

Notice of Meeting:

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

Date: Tuesday 25 June 2024

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

Komiti Rautaki

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	Vacancy

Quorum: A majority of members (including vacancies)

Meeting Frequency: Two Monthly

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17 June 2024

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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 whaipaaanga*

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

Committee: Strategic Growth and District Plan Committee

Date: 25 June 2024

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 11 April 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 11 April 2024 as a true and correct record.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Strategic Growth and District Plan Committee Unconfirmed Open Minutes 11 April 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 11 April 2024 at 9:30 am.

PRESENT

Chairperson Cr Sarah Thomson

Heamana

Deputy Chairperson Cr Geoff Taylor

Heamana Tuarua

Members

Cr Kesh Naidoo-Rauf (via Audio-Visual Link)

Cr Anna Casey-Cox

Cr Maxine van Oosten

Cr Moko Tauariki (via Audio-Visual Link)

Cr Mark Donovan

Cr Louise Hutt

Cr Andrew Bydder

Cr Emma Pike

Cr Melaina Huaki

Cr Ewan Wilson (via Audio-Visual Link)

Cr Tim Macindoe

Maangai Jaydene Kana

In Attendance:

Blair Bowcott – General Manager Growth and Planning

Janet Carson - General Manager Partnerships, Communication and Maaori

Helen Paki – General Manager Customer and Community

Chris Allen – Executive Director Development

Mark Davey – Urban & Spatial Planning Unit Manager

Hannah Windle- Special Projects Manager

Cory Lang – Regulatory Services Director

Greg Carstens – Growth Funding & Analytics Unit Manager

Jacqui Colliar – Strategic Waters Infrastructure Unit Manager

Grant Kettle – Planning Guidance Manager

Lachlan Muldowney solicitor for Hamilton City Council

Governance Staff:

Amy Viggers – Governance Lead

Keryn Phillips, James Anderson Winston II – Governance Advisors

The Chair opened the meeting with a karakia

12. Apologies – *Tono aroha*

Resolved: (Cr Thomson/Cr van Oosten)

That the apologies for absence from Mayor Southgate (Council Business), Deputy Mayor O’Leary; for partial attendance from Cr Wilson (Council business), Cr Casey Cox (Council business), Cr Tauariki (Council Business) and for lateness from Cr Huaki (Council business) and Cr Bydder are accepted.

13. Confirmation of Agenda – *Whakatau raarangi take*

Resolved: (Cr Thomson/Cr Casey-Cox)

That the Strategic Growth and District Plan Committee confirms the agenda.

14. Declarations of Interest – *Tauaakii whaipaaanga*

No members of the Committee declared a Conflict of Interest.

15. Public Forum – *Aatea korero*

No members of the public wished to speak in the public forum.

16. Confirmation of the Strategic Growth and District Plan Committee Open Minutes 27 February 2024

Resolved: (Cr Taylor/Cr Pike)

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

17. Chair's Report

The Chairperson acknowledged the appointment of the Urban & Spatial Planning Unit Manager to the Fast Track Advisory Group and the role Cr Taylor was taking on in the development of central city projects. Along with staff she responded to questions from Members concerning neighbouring councils’ views on the Fast Track Approvals Bill and mana whenua boundaries.

Resolved: (Cr Thomson/Cr Hutt)

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

18. General Manager's Report

The General Manager Growth and Planning spoke to the report and provided an update on city and regional deals, working with neighbouring councils and identifying pathways to submit to other councils’ Long-Term Plan and Annual Plans. Staff responded to questions from Members concerning City and Regional deals and investment in key infrastructure in the city.

Resolved: (Cr Taylor/Maangai Kana)

That the Strategic Growth and District Plan Committee:

- a) receives the report;
- b) delegates authority to the members of the Waikato Regional Council/Hamilton City Council Governance Group to work with staff to develop and approve a Council submission to the Waikato Regional Council's 2024–2034 Draft Long-Term Plan;

- c) delegates authority, following analysis of the 2024–25 Draft Annual Plans of Waikato District Council and Waipā District Council, if a Council submission is considered to be required, to the members of the Waikato District Council and Waipā District Council/Hamilton City Council Governance Groups to work with staff to develop and approve a Council submission to the respective council(s); and
- d) notes that recommendations b) and c) are being sought as there are no suitable Committee or Council meeting dates available to consider and approve draft Council submissions on these Draft Plans before the submission closing dates.

Cr Huaki joined the meeting (9.43am) during the discussion of the above item. She was present when the matter was voted on.

19. Strategic Issues

The Urban & Spatial Planning Unit Manager noted that he had a conflict with any discussion about the Fast Track Approvals Bill since his appointment to the Fast Track Advisory Group. He highlighted the changes in the city's settlement pattern and the impact on Resource Management Act hearings and the Future Proof programme. The Regulatory Services Director provided Members with a verbal update regarding building consent timeframes, building consent systems review and possible changes to legislation. Staff responded to questions from Members concerning the Fast Track Approvals Bill, the Future Development Strategy process, risks to Council on proposed building legislation reform, reduction of consent timeframes, timeframes and impact of Council's feedback to legislative reform.

Resolved: (Cr Thomson/Cr Wilson)

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

20. District Plan Update - April 2024

The Urban & Spatial Planning Unit Manager took the report as read. Staff responded to questions from Members concerning planned community infrastructure in the Peacocke development, higher density developments and the inclusionary zoning appeal.

Staff Action: *Staff undertook to circulate information to Members on the options to enable community infrastructure in the Peacocke development.*

Resolved: (Cr Taylor/Cr Thomson)

That the Strategic Growth and District Plan Committee:

- a) receives the report; and
- b) notes that staff are revisiting the notified approach to Plan Change 12 given recent Government announcements, with hearings expected in September 2024 and decisions due by 20 December 2024.

Cr Tauariki retired from the meeting (10.41am) during the discussion of the above item. He was not present when the matter was voted on.

The meeting was adjourned from 10.57am to 11.17am.

Cr Wilson retired from the meeting during the above adjournment.

Cr Casey-Cox left the meeting during the above adjournment.

21. Hamilton City Council's Draft Submission to the Fast-track Approvals Bill

The Urban & Spatial Planning Unit Manager spoke to the report and highlighted that Council's approach to the submission was to focus on what matters most to Hamilton City. Staff responded to questions from Members concerning possible risks for the city including previously declined applications and large infrastructure costs in potential developments, transparency of the projects that were fast tracked and consultation with mana whenua and Te Tiriti partners.

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

- a) receives the report;
- b) delegates authority to the Chair and Deputy Chair of the Strategic Growth and District Plan Committee to work with key staff to finalise the submission should substantive changes be required prior to lodging it with Parliament's Environment Committee by 19 April 2024;
- c) notes that **Draft 2** of the Council's submission to the Fast-track Approvals Bill was circulated to Elected Members and Maangai Maaori for feedback;
- d) notes that the submission will request representatives to speak in support of Council's written submission at the hearings of Parliament's Environment Committee;
- e) notes that Hamilton City Council's representatives at the hearings may include the Mayor, the Deputy Mayor, the Chair and Deputy Chair of the Strategic Growth and District Plan Committee, the General Manager Strategy, Growth and Planning, and the Urban and Spatial Planning Manager;
- f) notes that the final approved submission will be sent to Parliament's Environment Committee by 19 April 2024, and subsequently uploaded to Hamilton City Council's website.

22. General Updates

The Growth Funding & Analytics Unit Manager spoke to the report in particular the analytics provided concern in settlement locations.

Resolved: (Cr Thomson/Cr Macindoe)
That the Strategic Growth and District Plan Committee receives the report.

Cr Bydder joined the meeting (11.45am) during the discussion of the above item. He was present when the matter was voted on.

12. Resolution to Exclude the Public

Resolved: (Cr Thomson/Cr Taylor)
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) Good reason to withhold) information exists under) Section 7 Local Government) Official Information and	Section 48(1)(a)

- C2. Rotokauri Arterial
Designation Land Update
- C3. Strategic Issues - Public
Excluded

Item 5

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

Attachment 1

The meeting moved into a public excluded session at 11.51am.

The meeting was declared closed at 2.59pm.

Council Report

Committee: Strategic Growth and District Plan Committee

Date: 25 June 2024

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

25 June 2024

I recently attended the Local Government New Zealand (LGNZ) Infrastructure Symposium in Wellington and thought this report would be a good opportunity to share some of the insights.

Minister Chris Bishop's speech to the Infrastructure Symposium last week, and the underlying Cabinet paper, set out in quite some detail the Minister's infrastructure policy work programme. Most of this has been well signalled and little is 'new' as such, but we now have a much clearer picture of how all the pieces fit together.

The Ministers speech is attached, and the accompanying Cabinet paper – is [here](#). Attached to this report is the paper sets out the infrastructure work programme in detail, which includes targeted timeframes for policy work which will inform our ongoing engagement with officials.

The Big Picture

Peter Nunns from the Infrastructure Commission spoke on the big picture around infrastructure. While big numbers are often thrown about regarding our infrastructure deficit, he pointed out that New Zealand spends about 5.8% of GDP per year on infrastructure and that there aren't many periods where we've historically significantly exceeded this. Our current infrastructure investment levels are not atypical, and they signal how much money we are likely to have for infrastructure in the future.

He also spoke on demographic changes and the fact that population growth may be fast, but it is decelerating. So, while our focus right now is on *when* we may need a certain infrastructure project, at some point this will need to become a question of *if* we need it - something which is trickier to forecast.

Funding tools

There was a lot of discussion on funding streams and the strong focus from this current government on user pays, including tolling and time of use charging (congestion charging) for roads. I think road pricing is something our council has had very little discussion on to date and should start thinking about so that we're better placed to respond to government policy.

The government has also signalled a strong interest in value capture. The City Rail Link in Auckland was raised as a lost opportunity for value capture, and panellists raised the issue that councils don't necessarily have all the tools they need to successfully implement value capture. I think there's a really good opportunity here for growth councils to come together and identify key legislative changes that would better enable value capture.

Financing

While there's often a lot of focus on new financing tools when we talk about ways to address growth, financing tools are essentially just different ways of taking on new debt. Furthermore, it was pointed out that new financing tools aren't that helpful unless there are increased or new revenue streams to support them. As we know, we all have to pay for infrastructure some way or another and there really is no 'silver bullet.'

In saying that, the Tauranga City Council spoke mostly positively on their experience in setting up city-wide IFFs for transport and community infrastructure. It was a lengthy and complex process, and borrowing is more expensive than borrowing through the Local Government Funding Agency (LGFA).

However, there were also some clear benefits in their view. It allowed them to carry on with important growth projects for housing and business land when they were at their debt limits. The certainty of infrastructure pipelines with projects locked in also led to procurement efficiencies and helped with attracting external funding.

It was acknowledged that so far there haven't been any IFFs deals struck for greenfield areas. Andrew McGavin from Crown Infrastructure Partners gave his view on why this was, including:

- the scale of some greenfield projects not being big enough to make an IFF deal work;
- the yield of housing for projects not being large enough compared to the overall infrastructure cost for the development (meaning the levy per house is too expensive); and
- the higher cost of interest rates because investors see greenfield areas as carrying more risk compared to projects levied on a city-wide basis.

Given our work on IFFs to date, I'm really keen for an opportunity for interested elected members to catch up with TCC staff to learn more about their experience with IFFs to date.

The cost of infrastructure

While much of the day was about funding and financing, Sir Bill English touched on a key issue - reducing the cost of infrastructure. Among other things, he urged that that councils identify where rules and regulations are driving up costs and go to government with very clear and well-developed solutions. The government spends all day hearing about problems so the best way to get action is to turn up with answers.

Through the Long-Term Plan we requested an independent review of our capex programme to test the costs of the projects in it. I think it's important that, as part of this work, we clearly identify where regulations are significantly driving up costs (traffic management was one of the examples given) and where there may be a better balance struck between reducing costs vs. reducing risk.

Long-Term Plan

Finally, I just wanted to acknowledge all the work that everyone has put into the Long-Term Plan. The plan highlighted the challenge of funding growth and there were some important growth projects deferred, such as the first stage of the Southern Wastewater Treatment Plant. Hopefully some of these can be reconsidered when we reach a solution regarding debt headroom.

I also want to acknowledge the amazing work of our staff, particularly through the disruption and uncertainty caused through Future Fit and the Long-Term Plan decisions.

Time goes fast and we only have just over a year left of this term. I'm remain hopeful that the huge amount of the work we've been doing to address the challenges around growth will result in some tangible steps forward before the end of the term.

Chair's Recommendation

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

Sarah Thomson
Chairperson

**Hon Chris Bishop
Minister for Infrastructure
Minister of Housing
Associate Minister of Finance**



13 June 2024

Speech to the LGNZ Infrastructure Symposium

Introduction

Thank you for having me here today and welcome to Wellington, the home of the Hurricanes, the next Super Rugby champions.

Infrastructure – the challenge

This government has inherited a series of big challenges in infrastructure.

I don't need to tell an audience as smart as this one that we have a big infrastructure deficit.

There's a lot of debate about how big it is. That misses the point. The real question is what we do about it.

On top of this, to put it simply, the way we plan, invest, build, and manage infrastructure is inefficient and fragmented.

We have to do a better job of maintaining existing assets. That means funding both the up-front cost and ongoing maintenance of infrastructure over the life of the asset.

We need a credible pipeline of infrastructure projects to attract the capital and talent we need to get building.

We need to reduce barriers that are holding back infrastructure delivery and growth. It costs too much and takes too long to build infrastructure in New Zealand.

We need much more of a focus on value for money. Reducing the cost for each metre roads or rail will help close the deficit, improve resilience, and lift productivity.

And we need new ways to fund and finance infrastructure. That's what I want to talk about today.

Funding and Financing Infrastructure

Cabinet has recently agreed to an ambitious work programme to allow the Crown and councils to more smartly and fairly fund and finance infrastructure and I want to run through some of the details for you today.

I want to warn you in advance. The work programme is immense and ambitious. Some of it will be, as I like to say "edgy". That's political code for "controversial."

But as you've heard the PM say many times, this government was elected to make the tough decisions to get the country back on track.

We can't shy away from tough decisions anymore. We simply have to do better. Decades of underinvestment in maintenance, poor use of pricing, an unwillingness to use private capital, and lack of desire to use new tools has really caught up with us.

Our Infrastructure Funding and Financing work programme has three pillars.

1. Clarifying when the Crown will use its balance sheet to fund and/or finance infrastructure
2. Broadening and enhancing the funding and financing tools available to the Crown and councils, and
3. Modernising and developing the Crown's policies, frameworks, and contracting models

Before I get into the details, let me just make a simple point about funding. Crown and council infrastructure has historically been primarily funded by taxpayers or ratepayers. Taxes and rates can be an appropriate source of funding for some forms of infrastructure, but our heavy reliance on this approach has resulted in the emergence of three significant challenges.

First, funding settings, like pricing, for many assets do not manage investment demand or signal where investment is required. This places pressure on the Crown and councils to build new infrastructure, rather than more effectively utilise existing infrastructure. The Infrastructure Commission has done really good work here. Our infrastructure deficit simply cannot be resolved from building new infrastructure alone, and an improved approach to utilising existing assets is necessary. One way to achieve this is through changing the way we pay for assets and services to better manage demand.

So yes, that means congestion charging to manage demand. It means water meters.

Second, funding models for many assets do not reflect the full economic cost of delivering the service. This means operational activities, including asset renewals and maintenance, often compete with wider priorities. A classic is water infrastructure. For years water infrastructure has competed for scarce capital with other worthy and not-so-worthy council projects. With respect, some councils, including here in Wellington, have funded "nice to haves" at the expense of core business.

Again, I'd point you to research from the Infrastructure Commission which shows the amount we are investing in renewals is far below depreciation for road and water infrastructure.

Third, and I hope you agree with me, councils are not currently sufficiently incentivised or equipped to deliver infrastructure in advance of growth, even when it is economically efficient to do so. The way current tools are designed and used, at times, struggle to recover the full cost of growth from users or beneficiaries. This results in a reluctance by councils to utilise existing tools, including making more appropriate use of financing or their broader balance sheet.

As a result the taxpayer steps up. That explains why we have a proliferation of Crown funding buckets for Councils like the Housing Acceleration Fund, the Infrastructure Acceleration Fund, and the NZ Upgrade Programme. This is unsustainable and often unproductive. You as councils spend a lot of time lobbying your local MPs and Ministers about ever increasing buckets of Crown money. This avoids the real issues.

So that brings me to the first pillar: clarifying when the Crown will use its balance sheet to fund and/or finance infrastructure.

This government is going to be more strategic and informed about how it uses its balance sheet. Rather than defaulting to the use of grants, our expectation is that every significant infrastructure project that seeks support from the Crown will consider opportunities for user-pays funding and private financing. If such opportunities are not available, we will expect to understand why and what the options are to 'bridge' to those opportunities.

We've started this process already. Simeon as Minister of Transport is soon going to confirm the new GPS for Land Transport. He's already signalled that each of our new Roads of National Significance will be tolled.

Now obviously the Government remains committed to using its balance sheet for infrastructure, and grants will remain a core part of the funding mix, but we will preserve that capacity for investments where alternative options are not available or where it is more appropriate for the Crown to be the primary funder.

The next step in this work is for Treasury to develop and publish a set of principles that will guide the Crown's rationale and approach to the provision of Crown funding and/or financing. The principles will set out the issues the Crown expects to have been considered before providing support to any infrastructure investment, including opportunities for private capital and existing infrastructure specific Government funds to be deployed effectively.

These principles will also provide clarity to Councils and agencies working across the infrastructure system.

The second pillar is to broaden and enhance the funding and financing tools available to the Crown and councils.

There are two key things I want to highlight here that I'm really excited about – value capture, and transport revenue reform.

There are lots of ways to do value capture and people have been talking about it for a while. I'm determined that we get on with it.

Put simply, value capture means that those who gain benefit from public investment help pay for it. We really missed a trick with the City Rail Link in Auckland, where landowners in and around the new stations are getting windfall gains as a result of public investment in a transformational new public transport infrastructure.

The Ministry of Housing and Urban Development is working right now on a sector agnostic policy framework for value capture. We'll be looking at whether we enhance existing tools like levies, targeted rates and development contributions. We'll also be looking at land acquisition prior to the announcement of infrastructure investment intentions.

Work is underway right now to improve the Infrastructure Funding and Financing Act. We campaigned on this and we intend to deliver it. Uptake of the mechanism has been relatively low since it was developed and it hasn't really been used the way it was designed, which was to allow growth to pay for growth in greenfields housing developments. I view reform of the IFF Act to be

crucial across our wider housing agenda and I'll have more to say about that soon.

On transport revenue reform, Simeon has a massive programme of work underway to use better pricing on our roads. The first step was to make sure every vehicle pays for using the roads! Electric vehicles now pay Road User Charges so the free ride for people like me driving Nissan Leafs around town is over.

The next step is time-of-use pricing and congestion charging, to better manage demand on our roads and get more out of our existing assets. Tolling reform is part of that.

The third pillar is modernising and developing the Crown's policies, frameworks, and contracting models.

Again, there is a huge amount of work to be done here. The Crown has not always been a particularly fair or competent client and I have directed Treasury to lead work on modernising our policies and frameworks. I view this as very important.

The Infrastructure Commission is leading work right now to modernise the PPP model with input from the Treasury. We want a best-in-class approach to PPPs. The last government just rejected private capital outright. Our approach is the exact opposite but it's going to take some time to build up the commercial expertise and competence inside government.

I want to be clear that this government is open to PPPs, sale and leasebacks and unsolicited proposals for private sector infrastructure investment.

That brings me finally to City and Regional Deals, which I know there is a lot of excitement about. Simeon and I are working on a framework for how we will set these up, and once we've done that we'll have more to say. I view City and Regional Deals as about the Crown and councils sharing their aspirations, agreeing on shared objectives, and looking at long-term funding and financing arrangements centred on economic growth, productivity and housing. We can build on some of the existing urban growth and spatial planning partnerships already in existence.

The tools I've talked about already – like value capture, tolls, and IFF transactions – will be part of these conversations.

Finally, no speech by me would be complete without talking about housing. You'll heard me talk at length about our housing crisis. I regard changing the political economy of housing as very important in addressing it. That means two things. First, making sure that growth pays for growth, in other words, the beneficiaries of new housing bear much of the cost of the infrastructure required to service that growth. And then beyond that, making sure we shift the balance of views inside councils and inside communities to be more supportive of housing. I want councils to not see housing growth as a burden to bear but a benefit to be embraced. Housing growth is good for all of us.

So, I repeat today that we are looking at direct financial incentives for councils who facilitate housing growth. We have a coalition commitment to look at ACT's idea of GST sharing and that will be part of the conversation.

Conclusion

There's lots more I could talk about today.

Our plans for a new National Infrastructure Agency to help address some of the problems I've talked about.

A new consenting framework for infrastructure and regional projects. It's not just Fast Track, but wider RMA reforms to make it easier to get things done in New Zealand.

Our plan for a 30-year National Infrastructure Plan.

There's lots happening and I find it energising and exciting, and I hope you do too.

Can I say in closing that I am already really enjoying working with you all and I value our conversations both in Wellington and as I get around the country. What I've found so far in the job is that people know we can't go on the way we've been. We have to change. My sense is that you're up for it. The Government is too. So let's make it happen.

Thank you.

Council Report

Committee: Strategic Growth and District Plan Committee

Date: 25 June 2024

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 on the current and emerging legislative landscape.

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 an update on resource management/planning reform, which is being undertaken in two main thrusts:
 - i. Fast Track Approvals Bill; and
 - ii. Amendments to the Resource Management Act (RMA) and national direction.
4. It also briefly covers the review of the National Policy Statement for Highly Productive Land (NPS-HPL) and the Resource Management (Freshwater and Other Matters) Amendment Bill.
5. Staff consider the decisions in the report are of low significance and that the recommendations comply with Council's legal requirements.

Discussion – *Matapaki*

Fast-track Approvals Bill

6. The Fast-track Approvals Bill would enable a fast-track decision-making process for infrastructure and development projects that are considered to have significant regional or national benefits, such as major transport infrastructure or solar energy projects.
7. The Bill is currently before the Environment Committee for review. Submissions on the bill closed on 19 April 2024. Council lodged a [submission on the bill](#), and Council representatives spoke to the Select Committee on the submission on 10 June 2024.

8. Applications to include projects in Schedule 2 of the Bill closed on 3 May 2024. An Advisory Group will review the projects submitted for consideration and make recommendations for those to take forward, from now until July 2024, supported by the Ministry for the Environment and the Ministry of Business, Innovation and Employment.
9. The bill is expected to pass into law in September or October this year.
10. An update on the fast-track applications made by Council is included in the Strategic Issues report on this agenda.
11. A report on fast-track applications made by developers is covered in the Strategic Issues (PX) report on this agenda.

Amendments to the RMA and national direction

12. Reform of the New Zealand resource management/planning system is broken into three phases:
 - i. Phase one – repeal the Natural and Built Environment Act and Spatial Planning Act;
 - ii. Phase two – introduce two bills to amend the RMA;
 - iii. Phase three – replace the RMA.

Phase one

13. The Natural and Built Environment Act and Spatial Planning Act were repealed in December 2023.

Phase two

14. Phase Two involves changes to the RMA to reduce regulation and unlock development, boost investment in infrastructure, housing and primary industries, while ensuring the environment is protected.
15. This will take the form of two bills to amend the RMA. These bills will focus on amendments to the current system that can be progressed quickly and have a short-to-medium term impact.

Resource Management (Freshwater and Other Matters) Amendment Bill

16. Submissions on the Resource Management (Freshwater and Other Matters) Amendment Bill close on 30 June 2024.
17. Due to the limited relevance to Council of changes outlined in the Bill and resourcing constraints due to staff being fully engaged on other projects, Council has decided not to make a submission.

RMA Amendment Bill One

18. The first bill focuses on the following matters:
 - i. The process of setting national direction will be streamlined, with the current requirement of the establishment of a Board of Inquiry to inquire into and report on proposed national direction being removed. Instead, a report will need to be prepared that considers the effectiveness of the proposal and impacts on the environment, both positive and negative. Direction is also provided on the reporting itself, including that it must be cost-effective, and useful for decision makers and the public.
 - ii. Clarifying that resource consent applications are no longer required to demonstrate their proposed activities follow the Te Mana o te Wai hierarchy of obligations, as currently set out in the National Policy Statement for Freshwater Management (NPS-FM).

19. Regional councils, however, will remain obligated to give effect to the NPS-FM, including the hierarchy of obligations through their policy statements and plans.
20. However, resource consent applicants no longer need to include an assessment against clause 1.3(5) or 2.1 of the NPS-FM. Consent authorities cannot request information on and no longer need to consider these clauses and sections.
21. The Bill suspends National Policy Statement - Indigenous Biodiversity (NPSIB) requirements for councils to identify and notify new Significant Natural Areas (SNAs) using the NPSIB assessment criteria and principles for 3 years.
22. The suspension does not apply to SNAs that have been identified prior to commencement of the NPSIB, nor does it affect or prevent identification or notification of new SNAs if required by a court order or other outcome, as a result of existing proceedings or processes.
23. The amendment does not affect councils' existing obligations under the RMA for indigenous biodiversity.
24. Align the consenting pathways for other activities not relevant to HCC (e.g., coal mining) in the NPS-IB, NPS-FM, and the National Environmental Standards for Freshwater (NES-F).

RMA Amendment Bill Two

25. The scope of the second Bill is still to be finalised and likely to be introduced later this year. However, it will likely focus on short-term targeted changes that will have enhanced impact on housing growth, economic development and productivity increases, while longer-term RMA replacement policy is developed.
26. It will likely have a focus on renewable energy that will involve a variety of changes to the RMA and to national direction.
27. The Medium Density Residential Standards (MDRS) are proposed to be optional rather than mandatory for councils and councils will be required to ratify their use.
28. The changes will require councils to zone for 30 years of growth, and the National Policy Statement for Urban Development (NPS-UD) is likely to be strengthened, particularly around mixed-use zoning.

Phase Three – Replacing the RMA

29. The work programme is still in development, and we will likely see changes that seek to achieve the most significant “positive” outcomes in the resource management system, over the long term.
30. A principle informing the preparation of the replacement legislation will be an integrated planning system that focuses on property rights.

Review of National Policy Statement for Highly Productive Land (NPS-HPL)

31. The NPS-HPL restricts what development can occur on Highly Productive Land, defines the activities that are considered appropriate on HPL and sets out the urban rezoning requirements.
32. There is work underway to consider amendments to the NPS-HPL to align with Government priorities. An amendment may include removal of Land Use Class 3 soils from the definition of highly productive land.

Implications for HCC

33. There are implications for Plan Change 12 – Enabling Housing regarding the Medium Density Residential Standards (MDRS) becoming optional and the promotion of mixed-use zoning through the National Policy Statement on Urban Development (NPS-UD). The 30 years of growth capacity requirements will likely be captured through existing identified future growth cells, such as Peacocke.
34. Urban expansion around the periphery of Hamilton, where not already signalled through policy instruments such as Future Proof, may become somewhat easier through the removal of Class 3 soils from the definition of Highly Productive Land.

Financial Considerations - *Whaiwhakaaro Puutea*

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

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

36. Staff confirm that this matter complies with Council’s legal and policy requirements.
37. 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*

38. The purpose of Local Government changed on the 14 May 2019 to include promotion of the social, economic, environmental, and cultural wellbeing of communities in the present and for the future (‘the 4 wellbeings’).
39. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report. The recommendations set out in this report are consistent with that purpose.
40. There are no specific social, economic, environmental, or cultural considerations associated with the matters covered in this report.
41. 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*

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

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

43. 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.
44. 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: 25 June 2024

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	Open
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Purpose - *Take*

1. To inform the Strategic Growth and District Plan Committee 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*

2. That the Strategic Growth and District Plan Committee:
 - a) receives the report;
 - b) recommends that the Council adopts the [Future Proof Strategy: Future Development Strategy](#) update.

Executive Summary - *Whakaraapopototanga matua*

3. This report provides information to the Strategic Growth and District Plan Committee on four key matters:
 - i. Council's applications to Schedule 2 of the Fast-Track Approvals Bill;
 - ii. the Future Development Strategy hearings;
 - iii. Greenfield Ruakura
 - iv. the Northern River Crossing.
4. It also includes an update on City/Regional Deals.
5. Staff consider the decisions in the report are of low significance and that the recommendations comply with Council's legal requirements.

Discussion – *Matapaki*

Council's Fast-Track Applications

6. Central Government introduced the Fast-Track Approvals Bill to Parliament in March 2024 to streamline the decision-making process for infrastructure and development projects with significant regional or national benefits.

7. Applications for projects to be included in Schedule 2 of the bill were opened by the Ministry for the Environment on 3 April 2024. The application period concluded on 3 May 2024.
8. Staff representing Council's Infrastructure and Assets Group submitted applications for two packages of projects to the Ministry to be considered for fast tracking:
 - i. Metro Wastewater Treatment Plant Servicing Package, including:
 - A. Pukete Wastewater Treatment Plant Consent Renewal and Upgrades
 - B. Southern Wastewater Treatment Plant Notice of Requirement and Resource Consent
 - ii. Bulk Wastewater Storage Programme.
9. These projects are considered strong candidates for consideration due to the strategic nature of the investments for the sub-region and the city; they are existing active projects that Council has partnered with mana whenua and iwi to develop and deliver over the past 3 – 5 years and that must be delivered within the next 2 years. They are critical projects for improving the health and wellbeing of the Waikato River and have funding pathways proposed through the draft 2024–34 Long-Term Plan.
10. Work continues on these projects, due to their strategic importance, and the timeframes in which they must be delivered. Partnership between Council, mana whenua and iwi continues to underpin delivery of these projects.
11. Although an application was not made for the Comprehensive Water Take, staff have indicated through their application that additional water allocation, treatment and network infrastructure will be required to support growth, which may be subject to a future application to fast-track once the Bill is enacted.
12. Staff understand that a decision will be made by the Ministry on the applications for fast tracking in Quarter 3, 2024. Staff will report back to Elected Members on the outcomes of their applications, through the Infrastructure and Transport Committee.

Future Proof and Future Development Strategy (FDS) work

13. The Future Proof Strategy (FPS) is a 30-year growth management and implementation plan specific to the Hamilton, Waipā, Waikato and Matamata-Piako districts, referred to as the sub-region. The Future Proof Strategy satisfies the requirements under the National Policy Statement on Urban Development (NPS-UD) to have a Future Development Strategy (FDS).
14. The draft Future Proof Strategy – FDS Update, being a statement of proposal for the purposes of the Local Government Act 2002 and a summary document, was publicly notified on 15 January 2024 for a five-week period.
15. A total of 49 submissions were received. See the [11 April 2024 Strategic Issues Report](#) (Item 8), which includes attachments on the submissions relevant to Hamilton City Council.
16. The Hearings Sub-Committee held hearings on 21-22 March 2024 and heard from 33 submitters. Cr Thomson represented Hamilton City Council on the Hearings Sub-Committee. Deliberations took place on 1 May 2024.
17. The recommendations of the Hearings Sub-Committee were considered by the Future Proof Implementation Committee (FPIC) on 7 June 2024 for discussion and endorsement.
18. FPIC accepted all the recommendations and endorsed the strategy. FPIC resolved to recommend the strategy to the Future Proof partners for adoption.
19. Staff recommend that the Strategic Growth and District Plan Committee recommends that Council adopts the updated Future Development Strategy (available [here](#)).

Greenfield Ruakura

20. An update on the Ruakura Greenfield area has been provided in the General Updates report to this Committee meeting. The update provides data on the progress of both housing outcomes (mainly from Greenhill Park in the north) and employment outcomes (mainly from the Ruakura Inland Port)
21. These outcomes have been enabled by significant expenditure in infrastructure over time but unlocking the full potential of Ruakura will require ongoing investment in infrastructure.
22. There has been significant investment over the past 3-5 years working in partnership in particular with government, Tainui Group Holdings and Chedworth Properties to provide strategic infrastructure servicing to enable the planned growth for Greenfield East. In this time these partnerships have delivered the following strategic public infrastructure:
 - i. Waikato Expressway including the Ruakura Interchange;
 - ii. the Ruakura West transport link from the Interchange to Council's transport network at Silverdale, including the start point for the Eastern Transport Corridor (ETC);
 - iii. a new 12 mega litre water reservoir including bulk service mains to service all areas including the Inland Port and Greenhill Park to the north;
 - iv. a new wastewater interceptor from the existing network on Pardoia Boulevard in the north to the railway line in the south; and
 - v. the northern parts of the Eastern Transport Corridor south from Pardoia Boulevard through most of Greenhill Park.
23. A significant amount of private investment has also provided significant infrastructure including rail sidings, collector and local roads, stormwater treatment devices and local waters servicing.
24. The 2024-34 Long-Term Plan includes funding provision for further servicing over the next 10 years including the Ruakura Eastern Transport Corridor (ETC) scheduled for construction from Year 5 (2028/29) and a second water reservoir from Year 4 (2027/28). Given that this infrastructure is outside the next 3 years, the timing can be adjusted at the next Long-Term Plan depending on a number of variables including growth uptake and partnership funding, for the ETC in particular.
25. Land use planning to date has indicated that the Ruakura Inland Port will not be able to proceed to its full potential until the ETC is built from its formed start point at Silverdale in the south, over the railway to Fifth Avenue in the north connecting to Webb Drive being constructed as part of the Chedworth Properties Developments. The ETC will also be an important part of the Hamilton City Transport network.
26. The position has always been to get ETC construction ready to minimise any lead time required once a funding partnership has been agreed. For a large infrastructure project we have the significant benefit of the partnership controlling the full land footprint required to build the ETC.
27. Council has allocated funding in 2024/25 to complete some preliminary work to put us in the good place we need to be. The funding will be used to complete a Business Case ready to support partner funding from the next 2027/30 National Land Transport Programme (or any sooner opportunity) and to undertake preliminary design sufficient to understand all of the costs and risks to build the ETC including all consenting requirements.
28. It has previously been reported to the Committee that we propose to bring the Business Case to the Committee's meeting in August 2024. Work is underway to review the Business Case for fit with the recently issued Government Policy Statement on Land Transport (GPS)

29. It has also previously been reported to the Committee that the scope and delivery of the ETC is a matter for the Infrastructure and Transport Committee and that a report would be coming to request an approval to appoint a design consultant. This is planned to be reported to the Infrastructure and Transport Committee on 8 August 2024. This project has been under consideration for many years and the cross-sectional standard was agreed in 2017 and included in a number of documents including agreements with our delivery partners.
30. It is important to review that macroscope particularly having regard to the recent GPS which has some clear guidelines on what can be funded from the National Land Transport Programme, and to take into account elected members views on what the scope should be.
31. Staff will seek a briefing opportunity prior to the 27 August 2024 Strategic Growth and District Plan Committee meeting to discuss macroscope and business case.

Northern River Crossing

32. The Northern River Crossing is part of the planned strategic network servicing the northern part of Hamilton connecting the Te Rapa, Rototuna and future HT1 communities.
33. In 2011, Council undertook a study for the Northern River Crossing, which concluded that a network connection is necessary, and it defines an investigation envelope for the future corridor, promoting a future designation project.
34. It also concluded that this project should be timed to assist with a transport redistribution from the Wairere corridor and relieve congestion, particularly at the Pukete Bridge, with a recommended implementation by 2034.
35. To date, this designation project has been pushed back in successive Long-Term Plan programs since the study was concluded; the 2024-34 Long-Term Plan has funding to start the designation in Year 6 (2029/30).
36. Ideally, Fonterra's Private Plan Change 17 – Te Rapa North (PPC17), referenced in the District Plan report on this agenda, would have used the designation study work to refer to and adopt its findings as part of the plan change, especially to help with defining the form, function and space/alignment where this strategic network would be placed, but this has not commenced.
37. The private plan change proposal is likely to recognise this strategic network as it is a key part to servicing the PPC17 change and existing land use in Te Rapa. It will likely do so by showing a link between the Koura Drive interchange with the Waikato Expressway extending Koura Drive over Onion Road and North Island Main Trunk Rail Corridor to link with Te Rapa Road.
38. We do not expect PPC17 to define the remainder of the Northern River Crossing corridor; this would be for the future designation project to define its full extents.
39. PPC17 will likely set aside an envelope within the plan change for the Northern River Crossing by leaving a portion of deferred industrial zone footprint for this corridor.
40. When designated, the balance of the deferred industrial land will be reduced to accommodate the designation footprint.
41. There is a risk in this approach that the future designation may not match the envelope and has potential to be located on industrial land where development has occurred.
42. Ideally, the designation and the plan change would be run together; however, the designation could take up to 2-5 years to complete and the plan change is looking for a faster time frame.
43. Staff will proactively work with Fonterra so that the most optimal alignment is delivered through the private plan change and as much of the western section of the Northern River Corridor is safeguarded.

City/Regional Deals

44. The Future Proof Chief Executive Advisory Group (CEAG) has established a sub-group to further investigate City/Regional Deals and has identified a technical team to progress this thinking.
45. Hamilton City Council staff are leading this work alongside representatives from Waipā and Waikato District Councils.
46. The Government has signalled its interest in working with regions who have aligned their thinking on deals, and the group will be progressing with this in mind.
47. The technical team has developed a draft framework, based on international best practice, outlining the factors that will make any Regional/City Deal successful.



48. Any deal needs to be wider than just a list of infrastructure projects that require funding. A deal needs to:
 - i. encompass the principles of quality decision-making,
 - ii. be supported by effective governance and relationships,
 - iii. have a suite of funding and financing tools available to ensure it can be delivered, and
 - iv. have fit-for-purpose policy and legislation.
49. It is important to note is that the Fast-track legislation forms one of the legislative tools that will help to enable Regional/City Deals.
50. As the Future Proof sub-group progresses its thinking, staff will continue to keep Council informed of any progress.
51. Central Government, through the Department of Internal Affairs, is working on its own guidelines for Regional/City Deals. Detail on these guidelines is not yet available; however, an outline is expected in the next 1-2 months.
52. The Future Proof partners have agreed that by aligning thinking across the sub-region, councils will be in a better place to influence Central Government and the Regional/City Deals process.

Financial Considerations – *Whaiwhakaaro Puutea*

53. The topics covered in this report are funded by existing budgets. There are no financial implications in relation to the information provided in this report.

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

54. Staff confirm that these matters comply with Council's legal and policy requirements.
55. Staff have assessed this option and determined that no adaptation assessment is required for the matters in this report.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

56. 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').
57. 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

58. 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 don't determine how much growth occurs in Hamilton, we can determine what kind of city Hamilton Kirikiriroa aspires to be. We want to create a liveable city, an attractive lifestyle and improve the wellbeing of current and future residents.
59. 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.
60. A key consideration for growth is ensuring that growth is planned close to places where people can access their daily needs, with genuine travel choices.

Economic

61. 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.
62. As our 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.
63. In order to attract more jobs to our city, more industrial land is required. Studies are underway to help determine the needs, best locations and actions required.
64. Delivery of key growth areas contributes to economic wellbeing through delivery of major infrastructure and residential and commercial construction activities.

Environmental

65. As we grow, it's important that we 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.

66. 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.
67. The Waikato River is at the heart of Hamilton Kirikiriroa. It supports life throughout the city and region, it is central to our culture and has shaped the form of our city. As we continue to grow, we must put the health and wellbeing of the River at the heart of everything we do.
68. As the city grows, this means we need to promote investment that protects and restores the Waikato River and delivers on our obligation under Te Ture Whaimana o Te Awa o Waikato and targeting growth areas services by, or planned to be serviced by, high quality three waters infrastructure.
69. Our approach to growth needs to enable our city to reduce carbon emissions while adapting to the changing climate to improve our 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

70. Effective partnership with iwi is integral to the success of the growth programmes. We respect the special status of Tangata Whenua, are committed to the principles of Te Tiriti O Waitangi and further Maaori aspirations through building mana-enhancing partnerships.
71. Our iwi partners, Waikato-Tainui, are engaged under the Joint Management Agreement (JMA), with a shared responsibility to achieve the vision and strategy for the Waikato River.
72. 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.
73. 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*

74. There are no known risks associated with the matters covered in this report, other than those relating to specific items in the body of the report.

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

75. 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.
76. 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

Committee: Strategic Growth and District Plan Committee

Date: 25 June 2024

Author: Mark Davey

Authoriser: Blair Bowcott

Position: Urban & Spatial Planning Unit Director

Position: General Manager Strategy, Growth and Planning

Report Name: District Plan Update - June 2024

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

- To inform the Strategic Growth and District Plan Committee of District Plan matters that need to be brought to the Members' attention.

Staff Recommendation - *Tuutohu-aa-kaimahi*

- That the Strategic Growth and District Plan Committee:
 - receives the report;
 - approves delaying the notification of Plan Change 14 pending further assessment of options for managing Depression Area hazards (**Option 2** of the staff report); and
 - notes that prior to requesting approval to notify Plan Change 14, a workshop with Elected Members will be organised to discuss proposed strategy options to manage the depression areas.

Executive Summary - *Whakaraapopototanga matua*

- This report updates the Strategic Growth and District Plan Committee on aspects of the District Plan Change Programme (DP Programme), private plan changes and other planning matters, with a particular focus on:
 - Plan Change 9 (Historic Heritage and Natural Environment) – update on Decisions and next steps with Built Heritage Hearings;
 - Plan Change 12 (Enabling Housing) – dates for hearings, progress of the amendments to the RMA (Enabling Housing Supply and other Matters) Amendment Act and update on changes to proposed provisions;
 - Plan Change 14 (Flood Hazards) – update on progress and options to proceed.
- The third decision on Plan Change 9 (Significant Natural Areas, Notable Trees and Archaeological and Cultural Sites) was released on 3 May 2024. The window for appeals closed on 17 June 2024. The decision largely confirms Council's evidence and approach through the notification and hearings process, with minor amendments based on individual submissions received on the various topics.

5. Updated Historic Heritage Area plan provisions were filed on 3 May 2024 and the period for submitter comments closed 24 May 2024. Staff are currently working to file Council's Built Heritage evidence report on 3 July 2024. Hearing Session 3 is scheduled for 21, 22 and 26 August 2024. Further decisions are expected on Built Heritage and Historic Heritage Areas following Hearing 3.
6. Regarding Plan Change 12, staff filed updated plan provisions on 27 May 2024 and will file evidence to support these changes on 30 June 2024, prior to hearings re-commencing on 4 September this year.
7. It is important to note that law changes to give effect to ministerial announcements regarding making Medium Density Residential Standards (MDRS) "optional" are yet to come. A summary of the updates to Plan Change 12 can be found on the Hamilton City Council website [here](#).
8. Development of Plan Change 14 (Flood Hazards) is progressing with pre-notification consultation closing at the end of March 2024. We have received feedback from Kainga Ora, WEL, the Property Council, the Insurance Association and Waikato-Tainui.
9. Further analysis is being undertaken on the optimal approach to manage depression area data. Consequently, approval to notify Plan Change 14 will likely now be sought by late 2024.
10. Staff consider the decisions in the report to be of low significance and that the recommendations comply with Council's legal requirements.

Discussion – *Matapaki*

11. Council has a wide-reaching District Plan work schedule currently underway, including eight plan changes to the District Plan, two of which have been requested from parties outside of Council – Tainui Group Holdings (TGH) and the Waikato Racing Club Incorporated (WRCI), Private Plan Changes 13 and 15 respectively.
12. All plan changes and other key District Plan related matters specific to the Hamilton District Plan are listed below, and explained in more detail in the [23 February 2023 District Plan update](#) to Council (Item 8).
13. This report focuses on key updates, given the minor changes to timeframes and deliverables since the April 2024 report.
14. Key updates to District Plan work schedule include:

Plan Change/project	Status	Commentary
Plan Change 5 (Peacocke)	Appeal period closed 14 April 2023. Commissioners' decisions and appeals received are available here . Currently developing a Peacocke residential urban design guide and bat management plan	One outstanding appeal remains, with no resolution reached. This appeal is set down to be heard by the Environment Court in December 2024. It relates to the provision and location of supermarkets in the town centre.
Plan Change 9 (Historic Heritage and Natural Environment)	Decision on Significant Natural Areas (SNAs), Notable Trees, and Archaeological and Cultural Sites released 3 May 2024. Appeals period ended 17 June 2024. Progressing towards Hearings	Historic Heritage Areas On 3 May 2024, the updated plan provisions were released. The period to further comments by the submitters ended on 24 May 2024. Built Heritage Staff are currently working to lodge HCC Built Heritage (BH) Evidence Report on 3 July 2024, and

Item 9

Plan Change/project	Status	Commentary
	Session in August 2024. Decision on remaining topics (Built Heritage and Historic Heritage Areas) to be released following next tranche of hearings.	rebuttal evidence is due 9 August 2024.
Plan Change 10 (Te Rapa Deferred Industrial land)	On hold	Staff are expecting a private plan change from one of the major landowners in this area. Until their position is known, Council will not progress this plan change.
Plan Change 12 (Enabling Housing)	Final Hearings scheduled for Sept 2024; decisions deadline is 20 December 2024.	Staff have proposed changes to Plan Change 12 in response to submissions. This was filed on 27 May, with Council evidence to follow on 25 June.
Private Plan Change 13 (Te Rapa Racecourse private plan change)	A decision was received from the Commissioners on 4 March 2024 and notified on 6 March 2024. The appeal period has closed, and four appeals were received.	Four appeals from Fonterra Limited, Takanini Rentors Limited, McMac Properties and Ecostream Irrigation Limited were received against the decision. Fonterra has joined as a party to the other three appeals.
Plan Change 14 (Flood Hazards)	Pre-notification consultation was finalised and feedback is being incorporated where appropriate.	A thorough pre-notification consultation has been conducted, and the feedback received is currently under careful evaluation for integration where feasible. Staff are assessing various alternatives to more effectively mitigate the adverse effects of flooding, particularly in depression areas.
Private Plan Change 15 (Tuumata private plan change by Tainui Group Holdings)	On hold	Staff understand TGH have lodged a Fast-track Approvals Bill application for parts of Ruakura. Whether Private Plan Change 15 is reactivated will likely depend on if their application to the Fast-track Approvals Bill is accepted.
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 - Fonterra)	Progressing	Council is presently working with Fonterra to determine the content of, and process for assessing Private Plan Change 17. It is anticipated that Private Plan Change 17 will be lodged in the second half of 2024. Private Plan Change 17 covers approximately 84 hectares of land owned by Fonterra. The smaller portion of this land flanks the Te Rapa Dairy factory to the north and south, the larger balance is located

Plan Change/project	Status	Commentary
		<p>across Te Rapa Road, to the west of the factory. See Attachment 1 and Attachment 3.</p> <p>This plan change raises strategic matters for Council to consider regarding the Northern River Crossing Corridor, which bisects the plan change area.</p>
Rototuna Town Centre Plan Change	On hold	Staff are considering a revised work programme to delay work on this plan change to ensure priority workstreams such as Plan Change 14 and Plan Change 12 advance.
Fairfield-Enderley Urban Development Partnership	Progressing	Staff are working with Kainga Ora to assist scoping the investigations needed to better understand the infrastructure investment needed to support their regeneration aspirations for the area. Some of this information has been provided as part of the 2024-34 Long-Term Plan Deliberations Report
Central city development, including internal planning, land use and infrastructure alignment to support the delivery of the Central City Transformation Plan (CCTP).	Progressing	<p>Discussions are underway between TGH and Council regarding the proposed redevelopment of Centre Place. This long-term project is expected to influence adjacent central city locations, including The Warehouse and the Transport Centre.</p> <p>Feasibility meetings with potential developers are planned but have not commenced. These meetings aim to assess the market demand for apartment living and identify any potential obstacles to delivery. Although these meetings are yet to begin, they are a pivotal step in ensuring the project's success and alignment with community needs.</p>
National Planning Standards	On hold	The implementation of National Planning Standards into district plans are required by 2024. Staff are seeking an exemption from this deadline due to the process constraints of implementing these standards at the same time as significant changes are being made to the District Plan under Plan Change 12 and Plan Change 9.
Sites and areas of significance to Maaori	On hold	Awaiting input from Waikato-Tainui. Council will then start a review of work undertaken to date and will work with Waikato-Tainui regarding possible options for progressing.
Rotokauri Arterial Designation	Progressing	The Notice of Requirement (NOR)-Rotokauri Strategic Infrastructure designation is currently progressing with Council as the Requiring Authority and Urban and Spatial Planning Unit as the processing authority. A work programme is being finalised to establish a notification date. The indicative notification date is late July/early August.

Plan Change 9 – Historic Heritage and Natural Environment

20. The third decision related to Significant Natural Areas (SNAs), Notable Trees, and Archaeological and Cultural site topics was notified on 3 May 2024. The appeal period for this decision ended on 17 June 2024. The decision largely confirms Council's evidence and approach through the notification and hearings process, with minor amendments based on individual submissions received on the various topics.
21. Historic Heritage Area (HHA) updated plan provisions were notified on 3 May 2024 and the period for further comments ended on 24 May 2024.
22. Staff are working to lodge HCC Built Heritage (BH) Evidence Report on 3 July 2024. Hearing Session 3 is scheduled to be held on 21, 22 and 26 August 2024.
23. Final decisions on Built Heritage and Historic Heritage Areas are expected post the final hearings in August 2024.

Plan Change 12

Since Public Notification of Plan Change 12 – 2022 to 2024

24. Plan Change 12 was publicly notified on 20 August 2022 and 350 public submissions were received. Initial 'strategic' topic hearings were held in February 2023, and specific topic and District Plan chapter-based hearings were due to occur after that.
25. Following the Auckland Floods and Cyclone Gabrielle in 2023, a delay to Plan Change 12 was requested and approved by Minister David Parker to allow Council time to update its Flood Hazard mapping as a part of Plan Change 14. The delay to Plan Change 12 came with the requirement to have decisions on Plan Change 12 made by 20 December 2024.
26. Hearings for Plan Change 12 are now set down to re-commence 4 September 2024 so that a final decision can be made by Council no later than 20 December 2024. The following timeframes have been set by the Independent Hearing Panel (IHP):
 - i. Hearing 2 for Plan Change 12 is scheduled to commence on 4 September 2024;
 - ii. Council filed an updated set of proposed plan provisions on 27 May 2024 (view [here](#)).
27. Housing and RMA Reform Minister Chris Bishop announced changes to Medium Density Residential Standards (MDRS) on 27 February 2024 to make MDRS optional, provided Councils have 30 years of zone-enabled capacity for housing. The legislative changes to enact this policy shift are not expected to be introduced to Parliament until second half of 2024, with Royal Assent likely to be in early 2025.

Proposed Changes to Plan Change 12

28. Staff have proposed changes to Plan Change 12 in response to submissions. These updated changes were circulated to all submitters on 27 May 2024 as per the timeframes instructed by the Independent Hearing Panel. Changes to Plan Change 12 that depart from what was notified in 2022 can be summarised into three areas:
 - i. a change in areas of Medium Density Zoning;
 - ii. a reduction in the number of residential units permitted in the General Residential Zone; and
 - iii. strengthen design standards across all residential zone and in particular, in the General Residential Zone.

Areas of Medium Density Residential Zoning

29. Staff have proposed a reduction in the number suburban centres to be intensified around with Medium Density Residential Zone with a shift in focus towards strategic centres and their connecting transport corridors, summarised as follows:
 - i. Removal of Medium Density Residential zoning around Thomas Road, Nawton, Glenview and parts of Dinsdale and Clyde Street.
 - ii. Addition of Medium Density Residential zoning along Boundary Road between the Central City and Five Cross Roads, and along Peachgrove and Hukanui Road between Five Cross Roads and Chartwell Shopping Centre.
 - iii. Updated zoning maps are attached to this report (**Attachment 2**).
30. A reduction in the number of suburban centres intensified around is based on the desire to concentrate intensification in fewer, more strategic locations such as Chartwell, Five Cross Roads, Hamilton East Village, and the City Centre and its walkable catchment. In these locations there is either infrastructure capacity, or a greater ability to concentrate new development and direct infrastructure investment into discrete areas thus supporting more targeted investment.
31. Proposed up-zoning along Boundary Road, and Peachgrove and Hukanui Road will locate more people in areas where there is either existing or planned frequent public transport options, as well as proximity to commercial centres, areas of employment and other amenities.

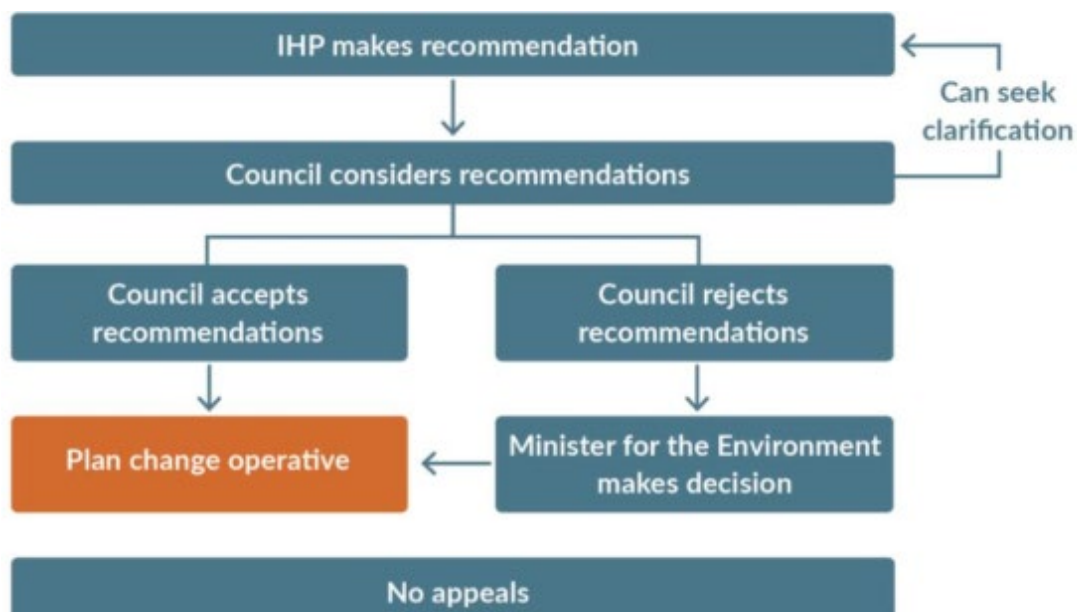
Reduced residential densities in the General Residential Zone

32. As notified in Plan Change 12 in 2022, three units on a site would be permitted as required by Government direction. Staff have now considered submissions and recommend two units on a site become a permitted activity instead of three. Further, vertical apartment buildings are proposed to be a Discretionary activity (formally notified as a Restricted Discretionary activity).
33. The change in the number of units permitted in the General Residential Zone is in response to a range of submissions that have concerns on the effects higher levels of density across the City will have on infrastructure including the three waters network.

Strengthening of building design standards

34. Many submissions expressed concern relating to the amenity and design outcomes that may arise from the Plan Change 12 provisions as notified. Submitters expressed concern that the notified provisions will result in a reduction in neighbours' privacy, increased shading, reduced outdoor living space, and poor neighbourhood amenity outcomes.
35. In response to submissions with amenity concerns, as well as those relating to infrastructure, the following amendments are proposed:
 - i. Reduce the permitted building height in the General Residential Zone,
 - ii. Reduce site coverage to enable effective implementation of green policies and mitigate stormwater effects.
 - iii. Reduce height in relation to boundary in the General Residential Zone,
 - iv. Increase building setbacks for side and rear boundaries in the General Residential Zone,
 - v. Strengthen public interface standards for front doors facing the street in all residential zones, and
 - vi. Ensure outdoor living areas are accessible and of a sufficient size for the unit size it will serve in all residential zones.

36. These amenity improvements will also likely promote higher residential densities to be located within the medium and high density zones, and Central City where the planning standards are more enabling.
37. A core tenet of staff's proposal under Plan Change 12 remains that residential intensification is directed where possible to occur in a spatially co-ordinated manner aligned to employment, amenity, infrastructure, transport, and services as opposed to a dispersed intensification scenario.
38. In addition to the above, staff have made amendments to the plan that:
- more easily allow terraced housing typologies that are two to three storeys in the Medium and High-Density Residential Zones – this responds to latest market demand and feasibility evidence;
 - retain, refine, and enhance financial contributions, and urban design standards;
 - amend green policies to improve the outcomes they seek to achieve, i.e. protect urban tree canopy and permeable surfaces.
39. Pre-empting the forthcoming legislative changes to MDRS, staff have undertaken an updated supply analysis based on the newly proposed planning provisions. Preliminary results show that there is sufficient supply of zoned land for housing to meet 30 years of projected demand. The caveat to this is that the result does not account for feasibility or infrastructure availability over the entire 30-year period. We know that there are challenges regarding market feasibility due to the inflation of construction costs and infrastructure availability. When market feasibility and infrastructure availability are accounted for there is a short-term (1-3-year) residential shortfall in Hamilton (2024, Housing and Business Development Capacity Assessment (HBA)).
40. The law currently directs the application of MDRS and National Policy Statement: Urban Development (NPS:UD) policies. The Independent Hearing Panel will be required to make recommendations to Council for approval. Any recommendations made by the Independent Hearing Panel on Plan Change 12 must come back to Council for a final decision (see process outlined below). This will present an opportunity for Council to decide if they approve the recommendations or wish to change any aspect of Plan Change 12. However, if Council seeks changes to Independent Hearing Panel recommendations, final approval will move to the Minister responsible – Hon Chris Bishop. This scenario has recently played out in Wellington City.



A Reminder

41. It is important to emphasise the infrastructure challenges to even maintain the current level of plan-enabled housing development in the Operative District Plan. The existing infrastructure challenges and currently planned infrastructure do not support the full realisation of duplex densities currently enabled, let alone the additional development that is expected to be enabled under the NPS:UD and MDRS.
42. Permitting ad hoc growth city-wide to the level of density envisaged under the Resource Management (Enabling Housing Supply and Other Matters) Amendment Bill will hinder the ability for Council to invest commensurately to support growth. The Council is fiscally constrained and cannot invest in upgrading networks on a city-wide basis to support further intensification. This has been further evidenced through the most recent 2024-34 Long-Term Plan process.
43. Council must ensure networks are not overwhelmed, creating an adverse knock-on effect to the Waikato River, as this would equate to a breach of the Council's obligations under Te Ture Whaimana with regard to the health and well-being of the Waikato River. Investment must occur to support growth, but the Council can only afford this if it is undertaken in a targeted and judicious manner – focused in certain areas.
44. Notwithstanding the above, Council is required, by law, to increase density enablement in the District Plan. The question is by how much and where, subject to qualifying matters.

Plan Change 14 – Flood Hazards

Flood Hazard Mapping

45. Plan Change 14 proposes referencing the best available information – currently Floodviewer – as the primary source for catchment-wide flood data. By relying on such an approach, the plan ensures that decision-making is based on the most recent and accurate data, thereby improving the district's ability to plan for and mitigate flood risks effectively.

Low Flood Hazard Areas

46. Plan Change 14 proposes a significant shift in managing development within Low Flood Hazard Areas in Hamilton. These areas, characterised by floodwaters with a depth of 10cm to 50cm or moving at a speed of one metre per second or less, present a non-negligible risk, especially to vulnerable populations such as children, the elderly, and those with disabilities. [Figure 1](#) shows the extent of the Low Flood Hazard Areas in Hamilton.
47. The proposed approach to Plan Change 14 is to change the activity status of some activities to require a more thorough assessment of the hazard. This reclassification would require a more comprehensive evaluation by qualified professionals who can consider not only the adherence to flood management standards but also the potential cumulative impact on the community and environment.

The scope of the consent would be limited to the response of the building or activity to flooding; this narrower scope could lead to more specialised and informed decisions regarding flood risk management. However, it also means that other aspects would not be considered under this consent process.

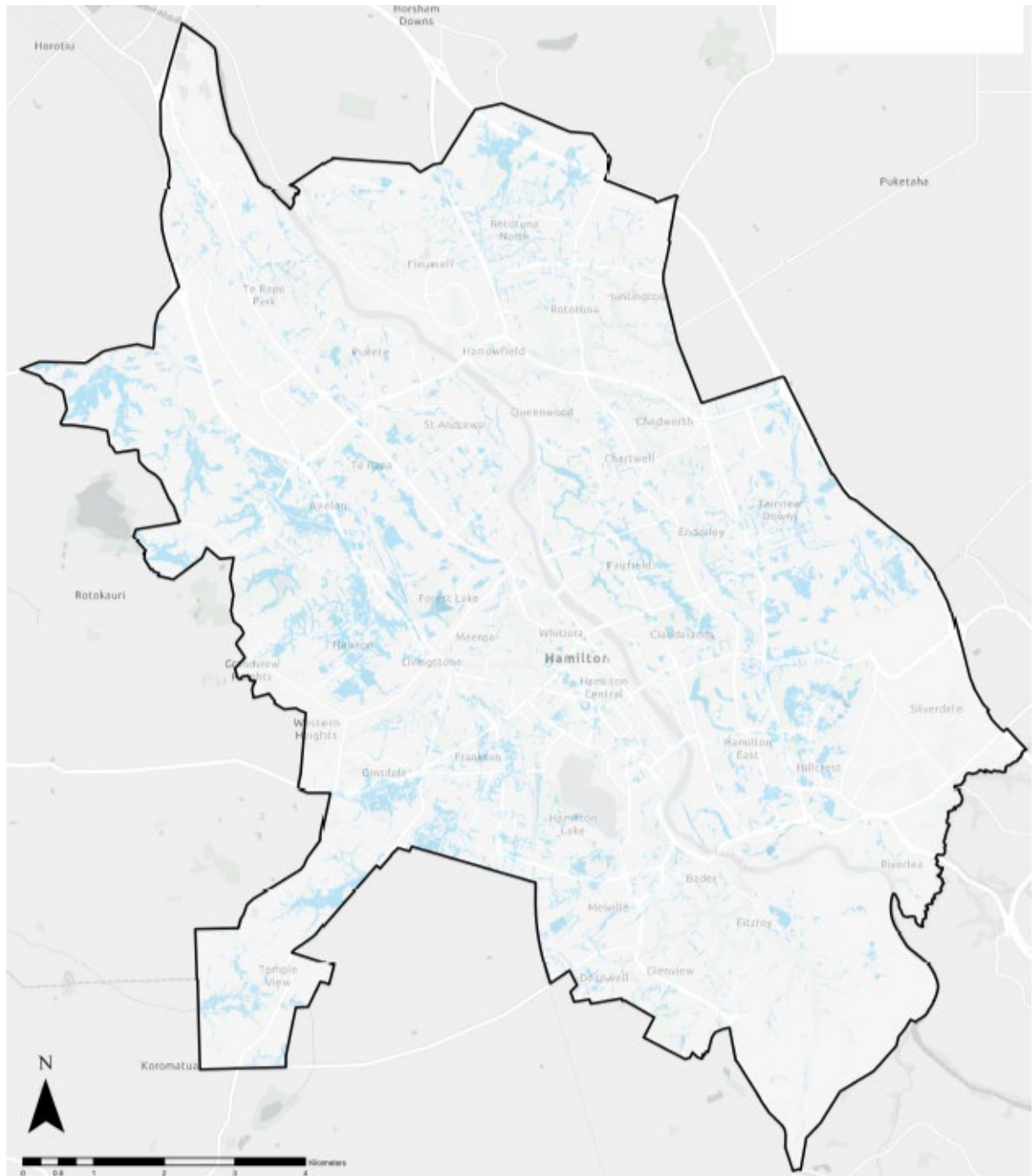


Figure 1 - Extent of Low Flood Hazard Areas in Hamilton

Medium Flood Hazard Areas

48. Plan Change 14 proposes a new approach to managing residential activities in the Medium Flood Hazard Area. Medium Flood Hazard Areas covers parts of the city where flood water is between 50cm and 100cm deep or moving at two metres per second or faster, or a combination of both. Figure 2 shows the extent of Medium Flood Hazard Areas in Hamilton.

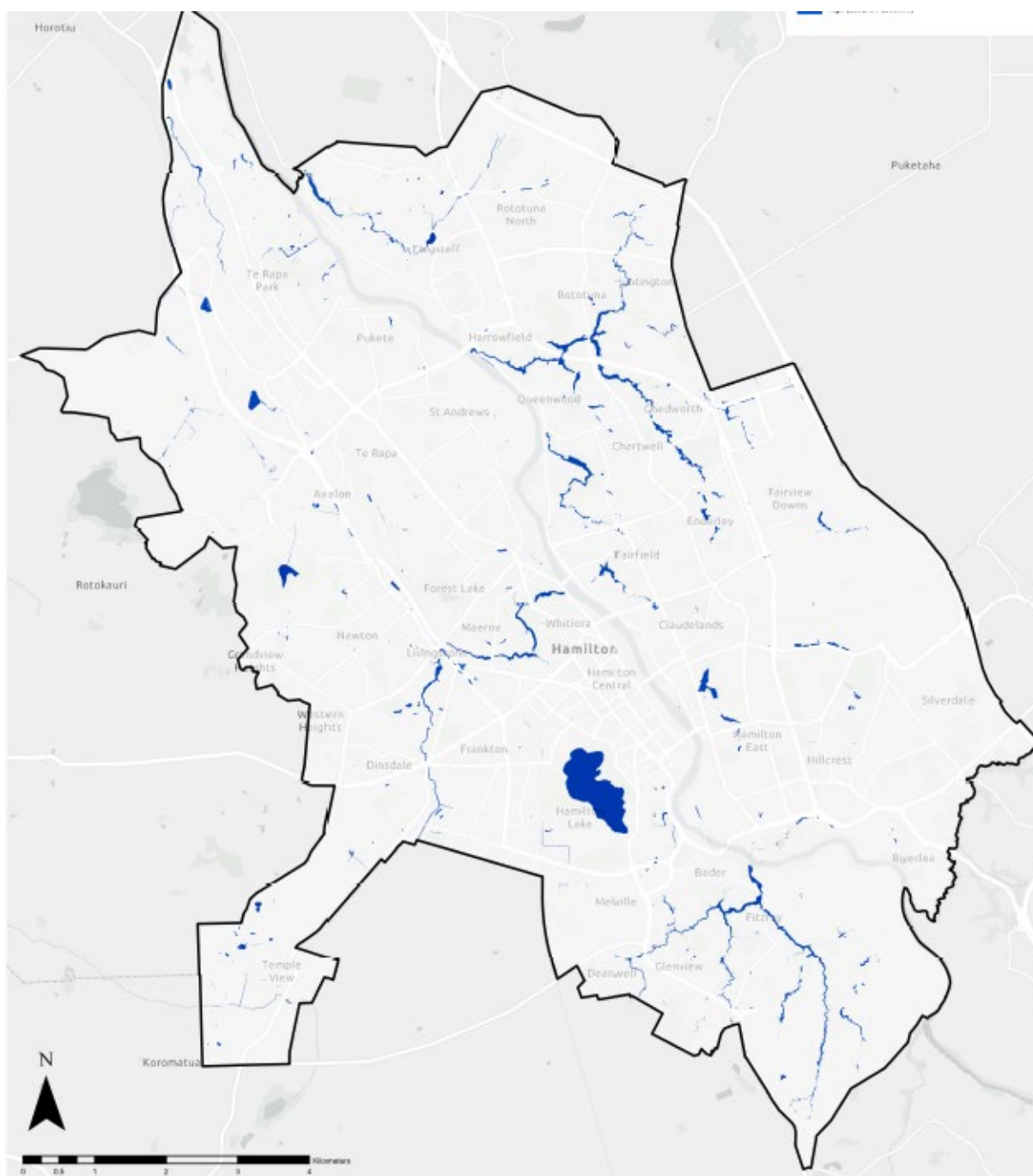


Figure 2 - Extent of Medium Flood Hazard Areas in Hamilton

49. Plan Change 14 is considering changing residential activities in a Medium Flood Hazard Area to Restricted Discretionary Activities. Under the Operative District Plan, residential activities are currently a Discretionary Activity in the Medium Flood Hazard Area. This change narrows the focus of Council planners to primarily consider flooding issues when granting consent for development. A comprehensive set of assessment criteria ensures consent can only be granted where Council is satisfied flooding related risks are adequately mitigated.

Depression Areas

50. Depression Areas are parts of the city susceptible to flooding when stormwater systems fail due to blockage or overwhelming flow, which can occur during heavy or prolonged rainfall events. This also includes areas without stormwater systems and reflect the topography of the land.
51. For these events to occur, two things must happen at the same time:
 - i. heavy or prolonged rain; and
 - ii. stormwater infrastructure such as culverts, drains or pipes becoming overwhelmed or blocked.
52. There is risk in not acting on this potential. Although it is difficult to define a return period for this (how often is this likely to occur), experience shows it does occur, Cyclone Gabrielle showed the impact of such events in Auckland.
53. It is important to note that existing flood hazard mapping shows flooding when the stormwater system is working as it should, whereas each individual Depression Areas show the potential flooding when the stormwater system becomes blocked or overwhelmed.
54. Depressions Areas affect roughly 40% of the city, so the decision on how to manage them will have significant impacts. Table 1 illustrates the impact of Depression Areas on properties in Hamilton, based on the average ponding depth. There is also a sizeable number of properties affected by Depression Areas, which are not affected by another flood hazard layer. Figure 3 shows the spatial distribution of Depression Areas throughout the City impacting property titles, the City comprises a total of 65,000 property titles, 61,000 parcels.

Table 1 – Impact of Depression Areas on properties in Hamilton

Impact	# of property titles (total)	# of property titles affected only by depression areas (not affected by flood hazard)
Minimal (<0.15m)	10,900	3,405
Low (0.15-0.5m)	9,500	2,504
Moderate (0.5-1.5m)	5,000	723
Significant (1.5-3.0m)	274	30
Severe (>3.0m)	32	2

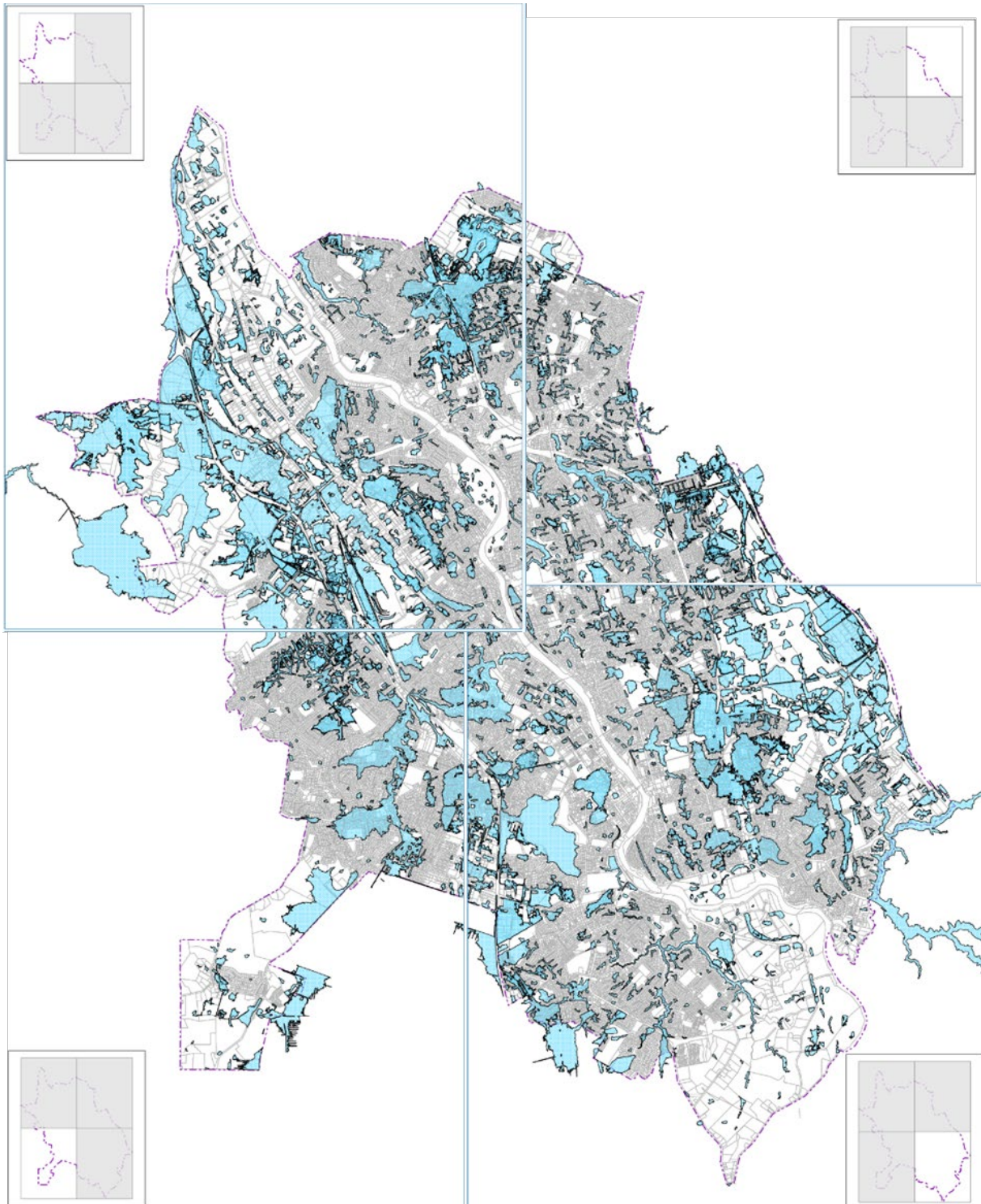


Figure 3 - Depression areas affect approximately 40% of properties in Hamilton

55. Among the options that staff have identified for managing the risk in these areas, two warrant close consideration:
- i. **RMA option:** introducing rules to protect people and property from the adverse effects during a Depression Area flood event. Under this option, new buildings could be allowed as a Permitted Activity, as long as the impacts of floodwater on the building can be avoided by building finished floor levels above the expected ponding, or having non-habitable rooms below the surface level.

- ii. **Non-RMA option:** using structural responses and civil defence plans to manage risk in Depression Areas, rather than rules in the plan. This could include, for example, upgrading stormwater networks and developing floodable parks combined with emergency response plans.

Table 2 - Summary of the strengths and weaknesses of and RMA and Non-RMA approach to Depression Areas

Option	Strengths	Weaknesses
RMA Option	<p>Reduces risk to new buildings.</p> <p>Allows flexible responses to the rules through either raising finished floor levels or flood resistant design.</p> <p>Balances the need for flood protection with desire to develop in these areas.</p>	<ul style="list-style-type: none"> • Possible direct cost increases on developers due to a requirement for finished floor levels above flood level and/or flood resistant building design. • Possible urban design impacts of higher finished floor levels. • Large scale of impact as Depression Areas covers a large portion of the city. • Does not address existing properties that are at risk.
Non-RMA Option	<p>Development can proceed without specific mitigation requirements.</p> <p>New and existing developments have decreased risk.</p> <p>Improved community resilience once upgrades have been completed.</p> <p>Financial costs could be spread among all properties affected by a depression area, reducing costs for new developments.</p>	<ul style="list-style-type: none"> • Requires further investigation to identify whether improvements are feasible followed by a significant work programme to upgrade stormwater infrastructure. • Properties remain vulnerable while upgrades are completed and/or response plans are implemented. • Spread the financial costs over more ratepayers or properties could be unpalatable to the community.

56. The overlap of heavy rainfall and system failure is rare; however, the risks associated with inaction are significant. The decision on how to manage Depression Areas will have far-reaching implications for the safety and resilience of Hamilton's urban environment including its future design. On top of this there will be a cost implication for certain parts of the community. It is imperative the consideration of the presented data and approaches carefully to make informed decisions that will safeguard the community against future flood risks.

Overland Flow Paths

57. Overland Flow Paths (OLFP) are another type of flood information and hazard. They indicate the likely natural path water flows following the contours of the ground. Redeveloping a site or making smaller changes to a property like putting up a fence or new building, can block these paths. This can cause water to pond onsite or cause excess water to flow onto neighbouring properties.
58. Plan Change 14 proposes adding new rules to ensure overland flow paths are not disrupted or diverted during development or when small changes are made on a property. This includes a rule requiring fences be designed so that flood water can flow through or underneath the fence. Resource consent is not required as long as the development meets these standards.

Flood Extent Areas

59. Flood Extent Areas are the parts of the city that may experience shallow flooding, not exceeding 10cm in depth. While such flooding is not generally hazardous, it necessitates oversight to manage the cumulative impact of urban development and prevent unintended consequences.
60. Under Plan Change 14, new buildings are proposed to be required to meet minimum floor level standards. Resource consent will not be required as long as the standards are met. Compliance with these standards is anticipated to be straightforward, given that the maximum depth of flooding within flood extent areas is capped at 10cm.

Consultation and Engagement

61. Across the Plan Change 14 process, contact has been made with key stakeholders and partners. These groups were provided with an opportunity to review draft provisions and provide feedback ahead of notification. As required by clause 3 of Schedule 1 to the RMA, relevant stakeholders were provided with the draft planning provisions, as were Waipā District Council and Waikato District Council representatives.
62. Overall, the groups staff engaged with were broadly supportive of Council's general approach to managing flood risk through Plan Change 14.

Summary

63. The proposed changes to the Operative District Plan through Plan Change 14 are a comprehensive approach to mitigate the risks associated with flooding, which is increasingly becoming a concern due to climate change and urban intensification. The changes will also ensure the flooding related rules are fit for purpose.
64. The proposed changes currently include:
 - i. removing detailed flood hazard maps from the District Plan and relying on best available information, for example Council's GIS Floodviewer;
 - ii. strengthening the objectives, policies and rules around development in high flood hazard areas, and to improve resilience of development in medium and low hazard areas;
 - iii. changing how activities are managed in the Low Flood Hazard Area so that new buildings and vulnerable activities also require to assess cumulative effects;
 - iv. adding new rules to ensure overland flow paths are not disrupted or diverted during development or when small changes are made on a property. Overland flow paths are the predicted route water will take above ground during heavy rain;
 - v. introducing standards in Flood Extent Areas to minimise the cumulative impacts of minor ponding.
65. Staff also wish to inform Elected Members of two relevant approaches being considered for Depression Areas in the city. These include:
 - i. an RMA approach which would apply rules to all new developments in Depression Areas
 - ii. a non-RMA approach which would focus on broader city infrastructure investments and flood response strategies, which could offer a more holistic solution to protect all properties within a catchment.

Next Steps

66. There are two options available to Council regarding notifying Plan Change 14:
- Option 1:** Notify Plan Change 14 without an RMA Depression Area response. This would enable Plan Change 14 to be notified sooner and would ensure that more immediate consideration must be given to flood hazard information in resource consent decision-making. This option does not preclude notifying an RMA response to Depression Areas later but would add additional cost.
 - Option 2:** Delay notification of Plan Change 14 pending further assessment of how to most effectively respond to and manage Depression Area data, and then proceed to notify Plan Change 14.
67. Given the marginal time difference between introducing new flood hazard controls under Option 1 and Option 2, staff recommend Option 2.
68. Based on Option 2, staff will further develop options for addressing Depression Area hazards and undertake a more detailed cost-benefit analyses of these. Staff will organise a workshop to precede any formal decision-making meeting. This session will focus on discussing strategies for managing the adverse effects associated with depression areas, encompassing both RMA and non-RMA responses. Once the direction for Depression Area hazards is known, staff will prepare Plan Change 14 for notification and seek resolutions accordingly.

Risks - *Tuururu*

69. Risks are tracked at both project and programme level and are reviewed and updated regularly with the wider team and key stakeholders.
70. Key risks to the Urban & Spatial Planning programme are outlined below. Note that we increased the risk rating on (3) “Political (Local)” as a result of potential 2024-34 Long-Term Plan decision implications.
71. Risk ID 2 has increased to “Extreme.” This reflects additional statutory work coming into the Unit and a number of existing projects reaching key milestones. Certain projects are now having to be de-prioritised.
72. Risk ID 4: changing policy direction, particularly the Fast-track Approvals Bill and the possible projects this might give to poses a significant risk to resourcing. Similarly, the lack of legislative change to the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act (HSAA) (2021) despite ministerial announcements to make MDRS optional creates uncertainty for Plan Change 12.

Risk ID	Risk Description	Likelihood (residual)	Consequence (residual)	Risk rating	Owner
1	Funding Work programme is fully funded but there is no contingency, any new work or any change to programme work (e.g. scope change, timing change or new work) would require re-allocation and re-prioritisation.	Almost 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.	Likely	Major	Extreme	Mark Davey

Risk ID	Risk Description	Likelihood (residual)	Consequence (residual)	Risk rating	Owner
	Situation cannot be remedied by external resource due to set unit budget.				
3	Political (Local) Elected Members may make changes to prioritise or work programme. This affects program delivery.	Likely	Major	Extreme	Mark Davey
4	Political (National) Central Government changing policy direction	Likely	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 Due to tight market there is a risk we have retention and recruitment issues which could lead to impact on service delivery and people. Burnout of staff from increased work pressure.	Possible	Major	Very high	Mark Davey

Financial Considerations - *Whaiwhakaaro Puutea*

73. The District Plan Programme is funded through the 2021-31 Long-Term Plan. The overall budget for the 10-year period is \$13 million, noting that Plan Change 5 (Peacocke) is separate to the approved District Plan Programme funding. Council recoups most costs incurred for processing private plan changes, after lodgement from the applicants.
74. A financial update for Financial Year 2024 is presented below as at May 2024. Staff have increasing risk on budgets and these will be reassessed in 2024-34 Long-Term Plan. Currently we are forecasting an unfavourable variance through to the end of FY24, which we are constantly monitoring and taking steps to improve. Cost variances within this funded programme are offset by savings across the wider Urban and Spatial Planning Unit. From 1 July 2024 (FY2025) we will be reporting on the overall budget performance of the Unit.
75. It is important to note that the delay of hearings on Plan Change 12 will result in the associated hearing costs in turn being delayed to a subsequent year. This will likely lead to a budget variance in that given year.

FY24	YTD Actuals (as at May 2024)	Sum of Annual Budget (FY2024)
District Plan Change Programme	\$1,129,363	\$855,251
FY24	YTD Actuals (as at May 2024)	Sum of Forecast Budget (FY2024)
Overall Unit Programme	\$2,213,876	\$3,002,787

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

76. 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.
77. Staff confirm that the District Plan Programme responds to the National Policy Statement on Urban Development (NPD:UD) (2020) and the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act (HSAA) (2021). Council has received an extension to the decision-making deadline on Plan Change 12 from 31 March 2024 to 20 December 2024.
78. Council, along with Future Proof partners, sought legal advice on the correct application of Te Ture Whaimana – the Vision and Strategy for the Waikato River as a qualifying matter related to Plan Change 12. Staff have considered this advice in the context of Hamilton, and this is reflected in the proposed planning approach through Plan Change 12.
79. The change in Government policy direction creates uncertainty for the District Plan programme particularly with regards to Plan Change 12.
80. Staff note that advice has still not been received from the Ministry for the Environment officials regarding the requirement to implement the National Planning Standards by 2024.
81. Two years following the notification of a plan change decisions are required to be made. Mid-2024 will be the two-year anniversary for Plan Change 9 since notification. Council is on track to enable decisions to be complete within this statutory time-frame.
82. While Minister Bishop has announced the policy changes related to Resource Management (Enabling Housing Supply and other Matters) Amendment Act 2021 the Government has not yet enacted a law change. Given the tight timeframes to make decisions on Plan Change 12, staff are needing to advance this work.

Climate Change Impact Statement

83. 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.
84. 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 which those operating under the Act “shall have particular regard to.”

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

85. 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').
86. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report.
87. The recommendations set out in this report are consistent with that purpose.

Social

88. Social wellbeing is defined as the capacity of individuals, their families, whaanau, iwi, haapu and a range of communities to set goals and achieve them.
89. 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

90. Economic wellbeing is defined as the capacity of the economy to generate employment and wealth necessary for present and future financial security.
91. 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.
92. The NPS-UD and the HSAA require that district plans make room for growth both 'up' and 'out', and that rules are not unnecessarily constraining growth. The intensification directed by Central Government will have a direct impact on housing pressure in Hamilton.
93. Significant investment in infrastructure to support the ongoing growth and development of the city will be required. Decisions which confer additional development rights and enable growth (e.g. Plan Change 12), must take into account key factors including environmental limits, legal/policy obligations and infrastructure current and planned capacity which are fundamental considerations to support and enable this growth.

Environmental

94. 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.
95. Elected Members have agreed the vision to shape Hamilton as a green city.
96. The increases in intensification directed through the HSAA, given effect to through Plan Change 12, will place greater pressure on the city's 3-water networks which in turn will necessitate increased investment. Without commensurate levels of investment to support intensification, adverse effects on the Waikato River are likely, which in turn will breach the City's obligations under Te Ture Whaimana.
97. Increases in intensification directed through the HSAA will also lead to greater urban stormwater generation and its effects. Plan Change 14 seeks to implement a new management regime to specifically address how new development responds to flood hazards. Plan Change 12 introduces new 'green policies' that aim to mitigate the effects of intensification with respect to urban runoff.

Cultural

98. The NPS:UD and HSAA 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.
99. Plan Change 9 seeks to afford a greater level of protection to Built Heritage and Archaeological and Cultural sites.
100. 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*

101. 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*

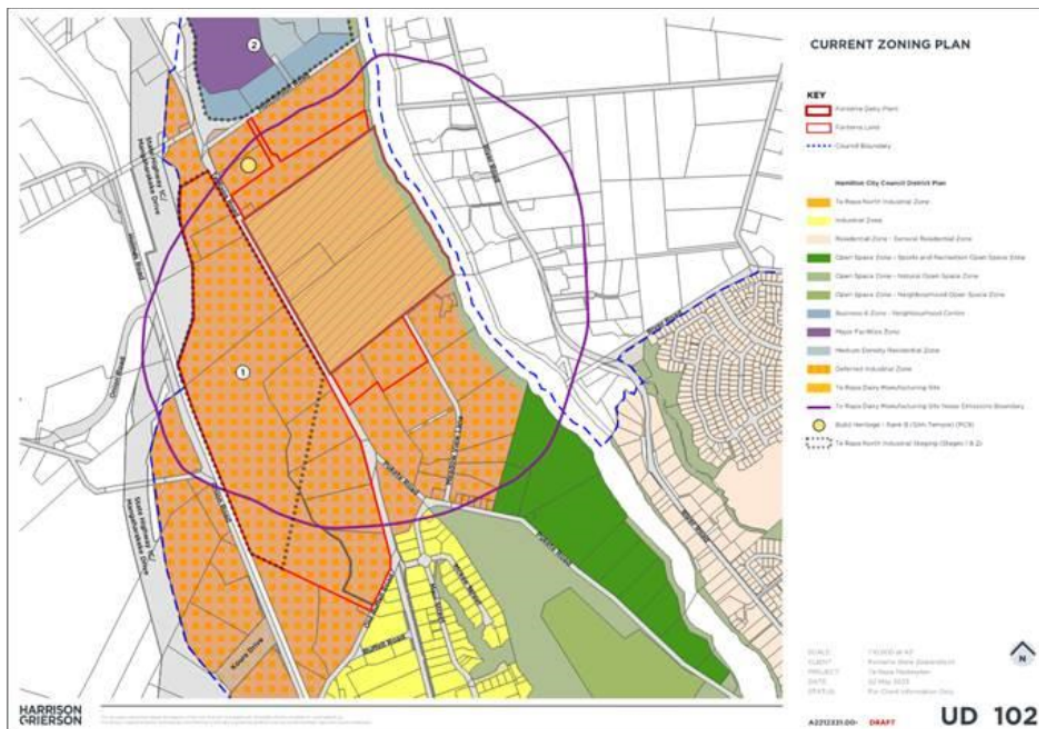
Attachment 1 - Fonterra PPC Summary

Attachment 2 - Proposed Amendments to Zoning

Attachment 3 - Te Rapa North Map

Fonterra Land Ownership

Fonterra own approximately 84ha of land surrounding the Te Rapa Dairy Factory that is currently zoned Deferred Industrial under the Hamilton City District Plan. The extent of Fonterra's land is shown in the red outline in the image below.



Objective of the Private Plan Change

The purpose of the private plan change project is to rezone the 84ha of land that Fonterra own surrounding the Te Rapa Dairy Factory (the private plan change does not seek to change any of the land within the Te Rapa Dairy Factory site or planning provisions relating to the factory). The objectives of the private plan change are to:

1. Rezone all the Fonterra land to Te Rapa North Industrial zone.
2. Protect the Te Rapa Dairy Factory from reverse sensitivity risk.
3. Future proof a siding rail access on the North Island Main Trunk Line.

Draft scope of the Private Plan Change

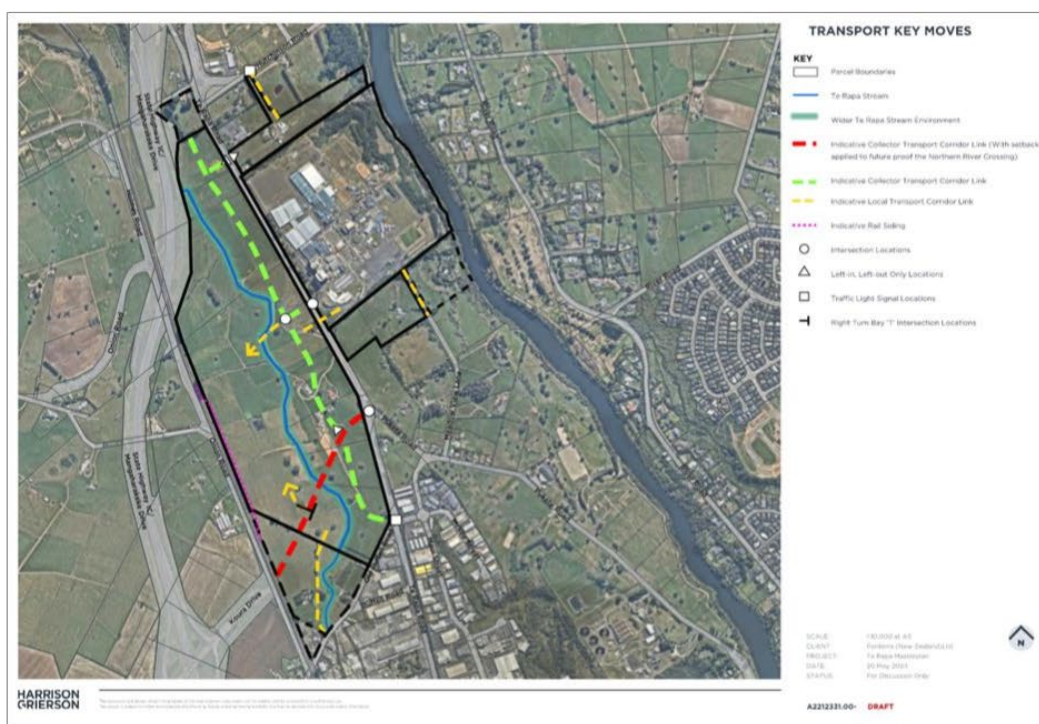
The draft scope of the private plan change currently envisages (which may be subject to change):

- Rezoning all Fonterra owned land from Deferred Industrial to Te Rapa North Industrial;
- Rezoning a discrete and limited number of additional properties from Deferred Industrial to Te Rapa North Industrial where they are contiguous with Fonterra owned land and would protect the Te Rapa Dairy Factory from reverse sensitivity risk.
- Including a Structure Plan to guide and inform the integrated development of the Te Rapa North Industrial land surrounding the Te Rapa Dairy Factory. The Structure Plan is likely to denote an indicative roading pattern and linkages, future proof the ability for HCC to deliver the Northern River Crossing that bisects the Fonterra land and ensures the Te Rapa Dairy Factory is protected from reverse sensitivity risk.
- Amending the Te Rapa North Industrial Chapter of the Hamilton City District Plan to align with the extent of the rezoned land, Structure Plan and remove the Comprehensive Development Plan process.

- Amending other chapters within the Hamilton City District Plan to the extent necessary to align with the extent of the rezoned land and Structure Plan (for example, the subdivision chapter).

Draft Key Moves

We have developed an initial draft key moves plan that is being used to guide and inform the various expert reports that Fonterra have commissioned. The key moves plan is focused on transport connections and is included in the image below. Once finalised it will likely inform part of the Structure Plan that will be prepared. Please note this is also subject to change pending the receipt of expert reports, consultation and engagement processes that remain ongoing.



Plan Change 12

Zoning

Appendix C: Proposed Amendments to Zoning

C1: Recommended Changes to Residential Zoning

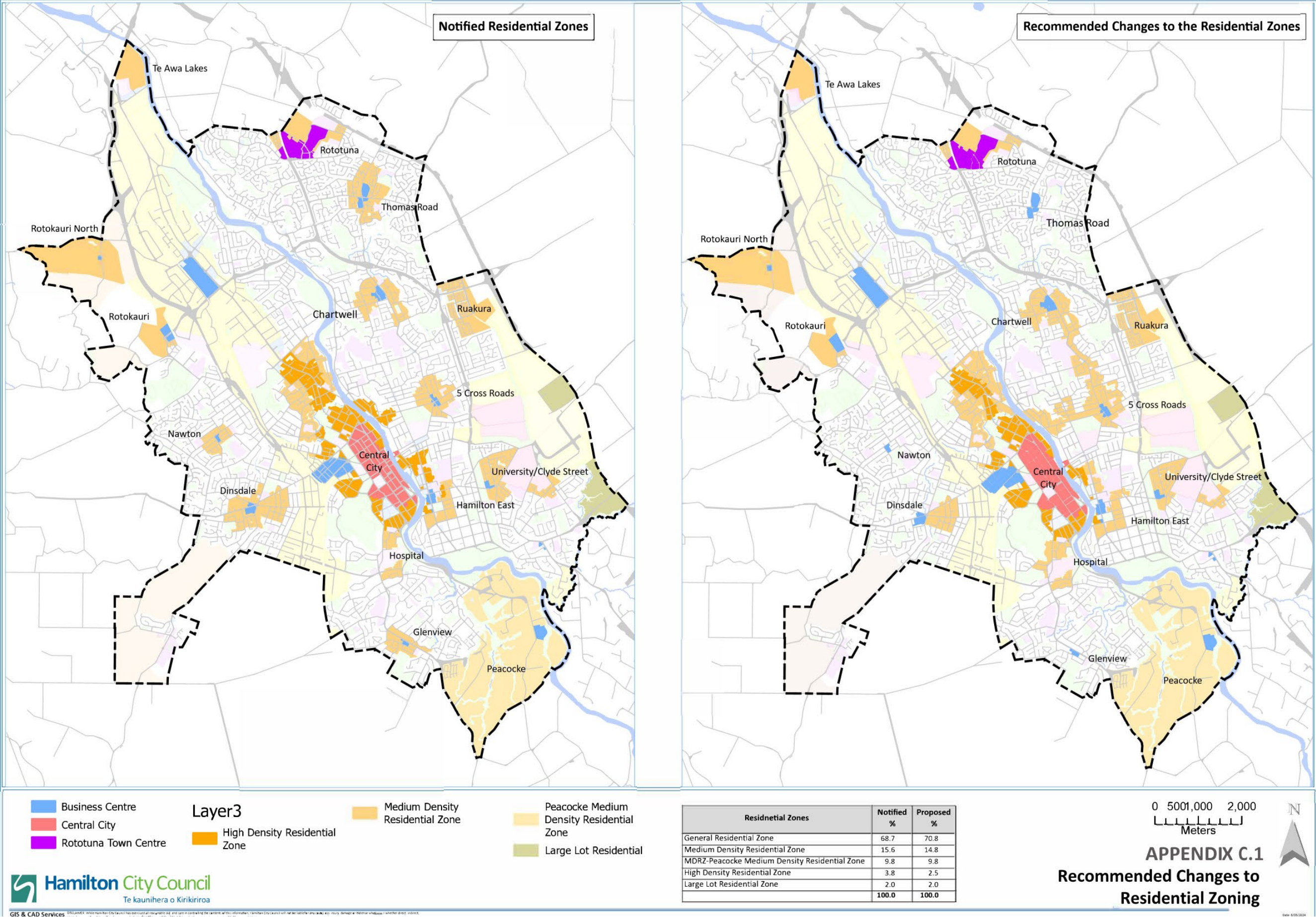
C2: Recommended Changes to Zoning - Five Cross Road/ Chartwell Area

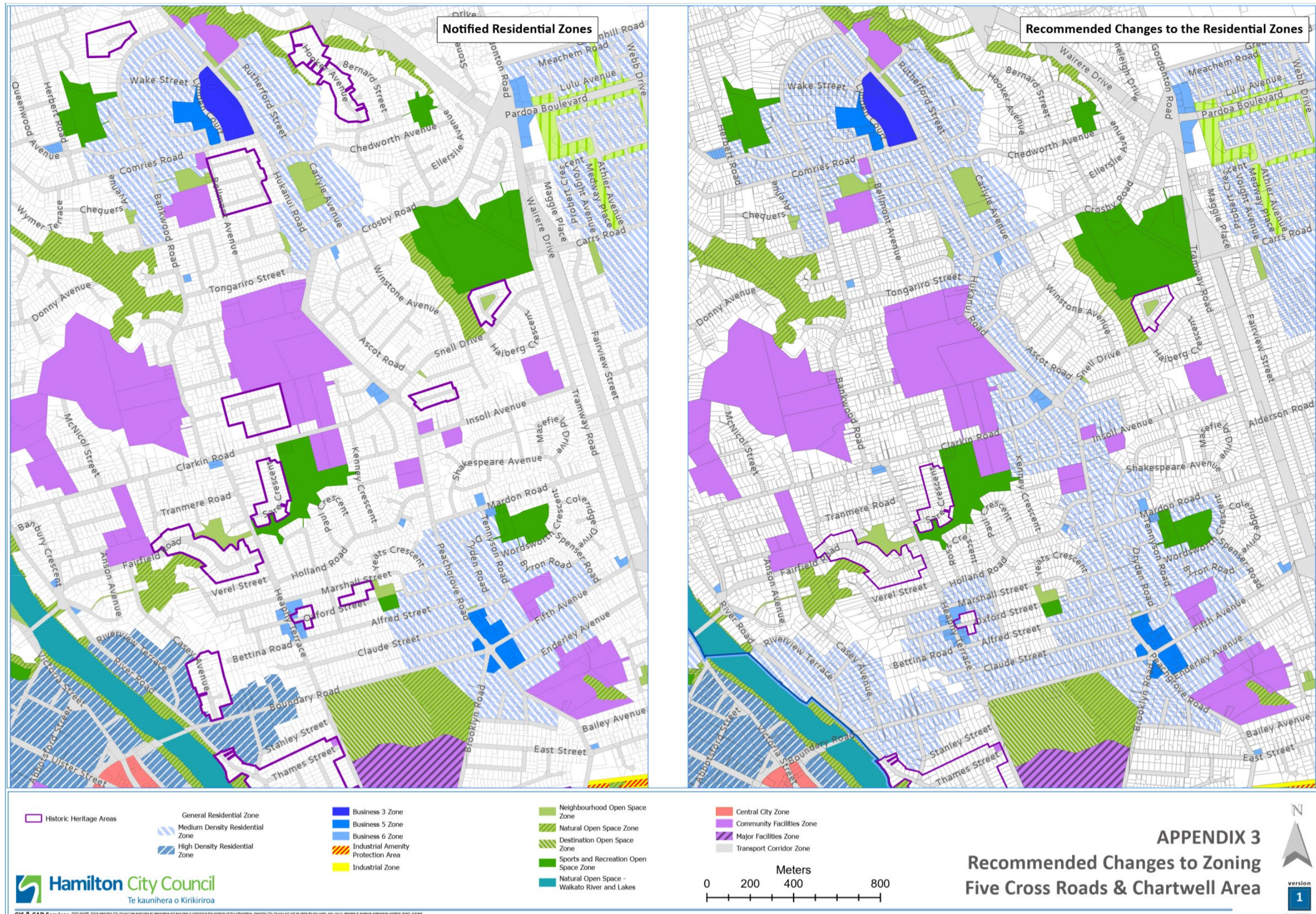
C3: Recommended Changes to Zoning - Te Rapa and Ulster Street Corridor

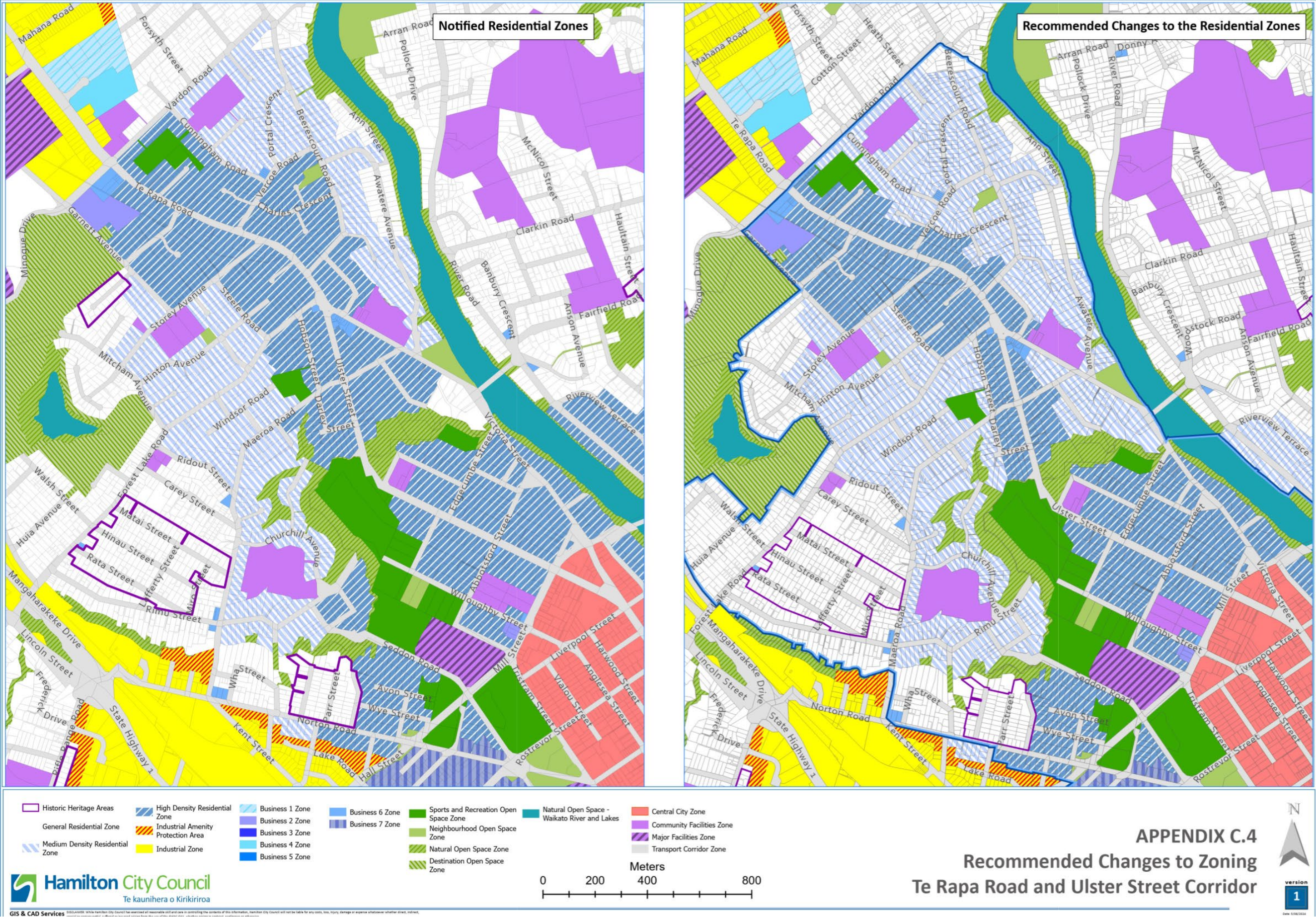
C4: Recommended Changes to Zoning - Central City South - Hospital

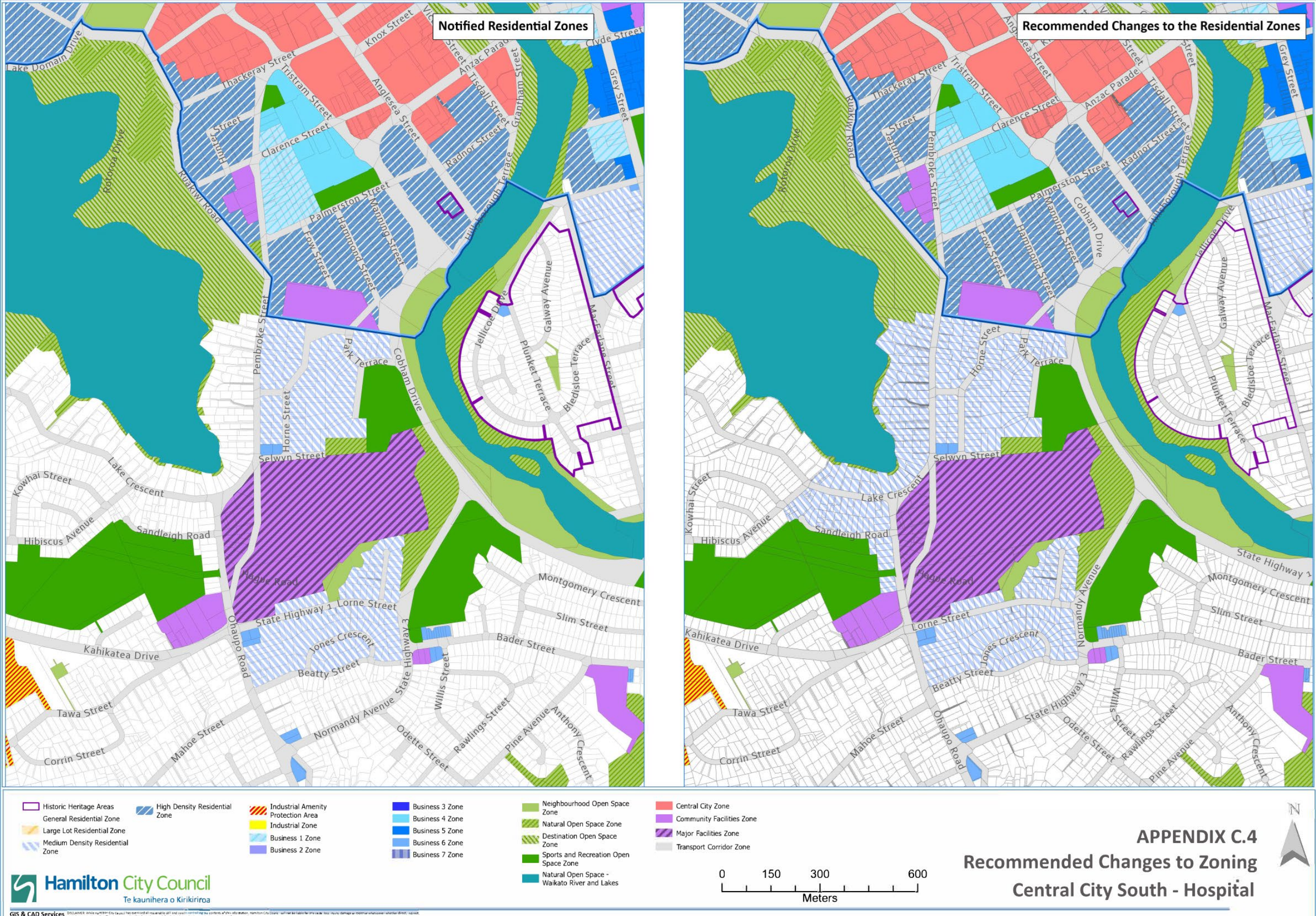
C5: Recommended Changes to Zoning - Dinsdale & Thomas Road

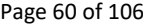
C6: Recommended Changes to Zoning - Nawton & Glenview



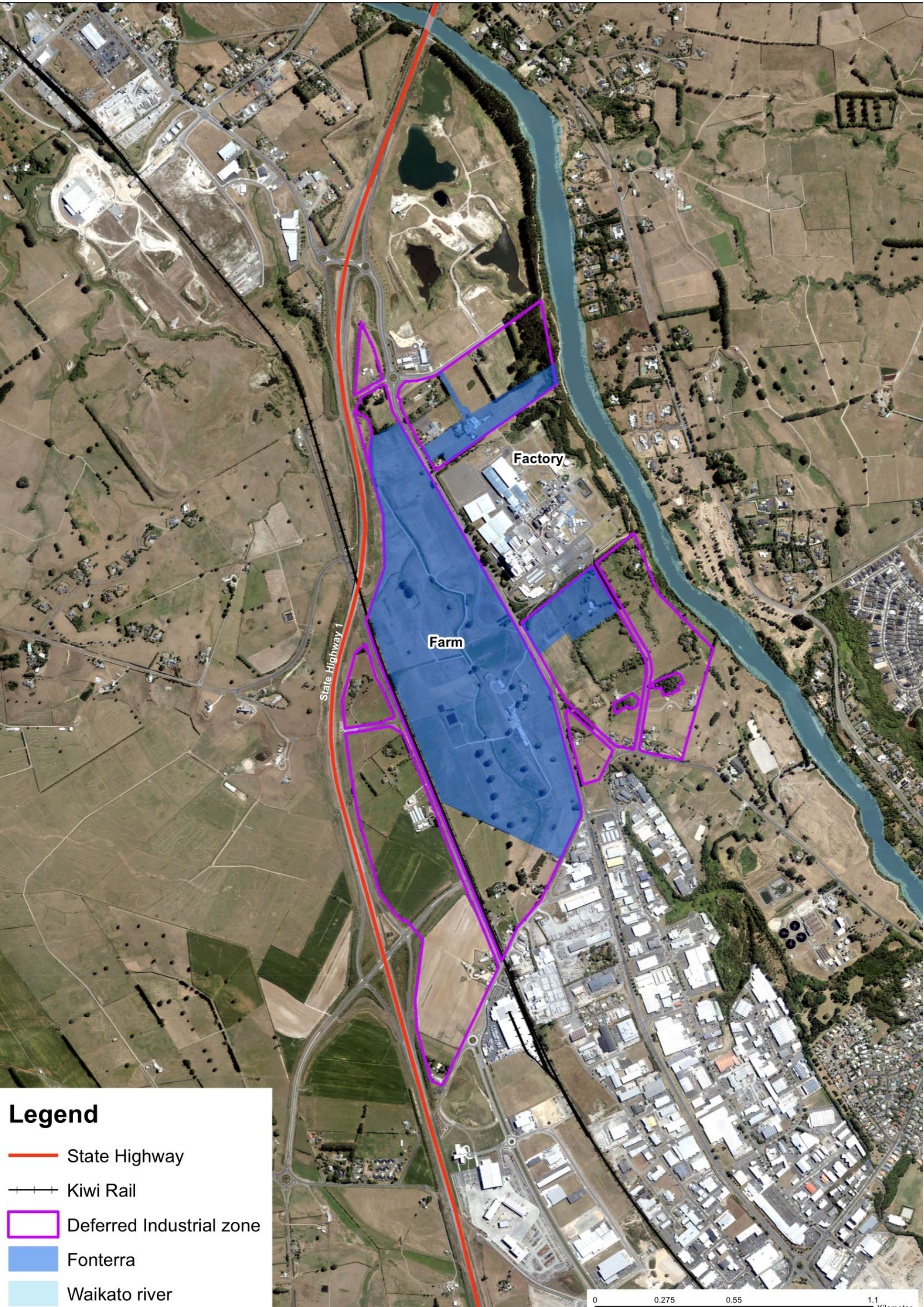












Legend

- State Highway
- Kiwi Rail
- Deferred Industrial zone
- Fonterra
- Waikato river

Council Report

Item 10

Committee: Strategic Growth and District Plan Committee

Date: 25 June 2024

Author: Hannah Windle

Authoriser: Blair Bowcott

Position: Strategic Planning & Advocacy Unit Director

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 discussion.

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
Sustainable Communities	<ul style="list-style-type: none">• Sustainability and Climate Change• Central City Transformation• Greenfield Growth
Data and Analytics	Part one of a three-part series on housing in Hamilton
Other	Development Contributions Remissions – Q3 2024

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

Discussion - *Matapaki*

COLLABORATIVE RELATIONSHIPS

6. Elected 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 land use issues, 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.

Regional relationships

Waikato Mayoral Forum

9. The last Mayoral Forum was held on 6 May 2024.
10. Topics discussed included Regional Spatial Planning (see **Attachment 1** for the presentation), a work programme being led by Waikato Regional Council, Regional Economic Development, and options for the future of Waters across the Waikato.
11. The minutes from this meeting will be available in July.

UNISA

12. UNISA Mayors and Chairs met on 25 March 2024 and discussed matters relevant to territorial authorities across the upper North Island such as long-term plans, changing Government policy direction, the Global Policy Statement-Land Transport, the establishment of a National Infrastructure Agency, RMA reform and Caulerpa.
13. Specifically at this meeting the members:
 - i. reconfirmed this long-term collaboration through an updated UNISA Agreement;
 - ii. committed to sending a letter to Hon Andrew Hoggard advocating for his support to progress the 'Clean hull plan'; and
 - iii. endorsed an updated UNISA value proposition.
14. There is a Mayors and Chairs meeting on 9 August 2024, which will be the first in-person UNISA meeting this triennium.

Zone 2

15. The last Zone 2 meeting was held on 24 May 2024.
16. There were updates provided by Local Government New Zealand and the Department of Internal Affairs, a presentation on the landmark climate change decision from the Supreme Court, a presentation from Dr Jeremy Mayall – CEO of Creative Waikato, and a panel discussion on the future of AI.
17. The next Zone 2 meeting is scheduled for 14 November 2024.

Metro Sector

18. There has not been another Metro Sector meeting since the last meeting held and reported on in March 2024.
19. The next meeting is scheduled for 22 November 2024.

National Council

20. The last National Council meeting was held on 3 May 2024 and a verbal update can be provided if required.
21. The next meeting (online) is scheduled for 10 June 2024.

Cross-council governance meetings

22. At the time of this meeting, the Waikato District Council governance meeting will have been held (21 June 2024) and a verbal update on the topics discussed can be provided if required.
23. The Waipā District Council meeting is scheduled for 26 June 2024, the day after this meeting.
24. The Waikato Regional Council meeting scheduled for 23 May 2024 was postponed due to availability and workload related to the Long-Term Plan. A replacement meeting is still to be scheduled.
25. The June meetings are likely to discuss where each council has landed with their Long-Term or Enhanced Annual Plans, and what this means for cross-boundary opportunities for shared services.
26. Additional items of discussion will include Central Government direction and the impact on council operations and business, including fast-track consenting, City/Regional Deals, Waters Reforms and Resource Management Reform.

SUSTAINABLE COMMUNITIES

27. The Sustainable Communities unit combines the previously separate Growth Programmes and Sustainability and Climate Change Units. The purpose of the Sustainable Communities Unit is to champion long-term outcomes and weave people together to share solutions and enhance decision making.
28. This section is new and focuses on sustainability and climate change matters related to strategic growth and provides an update of key strategic growth areas including the Central City Programme and Greenfield Growth Areas (Rotokauri-northwest, Ruakura, Rototuna and Peacocke).
29. These updates provide strategic growth-related activities. For a comprehensive view of activities and projects taking place in the growth programmes areas visit the programme webpages:
 - i. Central City: www.hamilton.govt.nz/centralcity
 - ii. Peacocke: www.hamilton.govt.nz/Peacocke
 - iii. Rotokauri: www.hamilton.govt.nz/Rotokauri
 - iv. Ruakura: www.hamilton.govt.nz/Ruakura

Sustainability and Climate Change

30. As our city grows, we must ensure that we are creating new communities that will thrive as our climate and ways of living change. The choices Council makes around where and how we grow will directly impact on the resilience of the communities that live there in the future.
31. Climate change risks need to be well understood so that new growth can be located and designed to reduce the potential impacts of extreme weather and the sustained changes in climate.

32. It is also critical that climate change considerations are integrated into land use planning and infrastructure decisions. By planning well, we can reduce the emissions of the construction and development as well as providing communities where families can live low carbon lifestyles and work in thriving low carbon industries.
33. Council's climate change strategy, *Our Climate Future: Te Pae Tawhiti o Kirikiriroa*, sets out the key outcomes for our climate response. Climate change considerations have also been embedded within other key strategies, including Hamilton Urban Growth Strategy and Access Hamilton.
34. The three outcomes of the [Hamilton Urban Growth Strategy](#) all support the delivery of low emissions growth for the city –
 - i. Outcome 1 – Grow up and out from the central city
 - ii. Outcome 2 – Grow along transport corridors
 - iii. Outcome 3 – support the development of quality greenfield neighbourhoods.
35. The strategy also includes a set of principles for out-of-boundary development that should guide the approach to any greenfield developments that haven't been prioritised by Council.
36. One of these principles is responding to climate change, and whilst elements of this are incorporated into other principles, we need to provide clarity on how any out-of-boundary developments can respond to climate change.
37. Staff are working to develop an understanding of this and will provide a draft approach to the 27 August 2024 meeting of this Committee.

Central City Transformation

38. The vision for the central city is *Ahuahungia te pokapuu o teetehi taaone e arohaina ai e te taangata* 'to shape a central city where people love to be.'
39. The [Central City Transformation Plan](#) identifies a number of key projects to deliver transformational outcomes. The [Hamilton Urban Growth Strategy](#) (HUGS) identifies the Central City as a priority strategic growth area to achieve the outcome of growing up and out from the central city.
40. \$150.6 million in central government funding was provided to Council from the Infrastructure Acceleration Fund (IAF) in November 2022, to support the delivery of homes in the central city.
41. Along with being a place for commercial, cultural and economic growth, the central city and surrounds will be a place to call home for around 4,000 homes for up to 10,800 people by 2035.
42. Over the coming years, this growth will change how residents, businesses, workers and visitors experience the central city. Staff are currently developing a Central City Development Response Plan to lessen the impacts of this disruption on businesses and mitigate reputational risk. Staff will seek Elected Member input through a briefing and future updates to this Committee.
43. A number of transport, community and economic development activities have taken place or are underway in the central city and 800m walkable catchment. These are reported through the relevant committees.
44. Key Central City Transformation Programme risks include:
 - i. Market conditions may impact on the timing of developers delivering homes and commercial builds in the central city. Staff are closely monitoring the growth activity and continue to regularly engage with key developers alongside seeking solutions to

enable growth. Agreements are in place with key developers to support Infrastructure Acceleration Fund (IAF) housing outcomes; and

- ii. Misaligned or lack of investment into the central city may affect the timing, quality, or delivery of the Central City Transformation Plan outcomes. Staff are working to align investment to strategic outcomes through the Long-Term Plan and working with government agencies and partners to ensure alignment and funding is directed to the right projects at the right time.

IAF Infrastructure Programme

45. To help enable the central city housing outcomes, the IAF Infrastructure Programme is funded primarily by a Crown grant managed by Kāinga Ora. In summary, the overall Programme is progressing to plan, and staff meet with mana whenua representatives most months.
46. The following provides an update on projects with notable progress, all of which are pre-construction.

Active modes bridge

47. Elected Members, through the Long-Term Plan deliberations (4-6 June) decided to pursue a variation to the IAF funding agreement with Kāinga Ora to reprioritise funding for the bridge towards critical water infrastructure.
48. Work on the IAF bridge has been paused until the variation is signed. Minor activities continue to tidy up work, such as debriefing tender respondents and receiving data through draft reports.

Reservoir

49. Hydraulic modelling has identified the volume and minimum and maximum water level of the proposed reservoir to service the central city. The reservoir is expected to be partially dug into Ruakiwi Hill, primarily because of the slope of the site, however it has the added benefit of minimising the visual impact of what will be a large structure.
50. Preliminary geotechnical assessment works have indicated the underlying soils at the proposed reservoir site are suitable to allow a shallow foundation. This will likely see the need for timely and expensive ground improvements to be eliminated at the reservoir site.
51. As assessment of potential locations for the pumpstation identified four potential properties near the reservoir.

Anglesea Street Investigation and Protection – desktop project

52. Progress continues with digitising above and below ground assets in the Anglesea Corridor to inform a three-dimensional model to enable planning for future services. Strategic three waters assets and Bus Rapid Transit inputs are expected in August to inform a consent strategy.

Central City Housing Outcomes

53. Residential development activity since January 2022, as at the end of March 2024, in the central city and 800m walkable catchment includes:

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	January	22	108	80	43	53	206

& 800m Walkable Catchment*	2022						
Stage One Area **	January 2022	55	215	118	66	186	342

*The IAF Infrastructure 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.

** Includes Central City and 800m walkable catchment

Notable Central City Residential Developments

54. Despite the challenging economic conditions that many developers are currently facing, Hamilton Kirikiriroa benefits from a good network of locally based developers who want to make a lasting impact. As such, there is still a strong pipeline of residential and mixed-use developments planned over the next ten years that will support the Hamilton Urban Growth Strategy (HUGS) outcome of growing up and out from the central city.
55. Land use consent was recently granted for a six-storey apartment building on Opoia Road. The development would house 20 apartments and a basement carpark. This development is one of a string of riverside apartment projects underway, including Hills Village, Eastbank and One Cook Street, that are creating a precinct of riverfront living in Hamilton East, providing better connections to the Waikato River walk, and are working to help turn Hamilton around to face our awa.
56. Construction of several Kāinga Ora housing developments are well underway throughout the 800m walkable catchment area, across Hamilton East in particular. 14 public homes on Firth Street were recently completed, with another five public homes on Clyde Street almost complete. By the end of 2024, Kāinga Ora developments will contribute just under 50 more much-needed public homes for central Hamilton.
57. Refer to the attached central city development activity map (**Attachment 2**).

Central City Employment/Commercial Outcomes

57. Commercial developments since January 2022, as at June 2024 include:

Building	Developer / Owner	Completion date (actual or expected)	Gross Floor Area & Levels	# workers
In Progress				
Westpac House, 426 Victoria Street <i>Refurbishment</i>	Westpac	Mid-2024	Approx 9,000m ² across nine storeys	n/a
Surgeons on Clarence Endoscopy Clinic, 101 Clarence Street	Surgeons on Clarence Ltd	Mid-2024	Approx. 1,000m ² across two storeys, with an underground carpark	7
166 River Road <i>Refurbishment</i>	APG Architects	Mid-2024	Variations to existing heritage building of approx 360m ²	8
18 London Street <i>Refurbishment</i>	Stark Property	Late 2024	4,200m ² of office space across six storeys	TBC
Waikato Regional Theatre	Momentum Waikato / Fosters	Opening 2025	1,300 seat theatre with 2,200m ² of commercial/retail space	TBC

Building	Developer / Owner	Completion date (actual or expected)	Gross Floor Area & Levels	# workers
Pascoes Building, 357 Victoria Street <i>Refurbishment</i>	Point Resolution Flats Ltd.	TBC	Approx 700m ² across three storeys	TBC
Completed				
153 – 159 Victoria Street <i>Refurbishment</i>	Excel Corp	May 2024	Approx 1,900m ² across four storeys, with three retail / hospitality tenancies on ground floor	TBC
341 Victoria Street <i>Refurbishment</i>		April 2024	Approx 1,100m ² across three storeys, with five retail / hospitality tenancies on ground floor	TBC
Made of Hamilton East	Stark Property	Opened November 2023	5,000m ² of retail over two storeys	Approx 200
Union Square – Building E Apex House	Fosters	Opened October 2023	4,000m ² over five storeys	Approx 400
NZ Blood Service 109 London Street	Stark Property	Opened August 2023	2,000m ² over three storeys	200
Basecorp Finance 467 Anglesea Street	BCD Group	Opened August 2023	300m ² single storey	10
Panama East 469 Grey Street	Stark Property	Opened August 2023	1,500m ² over three storeys	Approx 50
Union Square – 350 space Car Park	Fosters	Opened April 2023	2,500m ²	-
Amohia Ake – ACC 79 Collingwood Street	Tainui Group Holdings	Opened April 2023	8,500m ² over four storeys	800
K’aute Pasifika Trust Community Hub	K’aute Pasifika	Opened January 2023	900m ² fale, as well as staff offices and community space	-
Crest Clean 189 Collingwood Street	Fosters	Opened 2023	1,095m ² over two storeys	Approx 50

58. Notable commercial development activity in the central city since April 2024 includes:
- There are several **commercial refurbishments** underway throughout the central city and surrounds. While many businesses have shifted to hybrid working and more flexible arrangements, the focus for many employers is shifting to having a high-quality or modern office space that draws their staff back into the office.
 - Works to refurbish the four-storey mixed use building at **153 Victoria Street**, opposite the Waikato Regional theatre development, were recently completed. This included upgrades to the canopy to improve street amenity.
 - Meanwhile the refurbishment of the six-storey building at **18 London Street** by Stark Property continues. This will provide 700m² per floor of A grade office space upon completion in the last quarter of 2024.
 - There are also a number of upcoming high-quality office developments in the central city that could commence in the latter half of this year, including Building B, fronting Alexandra Street, at **Union Square**.
 - The overall structure of the **Waikato Regional Theatre** is beginning to form, giving passersby an insight into the size and scale of the facility. The Theatre development

represents a significant opportunity to realise transformational outcomes in the central city. Council is currently planning the work to rejuvenate the surrounding areas of the theatre precinct including the adjacent Embassy Park.

59. A map showing locations of planned or actual development activity is in **Attachment 2**.

Greenfield Growth

60. Our greenfield growth programme areas include Peacocke, Rotokauri-northwest, Ruakura and Rototuna. Greenfield growth areas, while requiring significant investment to unlock, offer an opportunity to deliver great communities from the start.
61. For greenfield communities to deliver good community outcomes they must provide increased diversity of housing typologies and local needs, and efficient high-quality transport options to support emissions reduction. Alongside delivery of key strategic infrastructure, it's important Council enables accessible, quality spaces and places for our communities including parks, green space, playgrounds, education, health, and community facilities and vibrant local centres that provide opportunities for employment and services for the community.

Greenfield Housing Outcomes

62. Greenfield growth currently represents 30% of new homes (70% infill) as per the December 2023 [Quarterly Economic Update](#).
63. Greenfield consenting has slowed with the recent downturn in the residential housing market and the current economic climate in New Zealand. However, staff continue to work with several developers who are ready to move once the market improves and key strategic infrastructure projects are either completed or underway.
64. Several developers highlighted the proposed Development Contributions (DC's) in draft Long-Term Plan would significantly impact development. In response DC's have been adjusted in the final proposed Long-Term Plan, which would provide more certainty to enable development.
65. Residential Development Activity in the greenfield growth areas as at the end of May 2024 includes:

Strategic Growth Area	From date	Getting sections ready			Construction of homes	
		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)
Rototuna	2005	162	3091	1905	267	7503
Rotokauri-northwest	2014	359	359*	275	23	246
Ruakura	2015	0	321	193	62	735
Peacocke	2018	487	1245	289	73	389

*Note there are a number of sections in Rotokauri Stage 1 awaiting strategic infrastructure to be in place before subdivision works can commence.

66. Refer to attached development activity maps for Rotokauri-Northwest, Ruakura, Peacocke and Rototuna (**Attachments 3, 4, 5 and 6**).

Greenfield Employment Outcomes

67. Highlight commercial developments in the greenfield growth areas since 2022, as at May 2024 include:

Building	Greenfield area	Completion date (actual or expected)	Gross Floor Area and Levels	# workers
Completed				
PBT	Ruakura	Oct 2022	10,000m ²	20
Waitomo Service Centre	Ruakura	Dec 2022	16,000m ²	100
Kmart Distribution Centre	Ruakura	Sept 2023	40,000m ²	150
Big Chill	Ruakura	Oct 2023	13,000m ²	25
Maersk	Ruakura	Stage 1 completed Nov 23	16,000m ²	25
In Progress				
United Industries	Rotokauri-northwest	Mid 2024	6,885m ²	8

Rotokauri-northwest

68. The vision for Rotokauri-northwest is to enable the development of connected, vibrant, attractive, and prosperous northwest community. When complete, Rotokauri-northwest will have up to 8,500 homes for up to 21,000 people in the next 50 years.
69. Overall, programme activity across Rotokauri-northwest continues to focus on working with developers to unlock new development.
70. Te Wetini Development have lodged consent applications for additional earthworks and a retaining wall in relation to their light industrial development. They're also progressing with engineering design for the proposed collector road off Te Wetini Drive.
71. Hounsell Holdings Ltd have lodged a Comprehensive Development Plan for 280 residential lots in Rotokauri Stage 1.

Rotokauri-Northwest Strategic Infrastructure Delivery Update

72. **Rotokauri Greenway** – Hounsell Holdings is progressing well with the detailed design for this project. The COVID-19 Fast Track Consent process has progressed to technical specialist caucusing with the panel late May 2024, with an expected decision late June 2024.
73. **Rotokauri Arterial Designation** - Public Notification of the Rotokauri Arterial designation is expected to occur in the next few months, with a hearing date in early 2025.

Ruakura

74. The vision for Ruakura is to ensure Hamiltonians enjoy a connected, vibrant, attractive, and prosperous Ruakura community. Ruakura is an engine for economic growth, providing thousands of jobs alongside approximately 1,600 homes for up to 4,000 people in the next 40 years.
75. Greenhill Park held an Open Day on 4 May 2024. It was an extremely successful event with builders reporting it was the best day they've had in terms of numbers in a long time.
76. Work continues on the construction of the Webb Drive extension to the southern boundary of Greenhill Park.

77. Stage One of Ruakura Superhub is well advanced, with 31ha of development land already committed by a range of national and international tenants spanning the inland port, large scale distribution centres and cold store facilities, logistics operators and service centre.

Ruakura Strategic Infrastructure Delivery Update

78. **Eastern Transport Corridor** – an update is provided in the Strategic Issues report on this meeting agenda.

Peacocke

79. The vision for Peacocke is to enable the development of an attractive and sustainable community. Enabled by the Housing Infrastructure Fund, Peacocke will provide up to 7,400 homes for up to 20,000 people in the next 50 years.
80. With Plan Change 5 mostly operative and construction of the new Waikato River bridge and wastewater pump station approaching completion, the programme focus is shifting to support developers through the pre-application and consent process to ensure best practice urban design and community outcomes are achieved.
81. Staff have settled four of the five appeals to Plan Change 5. Following court-assisted mediation the final appeal relating to the Peacocke Town Centre has now set down for a hearing in early December 2024.

Peacocke Community infrastructure

82. At the 11 April 2024 Strategic Growth and District Plan Committee meeting Elected Members asked for information about the options to enable community infrastructure in the Peacocke development.
83. The planning provisions through Plan Change 5 enable and encourage the development of community centres or facilities in the local town centre and neighbourhood centres to encourage these areas to be the focal points for the community, but also enable the development of community facilities within the residential areas to support the needs of the surrounding community.
84. Development of community infrastructure (parks & facilities) may be actioned by the Community Group subject to demand, as the population in Peacocke grows, and funding being made available for these projects.

Peacocke Housing Infrastructure Fund (HIF) Strategic Infrastructure Delivery Update

85. The Peacocke wastewater transfer station project is progressing towards completion. Despite weather-related challenges through 2023, staff now have more programme certainty for completion. This timing of strategic infrastructure essential for enabling development in Peacocke is still being delivered in line with developer expectations.
86. Financial reporting continues to report on the 50th percentile estimates. Some uncertainty remains in relation to the full financial impacts of the extremely wet 2023 construction season and Cyclone Gabrielle. Continued cost escalation remains a risk on some remaining projects. Staff shortages in key high-skill roles across the construction industry is increasing pressure on progress and maintaining quality. Further details are reported through the Finance Committee as part of the Capital Projects Report.
87. Council has acquired all 39 properties required to deliver the Peacocke Network Infrastructure.
88. In March 2024, the Land Valuation Tribunal (LVT) released its decision on the Shaw property compensation, agreeing with Council's valuation and compensation position and recognising the impact of the works on the property and its owners.

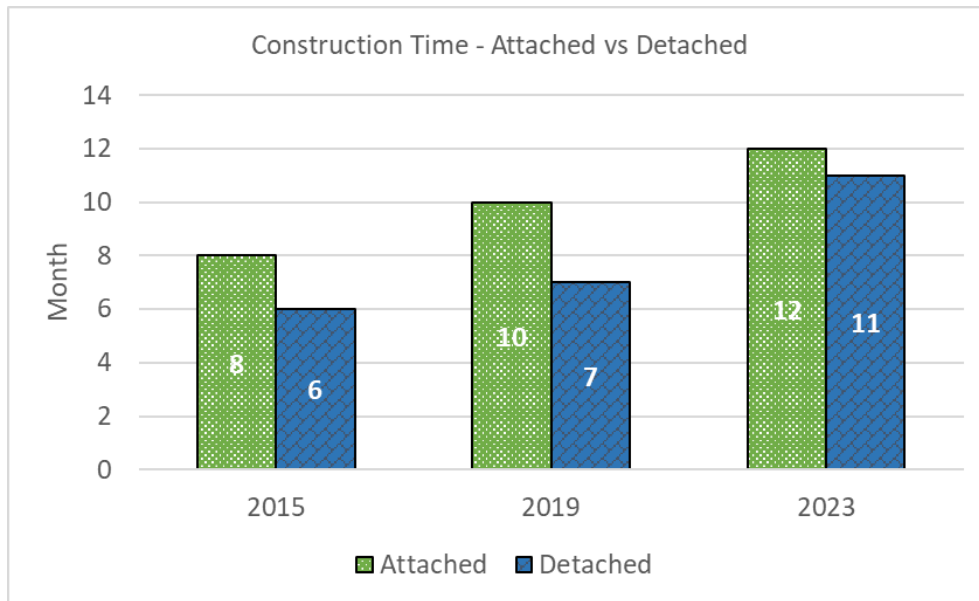
89. Of the 39 properties, full and final settlement is yet to be reached now for three properties and further LVT hearings are expected in 2024/25 where final settlement and any compensation will be determined. Staff continue to seek agreement with the three owners while awaiting LVT instructions for scheduling hearings.
90. **Waikato River bridge and surrounding transport network** – The bridge works are now focused on finishing details and the normal review and sign-off processes is now also under way. Work continues within and on the approaches to the bridge connecting strategic services and key structural interface aspects. The final asphalt surface is now constructed across 50% of the site with road marking, signage and street furniture installation under way. The necessary commissioning and safety reviews are now being programmed ahead of planned opening events.
91. **Peacockes Road urban upgrade and Whatukooruru Drive - Stage 2A** – Gully bridge construction continues with the concrete deck on the two bridges being poured in stages over the coming weeks. Works are well under way along Peacockes Road with a traffic switch planned to move traffic onto partially completed carriageway to enable the existing Peacockes Road pavement to be removed so services and drainage can be installed prior to new pavement construction. Construction of the new Peacockes Road/Whatukooruru Drive intersection is also beginning. Although some delays have been realised, overall, the works are still on programme for 2025 completion.
92. **Whatukooruru Drive - Stage 3** – A construction contract has now been awarded to Schick Construction following an open public tender process. Schick submitted the lowest conforming tender price. Works are anticipated to begin onsite in mid-2024.
93. **Southern Gullies/Bikes on Pipe** – Works continues now with closing up the site and reducing the work footprint now that the two bridges are in place. Works continues connecting the wastewater pipework within the bridges along with creation of the shared walking and cycling path along the route.

DATA AND ANALYTICS

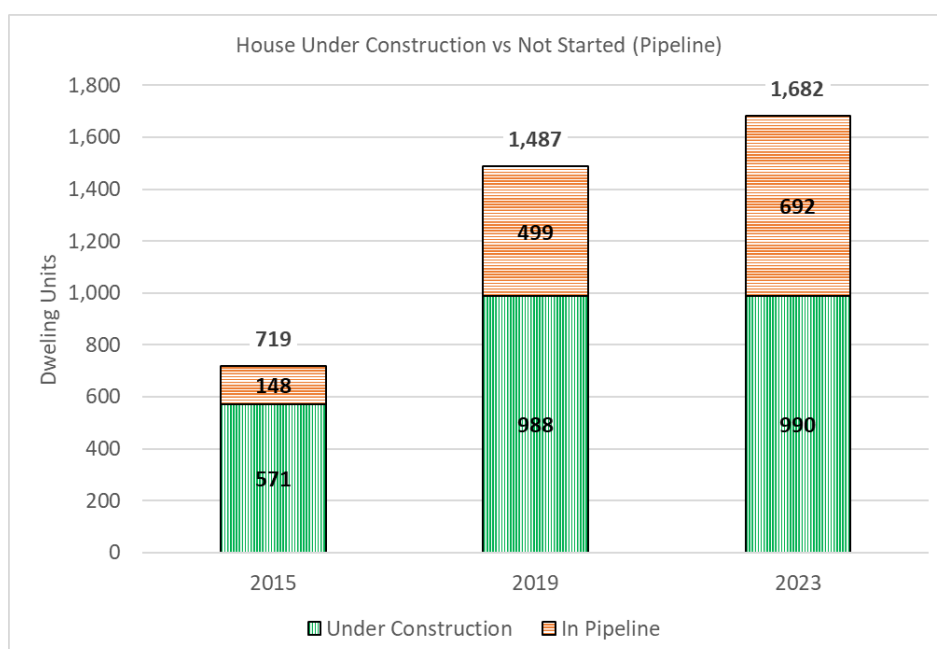
94. The purpose of this section is to provide Elected Members with easily accessible strategic data and insights that enhance decision-making and give a better understanding of the type of information available in the Commercial and Analytics Unit.

Hamilton's residential construction sector

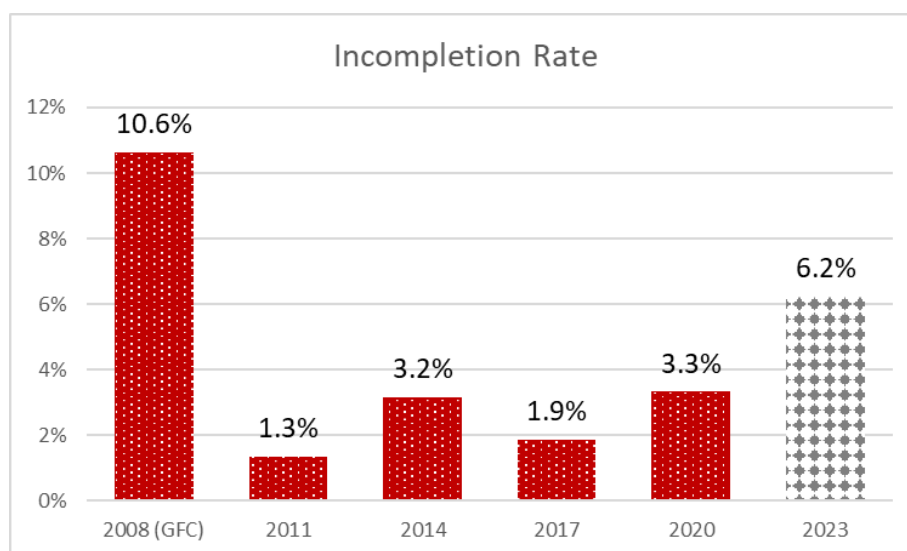
95. This item is part one of the three-part series on housing in Hamilton, which is aimed at providing insights into our residential construction sector.
96. Council's Building Control Unit collects detailed data during the consenting process. The following information uses data from building consents, building inspections and code compliance certification.
97. Council's Building Control Unit oversees the construction through a set of required building inspections before issuing a code compliance certificate (CCC) when the dwelling is completed. We can track the time from when a building consent is granted to when a CCC is issued. We refer to this as 'construction time.'
98. The following graph compares the median construction time for attached and detached dwellings across three time points. Attached dwellings tend to be duplexes and townhouses and have been predominantly built in infill areas. In contrast, detached houses, also known as standalone homes, are common in greenfield areas and are often presold house and land packages.



99. Attached dwellings typically take longer to complete, but they also tend to be more complex builds with multiple dwellings on a single consent. Construction time overall has increased since 2015, which reflects the increased size and complexity of developments, the high demand on the construction sector, supply constraints, labour shortages, and increased council workload.
100. In 2022 and 2023 we also saw an increase in the time from when a consent was granted to when construction began (and a first inspection was undertaken). This was likely a result of the uncertainty in the economy and the housing market which saw housing demand and sales prices fall significantly. Developers are waiting for the market to turn before pushing their projects forward. A similar pattern was seen following the 2008 Global Financial Crisis (GFC).
101. The following graph shows the number of houses under construction and the number that have been consented but have not started (in pipeline). The pipeline has increased over the past 12 months with 780 dwellings in the pipeline in May 2024. While this does show a fall in confidence, the positive side is that these projects are consented and ready to start as soon as market conditions improve.



102. Based on historical completion data, we estimate that Hamilton's residential construction sector has capacity to have about 1,100 houses under construction at any given time. We would also estimate that Hamilton's construction sector has the capacity to deliver about 1,400 to 1,500 new homes each year.
103. The Building Act 2004 requires all building work to be completed within two years of receiving building consent. Building consents that do not receive a CCC within two years are deemed to be incomplete or, in other words, abandoned. The incompleteness rate would be around 3% in a normal year.
104. The following graph shows the percentage of the houses with building consent granted that have never received CCC. A three-year window has been allowed before reporting on the incompleteness rate to allow for the two-year window to close and for data to be updated.
105. In 2008, there were 489 houses granted in the building consent and 52 of them were never completed most likely as a result of the GFC. In 2023, 1,222 houses were granted in the building consent, and we estimate that 80 houses may not get completed, an incompleteness rate of 6.2%.



106. These datasets show the pressure on Hamilton's residential construction sector. While the Reserve Bank maintains the fight on inflation and keeps the Official Cash Rate (OCR) high, it will smother house price growth and the construction sector will continue to face feasibility challenges.
107. These challenges are not unprecedented, but it has been some time since the construction sector faced a downturn. Once the economic restrictions loosen and feasibility improves, we expect the construction sector to push ahead with many of these projects.

How Council uses this information

108. The data sets presented here are used for a variety of operational purposes and to support strategic decision-making. The below are some examples:
- i. Workforce planning
 - ii. Revenue forecasts
 - iii. Commercial feasibility modelling
 - iv. Growth projections and growth analysis
 - v. Capacity modelling for District Plan changes
 - vi. DC Policy analysis
 - vii. Housing supply assessments.

109. Most of our consenting data, as well as economic data and reporting, is available on council's website [here](#). This data is to help our community and businesses gain a better understanding of Hamilton's growth and economy.

OTHER

Development Contributions (DC) remission quarterly report

110. All remissions in this report have been determined in accordance with the DC Policy and delegated authority.
111. All DC amounts in this report are exclusive of GST.

Remissions

112. Across Q3 2024, one DC remission was approved with a total value of \$133,761 (see **Attachment 7**). This was a social housing remission.
113. DC remissions are calculated by individual activity components. The table below shows the dollars and percentages of the total remissions granted attributed to each DC activity.

REMISSIONS Q3 AND Q4 2024						
	Water	Wastewater	Stormwater	Transport	Community	Reserves
Remitted \$ per activity	\$ 42,271	\$ 64,655	\$ 20,161	\$ -	\$ 1,166	\$ 5,508
% of total remitted \$	32%	48%	15%	0%	< 1%	4%

Financial Considerations - *Whaiwhakaaro Puutea*

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

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

115. Staff confirm that this matter complies with Council's legal and policy requirements.
116. 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*

117. 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').
118. 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

119. 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.

Economic

120. 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.

Environmental

121. 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.

Cultural

122. Cultural wellbeing is enabled by projects that acknowledge and support their local communities' shared cultural attributes.

Risks - *Tuuraru*

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

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

124. 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 - Regional Spatial Planning presentation - 6 May 2024 Waikato Mayoral Forum

Attachment 2 - Central City Development Activity Map

Attachment 3 - Rotokauri-northwest Development Activity Map

Attachment 4 - Ruakura Development Activity Map

Attachment 5 - Peacocke Development Activity Map

Attachment 6 - Rototuna Development Activity Map

Attachment 7 - 2024 Q3 Remissions Report

Regional Spatial Planning

Waikato Mayoral Forum

6 May 2024 (v2)

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Regional Spatial Planning

- Conversation started under the RM reforms of the previous government
 - Prescriptive process
 - 5-10years (RSS – NBE Plans)
- Things have changed, but we see real value in continuing to develop the regional spatial picture
 - Made up of many pictures, local, sub-regional, regional, inter-regional
 - Intricately linked to other key documents – transport, regional economic development
- Reframed for relevance to region and resourcing available
 - Focus on deliverable over the next 12 months
 - Initial work to lay the foundation for the bigger conversations

WRC 2024-2034 LTP

➤ Mahere whaitua ā-rohe Regional spatial planning

We're taking the first step towards a spatial plan for the whole region.

The goal of a spatial plan is to provide a strategic approach to planning that coordinates policies across local boundaries to enable greater efficiencies, ensuring that development is sustainable, balanced and meets the needs of the region. It also identifies the potential for each part of the region and the needs to be satisfied to achieve that potential.

Taking a strategic spatial approach will allow us to make better informed decisions and smarter investments

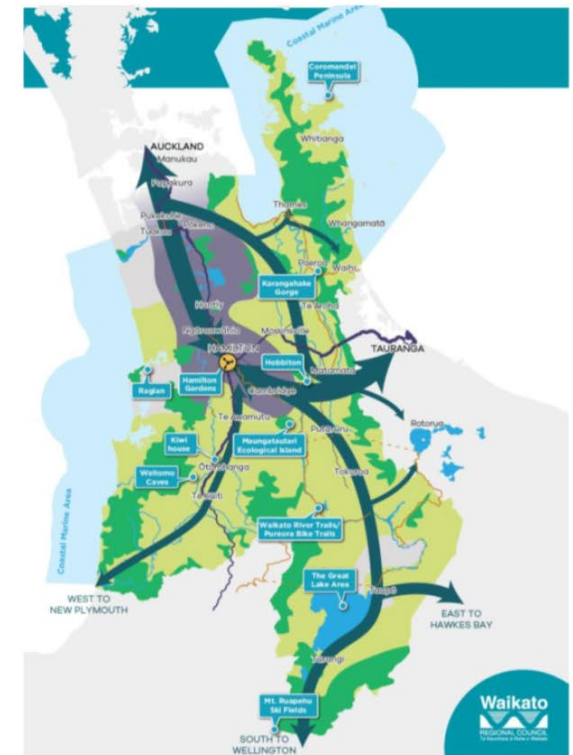
to improve the wellbeing of our communities and environment.

We'll be pulling together a cross-section of people to get an integrated view of the region, encompassing things like housing, transportation, climate change impacts, economic development, environmental and culture aspirations, health, infrastructure, and more.

Ultimately, we intend to spatially represent this understanding by mapping out the desired future state of the region and how we might get there.

This will help to ensure a good quality of life for our communities, sustainable development, efficient provision of infrastructure and services needed to service growth, and adequate land supply for future residential, commercial and industrial development. By improving efficiencies, we help to save money.

This mahi (work) will cost \$1 million over four years, with the project funded from prior year surplus for the first two years (\$500,000) and then through general rates for the next two years (\$500,000).



Why is this regionally important

- provide more effectively for future prosperity, set long-term objectives while responding to external factors
- Able to be more proactive and understand where discussions on opportunities and trade-offs may need to be had
- Balancing short term considerations and long term resilience
- Opportunity for all to be aware of regional investment priorities and understand how these may impact (positively or negatively) locally
- Ultimately to have better connected and thriving communities, improved wellbeing and better prepared to respond to change (however this may manifest itself)
- Enable forecasting and scenario building/running

An integrated spatial view of the Waikato

We have many separate component parts that don't talk to one another, we need a more integrated and joined up view

Regional Spatial Strategy – vision of where we want to get to and what we should focus on to get there

Why and what - our regional approach

Regional Spatial Plan – spatial expression/representation of spatial strategy

How and where - what it looks like on the ground

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

Not starting from scratch

Strategic information

- Key strategic pieces of work that require a refresh
 - Economic profile (WREDS)
 - Demography
 - Labour markets
 - Infrastructure inventory

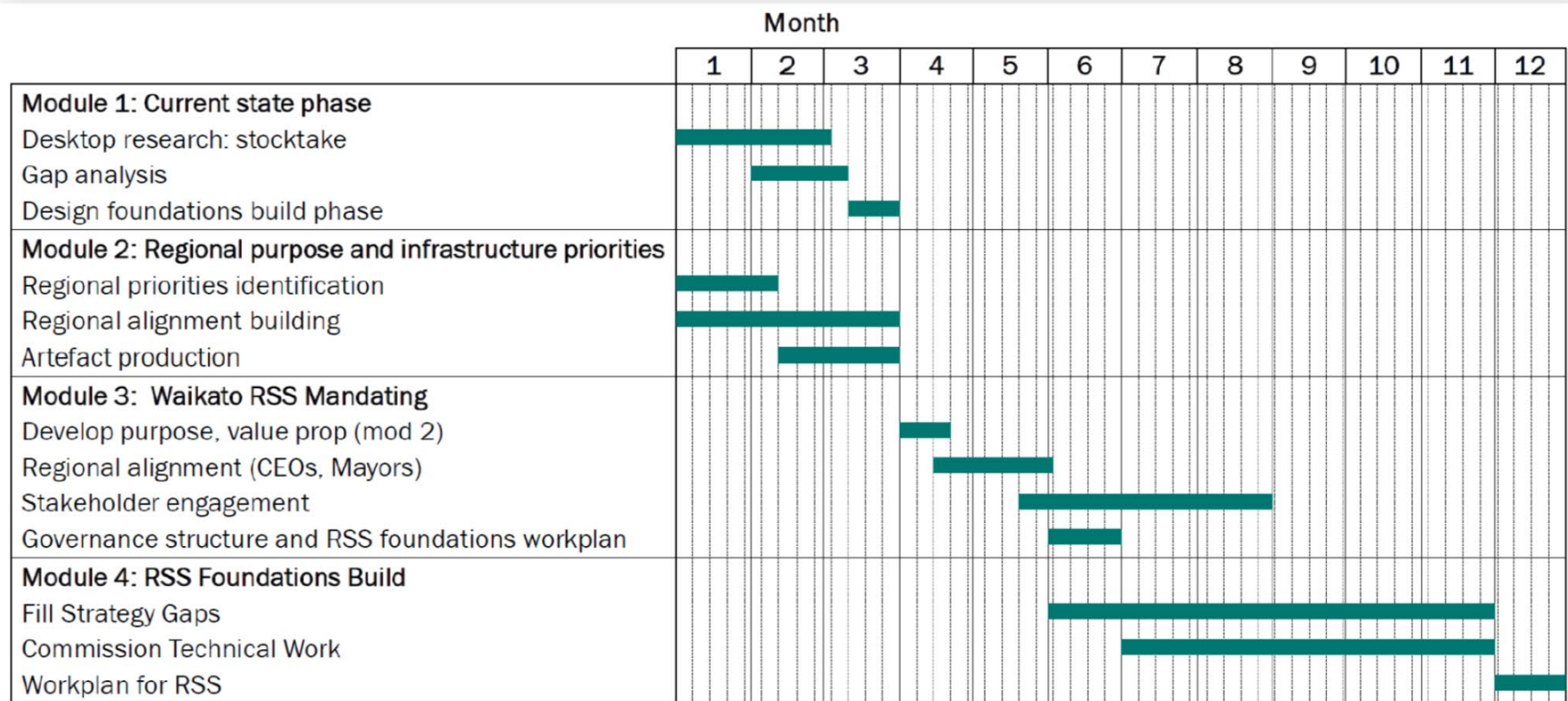
Spatial information

- Key spatial information exists at many levels – community, local, sub-regional, regional, inter-regional, national
- Process of pulling this altogether and making sense of it

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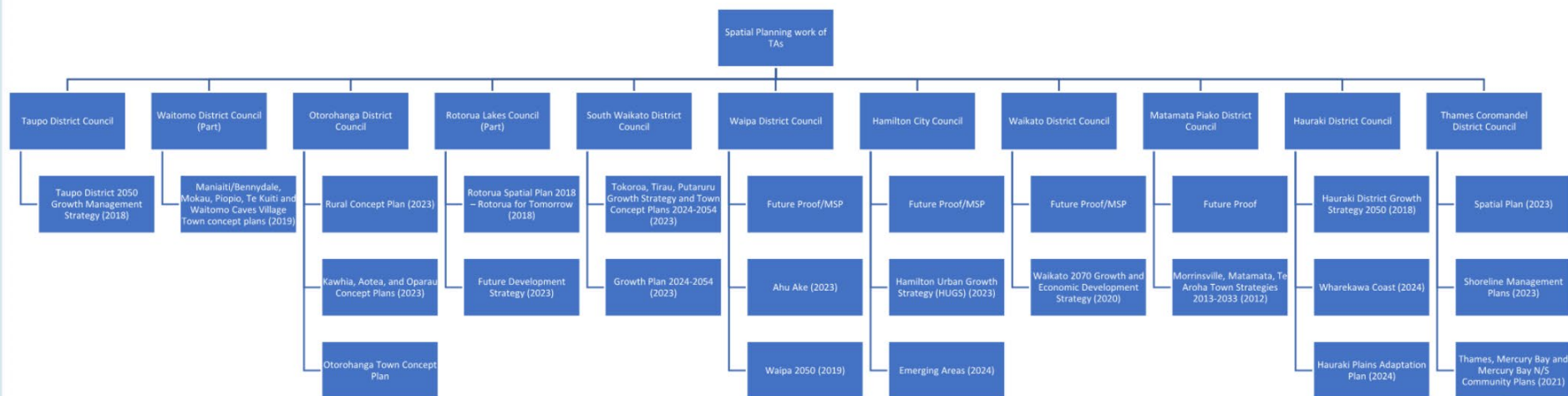


Preliminary scoping of project parts



Foundation information - overview of spatial planning work of TAs

Item 10

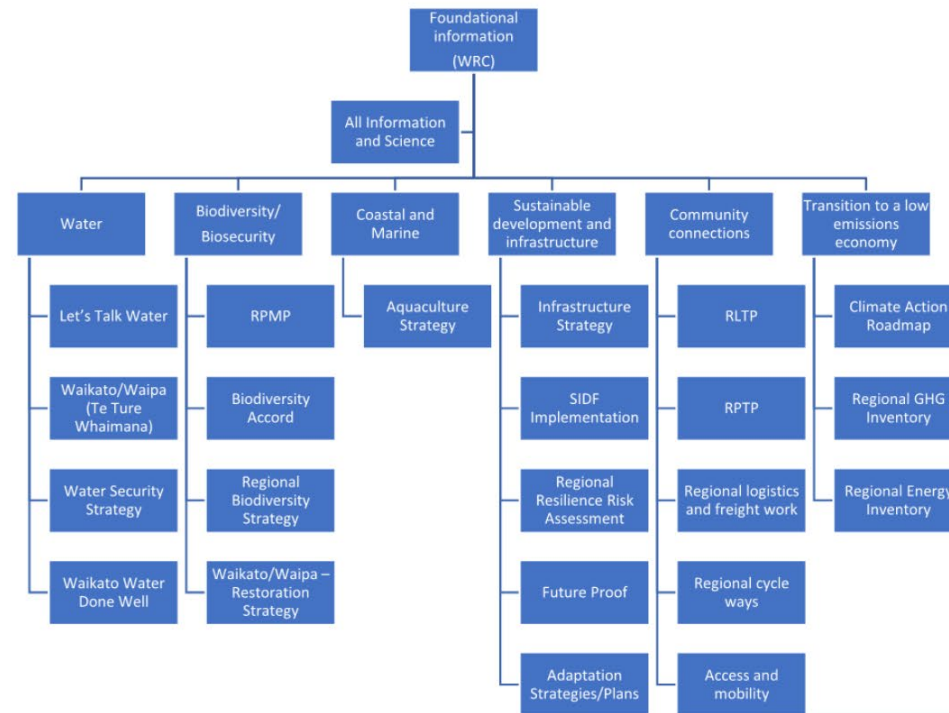


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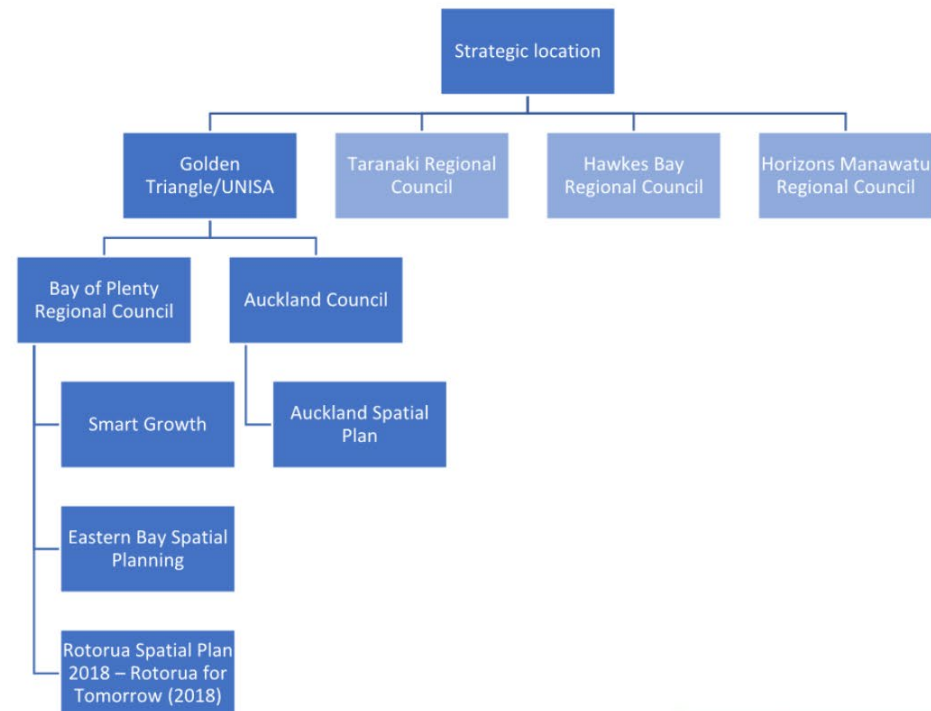
Attachment 1

Foundation information - key WRC strategies and projects



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Foundation Information – Inter-regional



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Waikato
REGIONAL COUNCIL
Te Kaunihera ā Rohe o Waikato

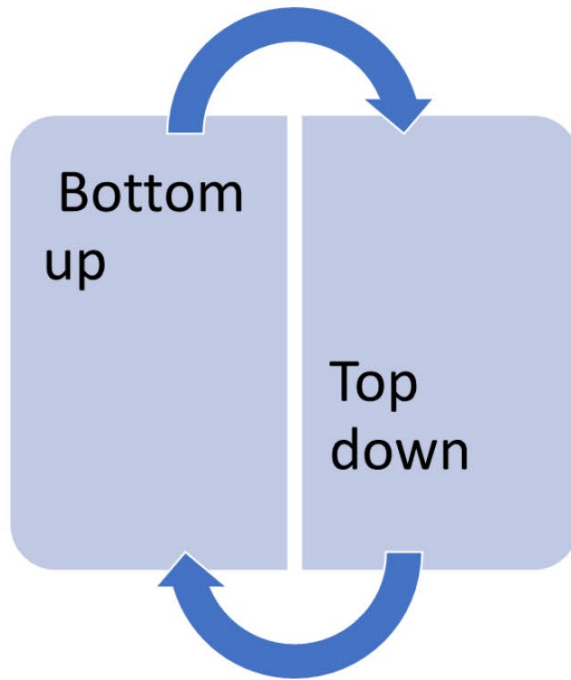
Partnering for success

- Need to be strategic about who the other partners are to add into the project, and do this in the most efficient way
- Important to understand who and when to bring others along
- Needs to be when there is something tangible needed, or to be discussed, not just for the sake of a meeting
- Iwi partners - a given, but will need to see value or participating
- Central government are key – being mindful of who and when
- Those who add value to our community infrastructure (ie Sport Waikato)
- Business and commercial interests – at a local, regional, and national level

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Regional view – localism + regionalism



Item 10

Attachment 1

Regional Connectivity

The Waikato's role in the Upper North Island

The Waikato is a strong inter-regional hub strategically located between two major ports. 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, Iwi 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 42% 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



Top five regionally significant activities

- 1 SH Bull Point/Te Pōporo
- 2 Coromandel Hauraki Resilience Rebuild
- 3 Coromandel Bypass
- 4 SH1 Cambridge to Piarere
- 5 Metro Spatial Plan Activities

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 \$400m 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.



Economy

The region's economic story is one of potential opportunities. A well-defined mission can leverage Waikato's existing strengths in IT and agriculture while fostering the development of tourism and service exports. This will position the region for a future of sustainable economic growth and diversification.

Top five regionally significant activities

Opportunities	Challenges
Expanding service export sector	Image and branding
Amenities and natural assets	Skills constraints
Connectivity to the upper north	Environmental limits
Leveraging Māori development	Perceptions of the business environment and support

Industries with comparative advantage

- Aquaculture
- Basic ferrous metal products manufacturing
- Seafood processing
- Scenic & sightseeing transport
- Waste treatment, remediation, & disposal services
- Nonmetallic mineral mining and quarrying
- Poultry farming
- Crop growing
- Mushroom & vegetable growing
- Sugar & confectionary manufacturing
- Basic non-ferrous metal products manufacturing
- Metal container manufacturing
- Motor vehicle & motor vehicle part manufacturing
- On selling electricity & electricity market operations
- Horse & dog racing activities
- Crop growing
- Converted paper product manufacturing
- Livestock farming
- Dairy product manufacturing
- Agriculture
- Wood product manufacturing
- Public order, safety and regulatory services
- Waste collection, treatment and disposal services
- Road transport
- Metal ore mining
- Nonmetallic mineral mining & quarrying
- Hunting & trapping
- Mining
- Retail commission-based buying & selling
- Dairy cattle farming
- Log sawmilling & timber dressing
- Other non-metallic mineral mining & quarrying
- Specialised machinery & equipment manufacturing
- Agriculture
- Mining support services
- Electricity generation
- Exploration
- Forestry support services
- Forestry & logging
- MT. Ruapehu Ski Fields
- Pulp, paper & paperboard manufacturing
- Pulp, paper & converted paper product manufacturing
- Log sawmilling & timber dressing
- Poultry farming
- Wood product manufacturing
- Agriculture, forestry & fishing support services
- Forestry & logging
- Wood product manufacturing
- Agriculture
- Food product manufacturing

Employment growth over last 10 years

2.5% Waikato, 2.3% Nationally

UNEMPLOYMENT AS AT MARCH 2023

3.7% Waikato, 3.3% Nationally

GDP PER CAPITA

\$63,367 Waikato, \$70,796 NZ

WAIKATO PRODUCTIVITY

9% Annual GDP growth, 98% National average

REAL GDP GROWTH

2.7% Waikato, 2.9% NZ

WAIKATO HOUSEHOLD INCOME

94% NATIONAL MEDIAN 2023

Income and Unemployment rates in districts in the Waikato region

District	Mean individual annual earnings (\$000)	Unemployment rate (%)
Hamilton	75	3.5
Waikato	70	3.5
Thames-Coromandel	65	3.5
Hauraki	60	3.5
Manukau	55	3.5
Papakura	50	3.5
Waitakere	45	3.5
North Shore	40	3.5
Central Auckland	35	3.5
South Auckland	30	3.5
Waikato	25	3.5
Tairāhiti	20	3.5

Contribution to the GDP by broad sector 2023

Broad Sector	Waikato Region (%)	New Zealand (%)
Primary industries	15	10
Manufacturing and construction	25	15
Wholesale and retail trade	20	15
Accommodation and food services	25	15
Health and social work	20	15
Other services	15	10

Key nationally significant tourism destinations

Key regionally significant tourism destinations

Tourism flow

Airport

Port

Waikato Regional Council

10 Auckland & North & South

Simplified approach



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Linkage to 'other' funding discussions (Regional deals, Regional Infrastructure Fund, Fast Track Approvals)

- Accept that central government funding processes have a life of their own, this project respects that and does not try to capture or constrain that
- Would ask that TAs and WRC share what conversations are that they are having so that we can capture the projects/concepts now
- Build up a regional inventory of these – accept that in 2024 the best that we can do is build a coordinated picture (spatially) of concepts, requests, successful projects
- Developing a regional spatial view will ensure that we have something more cogent and robust for 'next round'

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Key messages going forward

- Acknowledgement that WRC will advance an 'integrated foundation' for regional spatial planning for the Waikato
- Will do this in a streamlined modular approach
- Opportunity to contribute insights on scope, critical success factors, possible outputs
- Will need to tap into local knowledge through your teams for key steps along the way
- Will keep CEs and Mayoral Forum informed

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Discussion

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CONNECT
WITH
US



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ourwaikato



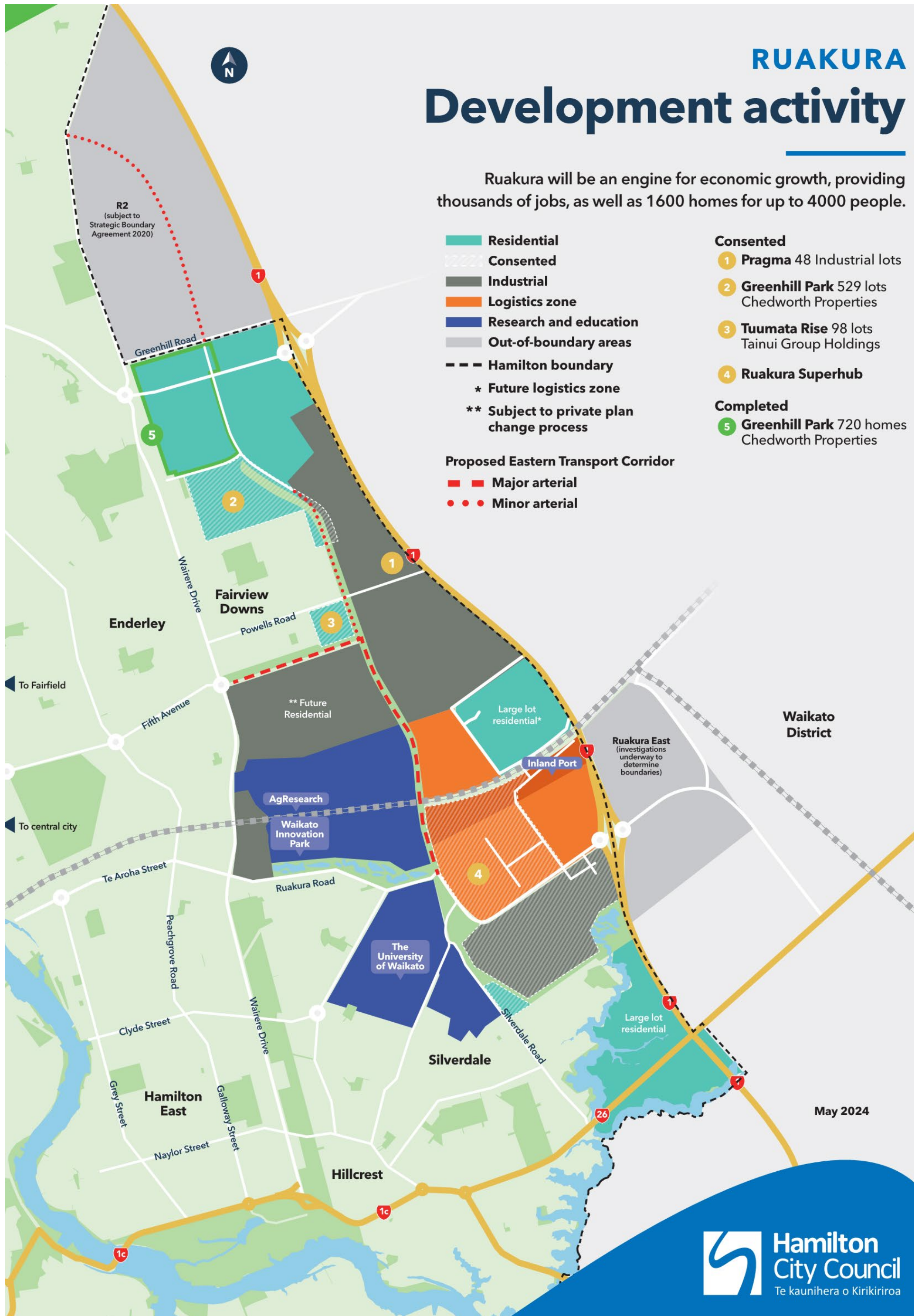
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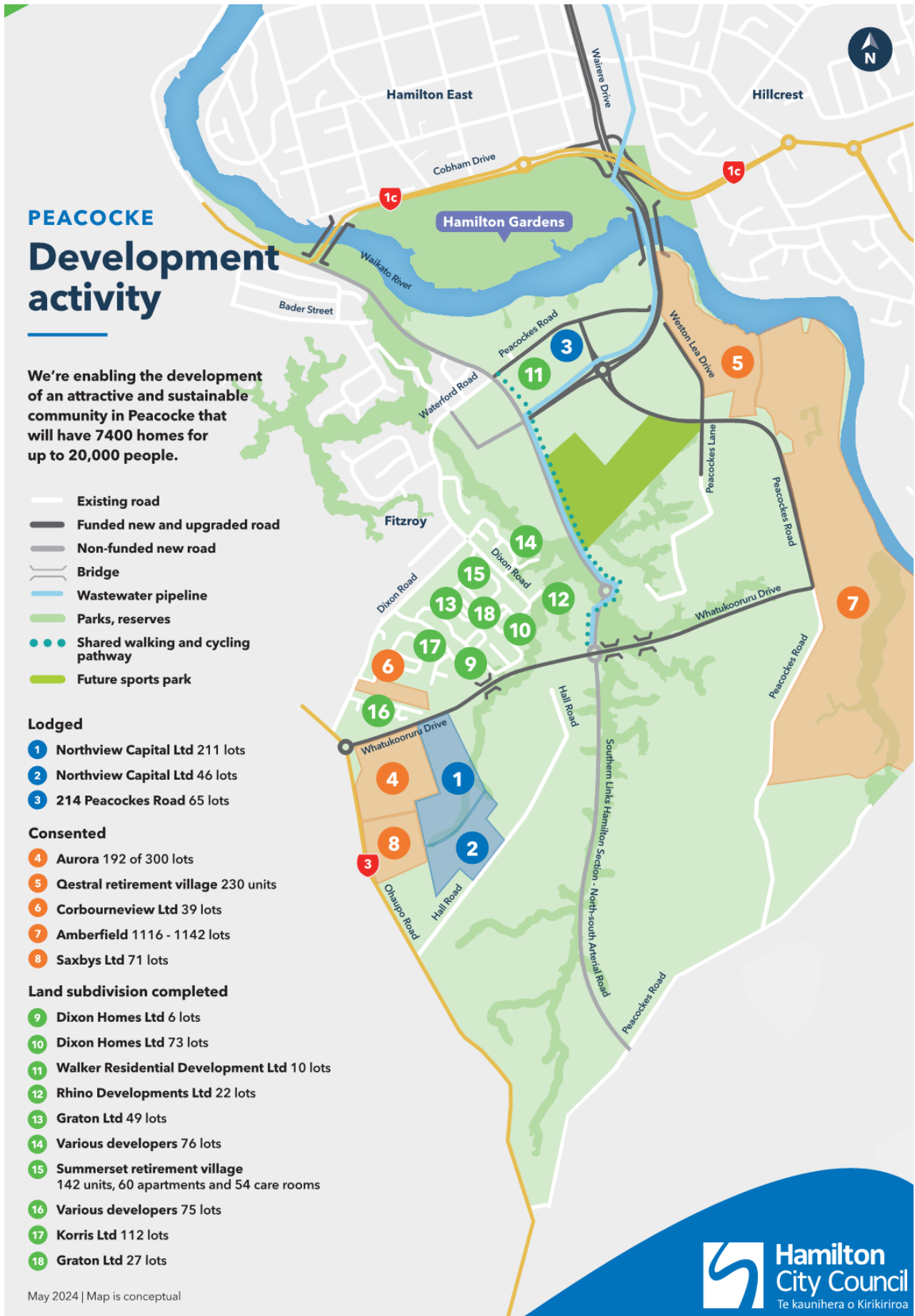


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Attachment 1: 2024 Q3 Remissions Report

Address	Developer	Development description	Consent Number	Amount remitted (\$ excl. GST)												Remission granted
				Applicable policy	Original DC assessment	Water	Wastewater	Stormwater	Transport	Community	Reserves	Final DC assessment				
51 Rifle Range Road	Te Runanga o Kirikiriroa	Proposal to demolish an existing building and construct a Managed Care Facility, comprised of 24 residential units.	010.2022.00012183.001	2021/2022	\$ 133,761	\$ 42,271	\$ 64,655	\$ 20,161	\$ -	\$ 1,166	\$ 5,508	\$ -	\$ -	133,761		
					\$ 133,761	\$ 42,271	\$ 64,655	\$ 20,161	\$ -	\$ 1,166	\$ 5,508	\$ -	\$ -	133,761		

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 11 April 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		

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

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