
- 17. As part of the established Fast-track process established and Future Proof, agreements will be made with developers to ensure costs are recovered and a clear process is in place as to how this will be managed. Given the boundaryless principle underpinning the Future Proof Fast-track engagement process and to avoid ambiguity, the commercial terms (currently in draft) to be signed by Fast-track applicants may include a clause stating that for the purposes of cost recovery Hamilton City Council is the 'relevant local authority'. This approach is being reviewed by Council's barrister.
- 18. The Fast-track Approvals Act 2024 includes robust cost recovery provisions. The costs associated with engaging with these areas are comparable to those of large plan changes. Council will provide input into these Fast-track proposals on a cost-recovery basis, utilising a combination of Council staff and external specialist consultants, similar to the approach taken with plan changes and resource consents.
- 19. Staff are providing an update on resourcing for the Fast-track programme at the 27 February 2025 Finance and Monitoring committee meeting.

Government Announcement and Identification of Successful Fast-track Applicants

- 20. Of the 384 projects that applied to be considered for inclusion in Schedules 2A and 2B of the Fast-track Approvals Bill, the independent Advisory Group recommended 199 projects to be included in Schedule 2A, 143 in Schedule 2B, and 42 for not listing.

21. Cabinet subsequently agreed to list 149 infrastructure and development projects that have significant regional or national benefits in the newly named Schedule 2.
22. Table 1, below, summaries the applications that are within, partially with or outside Hamilton City Council's boundary and table 2 provides the Total Yield of the applications.

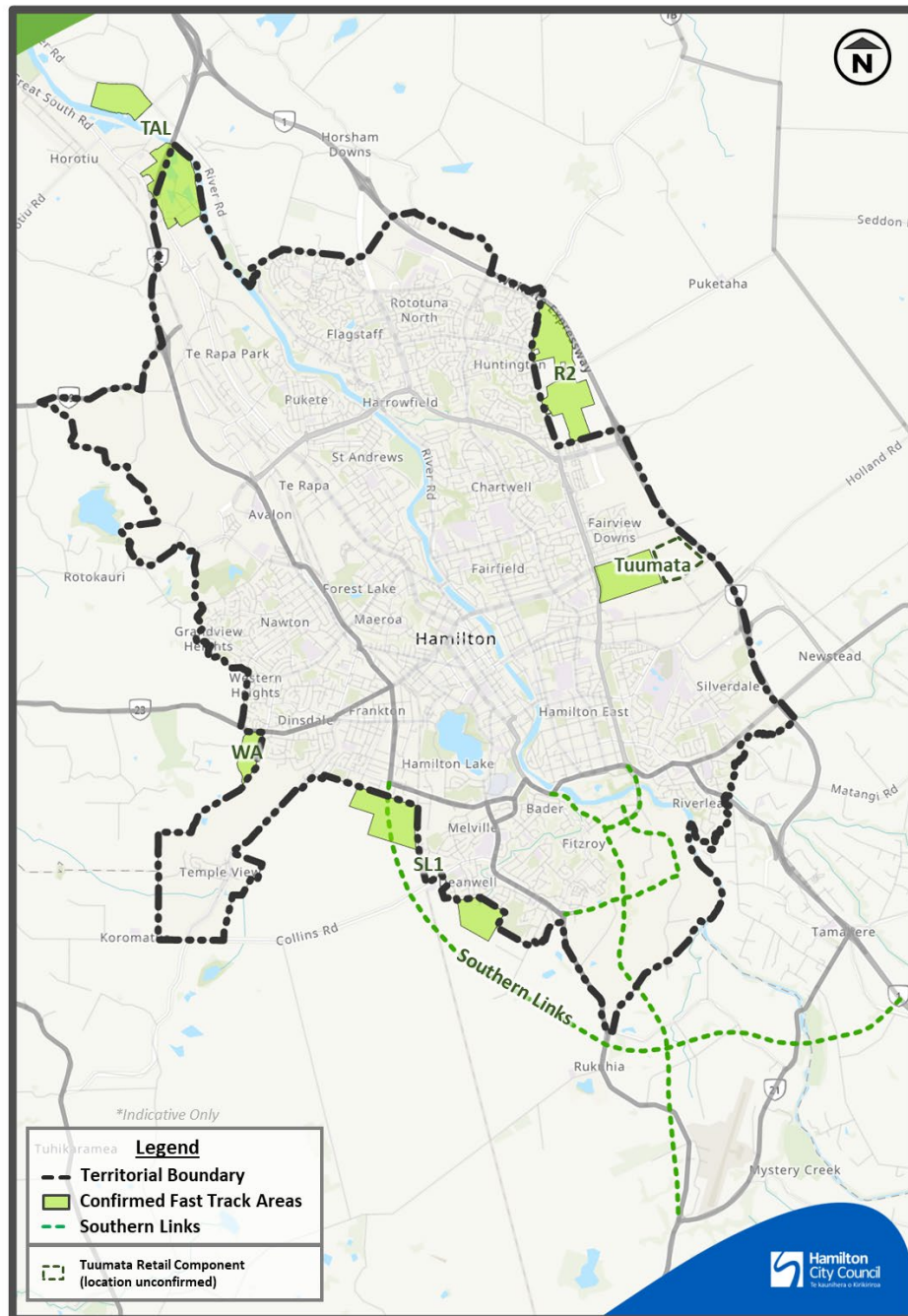
Table 1: Fast-track applications scheduled as notified

Applicant	Project Name	Sector	Project Description
Within the boundary			
Tainui Group Holdings Limited	<u>Tuumata</u> Ruakura Tuumata Residential and Commercial	Housing and Land Development	To develop a new master-planned residential neighbourhood over 68 hectares of between 1100-1300 homes, including a Neighbourhood Centre, and on a separate but nearby 14-hectare site, a large format retail centre.
Partially within the boundary			
Te Awa Lakes Unincorporated Joint Venture	<u>TAL</u> Te Awa Lakes	Housing and Land Development	The Te Awa Lakes Project is a 90-hectare mixed use, 2,500 dwelling medium density development on land at Horotiu on the northern edge of Hamilton City.
Outside of the boundary			
CDL Land New Zealand Limited	<u>R2</u> CDL - Ruakura 2 Growth Cell	Housing and Land Development	The Ruakura 2 (R2) Growth Cell Project is to subdivide and develop 211 hectares of land for residential housing (1350 residential units) and 35 hectares of industrial at Puketaha, on the Waikato District side of its territorial boundary with Hamilton City.
Malcolm's Rest Limited, Lloyd Seeney and Kathryn Seeney	<u>WA</u> Wallace Road Stage 1A and 1B subdivision and land use consent with associated roading and infrastructure.	Housing and Land Development	The project comprises 11.5 hectares of greenfield land for 230 residential housing.
Colliers Project Leader is the client representative for the SL1 Consortium	<u>SL1</u> Southern Links 1	Housing and Land Development	The project will comprise of 48 hectares of residential development delivering 1035 units in a range of typologies and 66 hectares of land with industrial activities.
New Zealand Transport Agency Waka Kotahi	Hamilton Southern Links	Infrastructure	To develop an effective network of state highway and urban arterial routes to support Hamilton's planned southern growth. It will link SH1 from Kahikatea Drive to the Waikato Expressway at Tamahere, and SH3 from Hamilton Airport to central and east Hamilton. There are 11km of local arterials and 21kms of state highway along with associated infrastructure, activities and works.

Table 2: Total Yield

Typology	Yield
Industrial	101 ha
Residential	Approx. 6415 dwellings
Commercial	14 ha
Unspecified (TAL)	90 ha

23. The map below identifies the locations of each project.



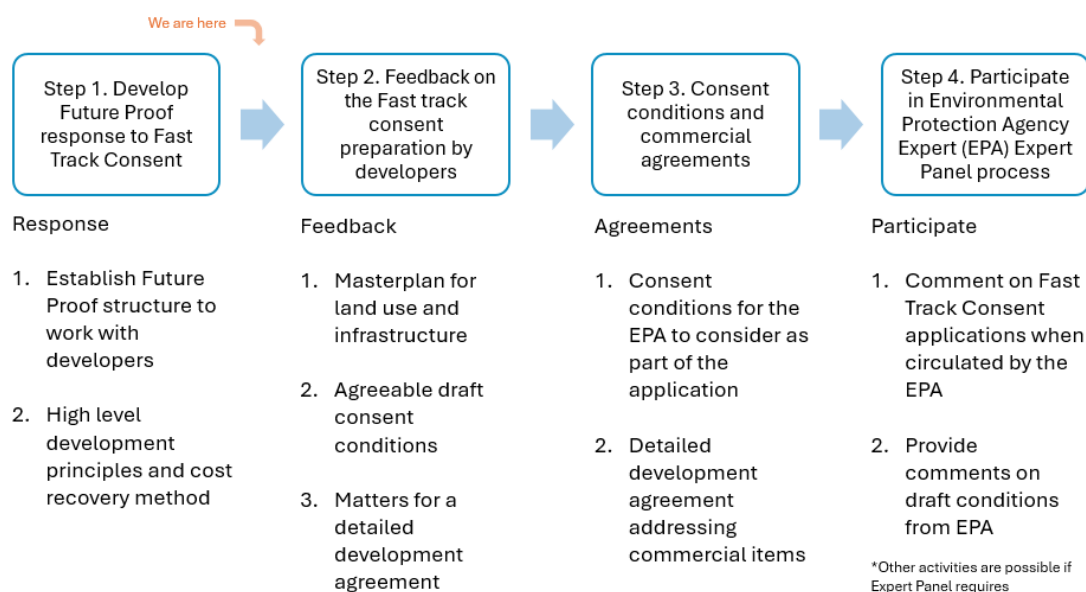
Opportunities and Challenges

24. Critical risks or potential benefits for Council associated with the Fast-track Areas will shape how Council responds to the various Fast-track applications.
25. These include the following.
 - i. Each Fast-track area is likely to proceed at slightly different timeframes. This has implications for how Council staff can mobilise to proactively engage in the process. Staff are working to develop efficient processes; however, there are expected implications for staff resources and direct costs that need to be met.
 - ii. The advent of Fast-track consents is forming an effective collaboration between infrastructure and land use planning within Council and throughout the Future Proof partnership. Resourcing is an ongoing challenge and there are opportunities for cost recovery to enable additional resources.
 - iii. The link to 3 waters reform, the proposed 3 waters Council Controlled Organisation (CCO) between Hamilton City Council and Waikato District Council and ongoing discussions with Waipa District Council are integral to 3 waters strategic infrastructure considerations in the Fast-track areas.
 - iv. Many of the key challenges point to a mitigation of needing development to pay for development, as secured through a commercial agreement. However, certain types of projects, like strategic infrastructure network improvements or the need to oversize infrastructure to meet off-site requirements, could not be budgeted for network upgrades. Not all costs can be reasonably expected to be paid upfront by the developer. These situations will be addressed through case-by-case basis in accordance with legislation.
 - v. Staging and timing intent for Fast-track developments are being clarified as applications become more detailed. These are expected to meet known market demand and appetite for investment. It is considered unlikely to result in a wave of development across all areas; however, the challenges of infrastructure costs remain. Interim infrastructure solutions may be necessary before longer term permanent solutions can be put in place.
 - vi. The Fast-track Approvals Act opens the possibility of future additional fast-track consent applications being made, which would continue to place Hamilton City Council and Future Proof partners on a strategically responsive footing.

Future Proof Partners and Process

26. Staff have worked with Future Proof to establish a multi-agency working group comprised of staff from Hamilton City Council, Waipā District Council, Waikato District Council, Waikato Regional Council, Waikato Tainui and NZTA. This group has started engaging with Fast-track developers. The below diagram summarises the steps.

Figure 1- Summary of Fast-track engagement process



Next Steps

27. Overall, the process is now transitioning from planning to operation. A series of meetings have commenced and will continue with Future Proof applicants (i.e. developers) to:
 - i. get agreement on cost recovery;
 - ii. finalise planning and infrastructure briefs which set out the planning and infrastructure outcomes that developers will work to. To be expressed as structure plans that will be the guide for consenting and development;
 - iii. clarify resourcing;
 - iv. agree on the level of detail developers will go to in their applications;
 - v. detail the process of getting to Environmental Protection Agency consent and implementation.
28. Importantly, while the developers will carry out the work, this will require close and intensive involvement of Council and Future Proof partners over the next several months.

Funding / Financing

Regional Deal

29. The New Zealand government is pursuing a significant initiative to address the country's infrastructure challenges through Regional Deals. The purpose of these deals is to foster economic growth and productivity by supporting long-term collaboration and a joint vision for regional development.
30. The Government has invited all regions to submit proposals for these deals, which aim to unlock funding and financing tools, reduce regulatory barriers, and establish a pipeline of critical infrastructure projects.
31. Ministers have emphasised the importance of practical and focused proposals that address key regional priorities without unnecessary extravagance. The Government plans to prioritise regions with the most potential to contribute to its economic growth agenda.

32. Over recent months, the Government has made a number of moves to advance Regional Deals. On August 22, 2024, the Government released the Regional Deals Strategic Framework, which outlines the objectives and criteria for these deals.
33. The framework emphasises delivering connected and resilient infrastructure, improving the supply of affordable housing, and fostering economic growth through collaboration between central and local governments, the private sector, and iwi.
34. By November 2024, Cabinet had agreed to invite all regions to submit proposals, with the goal of finalising the first Regional Deal by December 2025 and establishing three deals by October 2026.
35. The Mayoral Forum has agreed that Waikato will submit one proposal for the region through the Waikato Regional Council. Work on identifying the content of the proposal is ongoing. It will reflect existing regional and sub-regional strategic priorities that Council has been involved in through Future Proof, alongside other regional areas of focus. A letter of intent to lodge a regional deal proposal was submitted to the Department of Internal Affairs (DIA) on 18 December 2024 (**Attachment 1**).
36. At this stage the proposal is not an agreement to enter a deal, therefore no decision is required as no commitment is being made.
37. Hamilton City Council staff are represented on both the technical working group and the Chief Executive oversight group. These groups are working to extremely tight timeframes.
38. The Regional Deal proposal is being led by the Waikato Mayoral Forum. Staff will provide a verbal update at this meeting and will circulate (as a late attachment) a summary of the material taken to the 17 February 2025 Mayoral Forum. Note that the final proposal will still be being drafted at the time of this Committee meeting.
39. Staff seek the Committee's endorsement of the draft Waikato Regional Deal proposal, and delegation to the Chief Executive to work with other Waikato Mayoral Forum council Chief Executives to incorporate any feedback and finalise the proposal by 28 February 2025.

Housing

Affordable Housing

40. At the 11 February 2025 Council meeting, staff provided a comprehensive update on the actions Council is taking to promote affordable housing in the city. (See 11 February 2025 Council Agenda, Item 13, Attachment 2, p 212.) These include housing and development policy decisions through the District Plan, consenting processes, development contributions remissions and the fast-track process.
41. Additionally, Council is taking action through infrastructure investment decisions such as the Infrastructure Acceleration Fund, Municipal Endowment Fund, and reactive infrastructure spending introduced through the Long-Term Plan Amendment.
42. Finally, Council is leveraging opportunities to promote housing affordability as they arise, for example through the land disposal process for Area Q and Council's inclusionary zoning appeal on the Waikato Regional Policy Statement.

Sustainable Communities

Central City Transformation Programme

43. The new Central City Transformation Manager, Matt Mills, started in the role in early October 2024. The role is focused on building strong partnerships between council, businesses, developers, and the community to deliver a thriving, inclusive, and vibrant central city. This involves aligning efforts across various workstreams, removing barriers to development, and fostering a sense of identity and pride for residents and visitors alike.
44. The transformation programme seeks to balance economic growth with enhanced liveability, creating a place where people love to be. For more information, refer to the Central City Transformation Plan. Staff are working on identifying initiatives and practical steps council could take to deliver on the Central City Transformation Plan outcomes and will bring to an Elected Member briefing in the coming months which will feed into the future long term plan process.

Central City Maintenance fund update (*Clean-up of Aisle 3 and 4*)

45. Progress has been made in utilising the \$150,000 per annum budget allocated for streetscape maintenance and improvements. To date this has included:
 - i. steam cleaning;
 - ii. trialling gum removal from footpaths;
 - iii. tidy up of Hood Street trees, poles, grates and gardens;
 - iv. removal of end-of-life furniture and bollards;
 - v. removal of old signs;
 - vi. replacements of directional signage; and
 - vii. fixing broken lighting.
46. Further work is underway, and staff are working to identify ongoing needs and priorities for future years.

Central City Transformation

47. Projects are underway across various workstreams and committees that will collectively contribute towards the Central City Transformation Plan outcomes and support the vibrancy and ongoing development of the central city. Some of these include:

Strategic Growth & District Plan Committee	
IAF Programme	Delivery of strategic infrastructure in central city to enable development of around 4000 homes for up to 10,000 people in the central city and surrounds.
Plan Change 12	Now operative, this will support growing up and out from the central city by making it easier to develop in the 'stage 1' central city area.
DC Remissions	DC remissions in place to reduce barriers for developers and encourage new investment in the central city, particularly for big, tall buildings.
Community & Environment Committee	
Central City Play	Redeveloping the "Reading Room" and fountain area near the Central Library to create a more useful and safe play space.
Garden installation in the gravel pit in Garden Place	Work is starting imminently; this will improve the feel of Garden Place and importantly bring a garden back to garden place.
Transport and Infrastructure Committee	
Street Furniture Replacements	Street furniture and bin replacements, with a priority focus on areas close to Waikato Regional Theatre along Victoria Street and Garden Place.

Lighting	Investigating lighting options, and funding options, to improve central city streetscapes for vibrancy and safety.
Streetscape improvements	Reprioritisation of transport funding into a Central City transport package to do a low-cost high-impact tidy up of some key streets is being considered through Annual Plan/Long-Term Plan amendment.
Economic Development Committee	
HCBA Activation Fund	Funding to support Hamilton Central Business Association (HCBA) to deliver activation and events to bring more people into the central city.

Central City Development Response Plan

48. The Central City Development Response Plan is in progress and staff are actively applying the principles to projects and initiatives. The Elected Members endorsed the principles at a workshop on 5 November 2024. It provides a strategic framework for minimising the impact of construction activity on the central city community.

Infrastructure Acceleration Fund (IAF) Infrastructure Programme (Central City Strategic Infrastructure)

49. The IAF Infrastructure Programme is funded primarily by a \$150.6 million Crown grant managed by Kāinga Ora. In summary, the overall programme is progressing to plan.
50. The first IAF revenue claim has been received from Kāinga Ora marking an important funding milestone that supports critical infrastructure development within the central city.
51. The IAF Agreement variation has been approved by Ministers removing the walking and cycling bridge from the programme and reprioritising IAF funding to bulk water reticulation. Work on the bulk water reticulation project has now commenced, with a dedicated project manager assigned to oversee delivery and coordination with other infrastructure projects.
52. **Reservoir** - Community and stakeholder pre-engagement for the Ruakiwi Reservoir location and design is scheduled to begin in mid-February 2025. Gathering input from these groups is essential to ensuring that the reservoir design aligns with community expectations and operational requirements. Construction is currently planned to commence mid-2026 with an approximate two-and-a-half-year build time.
53. **IAF Reactive Works** - Reactive Works are currently reviewing a list of possible projects for the funding to be allocated to. The funding is being balanced between Council finding opportunities to install infrastructure to unlock housing potential and Council waiting to see where developers will construct and infrastructure needs for that location.
54. Other IAF Projects underway include the Anglesea Street Investigation work, which is progressing well.

IAF Housing Outcomes and general Central City development update

55. As part of the IAF Funding Agreement, Council is required to enable the delivery of around 4000 homes by 2035.
56. To support this, Housing Outcomes Agreements are in place between Kāinga Ora and 7 developers (one of which is Council) which collectively aspire to deliver around 2000 of the 4000 homes.
57. Approximately, 1000 of the 2000 homes that have IAF Housing Outcome Agreements are planned to be 'lower-cost dwellings' commencing from 2026 (within the Kāinga Ora first home grant price cap for the region).

58. Staff work closely with the IAF housing developers to track progress, understand intentions and provide key relationship oversight for their developments. A number IAF housing developments are in pre-application or concept stage (and are therefore confidential). IAF Housing developments currently underway or completed include:
- i. **Clyde Street:** 19 apartments on have been completed.
 - ii. **High Street:** 4 homes have been completed, building consent lodged for 24 homes.
 - iii. **Clarence Street:** 9 homes are nearing completion.
59. A notable non-IAF affordable central city development is the **Hinemoa Apartments** for 42 homes which has had resource consent granted in September 2024.
60. Since January 2022, a total of 259 homes have been completed in the IAF-supported development area and 507 homes have been completed in the wider Central City Stage 1 area (PC12). Further detail of the pipeline is outlined below:

Strategic Growth Area	From date	Getting sections ready			Construction of homes		
		Subdivision consents In Progress (sections)	Sections Granted Subdivision Consent	Sections Titled	Homes granted building consent but not yet completed	Homes granted building consent and under construction	Homes completed (granted Code of Compliance)
Central City IAF Area*	January 2022	69	242	82	19	114	259 (includes 35 public dwellings)
District Plan Stage One Area (PC12)	January 2022	109	368	127	44	128	507

* The IAF Infrastructure Programme supports delivery of housing in the central city and 800m walkable catchment area, commencing from January 2022. We have aligned our reporting to this area and time period.

Central City Employment/Commercial Outcomes

61. Recent and current commercial developments include:

Building	Developer / Owner	Completion date (actual or expected)	Gross Floor Area & Levels	# workers
In Progress				
18 London Street <i>Refurbishment</i>	Stark Property	Early 2025	4,200m ² of office space across six storeys	TBC
Pascoes Building, 357 Victoria Street (Corner Victoria Street) <i>Refurbishment</i>	Point Resolution Flats Ltd.	Early 2025	Approx 700m ² across three storeys	TBC
Victoria Street (old Housing Corp Building) <i>Refurbishment</i>	Primeproperty Group (PPG)	2025	TBC	TBC
Waikato Regional Theatre	Momentum Waikato / Fosters	2025	1,300 seat theatre with 2,200m ² of commercial/retail space	9
Hotel, 42 Ward Street	Mistry Centre	2026	Approx 20,000m ² across sixteen storeys	100-120
Completed				
Westpac House, 426 Victoria Street	Westpac	July 2024	Approx 9,000m ² across nine storeys	n/a

<i>Refurbishment</i>				
Surgeons on Clarence Endoscopy Clinic, 101 Clarence Street	Surgeons on Clarence Ltd	July 2024	Approx 1,000m ² across two storeys, with an underground carpark	7
Fonterra Office, Southbloc, 19 Knox Street <i>Refurbishment</i>	Stark Property	June 2024	Approx 2,804 m ² across two floors	Approx 500
166 River Road <i>Refurbishment</i>	APG Architects	June 2024	Variations to existing heritage building of approx 360m ²	8

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62. A map showing locations of development activity planned or actual development is in **Attachment 2**.
63. These developments, combined with infrastructure improvements and streetscape enhancements, are helping to create a central city that attracts both residents and businesses.

Central City Transformation Programme Risks

64. Current market conditions, including construction costs and economic uncertainty, present a risk to the rate of growth in the central city. These factors may impact developer confidence and project timelines.
65. To address this, staff will engage with developers in the next quarter to better understand their intentions, identify potential barriers, and explore opportunities for council support. Proactive engagement will be critical to maintaining momentum and fostering continued investment in the central city.

Greenfield Growth Programme

66. Our greenfield growth programme covers enabled areas inside the city boundaries (Peacocke, Rotokauri-northwest, Ruakura and Rototuna). Collectively they have capacity to deliver 19,500 homes for 50,000 people over the next 50 years.

Greenfield Housing Outcomes

67. The weak economic climate and high interest rates have been challenging for both developers and buyers in 2024. However, interest rates are starting to ease, which should support more development and improve buyers' appetite towards the latter half of the year.
68. Rototuna has been the busiest greenfield growth cell with 178 homes (53% of greenfield) completed for the year ending 30 December 2024.
69. Overall development activity in our greenfield growth areas as at end December 2024:
 - i. Subdivision consents in progress for around 1207 homes.
 - ii. Building consents granted (but not yet fully built) for 377 homes.
 - iii. Development activity and interest in Peacocke is starting to pick up with major land sales to developers taking place, alongside several developers commencing master planning and pre-application activity.
 - iv. Activity continues in the south of Peacocke and there is earthworks activity for smaller subdivisions happening on the Peacockes Road area. Earthworks for major developments such as Broadwater Retirement Village and Amberfield are anticipated to commence from late 2025.

- v. In December 2024 the Private Developer Agreement with Hounsell Holdings Limited to construct the greenway corridor in Rotokauri Stage 1, was finalised. The 4.3km corridor will manage the stormwater and enable 3500 new homes. Earthworks on the stage 1 is expected to get underway in 2025.
- vi. Greenhill Park Neighbourhood Centre - In December 2024 Chedworth Properties lodged a resource consent application for the neighbourhood centre. Construction on Stage 1 is expected to commence 2025/26.
- vii. Ruakura and Te Awa Lakes are two greenfield areas within Hamilton boundaries identified as candidates for the Fast Track consenting. Staff are working with the respective parties to understand intentions.

70. Summary greenfield growth development pipeline, as at December 2024:

Strategic Growth Area	From date 1 July	Getting sections ready			Construction of homes	Capacity	
		Subdivision consents In Progress (sections)	Sections Granted Subdivision Consent	Developer Ready land (sections)	Homes granted building consent but not yet completed	Homes completed (granted Code of Compliance)	Projected remaining capacity
Rototuna	2005	233	3276	708	213	7355	2000 homes over 5 years
Rotokauri-northwest	2014	284	368	51	56	254	8500 homes over 50 years
Ruakura	2015	0	329	151	67	779	1600 homes over 40 years
Peacocke	2018	667	1363	100	62	372	7400 homes over 40 years

71. Refer to attached development activity maps for Greenfield Growth (**Attachment 3**).

Employment/Industrial Development Outcomes

72. Industrial and commercial development activity continues in Ruakura and Rotokauri-northwest with business interest in available industrial land from outside the city continuing to grow.
73. Notable commercial developments currently under way as at December 2024 include:

Building	Greenfield area	Completion date (actual or expected)	Gross Floor Area and Levels	# workers
United Industries	Rotokauri-northwest	Late 2024	6,885m ²	8
Refrigafreighters Ltd	Ruakura	Early 2025	1,000m ²	TBC
Sime Darby Motors NZ	Ruakura	Late 2025	2,600m ²	60

Greenfield strategic infrastructure updates

Rotokauri-Northwest

74. **Rotokauri Strategic Infrastructure Designation** – Public Notification was undertaken on 7 October 2024 of the Rotokauri Strategic Infrastructure designation.
75. The public submissions period has now closed, with a hearing proposed for October 2025.

Ruakura

76. **Eastern Transport Corridor** – Final Detailed Business Case (DBC) was completed and has been peer reviewed. The Final Draft Business case was issued to NZTA for initial review on 15 January 2025 and final DBC will be issued by 31 January 2025. NZTA is to present DBC to the NZTA Board in April 2025. The Final DBC will be presented to Elected Members at Infrastructure and Transport Committee Meeting on 11 March 2025. Detailed Design procurement is to commence in March 2025 and design on 1 June 2025.

Peacocke

77. All of the \$472 million Peacocke Network Infrastructure programme associated with Housing Infrastructure Fund (HIF) is now complete or in construction. Over \$350 million of construction is complete or due for completion in the next few months. A financial update will be reported to elected members mid-2025 when there is greater certainty in the outturn costs for contracts approaching completion.
78. **Property** - Council has acquired all 39 properties required to deliver the Peacocke Network Infrastructure. Of the 39 properties, 37 have reached full and final settlement. Council is waiting for the Land Valuation Tribunal (LVT) decision from the second LVT hearing in 2024. The remaining LVT hearing is scheduled for mid-2025 where final settlement and any additional compensation will be determined. Disposal processes for potentially surplus land are under way. Staff continue to receive development enquiries with some consent applications also lodged, enabled by the upcoming availability of this essential strategic infrastructure. Collaboration with developers to deliver infrastructure and land efficiencies continues.
79. **Peacocke Strategic Wastewater** - The Peacocke wastewater transfer pump station is operational, with nearby areas connected to facilitate development previously constrained and ease pressure on the western network. Asset handover and capitalisation has commenced.
80. **Waikato River bridge and surrounding transport network** – Asset handover and capitalisation of the transport asset is underway and should reduce work in progress by over \$150M in the next few months.
81. **Peacockes Road urban upgrade and Whatukooruru Drive** - Stage 2A – The gully bridges are complete and ready for surfacing and traffic services. Works are approaching completion along Peacockes Road and its intersection with Whatukooruru Drive is nearing completion. Overall, the works are still on programme for 2025 completion.
82. **Whatukooruru Drive - Stage 3** – Earthworks are progressing well and the bridge piles are on track. This final section of Whatukooruru Drive will complete the connection through to the recently completed roundabout on State Highway 3/Ohaupo Road, due in 2026.
83. **Southern Gullies/Bikes on Pipes** – The project is on track for completion in the next month or two, including surfacing and connecting the new shared path to the new path networks and to Peacockes Road at the north end. Full opening will not take place until it is safe to connect to Whatukooruru Drive.

Peacocke Council and Iwi Partnership

84. At the 20 November 2024 Elected Member workshop, staff were asked to provide a summary of the historical partnership between Hamilton City Council and iwi in the Peacocke area.
85. Council has worked closely with Waikato-Tainui in partnership through the planning and construction of key projects in Peacocke, from the Southern Links route selection decisions in 2011, to design and construction monitoring in 2024.

86. The collaboration between Council and iwi in Peacocke has been shaped by a series of critical processes and documents, including:
- Southern Links Tangata Whenua Effects Assessment Report (2014): Established principles for iwi consultation, protection of waahi tapu (sacred sites), and cultural input into infrastructure design.
 - Mangakootukutuku Integrated Catchment Management Plan (2017–Present): Guided by Te Ture Whaimana (Vision and Strategy for the Waikato River), focusing on restoring ecosystems and protecting biodiversity.
 - Southern Links Concept Landscape Management Plan (2018): Incorporated maatauranga Maaori into project design, recognising the area’s cultural narratives.
 - Design Philosophy Statement (2019): Integrated Maaori design elements into infrastructure, such as bridges, pathways, and public spaces.
 - Cultural Values Assessment for Nukuhau Whenua (2021): Outlined a cultural framework for Peacocke, ensuring Maaori values shape development.
 - Peacocke Structure Plan (Plan Change 5): Embedded iwi priorities into planning rules and objectives through collaborative hui.
 - The Cultural Blueprint (2021–2025): Establishing a framework for integrating Maaori cultural expression into the area’s future development.
87. The development of Peacocke was guided by the He Pou Manawa Ora – Pillars of Wellbeing strategy. The four pillars of Wellbeing are reflected throughout Peacocke and include:

Pou One: He Pou Manawa Koorero Pillar of History	Celebrated Maaori Heritage: Incorporating cultural narratives into infrastructure, naming landmarks like Te Ara Pekapeka Bridge, and integrating design elements and names of parks and streets that reflect Maaori identity. Design elements in the built works and future works have been informed by collaboration undertaken with the local iwi/hapū community.
Pou Two: He Pou Toorangapua Maaori – Pillar of Unity	Fostered Unity: Engaging iwi and hapuu in meaningful dialogue, ensuring their voices guide decisions about the whenua (land). The Tangata Whenua Working Group (TWWG) has been a significant partner in the delivery of strategic transport network in the Peacocke area made up of local hapū with representatives from Ngaati Maahanga, Ngaati Tamainupoo, Ngaati Wairere, Ngaati Korokii – Kahukura and Ngaati Hauaaa. Tangata whenua representatives oversaw managing kaiaarahi and kaitiaki roles on site, including cultural inputs and education at toolbox meetings, ecological quality assurance and karakia.
Pou Three: He Pou Manawa Taurikura – Pillar of Prosperity	Community Benefits: Integration of cultural elements into the design and planning of the community. Environmental stewardship that supports economic growth by creating an attractive and sustainable community e.g. gully restoration, creation of paa harakeke within the infrastructure.
Pou Four: He Pou Manawa Taiao – Pillar of Restoration	Taonga species are being protected, restored and managed, consistent with the tikanga, kawa, maatauranga, and mana whakahaere of Waikato-Tainui. For example, initiatives to protect the endangered Pekapeka tou roa (Long-Tailed Bat) and areas for lizard restoration. Restored the Environment: Regenerating wetlands, enhancing water quality and protecting the Waikato Awa and taonga species with the guidance of the Tangata Whenua Working Group and assigned Kaitiaki.

88. The collaboration between Council and iwi for Peacocke has set a new standard for partnership and is reflected in the outcomes that we see there today.

Resource Management (Consenting and Other System Changes) Amendment Bill

89. The Resource Management (Consenting and Other System Changes) Amendment Bill introduces significant reforms aimed at streamlining the consenting process and improving environmental outcomes. Key amendments designed to expedite development while ensuring robust environmental protections include:
- i. the establishment of new consenting pathways;
 - ii. enhanced roles for local authorities; and
 - iii. updated cost recovery mechanisms.
90. The **Draft 1** staff submission was circulated to Elected Members and Maangai Maaori on 3 February for feedback by 7 February. The submission closing date was 10 February 2025.
91. While **Draft 1** generally supports the Resource Management (Consenting and Other System Changes) Amendment Bill in its entirety, it does outline a number of minor points and recommendations under the Bill's key headings of Infrastructure and Energy; Housing; Emergency and Natural Hazards; and Resource Management System Improvements.
92. The following table outlines the key changes and their implications for Hamilton City Council:

Key proposed change	How this will affect Hamilton City Council
Allows councils to amend or opt out of MDRS. This must be done via a streamlined plan change and must give effect to the revised NPS-UD. The provisions of the revised NPS-UD are not yet known.	Plan Change 12 is Council's Intensification Planning Instrument (IPI) and was notified on 20 December 2024. This key change to the RMA provides Council the opportunity to amend provisions specifically required through MDRS relating to 1 to 3 residential units. If Council does undertake further amendments or opts out of the MDRS it would require a new plan change process. If Council opts out of or amended the MDRS provisions it will still need to demonstrate it has 30 years of housing supply and has completed a housing and business capacity assessment.
Allow councils to include additional matters in an IPI including Natural Hazards, Business or Commercial zones; and matters around increasing or in decreasing ability to develop a site.	Council included Business and Commercial Zones within the IPI and has notified a separate plan change for flooding (Plan Change 14). This approach allows the Council to incorporate additional matters if a new IPI process is initiated.
The Council can apply to the minister to remove heritage buildings as part of a streamlined planning process.	This would allow the option of using a plan change process with no appeals.
Gives powers for the Minister for the Environment to step in and ensure councils comply with national direction.	This risks potential unanticipated costs for Council if we are required to undertake an unscheduled plan change.
Council may refuse to grant a land use consent in relation to a natural hazard. This is similar to what happens for subdivision (s106) except for land use.	This fills a gap where Council was previously not able to assess flood effects for land use consents where flooding hadn't been modelled.

Enables flood hazard areas not mapped to be considered.	
Council does not have to continue processing a resource consent application if an applicant does not respond to s92 request and may return the application.	Makes it easier to return a resource consent application where information is not provided. This will enable the efficient processing of applications and avoid having applications on hold for extended periods which will save time and cost for council.
Consent authorities are able to consider abatement notices, enforcement orders and convictions under the Bill received by an applicant when processing resource consent.	This is a positive amendment and will assist in ensuring that appropriate conditions of consent are imposed and complied with.
An applicant may request copy of draft conditions for their review.	This is formalising part of the resource consent process, which is standard practice for Council.
Environment Court may revoke or suspend a resource consent for repeated non-compliance.	This will assist in ensuring conditions of consent are complied with.
A consent authority must not hold a hearing on an application for a resource consent if it determines that it has sufficient information to decide the application.	<p>There are cost and time benefits to not holding a hearing for resource consents in some cases. However, this may result in cost and time delays if matters that are normally resolved through a hearing can only now go to the Environment Court.</p> <p>This risks potential information being missed that may have been brought up at a hearing and misses the opportunity for an independent consideration of resource consent.</p> <p>It also limits the ability of submitters to present further evidence in relation to their submission which may be important in an overall recommendation or decision.</p>
All long-lived infrastructure is required to have a 35-year duration.	<p>All consents for infrastructure that originally had a specified duration will now have a duration of 35 years, providing more time before Council needs to undergo a reconsenting process.</p> <p>However, all infrastructure which previously did not require a duration on their resource consent will now be limited to 35 years.</p>

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Financial Considerations – *Whaiwhakaaro Puutea*

93. Fast-track potentially imposes significant financial burdens onto Council, in the form of infrastructure upgrades, staff resourcing for negotiation on Fast-track consent conditions, and boundary adjustment. A principle Council has maintained from the Emerging Areas process and continued through Fast-track discussions is users pays, growth pays for growth and Hamilton City Council should be left in a cost-neutral position.
94. While that is the aspiration, Council is approaching the process with full awareness. Past experiences on smaller but similar issues, have shown that there is often some residual impact, sometimes significant, that falls to Council. For infrastructure, this could mean that Hamilton City Council determines to extent upgrades beyond those triggered by a Fast-track development to strategically anticipate further growth. Additionally, staff time for engaging with Fast-track processes, boundary adjustments, capital expenditure for infrastructure upgrades, future operational costs to maintain new infrastructure, staff costs, and environmental and political costs are other significant considerations.

95. The new act includes provisions for cost recovery. Under these provisions, before an application is lodged or if a substantive application is not lodged, an agency (this includes relevant local authorities) may recover the actual and reasonable costs incurred by the agency in performing or exercising their functions, duties, or powers. This includes staff and consultant time. Hamilton City Council will be regarded as a 'relevant local authority'.
96. Staff will work with developers and the Government regarding alternate forms of funding. The Minister is already signalling that 'development should pay for growth' and pointing to alternate funding options such as Infrastructure Finance and Funding options being actively promoted by The National Infrastructure Agency, formally known as Crown Infrastructure Partners. Council's early and proactive engagement with Fast-track applicants described above is, in part, intended to fully explore these emerging funding opportunities.

Legal and Policy Considerations - Whaiwhakaaro-aa-ture

97. Staff confirm that these matters comply with Council's legal and policy requirements.
98. Staff advise within the report what legal obligations the Fast-track Approvals Act places on Council.

Climate Change Impact Statement

99. Climate change presents risks and opportunities for our city and the way we grow. Climate change is a risk that needs to be integrated into decision making to mitigate the future impacts on community wellbeing and the cost of responding to extreme weather events and adapting in the future. Some of the changes in government policy and funding, like the Fast Track legislation, impact on Council's ability to make climate change informed decisions, and require us to look at alternative ways to influence outcomes.
100. Strategic risk 9 (SR9) – Failure to respond to climate change outlines the potential impacts on Council and the community if we are unable to effectively address climate change in decision making. We report on how we are addressing SR9 to the Strategic Risk and Assurance Committee quarterly and have commenced annual disclosure reporting of our climate change risks and opportunities.

Wellbeing Considerations - Whaiwhakaaro-aa-oranga tonutanga

101. The purpose of Local Government Act 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').
102. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report. The recommendations set out in this report are consistent with that purpose.

Social

103. As more people live and work in the city, we need to make sure the benefits of living in Hamilton Kirikiriroa grow alongside the new homes and businesses. While we do not control how much growth occurs in Hamilton, we can determine what kind of city Hamilton Kirikiriroa aspires to be. We want to create a liveable low carbon city, an attractive lifestyle and improve the wellbeing of current and future residents.
104. This means creating accessible, equitable quality spaces and places for our communities such as parks, green space, playgrounds, education, health, libraries, pools and other community facilities. It also means expanding opportunities for people to engage in arts, culture and creativity in diverse and meaningful ways.

105. A key consideration for growth and reducing emissions is ensuring that growth is planned close to places where people can access their daily needs, with genuine travel choices.

Economic

106. As part of delivering economic growth outcomes, Council proactively works with existing and prospective businesses to expand or establish operations creating investment and employment opportunities.
107. As the city grows, so too do opportunities for expanding and attracting tourism and economic growth while continuing to raise the city's reputation and profile as a great place to live and visit. HCC is well positioned within the region to benefit from the transition to circular and low carbon industries.
108. In order to attract more jobs to the city, more industrial land is required. Studies are underway to assess the needs, best locations and actions required.
109. Delivery of key growth areas contributes to economic wellbeing through delivery of major infrastructure and residential and commercial construction activities.

Environmental

110. As the city grows, it is important to balance the need for housing alongside the need to protect and enhance our biodiversity. It's also important that we make the best use of our limited natural resources such as water.
111. The Nature in the City strategy outcomes is a key consideration for growth. Access to nature, parks and open spaces and protection and restoration of significant natural areas key outcomes alongside delivering new homes and jobs.
112. The Waikato River is at the heart of Hamilton Kirikiriroa. It supports life throughout the city and region, it is central to the culture and has shaped the form of the city. As Hamilton continues to grow, the health and wellbeing of the River must remain a central focus in all activities
113. As the city grows, it is essential to promote investment that protects and restores the Waikato River and delivers on our obligation under Te Ture Whaimana o Te Awa o Waikato. This includes targeting growth areas services by, or planned to be serviced by, high quality three waters infrastructure. An example of this is stream daylighting, which is seen as the preferred approach to achieving capacity for future development and reducing existing drainage issues and flood hazards.
114. The approach to growth must enable the city to reduce carbon emissions while adapting to the changing climate to improve resilience. This means enabling growth of homes and jobs in areas that can easily access public and/or active transport modes. It also means guiding growth that builds our resilience to climate change impacts, such as avoiding areas where there are flooding and other natural hazards.

Cultural

115. Effective partnership with iwi is integral to the success of the growth programmes. The special status of tangata whenua is respected, and there is a commitment to the principles of Te Tiriti O Waitangi and further Maaori aspirations through building mana-enhancing partnerships.
116. 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.
117. 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 and staff consider relevant sections of the Waikato-Tainui Environmental Plan when planning growth projects.

118. The Council continues to meet its legislative responsibilities under the Resource Management Act 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 growth programmes areas.

Risks - *Tuuraru*

119. There are significant risks and opportunities posed by Fast-track:
- i. **Up-front financial costs:** Council's funding capacity is significantly constrained as evidenced through the 2024-34 Long-Term Plan cycle. Council does not have the funding identified in the Long-Term Plan to contribute to upsizing networks to support these new growth areas. Capital investment to support growth in existing areas within the city boundary were significantly reduced.
 - ii. **Long-run financial costs:** as identified through the 2024-34 Long-Term Plan, long-run operating and maintenance costs of servicing new growth areas need to be better understood and reflected in how Council's charging models are applied in these new growth areas to ensure costs are being equitably distributed.
 - iii. **Three waters servicing:** Council does not have the capacity to integrate all Fast-track's currently. Additional funding, upgrades and consents are needed. For example, the City will need additional water-take consents.
 - iv. **Climate change:** allowing development to proceed without Council input risks poor long-term urban form outcomes which are costly to manage, lock in high emission growth and are not climate resilient.
 - v. **Affordable housing:** affordable housing is a critical matter for Council, through proactive engagement now, before the leverage point dissipates later in the process there.
 - vi. **Infrastructure delivery:** the question of who delivers infrastructure will need to be considered.
 - vii. **Resource allocation:** There is insufficient staff resourcing to focus on Fast-track Areas along with existing committed work programmes. The consequence of pausing existing work programmes (due to their nature) would cause significant legal risk.
 - viii. **Cannibalising growth:** Addition of new Fast-track Areas may divert market interest away from committed areas, affecting Council's sunk investment in those areas.
 - ix. **3-waters reform:** the advent of a Council-Controlled Organisation for waters as the entity might assist with Fast-track development will likely operate in a 'boundaryless' manner extending past territorial boundaries.

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

120. 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.
121. Given the low level of significance determined, the engagement level is low. No engagement is required.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Regional Deal - Letter of Intent December 2024

Attachment 2 - Central City Development Activity Map

Attachment 3 - Greenfield Growth Development Activity Maps

File No: 20 00 14
Document No: 31005007



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18 December 2024
RegionalDeals@dia.govt.nz

Tena koe

Please find attached the registration form that confirms the Waikato region's intention to submit a proposal for a Regional Deal by February 2025.

The Waikato Mayoral Forum has signalled their support for an integrated regional proposal. Waikato Regional Council, under guidance from a Chief Executive Working Group, is co-ordinating the registration of interest and lodgement of a proposal on behalf of the Forum.

The Waikato region is strategically placed in the central and upper North Island, delivering goods, services and infrastructure that strengthen the national economy and deliver quality regional communities at both a metropolitan and provincial scale.

Our proposal will build on the good work that is being undertaken to grow and strengthen our regional economy. This registration of interest lays the foundation for a proposal that will benefit the entire region recognising our diverse, but hugely connected, rural and metropolitan communities.

Nga mihi

A handwritten signature in black ink, appearing to read "Chris McLay".

Chris McLay
Chief Executive, Waikato Regional Council

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Attachment 1



He taiao mauriora ▲ Healthy environment

He hāpori hihiri ▲ Vibrant communities

He ōhanga pakari ▲ Strong economy



Regional Deals

Registration form

The purpose of this form is to confirm the Waikato region's intention to submit a proposal for a Regional Deal by 28 February 2025.

The Waikato region is strategically placed in the central and upper North Island, delivering goods, services and infrastructure that strengthen the national economy and deliver quality regional communities at both a metropolitan and provincial scale. The Hamilton metro area is intricately connected to our provinces, we are a highly mobile region, investing in the core ensures dividends are distributed outward. Investment and attention in our rural communities ensures that they will continue to generate goods, products and labour to fuel New Zealand's fastest growing city. New growth enablement tools and multi-sector partnerships will expedite and unlock economic growth, provide future-focused infrastructure, and provide depth and opportunity to the region's housing and job markets. Our proposal will provide equitable growth that benefits the entire region. Detailed modelling will be included in our February proposal that will bring together our existing evidence base to demonstrate the local, regional, and national economic gains that the Waikato is well equipped to deliver.

The councils that intend to form a region for the purposes of a Regional Deals' proposal are:

- Hamilton City Council
- Hauraki District Council
- Matamata Piako District Council
- Ōtorohanga District Council
- Rotorua Lakes Council (part)
- South Waikato District Council
- Taupō District Council (part)
- Thames Coromandel District Council
- Waikato District Council
- Waipā District Council
- Waitomo District Council
- Waikato Regional Council.

It is acknowledged that Rotorua Lake Council and Taupō District Council will also be registering their intent to frame up a proposal in relation to key industry sectors and enhancement of transport connections for people and exports. It is anticipated that each of the proposals will complement each other.

Key contact people

- Chris McLay, Chief Executive, Waikato Regional Council
- Susan Law, Chief Executive, South Waikato District Council
- David Spiers, Chief Executive, Hauraki District Council
- Blair Bowcott, General Manager - Strategy, Growth and Planning, Hamilton City Council
- Tracey May, Director Science, Policy and Information, Waikato Regional Council

The Waikato Mayoral Forum has signalled its support for an integrated regional proposal. Waikato Regional Council, under guidance from a Chief Executive Working Group, is coordinating the lodgement of the letter of intent and the more substantive proposal on behalf of the Forum.

The integrated approach advanced by the Forum demonstrates the connectedness and dependency that the metro and provincial areas of the Waikato have. This approach is cognisant of the critical function the Waikato plays in supplying, driving and connecting the economies of Auckland and Tauranga (See attached regional diagrams). Collaboration on regional solutions will enable growth and strengthen economic resilience, paying dividends in a manner that seamlessly disregards administrative boundaries.

Doc#31034853

Working in an outcomes, boundaryless manner will be key. Strengthening our communities through aligned infrastructure provision to generate more houses and employment opportunities is a core tenet. Speed of delivery and innovative multi-agency partnering, with an eye on future infrastructure capacity, will be framed with resiliency in mind. Existing investment across the public and private spectrum will be leveraged, and where of value, recommendations to reprioritise planned investments will be suggested. The proposals will demonstrate targeted interventions where quantifiable benefits to the core and periphery, flowing on through to our rural communities, can be realised.

Projects/focus areas you are considering including in your final proposal.

Regional growth enablement tools - able to be deployed across the region (legislative changes to enable frictionless processes, funding and financing tools, partnering for impact, reprioritisation/refocus of central government investment)		
Regional economic growth nodes <ul style="list-style-type: none"> • Future Proof priority development areas <ul style="list-style-type: none"> • Huntly/Raahui Pookeka and Environs • Ruakura/R2/University of Waikato • North Waipā/South Hamilton • Hautapu/Cambridge • Hamilton to Tauranga corridor <ul style="list-style-type: none"> • University of Waikato, health professional upskilling and regional deployment • Targeted provision of skills development to match rural and provincial employment opportunities • Supporting AgriTech/AquaTech Innovation 	Regionally resilient infrastructure <ul style="list-style-type: none"> • Piarere to Tauriko <ul style="list-style-type: none"> • Rail resilience (Auckland/Tauranga goods and freight movement) • Coromandel roading resilience <ul style="list-style-type: none"> • Auckland to Coromandel • Realising regional energy advantages • Infrastructure delivered that unlocks provincial growth nodes <ul style="list-style-type: none"> • Water storage feasibility • Local Waters done well 	Regional housing choice <ul style="list-style-type: none"> • Delivery of Waikato Housing Initiative housing provision pipeline <ul style="list-style-type: none"> • Private sector partnerships providing economic confidence • Strengthening iwi housing partnerships, and unlocking impediments to Maori led housing development • Enabling regulatory processes

- *Futureproof priority development areas – well defined priority areas for growth and development, impediments and solutions identified, mature governance structures in place, jobs and preliminary contribution to regional GDP quantified (see attached table)*
- *Hamilton to Tauranga corridor/Piarere to Tauriko – economic and land use strategy to realise the potential an investment focus in this area will have for the region and beyond*
- *Coromandel roading resilience – prioritised investment in roading to strengthen the economy, build opportunities, and to enable community resilience*
- *Infrastructure delivered that unlocks provincial growth nodes – opportunities to accelerate targeted infrastructure provision, provided in partnership with iwi and local developers*
- *Delivery of Waikato Housing Initiative housing provision pipeline – evidence base and programme for delivery of a projected pipeline of housing choice, quantifiable for each Waikato territorial authority area*

Preliminary approach

It is intended that the proposal will take a two-pronged approach, seeking regional growth enablement tools that can be deployed anywhere in the region to remove barriers to growth and development through lowering the cost and increasing the speed of investment. These proposed tools will be complemented by a package of regionally connected projects that will provide housing choice and capacity-enabled infrastructure for the Waikato. The proposal we seek to bring together is an interconnected regional system that, uniquely, can support and grow the national economy in a way that can also enhance and strengthen regional economic outcomes. Partners have undertaken in-depth modelling and analysis to document the tangible project benefits, the outcomes of which will be included in the February proposal.

Collaboration

Collaboration and strategic partnering is a cornerstone of a proposed Waikato deal, and initial contact has been made with Chief Executives of our iwi partners signalling our intent to work closer with them in early 2025. Further contact has been made, and initial support provided, from the Waikato Housing Initiative¹ and Sport Waikato². We have also received preliminary indication of support from a number of private sector developers and partners (some of which have already been identified through the Fast Track process) of their willingness to be involved in lodgement of the proposal.

¹ Waikato Housing Initiative [Home](#) | [Waikato Housing Initiative](#), *Waikato Housing Initiative 2023 Housing Stocktake Update* noting that the region requires 62,000 homes by 2043.

² Waikato Region Active Spaces Plan, [Plans](#) | [Sport Waikato](#) focussed on a network-wide system with emphasis on national, regional, and sub-regional assets

Central regional growth node

The region has a record of working collaboratively to produce outcomes that are based on a sound evidence base and a view that beneficiaries will traverse administrative boundaries. An example of this is the Future Proof sub-regional partnership. This is a long-standing urban growth partnership, underpinned by a mature governance model operating between local and central government and iwi. The partnership is focused on planning for growth in the Hamilton, Waipā, Waikato and Matamata-Piako environs. However, it understands that getting growth right in these areas will have benefits for the wider region. Focus development areas are projected to deliver 18,250 households and 16,000+ jobs in the short to medium term (within the next 5-10 years). A table has been attached to this registration of interest to demonstrate that genuine benefits will be achieved for direct 'source' council areas and a much wider economic catchment.

Provincial growth nodes

Importantly, the proposal will not just focus on traditional high growth areas. Growth benefits are relative, and whilst smaller numbers of houses or new jobs may not seem as significant when viewed regionally, at a provincial and local scale the positive economic and community impacts can be significant. There are provincial growth nodes in areas such as South Waikato, Hauraki, Ōtorohanga and Te Kūiti, and in Thames-Coromandel, all of which would benefit from a prioritised approach to infrastructure to enable regional connectivity, infrastructure resilience and increased housing choice and job creation. Coupled with this is the need for targeted investment in employment services and skills development to match the job opportunities and to make it easier to establish new enterprises.

Regional spatial approach

In anticipation of the need to have a regional spatial strategy and spatial plan, Waikato Regional Council made provision for \$985,000 over four years (beginning in the 2023/24 year) to develop a spatial plan. The initial stage is the development of a regional spatial inventory, due March 2025, that will inform the development of the regional strategy and spatial plan. The strategy will pull together the spatial planning componentry that local authorities have undertaken, providing a cogent and integrated regional story. It is anticipated this piece of work will run parallel to, and be informed by, the regional deals process.

Regional infographics

Attached to this registration of interest are key infographics that overview the region and its key opportunities and challenges. It is these challenges, and the opportunities to be capitalised on, that will provide the foundation for the lodgement of a proposal by February 2025.

Doc#31034853

Waikato region

The Waikato is a highly productive rural province with New Zealand's fastest growing metropolitan city. Our rural areas pump product and people to and from Hamilton, and the prosperity of the region is driven by the Hamilton metropolitan area. Waikato connects Auckland and the Bay of Plenty so the maintenance of our strategic corridors are critical to the success of all three regions and the country.

- Waikato continues to strengthen its role as a key primary production region for the country, with both land and sea providing opportunities for future growth and diversity.
- Waikato communities face climate, infrastructure, and economic resilience challenges that require innovative and changed ways of thinking, and investment, to ensure regional sustainability and productivity.
- Waikato needs to plan and provide for critical infrastructure in a more cost-effective manner, providing for the present and future by unlocking growth opportunities, streamlining funding and planning processes, and seeking smarter tools to provide housing choice and job opportunities.

Legend

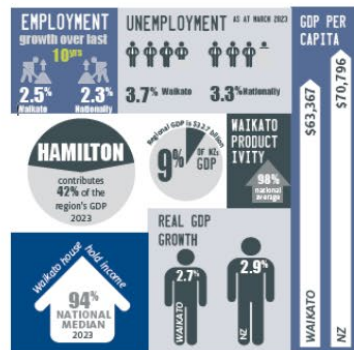
- Strategic connections:** Our road and rail networks are developed to integrate seamlessly, moving product, people and goods efficiently and safely within, and through, the upper and central North Island.
- Future Proof high growth sub-region:** Growth areas are proactively planned for, ensuring a range of housing options, transport options, business opportunities and places for learning, recreation and leisure. Ruakura inland port is located within this high growth area. Future Proof is leading the planning behind new growth in the Waikato, Hamilton and Waipā areas, including growth between Hamilton and Auckland. The partnership is also looking at connection between Hamilton and Tauranga.
- Hamilton:** Hamilton is strengthened as the central hub of the region. The success of Hamilton is linked to the success of the region. Hamilton is the key metropolitan area connecting Auckland and Tauranga.
- Population change:** Areas of changeable population plateau and decline, local focus with central government partnership needed to provide sustainable rural communities. Many of our rural towns rely on key industries to enable prosperous communities; durability and diversity in our rural economies is key.
- Rivers and lakes:** Water is recognised as a finite resource and a necessity for all life. Access to, and availability of, well managed water resources underpins the success of our communities and regional economy. The regional community, including our iwi, have strong connections to our rivers, lakes and water bodies. The special relationship the five river iwi have with the Waikato and Waipā rivers and catchments is expressed through Te Ture Whaimana o Te Awa o Waikato - The Vision and Strategy for the Waikato River.
- Core natural areas:** Recreational and tourism opportunities are linked to our outstanding natural and cultural areas, celebrating what we have while raising awareness about our unique ecological and cultural heritage.
- Destination places:** Destination places are enhanced to grow their points of difference and their strengths, so that the region as a whole benefits from the unique qualities.
- Coastal marine area:** Comprising one third of the Waikato, an area diverse in communities, history and offerings. Opportunities exist to grow aquaculture, to attract coastal and marine innovations, to support land based marine development, and to quantify untapped off-shore energy potential.
- Energy:** Abundant renewable energy resources are signature resources of the region. Hydro, thermal and geothermal, electricity generation supplies over one third of national energy generation. Future generation interest in biomass, wind and grid connected solar, places the region at the forefront of energy diversification.



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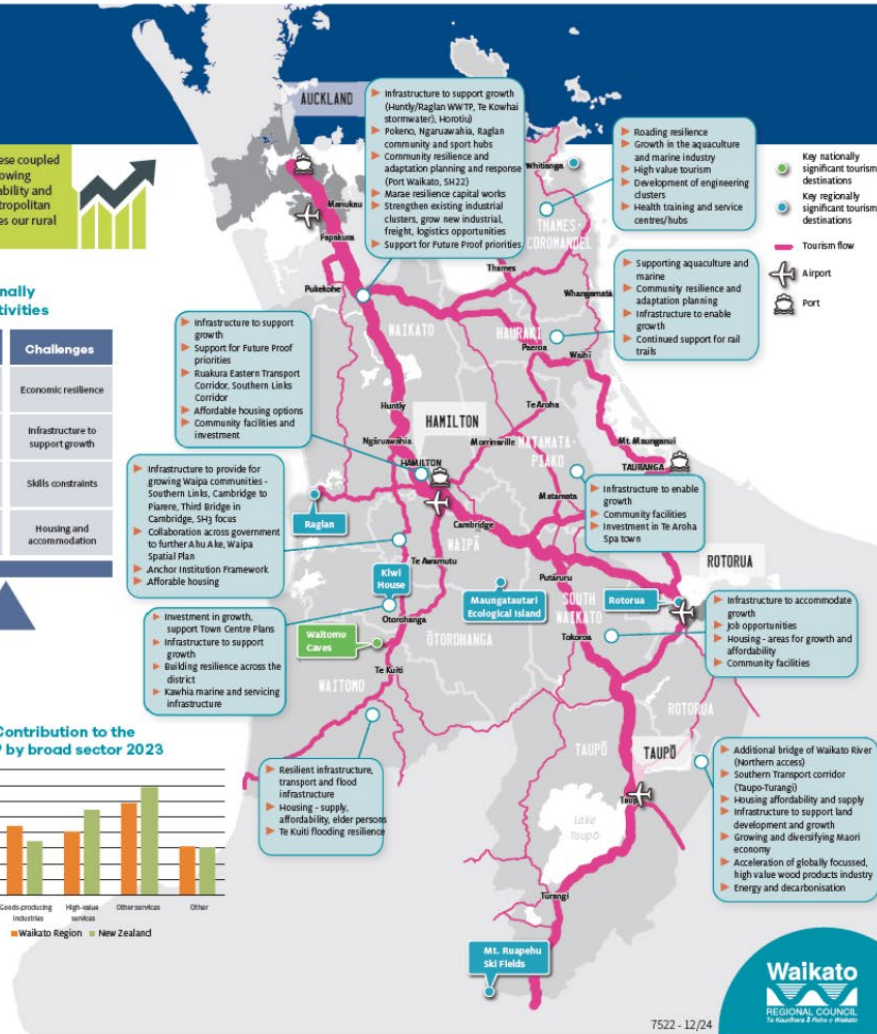
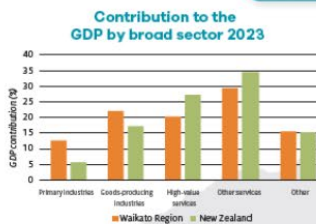
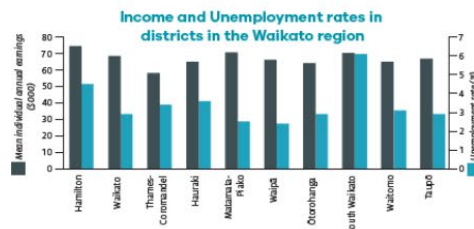
Regional Economy

The region's economy is built on the primary sectors of farming, forestry, and horticulture. These coupled with our role in freight and logistics, and our ever abundant tourism offering is leading to a growing region. Many of our rural towns rely on key industries to enable prosperous communities, durability and diversity in our rural economies is key. These rural sectors, in turn, contribute to a thriving metropolitan area. The growth and resilience of Hamilton metro area is key to the region - if the metro thrives our rural communities and region thrives.



Top four regionally significant activities

Opportunities	Challenges
Expanding service export sector	Economic resilience
Mature metro area urban growth partnership	Infrastructure to support growth
Connectivity to the up per and central north	Skills constraints
Leveraging Māori development	Housing and accommodation



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Regional Connectivity

The Waikato's role in the Upper North Island

The Waikato is a strong inter-regional hub strategically located between two major parts. Maximising benefits from our location advantage means ensuring that the right investments are made in the right place at the right time.

Our relationship with Auckland

In partnership with Auckland Council, local and central government we have developed a Hamilton-Auckland Corridor Plan. This encompasses the settlements along the transport corridor between Cambridge/Te Awamutu and Papakura.

Freight task

Looking to the future of the sector, more than 90% of Aotearoa New Zealand's freight is transported by road, with 4.2% of the total freight (by tonnage) being moved within the Golden Triangle. There is likely to be an increase in freight over the next 25 years in response to the population growth.

Internal connectivity

There are several assets that would cause significant disruption to freight movements if they were unavailable (due to a natural hazard event) i.e. the Kaimai Tunnel and the Port of Tauranga. Disruption would be both local and national, and efforts to better understand mitigation plans would be beneficial.

The Waikato region is located in the heart of the upper North Island and the region's strategic inter and intra-strategic corridors (road and rail) play a vital role contributing to regional and national prosperity and productivity.

The Waikato region plays an important role in facilitating the inter-regional movement of people and freight through the Golden Triangle of Auckland, Waikato and Bay of Plenty regions.

Waikato has 13% of NZ's freight task

FREIGHT VOLUMES
FORECAST TO GROW
+47-65% by 2030

FUNCTION OF KEY STRATEGIC ROAD AND RAIL CORRIDORS IN THE WAIKATO REGION

LEGEND

- National high volume road corridor
- National road corridor
- Regional road corridor
- Arterial road corridor
- State highway
- Railway
- National rail corridor
- Regional rail corridor
- Inland port/freight hub
- Major sea ports
- Major domestic airports
- Auckland International Airport



Key planned investment

In the Waikato and Bay of Plenty regions combined, there is planned expenditure of \$88.69m on rail between FY22 and FY24

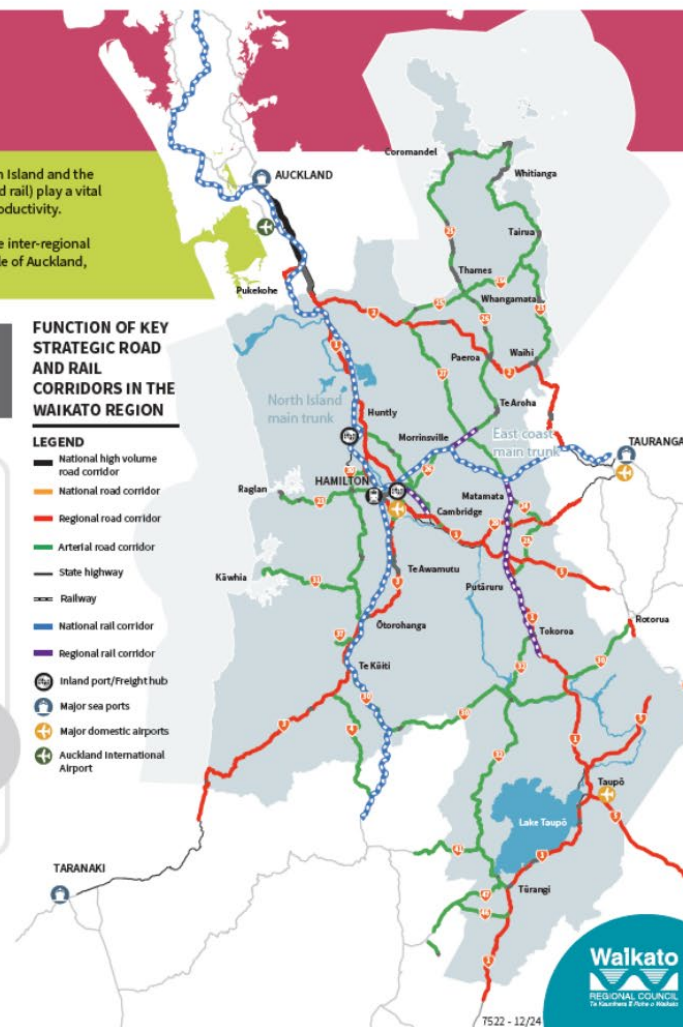
Completion and use of Ruakura inland port to create efficiencies and aggregate freight flows.

Planned roading investments through the Waikato and Bay of Plenty Regional Land Transport plans are approximately \$800m and \$400m p.a. respectively.

In the National Land Transport Plan proposed and approved National Land Transport Fund investments for the Bay of Plenty and Waikato regions come to a combined total of \$2.6b.

Top five regionally significant activities

- SH Bulli Point/Te Pōporo
- Coromandel Harbour Resilience Rebuild
- Coromandel Bypass
- SH1 Cambridge to Piarere
- Metro Spatial Plan Activities



Preliminary assessment of economic benefits of Future Proof Priority Development Areas – direct ‘source’ council and region

Key Input Parameters	Existing Ruakura/University, R2 and Eastern Transport Corridor ¹			SL1			Southern Link ²			Huntly WWTP			Airport ³		
	Direct	Spillover	Total	Direct	Spillover	Total	Direct	Spillover	Total	Direct	Spillover	Total	Direct	Spillover	Total
Infrastructure Capex (\$million)	\$415			\$265			\$520			\$102					
Residential Net Land Area (ha)				224											
No. Dwellings	3450			7,467						2,500					
Non-Residential Net Land Area (ha)	152			182									794		
Direct Employment										2,600					
Impact Type	Economic Impact			Direct	Spillover	Total	Direct	Spillover	Total	Direct	Spillover	Total	Direct	Spillover	Total
One-off (GDP and Job-Years⁴)	Total Employment Impact (Job Years)			6,381	23,129	29,510	10,283	36,117	46,400	1,469	3,810	5,279	4,695	16,107	20,802
	Hamilton City	6,381	9,015	15,396	10,283	14,249	24,532	1,469	1,412	2,881	297	1,346	1,643	0	1,677
	Matamata-Piako District	0	273	273	0	418	418	0	47	47	0	248	248	0	388
	Waikato District	0	301	301	0	469	469	0	51	51	4,398	5,566	9,965	0	336
	Waipa District	0	275	275	0	431	431	0	45	45	0	298	298	8,719	13,540
	Rest of Waikato Region	0	591	591	0	908	908	0	100	100	0	514	514	0	849
	Rest of NZ	0	12,674	12,674	0	19,641	19,641	0	2,155	2,155	0	8,134	8,134	0	16,282
	Total GDP Impact (\$ mil)			534	2,709	3,260	806	4,091	4,897	170	475	645	303	1,351	1,654
	Hamilton City	534	692	1,443	806	1,371	2,177	170	152	322	30	113	143	0	186
	Matamata-Piako District	0	35	35	0	50	50	0	7	7	0	25	25	0	48
	Waikato District	0	35	35	0	49	49	0	6	6	273	328	601	0	38
	Waipa District	0	31	31	0	48	48	0	6	6	0	27	27	423	1,255
	Rest of Waikato Region	0	74	74	0	109	109	0	15	15	0	52	52	0	107
	Rest of NZ	0	1,643	1,643	0	2,464	2,464	0	289	289	0	807	807	0	2,093
Ongoing (GDP and Jobs⁵)	Total Employment Impact (Jobs)			6,546	6,805	13,351	6,807	9,960	16,767		2,600	5,091	7,691	29,712	48,463
	Hamilton City	6,546	2,438	8,985	6,807	3,414	10,221				0	479	479	0	3,025
	Matamata-Piako District	0	84	84	0	137	137				0	73	73	0	659
	Waikato District	0	99	99	0	147	147				2,600	1,594	4,194	0	557
	Waipa District	0	83	83	0	124	124				0	92	92	29,712	13,382
	Rest of Waikato Region	0	179	179	0	285	285				0	161	161	0	1,537
	Rest of NZ	0	3,922	3,922	0	5,854	5,854				0	2,691	2,691	0	29,302
	Total GDP Impact (\$ mil)			632	1,065	1,697	639	1,314	1,953		236	670	906	2,559	6,496
	Hamilton City	632	361	993	639	400	1,039				0	60	60	0	369
	Matamata-Piako District	0	14	14	0	24	24				0	11	11	0	103
	Waikato District	0	15	15	0	22	22				236	188	424	0	77
	Waipa District	0	13	13	0	18	18				0	13	13	2,559	1,665
	Rest of Waikato Region	0	29	29	0	43	43				0	24	24	0	231
	Rest of NZ	0	632	632	0	807	807				0	374	374	0	4,052

¹ The assessment area includes all residential, non-residential and infrastructure capital investments in Existing Ruakura/University, R2 and Eastern Transport Corridor.

² The economic impact assessment from the Southern Link development does not include the property costs and ongoing maintenance costs. Also, the capital investment of Southern Wastewater Treatment Plant is excluded in the above assessment due to its uncertainty and partnership complexity.

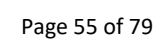
³ The economic impact from the Airport development has been modelled based on high level assumptions due to lack of detailed information. E.g. capex investment, intended land use etc.

⁴ Job-years are the total years worked on a project across multiple employees. E.g., 50 job years could mean 10 employees working for five years, or two employees working for 25 years.

⁵ Jobs are the numbers of employment generated per year. E.g., 50 ongoing jobs could mean 50 employments needed every year.

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Rotokauri-Northwest Development activity

Rotokauri-northwest is a key area for growth in Hamilton and has a total capacity of 8500 homes for up to 21,000 people.

- ● ● Rotokauri Stage 1
- ● ● Rotokauri Stage 2
- Rotokauri North Private Plan Change
- ● ● Te Rapa North Plan Change 10
- State Highway
- - - Proposed road
- Proposed bridge
- Rotokauri Greenway
- Residential
- Industrial
- Research and education

Lodged

- 1 Hounsell Holdings 280 lots
- 2 Fosters mixed use retail/office and neighbourhood centre
- 3 Brymer Heights 29 lots
- 4 RDL 2 lots

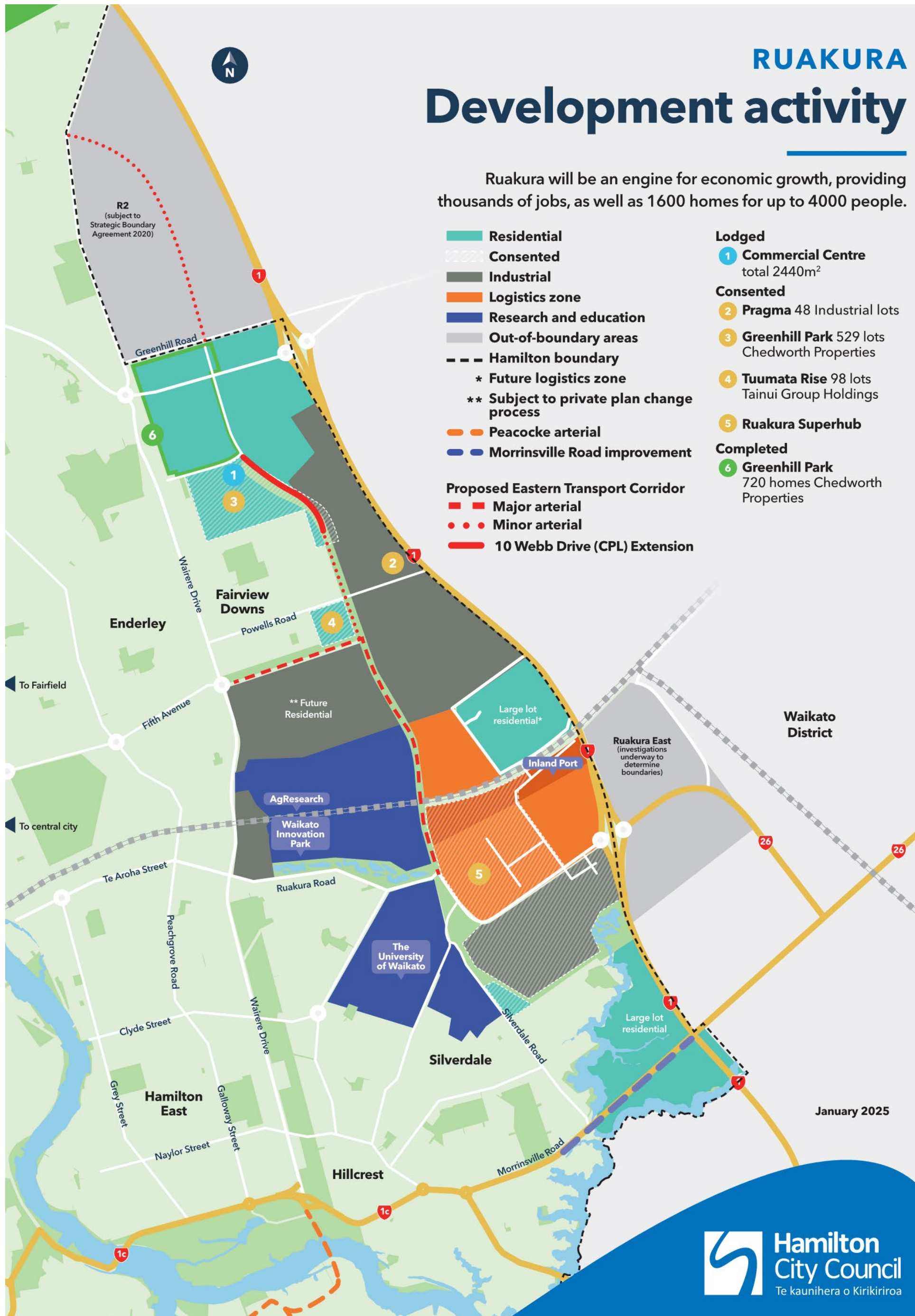
Consented

- 5 GJ Gardner Homes 79 homes
- 6 Downey Construction 9 lots
- 7 Everton Heights 114 lots - Stage 3 to 7
- 8 Rotokauri North Holdings 314 lots
- 9 AJKL 39 lots
- 10 Te Awa Lakes 10 super lots
- 11 Empire 7 lots
- 12 Empire 196 lots
- 13 Porter Properties 61 lots
- 14 Te Wetini Developments 5 lots
- 15 Te Wetini Developments 43 units industrial/ancillary residential & commercial
- 16 Various owners 41 lots
- 17 WTS Tasman Ltd 11 lots
- 18 Station Corner Ltd commercial mixed use
- 19 Greenway corridor

Land subdivision completed

- 20 Te Rapa Gateway 116 lots
- 21 Max Verran 18 lots
- 22 AP Trust 15 lots
- 23 Gilbek Developments 12 lots
- 24 Tristar One 6 lots
- 25 RDL 183 lots
- 26 Everton Heights 39 lots - Stage 1 and 2
- 27 Te Rapa Gateway 5 lots

January 2025 | Map is conceptual





Council Report

Item 9

Committee: Strategic Growth and District Plan Committee
Date: 20 February 2025
Author: Mark Davey
Authoriser: Blair Bowcott
Position: Unit Director Urban & Spatial Planning
Position: General Manager Strategy, Growth and Planning
Report Name: District Plan Update - February 2025

Report Status	Open
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Purpose - *Take*

1. To inform the Strategic Growth and District Plan Committee of District Plan matters that need to be brought to the Members' attention. In particular, the application by Fonterra for Private Plan Change 17, the development of a plan change to update the Rototuna Structure Plan, and the designation for strategic transportation and three waters infrastructure in the Rotokauri area.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Strategic Growth and District Plan Committee:
 - a) receives the report; and
 - b) notes that 'Private Plan Change 17 – Te Rapa North Industrial' is currently being reviewed for acceptance for processing under the Chief Executive's delegation.

Executive Summary - *Whakaraapopototanga matua*

3. Council's wide-reaching District Plan work schedule includes multiple plan changes to the District Plan as well as notices of requirement for designations. All plan changes and other key District Plan related matters specific to the Hamilton District Plan are addressed within the report.
4. As reported previously to the Strategic Growth and District Plan Committee on [10 October 2023](#) (see Item 8), the Rototuna Structure Plan needs to be updated to address a number of new issues that have arisen regarding the integrated development of the town centre. This report provides an update on progress and next steps relating to this work.
5. Fonterra has lodged a private plan change request for Te Rapa North Industrial (PPC17) to lift the deferred industrial zoning surrounding the dairy factory to enable approximately 85ha of industrial development. This plan change is currently being reviewed for acceptance for processing under the Chief Executive's delegation. Staff will provide a verbal update at the meeting.

6. A Notice of Requirement (NOR) - Rotokauri Strategic Infrastructure was publicly notified in October 2024. The submission period ran from 7 October to 8 November 2024 and 18 submissions were received. Consultants have been engaged to provide specialist advice to support the planning report, with a hearing proposed for Q4 2025.
7. Plan Change 9 final decisions have been received and are due to be notified on 7 February 2025. This concludes Plan Change 9, subject to resolving outstanding appeals related to Significant Natural Areas, and any appeals that might arise from the final decision related to Heritage Items and Historic Heritage Areas.
8. Regarding Plan Change 12, staff have written to the Minister for RMA Reform on behalf of Council requesting he make a decision on whether or not Council includes financial contributions related to residential amenity. Staff will update the Committee once they receive a decision from the minister. All other components of PC12 are now operative.
9. Staff consider the decisions in the report are of low significance and that the recommendations comply with Council's legal requirements.

Discussion – *Matapaki*

Rototuna Structure Plan – Plan Change

Background

10. The Rototuna area was brought into the city in 1989 to facilitate Hamilton's expansion. Since then, the area has been developed predominantly for residential uses and has experienced strong growth rates.
11. The Rototuna Structure Plan, which was developed in 2010, outlines the vision for the future urban development of the Rototuna area and provides a strategic framework to guide the development process.
12. The Structure Plan identifies key land use elements, natural and physical resources, transport and other infrastructural requirements, parks and reserves, and potential constraints to development. It incorporates protection mechanisms for key physical features such as gully systems and the riverbank, and management options to protect significant features.
13. As part of the Structure Plan, a Concept Plan for the Rototuna Town Centre was developed to guide the future development of the Suburban Centre. Any development in the Centre is required to be in general accordance with the Concept Plan.

Rototuna Town Centre – Consented Environment

14. The development of the Rototuna Structure Plan area has progressed significantly; most of the residential areas are fully developed with the remaining areas being consented and under construction. Along with this development, the Rototuna Town Centre has developed over the past 10 years with the following consents and development occurring:
 - i. In 2018, Council and Kirkdale Properties Ltd jointly applied for consent for a Comprehensive Development Plan to allow for the development of retail, offices and community facilities including the library, aquatic facility, public transport facility, public square and main street.
 - ii. Consent was also granted for the construction and operation of two connecting transport corridors. The proposal sought a new 120m long north-south corridor establishing a new connection to Borman road, today known as Turakina rise. The proposal also included an east-west transport corridor approximately 150m joining Turakina rise to the North City road roundabout, known today as Fergy Place. Although not in line with the Concept Plan indicative roading layout, the consent was granted. This allowed the development of a supermarket and retail units along Borman Road.

- iii. The 2018 Comprehensive Development Plan was revised through a resource consent process in 2020 to reflect the change in thinking around the location of the library, aquatic facility, public square and public transport facility. Following the granting of the consent to alter the Comprehensive Development Plan, the library and main street were built along with the extension of Turakina Rise. This development intends to join with Bourn Brook Avenue to provide an alternative route for vehicles other than the main street, as well as to enable the establishment of the future Public Transport Facility.

Plan Change

15. Staff have identified aspects of planning for the town centre that require updating to enable development to occur in an integrated manner. Staff are working together with key stakeholders to prepare a plan change to update the Rototuna Structure Plan, Rototuna Town Centre Concept Plan and the District Plan provisions accordingly, and have initiated a master plan for the town centre to guide this process.
16. As part of this master plan, staff are working towards establishing an updated roading network within the town centre to avoid a disjointed connection from the wider area. The effects would need to be considered and mitigated through a careful re-design of the concept plan to achieve an interconnecting roading layout that would link surrounding land uses.
17. Currently, there are challenges to achieving the development of the Rototuna Town Centre as it has been set out through the consenting process and CDP master plan. To overcome these challenges, staff propose to undertake further work to identify solutions for the development of the town centre.
18. The key issues that need to be addressed are:

Public transport facility and associated roading
<p>Council has consented a CDP to enable the construction of a transport corridor joining Turakina Rise with Bourn Brook Ave. The existing stream along the western boundary of the consented CDP creates a challenge in completing development of the transport corridor, specifically the ability to cross the stream and provide the public transport facility in its consented location and on land purchased by Council for this purpose. The CDP consent anticipated the piping the stream in the location of the public transport facility. Due to changes to the National Policy Statement for Freshwater Management, the stream is unable to be piped and therefore needs to remain open. As a result, Council paused the construction of the roading crossing the stream to allow further investigation into solutions.</p> <p>Following discussions with Waikato Regional Council, there is a possible solution which would enable the transport corridor to be completed with Turakina Rise crossing the stream and joining Bourn Brook Ave. It would require the stream proposed to be piped under the existing consent, to remain open. To enable the stream to remain open, the ability to use the area for the public transport facility would be significantly impacted. The impact would need to be considered through a careful re-design of the concept plan to factor in the stream remaining open and the relocation of the public transport facility.</p>
<p>Advantages:</p> <ul style="list-style-type: none"> • Completing the transport corridor by joining Turakina Rise with Bourn Brook Ave would provide an alternative transport route to the main street thus alleviating current congestion along North City Road and improving safety for vulnerable road users. • The residual public transport facility land associated with retaining an open stream has the potential to be used for additional aquatic centre needs. • Completing the roading network will enable the opening up of the remaining areas of the Rototuna Town Centre for development, specifically the employment area to the west of the main street.
<p>Disadvantages:</p>

<ul style="list-style-type: none"> Requiring the stream to remain open impacts the area identified for the future public transport facility, which would need to be reconsidered and potentially relocated.
<p>Next Steps:</p> <ul style="list-style-type: none"> Consider impact on the public transport facility and investigate requirements for a new location of a public transport facility within the Rototuna Town Centre. Establish the needs of an aquatic centre and available land requirements. Engage with development partners to enable the completion of the portion of Turikana Rise crossing the stream and the Bourn Brook Ave Extension, with the preferred option being the developer delivering the transport corridors under a Private Development Agreement with funding contributions from Council. Undertake further work to understand the option for the wider transport network.
<p>Wider Transport Network and Key Land Uses</p>
<p>Currently, the roading network around the Rototuna Village deviates from the Town Centre concept plan. The Rototuna Town concept plan is outdated and requires a refresh to ensure the Town Centre road layout, land use and environmental factors are integrated and aligned.</p> <p>Land use composition will need to be re-configured to respond to an updated roading layout to achieve the overall vision for the town centre. Including the land requirements for the proposed aquatic facility and public transport facility will ensure an appropriate area is provided to future proof the potential facilities to be delivered.</p>
<p>Advantages:</p> <ul style="list-style-type: none"> The plan change will ensure the future transport network is integrated with existing and future land uses within the Rototuna area, including the pedestrian and cycling network. The plan change will provide a clear indication to future development within the areas on council's expectations regarding an integrated transport network. There is potential to use portion of the areas currently identified for the public transport facility for any additional aquatic facility requirements.
<p>Next Steps:</p> <p>Develop a new concept plan for the town centre to ensure the following:</p> <ol style="list-style-type: none"> A continued pedestrian and cycling network within the centre that integrates with the wider Rototuna/Flagstaff area; Integration between transport network and land use; Suitable location for a potential aquatic facility and public transport facilities; Clear guidance on Council's expected urban design outcomes; An optimal transport network is developed.

19. An update will be brought to the next committee meeting after exploring issues and opportunities, and will include recommendations for consideration.

Private Plan Change 17 – Te Rapa North Industrial

Background

20. On 12 December 2024 Harrison Grierson, on behalf of Fonterra (applicant) lodged a Private Plan Change (PPC17) for land owned by Fonterra surrounding its Te Rapa Dairy Manufacturing Factory. **Figure 1** details the extent and location of the proposed plan change area. The area of land of the proposed plan change is approximately 91 ha.



Figure 1 – PPC17 Change Locality

21. Under the Operative District Plan, the proposed PPC17 area is subject to a Deferred Industrial Zone Overlay. The land is primarily used for rural activities.
22. Proposed PPC17 is supported by a comprehensive package of documentation including the following specialist technical reports:
 - i. urban design,
 - ii. landscape and visual impacts,
 - iii. transportation,
 - iv. geotechnical,

- v. stormwater and approach to catchment management,
- vi. water and wastewater,
- vii. archaeological,
- viii. cultural impact,
- ix. contaminated land,
- x. noise,
- xi. economics,
- xii. ecological, and
- xiii. planning and alignment within the Operative District Plan.

23. As set out by the applicant, the purpose of PPC17 is to:
- i. rezone Fonterra-owned land currently zoned Deferred Industrial Zone to a live and bespoke Te Rapa North Industrial Zone;
 - ii. protect the Te Rapa Dairy Manufacturing Site from incompatible surrounding land use and reverse sensitivity risk;
 - iii. identify and future proof rail access, via a rail siding to the North Island Main Trunk Line;
 - iv. via a structure plan, present indicative internal road network that includes an arterial road, which will eventually form part of the Northern River Crossing;
 - v. identify new intersections with Te Rapa Road and a new connection with Old Ruffell Road. The delivery of these connections is supported by provisions proposed in the proposed structure plan; and
 - vi. identify and protect a rail siding from the North Island Main Trunk Line along the western boundary of the PPC17 Area.
24. Staff note that the scope and purpose of PPC17 has not changed, apart from a clarification of geographic area, since June 2024 when this matter was first reported to the committee.

Current Status

25. Staff have assessed the PPC17 application in accordance Schedule 1 of the RMA. Following any further information requests (if any), there are four options available to Council in respect of considering a private plan change:
- i. Reject the Plan Change;
 - ii. Recommend processing as a Resource Consent;
 - iii. Adopt as a Council Plan Change (in whole or part); or
 - iv. Accept and process as a Private Plan Change (in whole or part).
26. After reviewing of the options and the documentation received with the PPC17 application, staff conclude that it meets the relevant tests of the RMA to 'accept and process' the proposed Private Plan Change. At the time of writing this report, staff were in the process of seeking approval from the Chief Executive, under delegation, to accept the PPC17. Note that accepting a proposed Private Plan Change does not mean Council has agreed with the plan change; rather that the criteria to accept have been met and subsequent processing can occur.

Next steps

27. If PPC17 is accepted, staff will work with the applicant to notify it in the second quarter of 2025. This will include working through any issues raised by the Council experts prior to notification. Once the process of receiving and responding to submissions and further submissions is complete, PPC17 will proceed to a hearing by independent commissioners.

Notice of Requirement – Rotokauri Strategic Infrastructure

Background

28. Hamilton City Council (Infrastructure and Assets Group) as the Requiring Authority (RA), seeks to designate land for 'strategic transportation and three waters infrastructure' purposes in the Rotokauri area. The purpose of this designation is ultimately constructing and operating a multimodal transportation and infrastructure corridor. The RA is seeking this designation by way of a 'Notice of Requirement'.
29. Hamilton City Council (Urban and Spatial Planning Unit) is the Territorial Authority (TA) responsible for assessing this Notice of Requirement, which was publicly notified on 7 October 2024. As per RMA requirements, notices were sent to directly affected landowners and occupiers together with those within proximity of the proposed area of works. Relevant statutory bodies were also notified.
30. The notification process yielded eighteen (18) submissions from:
 - i. statutory bodies that have strategic interest in the development of the area (i.e. Kiwi Rail, Ministry of Education, NZTA and Waikato Regional Council);
 - ii. active developers that have residential interests which require their developments to integrate with the proposed designation;
 - iii. landowners that are directly affected by designation lines and/or potential effects of the designation;
 - iv. concerned landowners within proximity to the proposed designation.
31. The general themes of submissions received relate to:
 - i. **Urban Design and Landscape:** Submitters are concerned whether the proposed designation will produce high quality environments and if appropriate land use integration will occur in a meaningful manner throughout the process. The extent of the proposed designation potentially affects property access, developable area and loss of landscaped areas.
 - ii. **Three-Waters Infrastructure:** A key component of the designation are the proposed stormwater management areas depicted in the locality. Submissions express concern regarding the design and engineering of these areas, and potential effects such as flooding, discharge, drainage and how this is will integrate with or impact on the Greenway development.
 - iii. **Transport:** A key component of the designation is the proposed upgrade and construction of major, minor, collector and local roads intended to integrate with the surrounding Rotokauri road network. Submissions from landowners, developers and statutory bodies raised matters concerning network integration, design, traffic and construction effects.
 - iv. **Ecology:** Submissions mention the lodged Ecological Impact Assessment and require certainty that works required for the Notice of Requirement (NOR) will not result in an adverse effect on surrounding properties, such as blocking of natural drainage. There is concern surrounding impacts on natural wetlands.

- v. **Acoustic:** Submissions raise concern about construction noise effects, post construction noise and vibration once the road is built out.

Summary

32. Staff have begun preparing a report regarding the designation requirement and the 18 submissions received. Consultants have been engaged to provide specialist advice to inform the report and the hearing to be held in late 2025. Updates will be brought to this committee to reflect progress.

Other updates

33. Council's wide-reaching District Plan work schedule includes multiple plan changes to the District Plan as well as notices of requirement for designations. All plan changes and other key District Plan related matters specific to the Hamilton District Plan are listed below.

Plan Change/project	Status	Commentary
Plan Change 5 (Peacocke)	All appeals to PC5 have been settled now.	Staff to update ODP provisions.
Plan Change 9 (Historic Heritage and Natural Environment)	<p>The final decision on the remaining topics (Built Heritage and Historic Heritage Areas) was received on 20 December 2024.</p> <p>Decision #2A was notified on 19 September 2024 and removes 4 Historic Heritage Areas from Schedule 8D; no appeals were received on this decision.</p> <p>The decision on Significant Natural Areas, Notable Trees, and Archaeological and Cultural Sites, released on 3 May 2024, received three appeals. Staff are working with legal support to resolve them.</p>	<p><u>Final Decision</u></p> <p>The final decision was notified on 7 February 2025 and the appeal period is open until 21 March 2025.</p> <p><u>Historic Heritage Areas</u></p> <p>Staff have written three Heritage Assessments requested for Council-owned sites that were identified as built heritage by PC9 submitter the Waikato Heritage Group.</p> <p><u>Significant Natural Areas (SNAs)</u></p> <p>Staff are working with Legal Support to resolve three appeals received regarding Decision #3.</p>
Plan Change 10 (Te Rapa Deferred Industrial land)	On hold	Staff have received a private plan change request from one of the major landowners in this area. (See earlier summary of PPC17 in this report.)
Plan Change 12 (Enabling Housing)	A letter outlining the provision not accepted by full Council was sent to the Minister on 18 December 2024	<p>Waiting to hear outcome from the Minister on the outstanding provision. All other components of PC12 are now operative.</p> <p>Staff to develop guidance related to the new urban design criteria introduced as part of Plan Change 12.</p>
Private Plan Change 13 (Te Rapa Racecourse private plan change)	Pending outcome	First round of court-assisted mediation was set for the 25 November 2024. Resolving Environment Court appeal.
Plan Change 14 (Flood Hazards)	Notified on the 21 January 2025	Drop-in sessions will run throughout the consultation period, which finishes on 28 Feb 2025. The webpage contains an indicative form

Plan Change/project	Status	Commentary
		showing which rules apply to properties with different flood information. Communications about PC14 include newspaper ads and Public Notice, a flyer included in today's rates notice, social media and digital advertising, media stories and stakeholder emails.
Private Plan Change 15 (Tuumata private plan change by Tainui Group Holdings)	Processing	Tainui Group Holdings has been successful in having this area approved for a Fast-track application. Staff are engaging with Tainui Group Holdings to discuss next steps.
Plan Change 16 (Inclusionary Zoning plan change)	At the 14 June 2023 Strategic Growth and District Plan Committee, resolutions sought the prioritising of an inclusionary zoning plan change.	The Council is actively collaborating with Waikato district councils to ensure alignment with the policy approach and timing of notifying a plan change. Prior to advancing any district plan change staff need to resolve the appeal against the Waikato Regional Policy Statement related to inclusionary zoning.
Private Plan Change 17 (Te Rapa North - Industrial)	Lodged, progressing to acceptance	Private Plan Change 17 was formally lodged with Council on 12 December 2024. Staff are currently assessing and reporting on the acceptance of the private plan change. If accepted, Council will work with the applicant to progress to notification by mid-2025.
Private Plan Change 18 (Te Kowhai Road)	Progressing	Pre-lodgement work for approximately 30ha re-zoning of Urban Future Zone.
Private Plan Change 19 (Ruakura - Transpower)	Progressing to notification	Private plan change seeking the amendment of the Electricity Grid Corridor associated with the Hamilton Deviation A (HAM-DEV A) transmission line at Ruakura.
Rototuna Town Centre-Plan Change 20	Progressing	Staff are progressing work in the form of a Masterplan, to inform a plan change that will update aspects of the Rototuna Structure Plan to reflect current roading, land use and stormwater activities to allow development to proceed in an integrated manner. Key stakeholder engagement is currently underway with anticipated notification late 2025.
Private Plan Change 21 (Ruakura In-land Port)	Progressing	Pre-lodgement work, lodgement expected in 2025
Fairfield-Enderley Development Plan	Progressing	Staff continue to collaborate with Kāinga Ora to scope the necessary investigations aimed at defining the re-development opportunity for this locality.
National Planning Standards	On hold	Still waiting on formal clarification from MFE.
Sites and areas of significance to Māori	On hold	Working through PC12 decisions. Staff will assess next steps.

Plan Change/project	Status	Commentary
Rotokauri Strategic Infrastructure Designation (Previously Known as Rotokauri Arterial Network Designation)	Progressing	Staff have begun preparing a report regarding the designation requirement and the 18 submissions received on it. Consultants have been engaged to provide specialist advice to inform the report and the hearing to be held in late 2025.

Risks - *Tuuraru*

34. The risk if not proceeding with Rototuna Town Centre master planning, which will subsequently inform a plan change, has the potential to delay development in the area which ultimately detracts from the purpose set out in the District Plan. The outcome of the study will ensure efficient planning for the proposed transport facility, communal pool facility, integrated roading network and appropriate land uses to achieve the objectives set out in the District Plan.
35. At both project and programme level, risks are tracked, reviewed and updated regularly with the wider team and key stakeholders. Key risks to the Urban & Spatial Planning programme are outlined below.
36. We note the changing policy landscape as a result of the Going for Housing Growth Policy that will impact Council's regulations under Resource Management (Enabling Housing Supply and Other Matters) Amendment Act (HSAA) (2021) and The National Policy Statement for Urban Development (NPS-UD) 2020.

Risk ID	Risk Description	Likelihood (residual)	Consequence (residual)	Risk rating	Owner
1	Funding The work programme is fully funded but there is no contingency, any new work or any change to work programme (e.g. scope change, timing change or new work) would require re-allocation of funding and re-prioritisation of work.	Certain	Major	Extreme	Mark Davey
2	Resourcing Planned workload relative to resource capacity is full. There is no contingency, any increase in work would exceed capacity. Any loss of staff or unfilled position would reduce capacity and result in delay of work. Situation cannot be remedied by external resource due to set unit budget. Mitigation requires delaying non-mandatory work. Fast-track Approvals Act has increased demand for resources, however these can be largely offset through cost recovery.	Certain	Major	Extreme	Mark Davey

Risk ID	Risk Description	Likelihood (residual)	Consequence (residual)	Risk rating	Owner
3	Political (Local) Elected Members may make changes to prioritise or work programme. This affects program delivery. Any response/mitigation is constrained by Risks ID 1 and 2	Likely	Major	Extreme	Mark Davey
4	Political (National) Central Government has confirmed Schedule 2 projects of the Fast-track Approvals Act Central Government continue refining policy direction, changes expected early 2025.	Certain	Major	Extreme	Mark Davey
5	Legal Challenge to the RMA Legal challenge to the Resource Management Act processes	Possible	Major	Very high	Mark Davey
6	Retention and Recruitment Retention and recruitment issues could lead to impact on service delivery and people. Burnout of staff from increased work pressure could affect retention.	Likely	Major	Very high	Mark Davey

Financial Considerations - *Whaiwhakaaro Puutea*

37. The Urban & Spatial Unit's work programme is funded through the 2024-34 Long-Term Plan, including all the costs associated with publicly notifying PC14. Council recoups most costs incurred for processing private plan changes, after lodgement from the applicants.

FY24	YTD Actuals (as at 2 October 2024)	Sum of Annual Budget (FY2025)
Unit Programme	\$195,526	\$2,157,297

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

38. Staff confirm that these matters comply with Council's legal and policy requirements. Staff operate within the Resource Management Act 1991 for these plan changes and comply with the relevant processes.
39. Staff confirm that the District Plan Programme responds to the National Policy Statement on Urban Development (NPS:UD) (2020) and the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act (HSAA) (2021).
40. Decisions are required to be made within two years following the notification of a plan change. Mid-2024 was the two-year anniversary for Plan Change 9 since notification. Council has been granted an extension from the Minister for the Environment for decisions on this plan change until 14 February 2025 and will notify the decision by this date.

Climate Change Impact Statement

41. Staff have assessed this option and determined that no adaption assessment is required. Climate change is addressed in each of the plan changes referred to in this report.
42. Climate change related matters form a central part of the purpose, principles and matters of national importance outlined in the Resource Management Act 1991 – the legislation under which district planning is undertaken. The effects of climate change are something that those operating under the Act “shall have particular regard to.”

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

43. 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’).
44. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report.
45. The recommendations set out in this report are consistent with that purpose.

Social

46. Social wellbeing is defined as the capacity of individuals, their families, whaanau, iwi, hapu and a range of communities to set goals and achieve them.
47. The proposed approach aligns with ‘Our vision for Hamilton Kirikiriroa’, which provides direction for shaping a city that’s easy to live in, where people love to be, a central city where people love to be, and a fun city with lots to do.

Economic

48. Economic wellbeing is defined as the capacity of the economy to generate employment and wealth necessary for present and future financial security.
49. The NPS-UD recognises the national significance of providing sufficient development capacity to meet the different needs of people and communities and adequate opportunities for land to be developed to meet community business and housing needs.

Environmental

50. Factors that make our cities more liveable (e.g. accessible public transport, great walking and cycling opportunities, ample green spaces and housing with access to services and amenities) can also help reduce our carbon footprint, increase resilience to the effects of climate change and protect ecosystems.
51. Elected Members have agreed to the vision to shape Hamilton as a green city.

Cultural

52. The RMA require councils to plan well for growth and ensure a well-functioning urban environment for all people, communities, and future generations. This includes ensuring urban development occurs in a way that considers the principles of the Treaty of Waitangi (te Tiriti o Waitangi) and issues of concern to hapū and iwi e.g. Te Ture Whaimana – the Vision & Strategy for the Waikato River.
53. Hamilton City Council, under the Joint Management Agreement with Waikato-Tainui, has a process in place for collaborating and engaging with Waikato-Tainui in the preparation of plan changes.

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

54. Having considered the Significance and Engagement Policy, staff have assessed that the decisions sought in this report have high significance, and the engagement process is determined by the Resource Management Act (Schedule 1).

Attachments - *Ngaa taapirihanga*

There are no attachments for this report.

Council Report

Item 10

Committee: Strategic Growth and District Plan Committee

Date: 20 February 2025

Author: Blair Bowcott

Authoriser: Blair Bowcott

Position: General Manager Strategy, Growth and Planning

Position: General Manager Strategy, Growth and Planning

Report Name: General Updates

Report Status

Open

Purpose - *Take*

1. To inform the Strategic Growth and District Plan Committee of general updates and matters that staff want to bring to Members' attention that do not require decision.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Strategic Growth and District Plan Committee receives the report.

Executive Summary - *Whakaraapopototanga matua*

3. This report provides general updates to Strategic Growth and District Plan Committee Members on activities, actions or projects for which this Committee and the relevant General Managers have responsibility.
4. Topics are grouped under themes as follows:

Theme	Topic
Collaborative relationships	Regional, National, and Central Government round-up
Data & Analytics	Current housing market
Other	Development Contributions Remissions – Q1 2025

5. Staff consider the decisions in this report have low significance and that the recommendation complies with Council's legal requirements.

Discussion - *Matapaki*

COLLABORATIVE RELATIONSHIPS

6. Members and staff continue to participate in collaborative forums across the sub-region, region, and at a national level.
7. These meetings consider a range of topics, including central government reform, opportunities for shared work programmes, cross-boundary issues and opportunities, and information sharing.

8. The groups in which Council participates include:
 - i. Waikato Mayoral Forum;
 - ii. Upper North Island Strategic Alliance (UNISA);
 - iii. Zone 2;
 - iv. Metro Sector;
 - v. National Council;
 - vi. Cross-boundary discussions with Waikato District Council, Waipā District Council and Waikato Regional Council (WRC); and
 - vii. Engagement with other growth councils.

Latest meetings

9. Two cross-boundary collaborative meetings have occurred since the last Strategic Growth & District Plan meeting on 7 November 2024:
 - i. Waikato Regional Council – 26 November 2024;
 - ii. Waikato District Council – 8 November 2024; and
 - iii. Waipā District Council – no meeting since last Strategic Growth and District Plan Committee.
10. Several topics were discussed at these meetings including:
 - i. economic development in the sub-region and the approach of working collaboratively across Future-Proof councils;
 - ii. 'Local Waters Done Well' and the proposal for Hamilton City Council and Waikato District Council to consult on forming a joint Council Controlled Organisation;
 - iii. discussion on the fast-track areas in and around Hamilton (announced on 6 October 2024) and the intent to engage with these via Future-Proof; and
 - iv. regional deals, noting that on 21 November 2024 all regions were invited to submit proposals to central government signalling intent to enter a deal.
11. Additional conversations were held with Waikato Regional Council on Public Transport and Catchment Management.

Upcoming Meetings

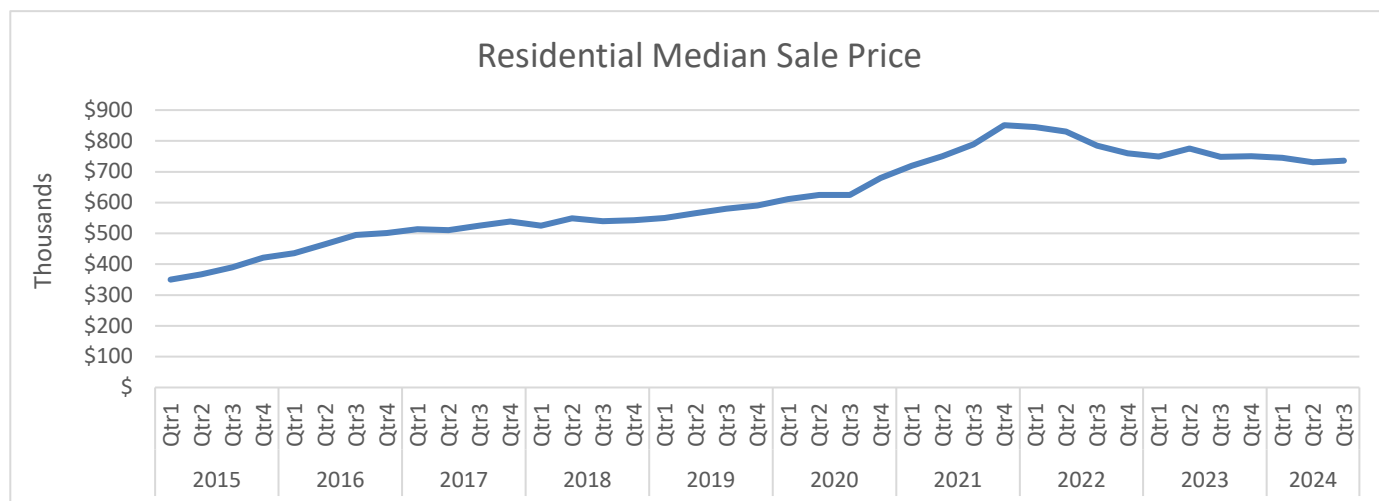
12. There are several upcoming collaborative meetings:
 - i. Waikato District Council – 4 February 2025;
 - ii. LGNZ Zone 2 – 7 March 2025;
 - iii. Metro Sector meeting – TBC;
 - iv. Waikato Regional Council – 2 April 2025;
 - v. National Council – 21 March 2025;
 - vi. UNISA – 14 March 2025; and
 - vii. Waipā District Council – 28 March 2025 (tentative).

DATA AND ANALYTICS

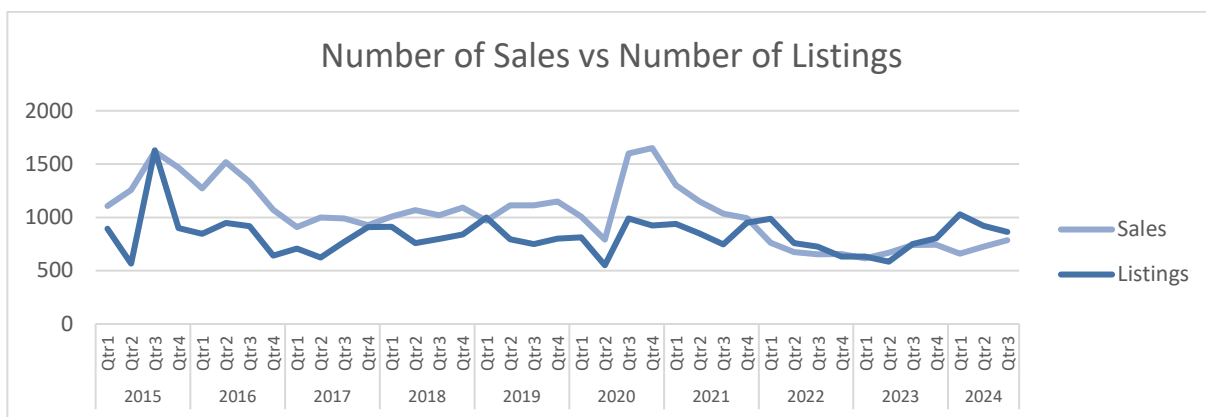
13. The purpose of this section is to provide elected members with easily accessible strategic data and insights to enhance decision making.
14. The commercial and analytics team has a wide range of data and analysis available on [Council's website](#), to help our Elected Members, businesses, and the community make better decisions and gain a better understanding of Hamilton's growth and economy.

Hamilton housing market

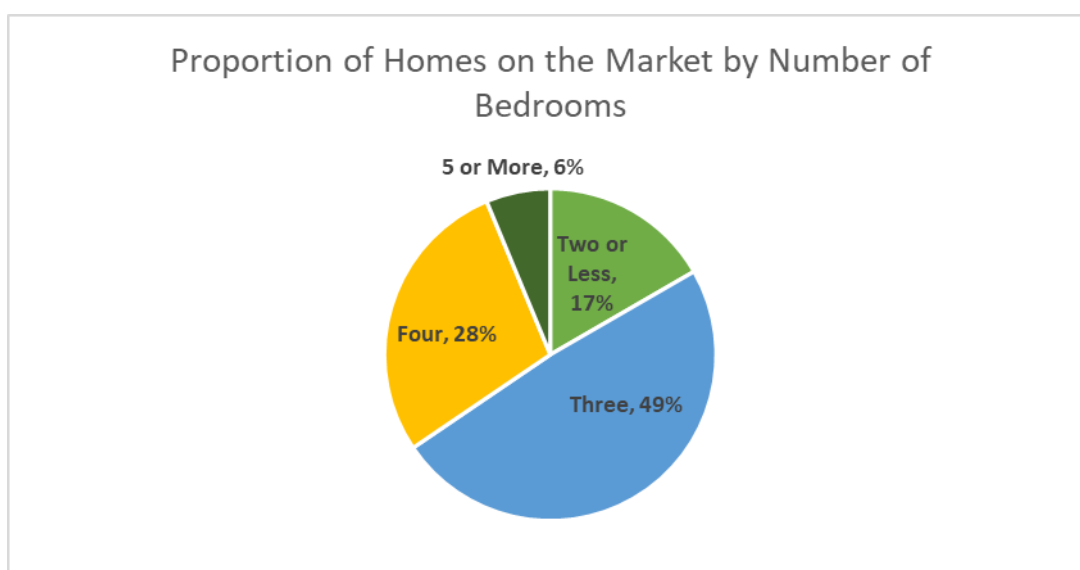
15. This is the final of a three-part series on Hamilton housing. The first focused on Hamilton's residential construction sector; the second aimed to provide insights into the associated costs of constructing a dwelling.
16. This report gives a high-level profile of the current residential market. This is relevant to Elected Members as Council makes decisions to rezone land and on where and when to invest in infrastructure, which enables land supply for development.
17. Council sales data is sourced from Valor and CoreLogic and includes sales through real estate agents as well as private agents, meaning our median prices may differ from other published sources, but the trends remain the same.



18. Hamilton's median house prices rose by 143% from March 2015 to December 2021 (from \$350,000 to \$851,000). Between the market peak in December 2021 and September 2024, house prices fell 16% to \$736,000.
19. During COVID, the Reserve Bank of New Zealand (RBNZ) lowered interest rates to support the economy and encourage spending. This created an environment for exponential growth in house prices, which increased demand as people rushed to buy, leading to further increases. Conversely, interest rate hikes by the RBNZ from the end of 2021 increased the cost of borrowing limiting the amount people could borrow and ultimately reduced house prices and demand.
20. It now takes more than twice as long for a listing to be sold or taken off the market than it did in 2022, with the median number of days a house spends on the market rising from 21 days to 49 days in 2024.
21. This trend towards longer sale times is reflected when we compare the number of sales to listings. From 2022 the number of listings has regularly been above the number of sales for the first time. This means developers and sellers are now having to work harder to generate a sale when previously buyers were seeking them out with little effort on the seller's part.



22. The composition of the Hamilton’s housing market in 2024 is shown below. Just under half of Hamilton listings on the market are for three-bedroom homes.



23. Three-bedroom homes are the ones that spend the least amount of time on the market, with .09% fewer days on the market than four-bedroom houses, and 17% fewer than the other options on the market. This is likely one of the reasons three-bedroom homes are the most popular builds.
24. The median cost for buyers to upgrade (sell their current house, buy a different house) from a two-bedroom house to a three-bedroom house in 2015 was \$65,500. This has increased 2.4 times to now cost \$160,000 to make the same upgrade in 2024.
25. Upgrading from three to four bedrooms is the most expensive incremental increase, with this additional bedroom adding \$224,000 to the median sale price in 2024.
26. Downsizing from a four-bedroom house to a two-bedroom would generate \$384,000 for the seller in 2024.
27. Hamilton’s housing market outlook is positive. The RBNZ is beginning to relax interest rates, which will increase the ability of people to buy (and spend more) and will also increase demand for new housing. Council’s Plan Change 12 will offer developers new options for intensification in infill, which should also create more housing options and price points for buyers. Infrastructure enablement in Peacocke and Rotokauri will also support Hamilton’s housing supply.

OTHER

Development Contributions (DC) remission quarterly report

28. All remissions in this report have been determined in accordance with the Development Contributions Policy and delegated authority. All Development Contributions amounts in this report are exclusive of GST.

Remissions

29. Across Q2 2025, two Development Contributions remissions were approved with a total value of \$188,549 (**Attachment 1**). They were both actual demand remissions.
30. Development Contributions remissions are calculated by individual activity components. The table below shows the dollars and percentages of the total remissions granted attributed to each Development Contributions activity.

REMISSIONS Q2 2025							
	Water	Wastewater	Stormwater	Transport	Community	Reserves	Total
Remitted \$ per activity	\$ 22,680	\$ 92,886	\$ -	\$ 72,983	\$ -	\$ -	\$ 188,549
% of total remitted \$	12%	49%	0%	39%	0%	0%	100%

Financial Considerations - *Whaiwhakaaro Puute*

31. There are no financial implications in relation to the updates provided in this report.

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

32. Staff confirm that this matter complies with Council's legal and policy requirements.
33. Staff have considered the key considerations under the Climate Change Policy and have determined that an adaptation assessment and emissions assessment is not required for the matter(s) in this report.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

34. 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').
35. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report. The recommendations set out in this report are consistent with that purpose.

Social

36. Collaborative relationships between councils and other groups enable the sharing of ideas, work programmes and the identification of opportunities to deliver better outcomes for communities.
37. Development contributions help to fund city infrastructure such as roads and reserves, which help to link whanau and communities and provide places for them to connect.

Economic

38. Collaborative relationships between councils and other groups can identify opportunities for shared services or work programmes which save the local government sector, and therefore ratepayers, money.
39. Development contributions support investment in critical infrastructure for both residential and non-residential development activity. Once a growth cell or existing areas in the city are enabled through infrastructure, economic benefits can be realised. New development creates

jobs and wealth both now and, in the future, supporting our communities' economic wellbeing.

Environmental

- 40. Collaboration between councils and other groups allows for cross-boundary and sub-regional discussions regarding big-picture issues such as inter-regional transport, water quality and allocation and emissions reduction.
- 41. Development contributions help to fund reserves as well as certain environmentally friendly infrastructure, particularly stormwater and wastewater. These help to protect our waterways and ecosystems, while also providing spaces where people can enjoy their local environment.

Cultural

- 42. Cultural wellbeing is enabled by projects that acknowledge and support their local communities shared cultural attributes.
- 43. Development contributions also help to fund projects such as those that enhance the wellbeing of the Waikato River and support Te Ture Whaimana o Te Awa o Waikato.

Risks - *Tuuraru*

- 44. There are no known risks associated with the matters contained in this report.

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

- 45. Having considered the Significance and Engagement Policy, staff have assessed that the report has a low significance, and no engagement is required.

Attachments - *Ngaa taapirihanga*

Attachment 1 - 2025 Q2 Remissions Report

Attachment 1: 2025 Q2 Remissions Report

Address	Developer	Amount remitted (\$ excl. GST)													
		Development description & Development Contributions Officer details/comments	Consent Number	Applicable policy	Original DC assessment	Water	Wastewater	Stormwater	Transport	Community	Reserves	Final DC assessment	Remission granted		
45 - 49 Chalmers Road	Te Rapa Gateway Limited	Proposal to construct two warehouses with ancillary offices on future lots of the Te Rapa Gateway development	010.2015.00008357.035	2022/2023	\$ 507,205	\$ -	\$ 50,397	\$ -	\$ 72,983	\$ -	\$ -	\$ 383,825	\$ 123,380		
490 Grey Street	Gateway Church	Proposal to convert an existing car showroom building into a Place of Worship for Gateway Church	010.2024.00013090.001	2023/2024	\$ 79,122	\$ 22,680	\$ 42,489	\$ -	\$ -	\$ -	\$ -	\$ 13,952	\$ 65,169		
					\$ 586,327	\$ 22,680	\$ 92,886	\$ -	\$ 72,983	\$ -	\$ -	\$ 397,778	\$ 188,549		

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 and District Plan Committee Public Excluded Minutes 7 November 2024) Good reason to withhold) information exists under) Section 7 Local Government) Official Information and) Meetings Act 1987	Section 48(1)(a)
C2. Enderley-Fairfield Development Plan		
C3. Strategic Issues (Public Excluded Matters)		

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 protect information which is subject to an obligation of confidence and disclosure would likely prejudice continual supply of similar information where it is in the public interest for that information to continue to be available 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) (c) (i) Section 7 (2) (i) Section 7 (2) (j)
Item C3.	to maintain legal professional privilege 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) (g) Section 7 (2) (i) Section 7 (2) (j)