

## Notice of Meeting:

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

**Date:** Thursday 18 June 2020  
**Time:** 10.00am  
**Meeting Room:** Council Chamber  
**Venue:** Municipal Building, Garden Place, Hamilton

Richard Briggs  
Chief Executive

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## Strategic Growth Committee *Komiti Rautaki Whakatupu* OPEN AGENDA

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### Membership

|                    |                       |
|--------------------|-----------------------|
| Chairperson        | Cr D Macpherson       |
| Deputy Chairperson | Cr R Hamilton         |
| Members            | Mayor P Southgate     |
|                    | Deputy Mayor G Taylor |
|                    | Cr M Bunting          |
|                    | Cr M Forsyth          |
|                    | Cr M Gallagher        |
|                    | Cr K Naidoo-Rauf      |
|                    | Cr A O'Leary          |
|                    | Cr R Pascoe           |
|                    | Cr S Thomson          |
|                    | Cr M van Oosten       |
|                    | Cr E Wilson           |
|                    | Maangai J Whetu       |
|                    | Maangai O Te Ua       |

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

**Meeting Frequency:** Six weekly

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Becca Brooke  
Governance Manager  
*Menetia Mana Whakahaere*  
**10 June 2020**  
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## Purpose

The Strategic Growth Committee is responsible for:

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

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

### Terms of Reference:

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

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

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

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

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

**Recommendatory Oversight of Policies and Bylaws:**

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

<sup>1</sup> Unfunded Growth Projects are defined in the Growth Funding Policy as:

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

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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 6727.

# Council Report

**Committee:** Strategic Growth Committee      **Date:** 18 June 2020  
**Author:** Rebecca Watson      **Authoriser:** Amy Viggers  
**Position:** Governance Advisor      **Position:** Governance Team Leader  
**Report Name:** Confirmation of the Open Strategic Growth Committee Minutes - 14 May 2020

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

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

That the Committee confirm the Open Minutes of the Strategic Growth Committee meeting held on 14 May 2020 as a true and correct record.

## Attachments - *Ngaa taapirihanga*

Attachment 1 - Strategic Growth Committee Open Minutes - 14 May 2020.

## Strategic Growth Committee

### OPEN MINUTES

Minutes of a meeting of the Strategic Growth Committee held via an Audio Visual Link on Thursday 14 May 2020 at 10.01am.

#### PRESENT

|                    |                       |
|--------------------|-----------------------|
| Chairperson        | Cr D Macpherson       |
| Deputy Chairperson | Cr R Hamilton         |
| Members            | Mayor P Southgate     |
|                    | Deputy Mayor G Taylor |
|                    | Cr M Bunting          |
|                    | Cr M Gallagher        |
|                    | Cr K Naidoo-Rauf      |
|                    | Cr A O'Leary          |
|                    | Cr R Pascoe           |
|                    | Cr S Thomson          |
|                    | Cr M van Oosten       |
|                    | Cr E Wilson           |
|                    | Maangai J Whetu       |

|               |  |
|---------------|--|
| In Attendance | Jen Baird – General Manager City Growth                        |
|               | Chris Allen – General Manager Development                      |
|               | Eeva-Liisa Wright – General Manager Infrastructure Operations  |
|               | Blair Bowcott – Executive Director Special Projects            |
|               | Andrew Parsons - Strategic Development Manager                 |
|               | Jackie Colliar - Strategic Manager - Infrastructure            |
|               | Luke O'Dwyer - City Planning Manager                           |
|               | Lucie Robinson - Project Manager                               |
|               | Karen Saunders - Growth Programmes Manager                     |
|               | James Clarke – Director of the Mayor's Office                  |
|               | Greg Carstens - Growth, Funding and Analytics Unit Manager     |
|               | Melissa Clark - Strategic Transport Manager                    |
|               | Robyn Denton – Network Use and Operations Manager              |
|               | Amanda Hema – Senior Project Manager, Waikato Regional Council |

|                  |                                      |
|------------------|--------------------------------------|
| Governance Staff | Amy Viggers – Governance Team Leader |
|                  | Rebecca Watson – Governance Advisor  |

#### 1. Apologies

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

That the apologies for lateness from Mayor Southgate, Cr O'Leary and for absence from Cr Forsyth are accepted.

## 2. Confirmation of Agenda

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

That the agenda is confirmed noting the following:

- a) that the late item 11(Chair's Report) be accepted and taken following item 5 (Confirmation of Open Minutes – 13 February 2020). This item was late to enable timely information to be included;
- b) that the late item 13 (Future Proof Update) be accepted and taken following item 9 (Infrastructure Funding and Finance Workstream Update). This item is late due to the timing of information received by staff;
- c) that the late item 12 (Hamilton Waikato Metro Area Waste Water Project Hamilton Waikato Metro Area Waste Water Project) be accepted and taken following Item 13 (Future Proof Update). This item is late due to the timing of information received by staff.

## 3. Declarations of Interest

No members of the Committee declared a Conflict of Interest.

## 4. Public Forum

No members of the public wished to speak.

## 5. Confirmation of the Open Strategic Growth Committee Minutes - 13 February 2020

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

That the Committee confirm the Open Minutes of the Strategic Growth Committee meeting held on 13 February 2020 as a true and correct record.

*Item 11 (Strategic Growth Committee Chairs Report - 13 February 2020) was taken following item 5 (Confirmation of the Open Strategic Growth Committee Minutes - 13 February 2020) at the request of the Chair.*

## 11. Strategic Growth Committee Chairs Report - 13 February 2020

The Chair spoke to his report and responded to questions from Committee Members concerning staff workloads and mechanisms for discussion of agenda items.

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

That the Strategic Growth Committee receives the report.

## 6. General Manager's Report

The report was taken in parts.

The General Manager City Growth spoke to the report, providing Committee Members with an overview of projects.

The Executive Director Special Projects spoke to the report sections concerning Waikato Plan, Mayoral Forum and cross boundary discussions. Staff responded to questions from Committee Members concerning the economic stimulus package, focus on employment in the mayoral forum, climate action plan, and the proposed inland port project.

Mayor Southgate provided an overview of recent discussions as part of UNISA.

**Staff Action:** Staff undertook to provide a scope of the Streetscape Policy to Elected Members.

**Staff Action:** Staff undertook to circulate a brief history of the Waikato Plan, including information concerning public funding to Elected Members.

**Resolved:** (Cr Macpherson/Cr O'Leary)

That the Strategic Growth Committee;

- a) receives the report; and
- b) approves the review of the Gateways Policy be delegated to the Infrastructure Operations Committee, to be considered in conjunction with the Streetscape Beautification and Verge Maintenance Policy

*Mayor Southgate joined the meeting (10.34am) during the above item. She was present when the matter was voted on.*

*Cr O'Leary joined the meeting (10.37am) during the above item. She was present when the matter was voted on.*

## 7. Ruakura Road Transport Corridors

The report was taken as read.

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

That the Strategic Growth Committee:

- a) receives the report;
- b) requests staff to organise a briefing to discuss the macroscope prior to the next Strategic Growth Committee; and
- c) requests staff to bring the report back to the 18 June 2020 Strategic Growth Committee seeking approval of the macroscope.

## 8. Hamilton City Council's Draft 1 Submissions to the draft Government Policy Statement on Land Transport 2021 and the draft New Zealand Rail Plan

The General Manager Development spoke to the report, and provided Committee Members with an overview of further changes that had been made to the submission to strengthen feedback received concerning rail.

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

That the Strategic Growth Committee:

- a) receives the report;
- b) approves Hamilton City Council's **Draft 2** submission (Attachment 1) to the *draft Government Policy Statement on Land Transport 2021* subject to the following additions (noting minor submission wording changes required to accommodate additions):
  - i. "HCC is concerned that the amount of funding allocated to the Walking and Cycling Improvements activity class is inadequate and does not align with the strategic direction of the draft GPS, including supporting better travel choices. The current draft proposes allocating approximately 2% of funding to walking and cycling. Consideration needs to be given to significantly increasing the share of the transport budget that is allocated to Walking and Cycling Improvements. Without a step

change in the way the transport budget allocated, it is unlikely that cities such as Hamilton will be able to achieve significant mode shift”.; and

ii. “HCC further notes that increasing the funding assistance rates for Walking and Cycling Improvements would both encourage and assist cities to invest in mode shift. HCC asks that the Ministry and NZTA give consideration to increasing funding assistance rates for walking and cycling projects and ensure that the GPS funding allocation accounts for this.”

- c) approves Hamilton City Councils **Draft 2** submission (Attachment 2) to the draft New Zealand Rail Plan subject to the addition of a request for the Minister to name by Gazette the Waikato Regional Land Transport Committee as a named Committee for the purposes of the Land Transport (Rail) Legislation Bill; and
- d) notes that following the Strategic Growth Committee’s approval of the draft submissions, the final submissions be sent to the Ministry of Transport by 15 May 2020 (noting that the Ministry of Transport has provided HCC an extension to the official 11 May submission closing date through to 15 May 2020).

**The meeting adjourned 11.33am to 11.46am.**

## 9. Infrastructure Funding and Financing (IFF) Workstream Update

The Project Manager spoke to the report, and provided Committee Members with an overview of current Infrastructure Funding and Financing project work. Staff responded to questions from Committee Members concerning potential impact of Infrastructure Funding and Financing on section prices, Elected Member involvement in risk workshop and potential solutions to identified risks, Development Contribution charges, knowledge of the Structure Plan, impact of Government shovel ready projects and use of Infrastructure Funding and Financing for brown fields developments.

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

That the Strategic Growth Committee:

- a) receives the report;
- b) notes that the Infrastructure Funding and Financing workstream is still a high priority for Government despite the COVID-19 outbreak and there has been no significant delay to the proposed anticipated enactment date of the Infrastructure Funding and Financing legislation;
- c) notes that the Rotokauri Detailed Business Case is still being progressed but that other opportunities for the Infrastructure Funding and Financing model may be explored when the economic stimulus packages put forward by Council have been considered by the Government;
- d) approves the continued development of the Detailed Business Case for Rotokauri Stage 1, as referred to in points 25-28 of this report; and
- e) requests staff to report back at the completion of the Detailed Business Case for Rotokauri no later than the end of Quarter 3 2020 (September 2020), noting that these timeframes may be affected by COVID-19, but that the Council will be kept fully informed of any changes to key milestones or deliverables.

*Item 13 (Future Proof Update) was taken following item 9 (Infrastructure Funding and Financing (IFF) Workstream Update) to accommodate availability.*

## 13. Future Proof Update

The City Planning Manager spoke to the report, and provided an overview of the Hamilton Waikato Metro Spatial Plan.

**Resolved:** (Cr Macpherson/Mayor Southgate)

That the Strategic Growth Committee:

- a) receives the report; and
- b) endorses the direction and approach as outlined for the Hamilton-Waikato Metropolitan Spatial Plan (and subsequent transport investigations) and the Waikato Sub-Regional Three-Waters Project contained in this report and its attachments;
- c) notes that the Chair consults with the Mayor to provide opportunities for Elected Member discussion of, and decision-making around details within the Metro Spatial Plan and related work.

**The meeting adjourned 1.00pm to 1.46pm.**

## **12. Hamilton-Waikato Metro Area Wastewater Project (Recommendation to Council)**

The Strategic Manager Infrastructure spoke to the report, and provided an overview of Hamilton-Waikato sub-regional project, noting that a governance group was being established. Staff responded to questions from Committee Members concerning percentage of contribution of funds by Hamilton City Council, energy and carbon neutrality as part of the project, buy in from other councils, and discharge methods and locations into the river and waterways.

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

1. That the Strategic Growth Committee receives the report.
2. That the Strategic Growth Committee recommends to Council:
  - a) that authority is delegated to the Chief Executive to commit up to \$660,000 (based on 50% contribution) to deliver the detailed business case for the Southern Metro Wastewater solution in partnership with neighbouring local authorities;
  - b) notes that operating budget availability in FY19/20 will be used to fund the HCC financial contribution and unspent 2019/20 budget will be transferred across into the FY20/21 Annual Plan using the Chief Executive annual plan submission process;
  - c) that authority is delegated to the Chief Executive to determine the timing of the detailed business case for the Northern Metro Wastewater Solution and a funding plan for that work and report back to the Strategic Growth Committee;
  - d) approves the governance structure and roles and responsibilities described in the Hamilton-Waikato Metro Wastewater Project Terms of Reference;
  - e) approves the current Future Proof representatives as the governance group representatives for HCC (currently the Mayor and Chair of the Strategic Growth Committee); and
  - f) delegates authority to the HCC governance group representatives to approve the terms of reference upon establishment of the governance group and including amendments resulting from feedback from other partners.

## **10. Resolution to Exclude the Public**

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

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

The following motion is submitted for consideration:

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

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

| General subject of each matter to be considered   | Reasons for passing this resolution in relation to each matter  | Ground(s) under section 48(1) for the passing of this resolution |
|---|---|--|
| C1. Confirmation of the Public Excluded Strategic Growth Committee Minutes - 13 February 2020 | ) Good reason to withhold<br>) information exists under<br>) Section 7 Local Government<br>) Official Information and<br>) Meetings Act 1987<br>) | Section 48(1)(a)   |
| C2. Rotokauri Detailed Business Case (IFF)  | )   |  |

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) |

**The meeting went into a public excluded session at 2.36pm.**

**The meeting was declared closed at 2.57pm.**



# Council Report

Item 6

**Committee:** Strategic Growth Committee

**Date:** 18 June 2020

**Author:** Rebecca Watson

**Authoriser:** Amy Viggers

**Position:** Governance Advisor

**Position:** Governance Team Leader

**Report Name:** Chair's Report - 18 June 2020

|               |      |
|---------------|------|
| Report Status | Open |
|---------------|------|

## Recommendation - *Tuutohu*

1. That the Strategic Growth Committee receives the report.

## Attachments - *Ngaa taapirihanga*

Attachment 1 - Strategic Growth Committee Chair's Report - 18 June 2020 .



## Chair's Report

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The Covid-19 lockdown, and related issues, has led to major economic, social and financial upheavals and uncertainty, as we all know. In the Strategic Growth area, it is important that we continue to keep an eye on the future, so that the city doesn't repeat the mistakes of a few years ago, and have insufficient developable land, and plans that don't encourage appropriate intensification in existing built areas.

Whatever we do about the immediate situation – and I'm not in favour of cutting budgets, leading to service windbacks and loss of employment and reduction of local economic stimulus – it's vital that we don't lose sight of the need to PLAN for Hamilton's future in a way that allows us to grow efficiently, and in a financially and environmentally sustainable way. Lurching from underspending to catch-up spending in the development scene is inefficient, and costly as land becomes more expensive.

Planners have predicted the population of the Hamilton metro area will grow from the current 250-300k to 500-600k during the Metro Spatial Plan timeframe – I think they are significantly undercooking the population growth over the 100-year period, but even if they're correct, we have a huge amount of planning to do.

We have a large number of 'growth' balls in the air at the moment

- Metro Spatial Plan
- H2A Corridor
- Appropriate 'brownfields' intensification discussions and policy & District Plan changes
- CBD rejuvenation, including residential encouragement
- Mass Transit Plan – for both the Future Proof and built-up areas
- Peacocke Structure Plan revisit
- Boundary changes for identified areas currently in Waikato and Waipa DC areas
- Structure Plans, or at least concept plans, for each of these areas
- Ruakura Inland Port development
- Identification of sufficient land for Industrial development within Metro area
- H2T Corridor
- Infrastructure Funding & Financing, and other arrangements to keep growth-related debt off our books & funded by growth itself

Some of our work in these areas will be supported by central Government, as well as other Councils, TGH and other commercial partners – but there is no doubt that there will be costs for HCC in ensuring that we are 'match ready'. Some of these will be in the Annual Plan area, and others will be in the Long Term Plan area.

### Chair's Recommendation

That the Strategic Growth Committee receives the report.

Councillor Dave Macpherson  
Chair, Strategic Growth Committee  
Hamilton City Council

# Council Report

Item 7

**Committee:** Strategic Growth Committee **Date:** 18 June 2020  
**Author:** Karen Saunders **Authoriser:** Jen Baird  
**Position:** Growth Programmes Manager **Position:** General Manager City Growth  
**Report Name:** Peacocke Programme Update

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

## Purpose - *Take*

1. To inform the Strategic Growth Committee on progress of the Peacocke Programme of work for May 2020 – June 2020.

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

2. That the Strategic Growth Committee:
  - a) receives the report;
  - b) approves the macroscope for the functional form of the major wastewater transfer pump station as shown in **Attachment 2**, noting that the final colour, texture and aesthetic detailing are to be confirmed by Te Haa o te Whenua o Kirikiriroa (THaWK) and the Southern Links Tangata Whenua working group in partnership with the project team; and
  - c) notes that the wastewater transfer pump station is budgeted in the 2018-28 Long Term Plan and is funded by the interest free Housing Infrastructure Fund.

## Executive Summary - *Whakaraapopototanga matua*

3. This is a shorter than usual Peacocke programme update to the Strategic Growth Committee, given that a comprehensive update was recently reported to the Committee on [14 May 2020](#). This report focuses on network infrastructure, Mangakootukutuku ICMP and the Peacocke Plan Change. A comprehensive update, including development activity, will be provided at the next Strategic Growth Committee meeting in August 2020.
4. Overall, the programme is currently still on time for delivery; however, this may change as staff understand more about the impact of the COVID-19 lockdown measures over the coming months. The COVID-19 lockdown may also have some cost implications as highlighted in the risk section of this report. Staff will continue to monitor and report on the impacts to the Strategic Growth Committee.
5. Activities and achievements since the previous report on [14 May 2020](#) include:
  - i. A full review of programme risks and benefits was undertaken in April and May 2020. It was undertaken to assess the risks that may affect the benefits of the programme as the programme moves into a construction phase in the coming months, combined with the

- Peacocke Plan Change (Plan Change 5) and potential disruption arising from the recent Alert Levels 2, 3 and 4. Refer to Peacocke Programme Risks 2020 in **Attachment 5**.
- ii. The land acquisition process is on track. The Council has secured property rights for 26 of the 39 properties within the designation footprint. The 26 properties include 17 by agreement and nine by Proclamation. Of the 15 Section 23 Public Works Act (PWA) notices served, there have been two objections – one from the Shaws and one other requesting total acquisition, which was promptly resolved by agreement. The Shaw objection is scheduled for court-assisted mediation in the week starting 15 June 2020.
  - iii. Elected Members were briefed on the Peacocke Plan Change (Plan Change 5) on 27 May 2020. A copy of the pre-reading material can be found in **Attachment 1**.
  - iv. The network infrastructure programme has been formally accepted into the Green Star Communities Programme. This is a significant achievement and staff believe it is the first of its kind (a growth cell) for New Zealand.
  - v. Staff have engaged with THaWK regarding the Waikato Bat Plan initiative. THaWK supported the concept of the plan and have nominated a representative to be on a steering group which will establish the scope of the work, to understand potential costs involved in preparing the plan.
  - vi. During the lockdown period in April 2020, the Council submitted a proposal for further investment into Peacocke, which looks to connect with the Hamilton Airport. This proposal was shortlisted to the next stage for consideration by the Government and decisions are expected in the coming months. Further information about the Peacocke 'Shovel Ready' proposal can be found [here](#).
6. A focus of the next few months will be looking at new ways to effectively engage our key stakeholders and the community as a result of COVID-19, particularly around the Peacocke Structure Plan and upcoming infrastructure projects.
  7. Overall the programme is running to schedule, in particular:
    - i. The HIF network infrastructure project is either on track or, in the case of the bridge, up to 6 months ahead of programme. Contract award decisions are expected around August 2020 for the bridge, associated transport connections and the wastewater pipeline.
    - ii. Current pre-application discussions and consenting and construction activity total approximately 2300 homes, which is approximately 60% of the projected 10-year developer uptake of 3,750 homes in Peacocke. However, it should be noted that the economic impacts of COVID-19 are likely to affect the timing of this uptake, particularly the timing of construction of housing. This will continue to be monitored over the coming months and staff will provide updates in future Peacocke reports to the Strategic Growth Committee.
    - iii. The Ministry of Education is continuing with securing sites for two new schools in Peacocke and is progressing a review of Melville High and Melville Intermediate schools; consultation dates are yet to be confirmed and are likely to commence in Term 3 (July – September 2020). Staff will advise elected members when and how they can become involved.
    - iv. Positive working relationships continue to be developed with key stakeholders including the Department of Conservation, THaWK, Tangata Whenua Working Group, Waikato-Tainui, the Ministry of Education, The Southern Links Community Liaison Group, Waka Kotahi NZ Transport Agency (NZTA) and key developers and community groups in the area.
  8. Having considered the Significance and Engagement Policy, staff have assessed that the matters in this report have low significance.

## Background - *Kooreo whaimaarama*

9. This is the eighth Peacocke Programme progress report, covering the period May 2020 – June 2020. The previous Peacocke Programme update was presented to the Strategic Growth Committee on [14 May 2020](#) for the period February 2020 – May 2020.
10. The Peacocke Programme financial report as at 31 March 2020 (**Attachment 4**) is included as part of the Capital Portfolio reporting which will resume at the next Finance Committee meeting on 16 June 2020.
11. The programme commenced in July 2018, following Council approval of the Housing Infrastructure Fund (HIF) detailed business case and subsequent adoption in the 2018-28 10-Year Plan. Since then, the Peacocke team has been working on delivery of physical works. In 2018, the Council commenced a programme of investigations, stakeholder engagement, elected member engagement, concept design development and land acquisition work for the projects. Activity during 2019 included continuation of the 2018 activities plus commencement of detailed design, continued property acquisition, and enabling works including diversion of some utility services.
12. Key macroscope approvals were made for transport and wastewater infrastructure from May 2019 – August 2019 and these works are now in the final construction procurement phase.

## Peacocke Programme Vision and Objectives

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

## Discussion - *Matapaki*

### Item 7

#### Peacocke District Plan Change

18. Plan Change 5, which will refresh the Peacocke Structure Plan, is a public policy process where elected members have the final say. Only the Council can resolve to notify a plan change to formally initiate RMA processes that are essential for altering the planning provisions in Peacocke. Therefore, it is important that elected members are briefed in a timely and detailed manner to not only understand the key opportunities and risks associated with the project, but to feel a level of comfort and ownership with what is occurring, given their unique political role in the process.
19. The review of the Peacocke Structure Plan provides an opportunity to consider and address several key issues that will impact the outcomes of the Peacocke Structure Plan. To support the review of the Structure Plan, background studies are continuing to be prepared. Along with this work, several Council briefings will be held over the next six months on the plan change process.
20. The first of these briefing was held on 27 May 2020 (**Attachment 1**). The purpose of this briefing was to outline the progress to date on the plan change and provide the opportunity for Elected Members to input into the plan change process. To develop a structure plan that meets best practice and the Council's strategic organisational objectives, staff sought Elected Members' support on the following matters:
  - a) creating the opportunity to build a modern suburb with high ecological and transport outcomes
  - b) increasing density to support public transport and a vibrant community, and
  - c) protecting the natural environment and ensuring development is compatible with the natural environment.
21. The next step in the review of the Peacocke Structure Plan is to undertake public engagement. The first round is anticipated to start in late June 2020 and run until August 2020. It will take the form of community co-design workshops/webinars and one-on-one key stakeholder meetings. Once this engagement has been completed, staff will brief Elected Members on the outcome; this is expected to occur in August 2020.
22. The current milestones for the Structure Plan are set out in **Table 1** as follows:

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

| Milestone  | Description                      | Planned date          |
|--|----------------------------------|-----------------------|
| Confirm proposed plan change methodology   | Council briefing                 | Completed 27 May 2020 |
| Community and key stakeholder engagement (pending COVID-19 measures)   | Workshops, open days, media etc. | June – October 2020   |
| Final structure plan documents and District Plan provisions  | Present to Council               | November 2020         |
| Final Iwi review prior to public notification  | Sign-off by Waikato-Tainui       | November 2020         |
| Council Resolution to notify plan change   | Council Meeting                  | End November 2020     |
| Notify plan change (subject to interaction with current infrastructure, procurement and acquisition processes) |                                  | January 2021          |
| Prepare s42A report  |                                  | May – July 2021       |

|                                      |                                 |                |
|--------------------------------------|---------------------------------|----------------|
| Hearing of submissions               | Hearing Commissioners           | August 2021    |
| Decisions released and appeal period | Commissioners/Environment Court | September 2021 |

## Network Infrastructure

### Key activities in 2020

23. Overall, the network infrastructure programme is on track and progressing well. Little time has been lost through the Alert Level 4 restrictions to date, but this could change as New Zealand moves between Alert Levels 2, 3 and 4 in the future. The current programme remains on track for a construction start on the strategic wastewater pipe and transport packages in October 2020 to make full use of the coming summer construction season.
24. Design has progressed on the Wastewater Transfer Station and is now presented for macroscopic approval (**Attachment 2**). The building form is functional only based on operational needs.

### Procurement

25. Potential implications from the alert levels are being explored and understood in relation to the Peacocke network infrastructure programme. Active discussion within the proponents in the interactive tender process for the bridge and associated transport infrastructure and the wastewater pipeline has given staff confidence in continuing the procurement process. Award decisions will be coming to the Council around August 2020. The implications of the alert levels will be better understood through the final tender submissions, due on 30 June 2020. The Council will then be in a position to make an informed contract award decision in August 2020.

### Land acquisition

26. Acquiring the land needed for the network infrastructure is progressing in accordance with the Public Works Act (PWA). It remains a decreasing risk to the programme but there are several difficult conversations being had with landowners.
27. The one remaining Environment Court objection from Mr and Mrs Shaw is scheduled for Court-assisted mediation on 16 June 2020. Staff are hopeful that the objection can be resolved through the mediation process. If the mediation is unsuccessful, the Environment Court will hear the objection, noting that the date for the hearing is yet to be set by the Court.
28. An overall property status update is outlined in **Table 2** below:

**Table 2. Property Status Update:**

|                                   | No. Properties | Description   | Status  |
|-----------------------------------|----------------|---|---|
| Total Properties Affected*        | 39*            | For the current HIF programme   | Overall on track but very tight timeframes                          |
| Properties now in Council control | 26             | <ul style="list-style-type: none"> <li>Five were already Council owned before HIF commenced</li> <li>Nine following recent proclamation</li> <li>Rest by agreement or advanced agreement</li> </ul> | Properties under management<br>Access arrangements being progressed |
| Properties still to secure        | 13             | 13 in compulsory process, 1 is land from NZTA   | 39-25 = 14<br>Prioritised most the critical properties              |

\* Some other land access agreements or consequential acquisitions are additional to the 39 designated properties

### Network Infrastructure Cost Estimates

29. A re-estimation of the Peacocke network infrastructure budget is reported separately to this committee in the public excluded portion of the agenda. The re-estimation has been prepared based on the Council's macroscope approvals, the resulting detailed construction drawings, new compliance and policy standards, expert peer reviews and a detailed independent expert parallel estimation process.
30. The re-estimation process represents a forecast against budget, noting that the Council will get to see the final tendered prices from contractors as part of the contract award recommendations from staff in August 2020.

### Wastewater – Transfer Pump Station

31. The major transfer station will capture all wastewater generated with the 20,000 houses to be built in Peacocke. Design work has progressed for the new wastewater transfer station and the macroscope is now presented for approval (refer to **Attachment 2** for a visual concept). The final colour, texture and aesthetic detailing is being confirmed by THaWK and the Southern Links Tangata Whenua working group in partnership with the project team.
32. Key above ground features include pump room, control room, buffer tank and chemical facility.
33. The site is adjacent to residential urban development, which has required an architectural response to develop an aesthetic outcome sympathetic to its urban surrounds.
34. The wastewater transfer station is a significant and complex piece of infrastructure, contributing to public health and environmental wellbeing within the Peacocke. Design thinking for this site is leading edge, developing resilience into each operational process to maximise wastewater containment during extreme failure events and significant storm events.
35. Design development has been in partnership with mana whenua, contributing to an increased understanding of environmental and cultural values, which have been captured and passed on via integrated design elements and opportunities for ongoing public engagement and education using story boards. Design refinement continues in this respect.

### Value-add and Innovation

36. The network infrastructure programme has been formally accepted into the Green Star Communities Programme. This is a significant achievement and staff believe it is the first of its kind (a growth cell) for New Zealand. The next step will be to undertake the certification process. There is also an opportunity to extend the programme into the structure plan elements if the Council desires.
37. Staff are finalising a new method for managing wastewater septicity in the transfer pump station. If adopted, this innovation will see technology from the food packaging industry (which creates nitrogen to keep food fresh in its packaging) used to treat the wastewater with O<sub>2</sub> (the part of the process the food packaging industry doesn't use). This has far-reaching impacts through reduced chemical purchase, reduced chemical freight on the roads, reduced handling and safety management. The innovation would see O<sub>2</sub> generated on site, on demand to match the varying treatment needs and volumes on any given day.
38. Seventy new lizard habitats were installed immediately prior to the COVID -19 lockdown period. The habitats are significant in terms of the local ecology and represent part of the environmental mitigation required by the Southern Links Designation conditions.

### Parks and Open Spaces

39. A Notice of Requirement for an approximately 14ha northern sports park has been lodged. Staff have met with directly-affected landowners to discuss the sports park proposal. Staff



continue to look for opportunities to secure land for neighbourhood parks as developments arise.

40. The decision by the independent commissioners for Amberfield included the southern sports park and this has been appealed by the applicant. The Environment Court has deferred mediation due to COVID-19. In the meantime, the Council is progressing work on land valuation to assist with settlement of this appeal.
41. Construction of a new neighbourhood playground at Inuwai Street Park continues and is expected to be completed by June 2020. Council officers have continued to engage with Mana Whenua and a park name will be put forward for consideration by the Council in June 2020.

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

50. 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').
51. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report as outlined below.
52. The recommendations set out in this report are consistent with that purpose.
53. The Peacocke programme is underpinned by Sustainability Principle 1: Council includes environmental, economic, social, and cultural considerations in its decision-making criteria.

### **Social**

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

### **Engagement with the community**

55. As part of the Peacocke engagement strategy, there has been a focus on engaging with the existing communities in south-west Hamilton, as well as wider Hamilton, to make sure we bring the whole community on the journey with us. A focus of the next few months will be looking at new ways to effectively engage our key stakeholders and the community as a result of COVID-19, particularly around the Peacocke Structure Plan and upcoming infrastructure projects.

### **Economic**

56. The key economic benefit the Peacocke HIF investment for strategic infrastructure will deliver is the bringing forward of residential development in Peacocke as outlined in economic case of the [Housing Infrastructure Fund detailed business case](#).
57. During the lockdown period in April 2020, the Council submitted a proposal for further investment into Peacocke which looks to connect with the Hamilton Airport. This proposal was shortlisted to the next stage for consideration by the Government and decisions are expected in the coming months. Further information about the Peacocke 'Shovel Ready' proposal can be found [here](#).

### **Environmental**

#### **Peacocke-wide environmental activities**

58. Environmental wellbeing – the extent that the sustainability of the environment is protected now and into the future – is a major consideration for the Peacocke programme.

59. Peacocke is not only our biggest investment into a new growth area, it's also our biggest-ever environmental investment.
60. Staff have engaged with THaWK regarding the Waikato Bat Plan initiative. THaWK supported the concept of the plan and have nominated a representative to be on a steering group which will establish the scope of the work, to understand potential costs involved in preparing the plan. The intent is for this to be a multi-agency/cross-Council plan. Staff will bring a proposal through to the relevant committee for consideration in the next six months once more is known.

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

61. The Mangakootukutuku Integrated Catchment Management Plan (ICMP) sets the strategy for managing waterways and stormwater, and to a lesser extent wastewater and water supply, in the Mangakootukutuku Catchment. The Catchment encompasses most of Peacocke (excluding Amberfield and a small area south of Amberfield), Glenview, Bader, Fitzroy, Melville, Deanwell, and part of Waipa District (Refer to Figure 1 in **Attachment 3**).
62. The ICMP is in final draft form and is on track to be certified by Waikato Regional Council (WRC) in August 2020. Targeted consultation is planned for July/August 2020.
63. ICMPs are integrated strategies, and influence all four local government wellbeings – social, economic, environmental and cultural. The Mangakootukutuku ICMP references the Vision and Strategy for the Waikato River as providing key guidance on environmental management.
64. The ICMP will inform the Peacocke Structure Plan Change project.
65. Key provisions of the ICMP include:
  - a) A proposed programme of works for consideration for the Long Term Plan;
  - b) Means of compliance for development that support ICMP objectives;
  - c) Education and monitoring programmes; and
  - d) Other actions.
66. These provisions support the following outcomes:
  - a) Setting locations for new stormwater devices that are consolidated to reduce their size, and provide water quality, stream flow, amenity and ecological benefits (example in Figure 2 of **Attachment 3**);
  - b) Restoration of, and access to gullies;
  - c) Stormwater to be soaked to ground across most of Peacocke to maintain groundwater flows to the stream;
  - d) Water quality management;
  - e) Development setbacks from gully edges where there is stability risk;
  - f) Flooding predicted by flood models to be managed; and
  - g) Education and monitoring.
67. The ICMP has been prepared to meet the conditions of Hamilton City Council's Comprehensive Stormwater Discharge Consent. In addition, under the District Plan, developments or subdivisions exceeding 40 lots or 3 ha are required to have an ICMP in place.

#### **Cultural**

68. Effective partnership with Iwi is integral to the success of many of the projects across the programme. We respect the special status of Tangata Whenua, are committed to the principles

of Te Tiriti O Waitangi and further Maaori aspirations through building mana-enhancing partnerships.

69. 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.
70. Staff place a high level of importance on the Vision and Strategy for the Waikato River when planning projects that impact the river and tributaries within the Peacocke catchment.
71. Staff recognise and consider relevant sections of the Waikato-Tainui and Ngaati Hauaa Environmental Plans when planning projects within the Peacocke catchment.
72. Maangai Maaori provide a political voice for Maaori within the decision-making of select Council committees.
73. Waikato-Tainui interests are represented on the Peacocke Governance board through Waikato-Tainui General Manager Rights and Interests.
74. The Council continues to meet its legislative responsibilities under the RMA by providing opportunities for Iwi and hapuu to contribute to local government decision-making processes and exercise of kaitiakitanga over the natural and physical aspects within Peacocke.
75. Iwi and hapuu contributions in Peacocke have included the Southern Links road corridor projects; private plan changes; Integrated Catchment Management Plans; and processing of resource consents.
76. There is an agreement in place between the Council and Waikato-Tainui to resolve first rights of refusal for designated land that was originally derived from the Crown.
77. The programme team are continuing to engage with the Tangata Whenua Working Group (TWWG) to enable the construction of network infrastructure in Peacocke in partnership with local iwi. Cultural inductions and training have helped educate the wider team and contractors about the importance of keeping cultural considerations at the forefront of everything we do.
78. Kaiarahi and Kaitiaki contracts are being established to guide and provide cultural guardianship during construction works.
79. Iwi/Mana whenua has been engaged for the Peacocke Plan Change (Peacocke District plan change 5).

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

80. The approved overall budget for 2018-28 10YP Peacocke growth cell remains unchanged at \$413.5M, the programme remaining on track and on budget as per the business case. While overall this total remains unchanged, there is a need to forecast movements in annual amounts to re-phase budgets between years, allowing timing to be amended to reflect actual expenditure needs (not reflective of project progress). An example is property where final payments will be determined by the Land Valuation Tribunal in the next 12-24 months.
81. The approved budget for 2019-20 is \$73.8M. However, through the deferral process, this budget is being forecast as \$32.18M. The forecast deferral is largely due to the land acquisition programme, which is reliant on the PWA and the Land Valuation Tribunal decision timeframes (NB: the timing of payment for land is separate to when land might be vested in Council).
82. Actual expenditure as at 31 March 2020 was \$24.774M. Costs to date have largely been for professional service fees associated with design and investigation and land acquisition. Actual expenditure is in line with revised forecast.
83. The Peacocke growth cell is in part being funded by Central Government through the Housing Infrastructure Fund (HIF). The HIF relates to provision of essential infrastructure. The total value of these works is \$290.4M, funded by NZTA subsidy of \$110.1M and HIF of \$180.3M.

84. There have been six HIF funding drawdowns claimed, totalling \$9.5M. The remaining HIF funding available is \$170.8M. The summary table contains the details of each drawdown including the associated NZTA subsidy received.

| Drawdown     | Period             | HIF Facility       | NZTA Subsidy       | Total               |
|--------------|--------------------|--------------------|--------------------|---------------------|
| #01          | Quarter 4, 2017/18 | \$176,000          | \$91,000           | <b>\$267,000</b>    |
| #02          | Quarter 1, 2018/19 | \$560,000          | \$564,000          | <b>\$1,124,000</b>  |
| #03          | Quarter 2, 2018/19 | \$488,000          | \$356,000          | <b>\$844,000</b>    |
| #04          | Quarter 3, 2018/19 | \$2,926,000        | \$1,638,000        | <b>\$4,564,000</b>  |
| #05          | Quarter 4, 2018/19 | \$1,763,000        | \$2,536,000        | <b>\$4,299,000</b>  |
| #06          | Quarter 1, 2019/20 | \$3,621,000        | \$2,383,000        | <b>\$6,004,000</b>  |
| <b>TOTAL</b> |                    | <b>\$9,534,000</b> | <b>\$7,568,000</b> | <b>\$17,102,000</b> |

85. The claims for the second quarter (Oct 19-Dec 19) and third quarter (Jan 20-March 20) are in progress. These will be submitted to the Government in mid-June 2020.
86. **Attachment 4** is the Peacocke Programme Capital Report (as at 31 March 2020). This report contains an overview of the Peacocke programme including high level financial graphs. This report is the same as was included in the Capital Monitoring report presented to the Finance Committee meeting on 16 June 2020.

#### Risks - *Tuururu*

87. The Peacocke Programme has adopted the Council's risk management framework with further alignment with the Waka Kotahi NZ Transport Agency risk register format.
88. A full review of programme risks and benefits was undertaken in April and May 2020. This was to assess the risks that may affect the benefits of the programme as it moves into a construction phase in the coming months, combined with the Peacocke Structure Plan Change and potential disruption arising from the recent Alert Levels 2, 3 and 4. Refer to Peacocke Programme Risks 2020 in **Attachment 5**.
89. As part of the assurance framework implemented into the Peacocke Programme, the Council's Risk Manager provides quarterly support to the Peacocke Programme Manager.

#### Emerging risks

90. The rate of developer uptake is being closely monitored following some delays experienced with the first major resource consent application, Amberfield, largely due to biodiversity requirements. Staff will continue to monitor this as an emerging risk, noting that most consenting activity is largely dependent on the network infrastructure being in place (from 2023/24).
91. The PWA provides a process to resolve objections to the land being taken for the works and for determining the amount of compensation payable (if disputed). Land ownership versus compensation payment follows different timeframes, which allows physical works to commence while resolving compensation differences.
92. The PWA process will obligate the Council to purchase complete properties in a limited number of cases. The approved project budget is based on the cost of the land within the designated footprint only. This cost risk will be mitigated through the eventual sale of surplus land at market price and the proceeds recycled back into the relevant HIF budget for physical works.
93. Cost over- and under-runs are likely on individual project components; however, this risk will be mitigated within the overall funded network infrastructure budget for Peacocke.

## COVID-19 RISKS

94. The Government's response to COVID-19 has currently resulted in reducing alert levels; however, there remains a risk going forward both locally and internationally as the likelihood and consequence of ongoing impacts remains difficult to predict. Movement within alert levels could disrupt the supply chain or workforce availability or result in increased time and cost for projects. Staff are monitoring the situation. However, the nature of any impact on the programme will become clearer as part of the final construction procurement process, when contractor cost and methodology proposals are submitted.
95. The economic impacts of COVID-19 may also affect the timing of developments in Peacocke, particularly the timing of housing construction. This may affect the timing of the projected developer uptake of 3,750 homes over 10 years. Staff will continue to monitor and report on the situation and will be seeking more ways to enable development in the area while ensuring wellbeing outcomes for the community.
96. COVID-19 may also impact planned community engagement activities, which may result in a delay to some projects or changes in the delivery of engagement. The project teams are actively monitoring the situation and will respond as more information arises.
97. Construction market volatility resulting from COVID-19 and the associated alert levels is currently an unknown risk. Key construction contracts are proceeding through procurement with specific steps included to engage proactively with industry proponents. Staff will report back to elected members through the regular Peacocke programme reporting and as part of contract award decisions later in September 2020.

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

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

## The next six months: June 2020 – November 2020

99. The next six months will include high levels of engagement and consultation as several key projects in the programme progress and will focus on:
  - a) understanding and monitoring impacts of the various COVID-19 alert levels on the programme
  - b) progressing the Peacocke Structure Plan review (Plan Change 5)
  - c) continuing work on key infrastructure including the wastewater transfer pump station design
  - d) completing the construction procurement process and awarding contracts for key infrastructure projects including the bridge and wastewater pipeline
  - e) progressing construction of the SH3/Ohaupo Road intersection
  - f) investigating ways to minimise impacts of construction traffic on local roads and coordinating with developers
  - g) progressing land acquisition
  - h) developing further the environmental workstream and implementation of the EMMP
  - i) continuing the consenting process
  - j) progressing commercial negotiations with developers
  - k) looking for more ways to enable development
  - l) investigating active recreation reserves
  - m) commencing sports park acquisition
  - n) continuing to form partnerships

- o) continuing stakeholder engagement.

## Item 7

### **Attachments – *Ngaa taapirihanga***

Attachment 1 - Peacocke Structure Plan (Plan Change 5) - Council Briefing Handout - 27 May 2020


Attachment 2 - Peacocke Strategic Wastewater - N4 Macroscopic

Attachment 3 - Peacocke - Mangakootukutuku ICMP Images

Attachment 4 - Peacocke - Capital Financial Report as at 31 March 2020

Attachment 5 - Peacocke - Revised Programme Risks - May 2020 .





## Purpose of this Information Pack

- Set the background for the Peacocke Structure Plan - Plan Change
- To provide an update on work on the plan change to date
- Provide opportunity for Elected Members to provide input into the Plan Change process



## Contents

Section 1: Peacocke Programme for Context

Section 2: Why the need for a Plan Change?

Section 3: Changes to developable land

Section 4: Opportunities to do things differently

Section 5: Key timing, Engagement and next steps.



## Section 1: Peacocke Programme for Context



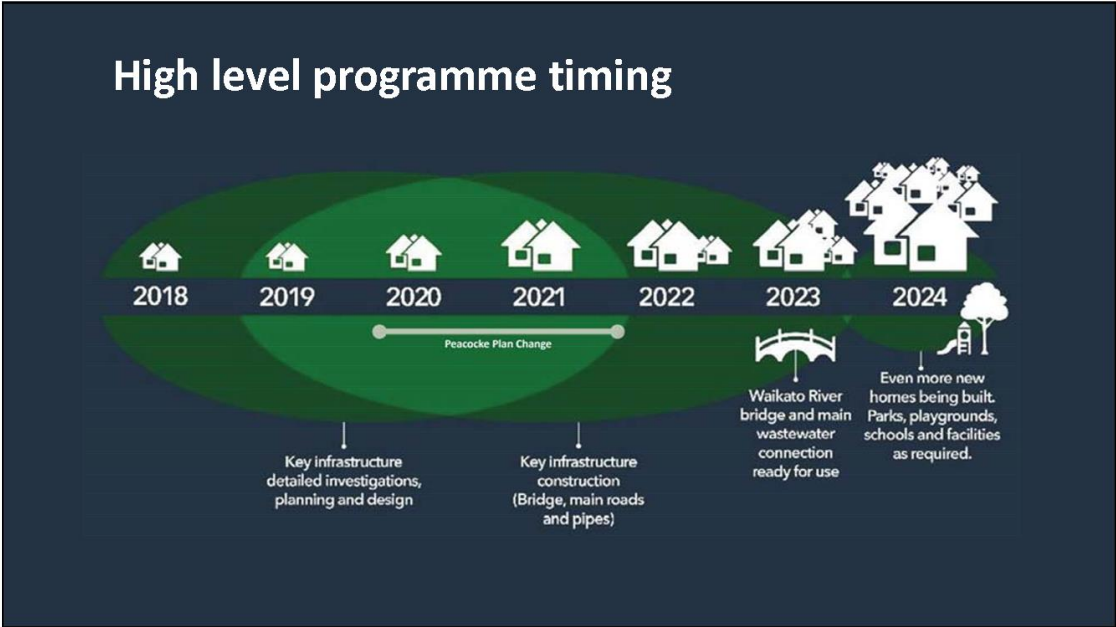


## Peacocke Programme - vision

To enable the development of an attractive and sustainable community in Peacocke and surrounds

*Ko te aaheinga o te hanga he waahi ataahua, he waahi toiora ki Peacocke*

Grow a community in Peacocke







## Section 2: Why the need for a Plan Change?

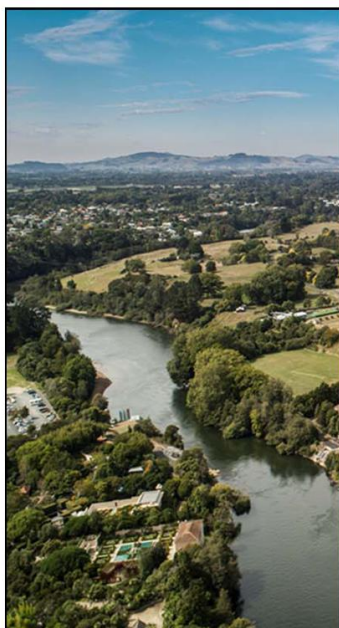


## What is a structure plan?

Structure plans are an important method for establishing the pattern of land use and the transport and services network within a defined area.

Council's decision to refresh the structure plan, combined with the HIF Programme mean that the historical approach taken by HCC with respect to planning and developing new growth cells is out dated.





## Why a plan change?

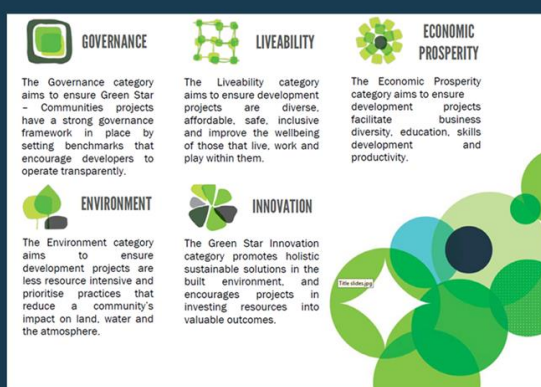
- Support the wider Peacocke Programme
- To enable faster consenting process
- Provide more detail within the Peacocke Structure Plan to ensure better outcomes
- Master plan process (for consenting) is ultra vires

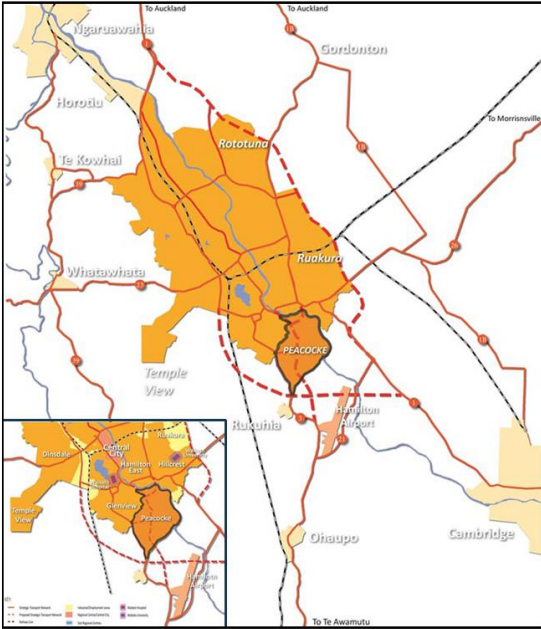


## Green Star - Communities

Develop Peacocke against the Green Star Communities categories

Green Star – Communities assesses the planning, design and construction of large scale development projects at a precinct, neighbourhood and/or community scale. It provides a rigorous and holistic rating across five impact categories.





The map shows the Hamilton region with Peacocke highlighted in orange. It is located south of the central city, east of the Waikato River, and south of the airport. Surrounding areas include Rotorua, Ruakura, and various suburbs like Horowhenua and Temple View. An inset map shows the broader regional context.

### Peacocke Context

- Only growth cell in the southern part of Hamilton
- Close proximity to the Hospital and Central City
- The construction of the new bridge over the Waikato River will connect Peacocke to the eastern suburbs, the University and Ruakura employment area
- Hamilton airport located to the south of Peacocke



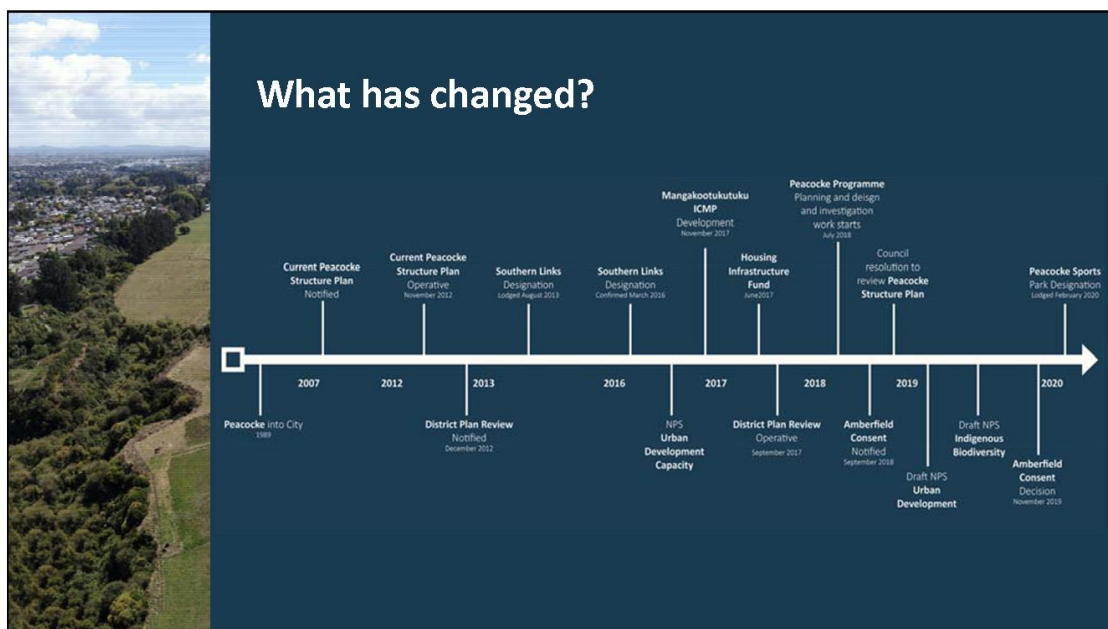
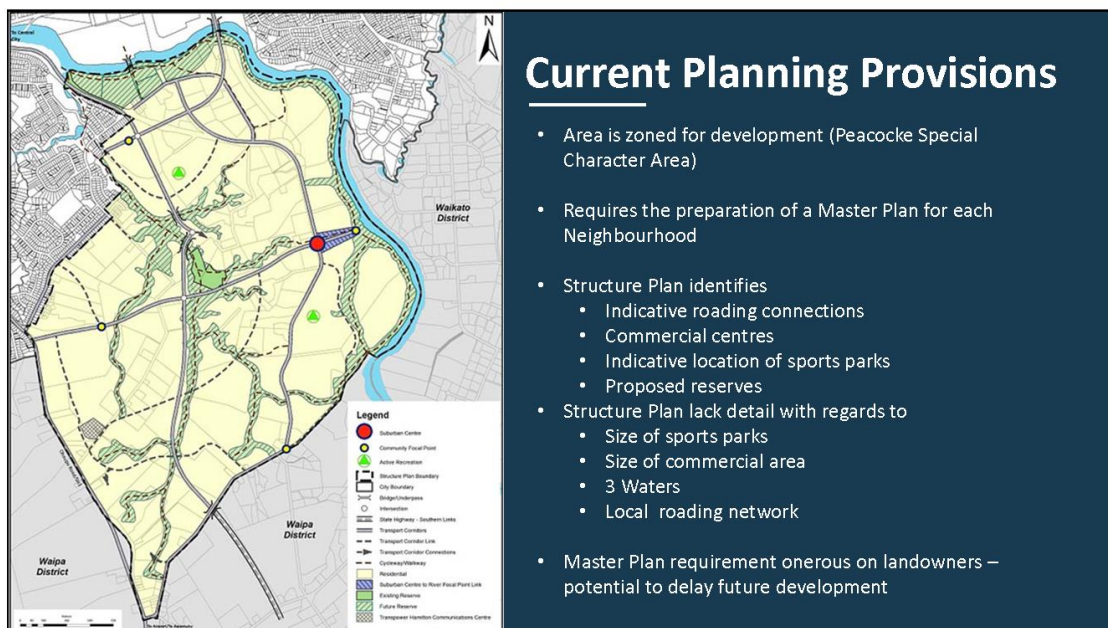
The topographic map shows the terrain of Peacocke with several gully arms labeled: Gully Arm 1, Gully Arm 2, Gully Arm 3, Gully Arm 4, and Mangakotukutuku Gully. Surrounding areas include Hamilton Gardens, Hillcrest, Riverlea, and Gainsford Road. The map uses color to indicate elevation and terrain features.

### Landscape and Topology

- Landscape features that will influence urban development
- Opportunity to provide amenity



The photographs show the landscape of Peacocke, featuring green fields, a road, and a bridge over the Waikato River. The landscape is characterized by rolling hills and a mix of open fields and developed areas.








## Plan Change Scope

**BACKGROUND**

On 11 October 2018, the Council resolved to prepare two plan changes to the Hamilton City District Plan for the Peacocke Structure Plan area –

- **Plan Change 4:** to address administrative and legal issues.
- **Plan Change 5:** to review the existing Peacocke structure plan and wider planning framework.

Proposing to combine the two Plan Changes into a single Plan Change process – more focus on spatial planning and urban design issues



## Plan Change Scope

The Peacocke structure plan review aims to:

- identify the location for key land uses
  - active reserves,
  - stormwater wetlands,
  - walking/cycling network,
  - suburban centres, community facilities,
  - mixed use development
- remove the Peacocke Master Plan requirements
- introduce a staging plan and transport connections
- promote best practice in terms of urban development.

It will also:

- Consider geotechnical issues and natural hazards
- Identify effects of urbanisation and development on natural and physical resources, particularly in relation to natural heritage, Mana Whenua, natural resources, historic heritage and special character



## Key Issues

- Ensuring any new planning provisions align with the broader Peacocke and HIF programme
- Enhancing storm water and ecological attributes
- Being land use led and ensuring transport integration.
- Managing transition towards urban densities and from high car dependency to modal shifts to non-car-based modes of transport
- providing enough quality open space
- Ensuring adequate schooling requirements identified by the Ministry of Education
- Confirming the size and location of the commercial land use
- Changes to residential densities and enhancing design quality
- Engaging with stakeholders early and constantly throughout the project, including Iwi



## Key Objectives

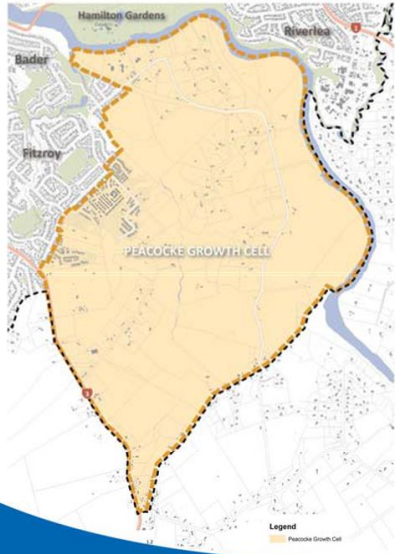
- Help deliver on the relevant HIF programme benefits
- Partnership with internal and external stakeholders and key land owners
- Enable the enhancement of the natural environment
  - water quality
  - biodiversity
- Ensure a high quality and connected open space network
- Enable an increase in public transport, cycling and walking modal shifts.
- Develop a land use pattern that provides housing choice while creating accessible new community nodes.
- Ensure landscape and urban design excellence.






## Project Dependencies

- HIF infrastructure – the HIF investment will fund infrastructure projects to open the Peacocke Growth Cell for development.
- Mangakotukutuku ICMP – outline how stormwater, wastewater and water will be managed in the Peacocke Structure Plan area
- National Policy Statements - Indigenise Bio-diversity/Urban Development
- Ecology – Ecological management will assist in informing the development of the structure plan.
- Ministry of Education requirements for schools within the Peacocke Structure Plan area
- HCC open space – sports park requirements for Peacocke Structure Plan area.
- Existing and current development plans and applications
- Urban design and landscape issues



## Section 3: Changes to developable land

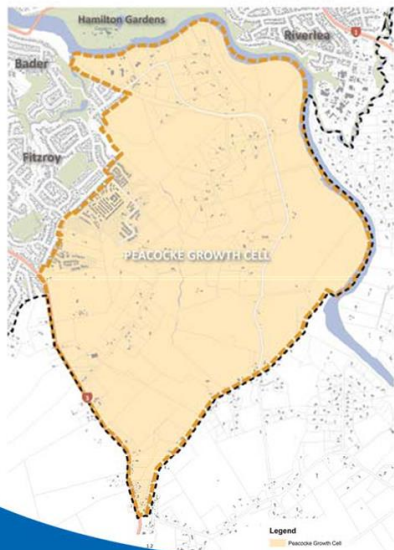


## Development Influences

Work progressing on the review of the Peacocke Structure Plan has identified a number of factors impacting land available for development.

These are:

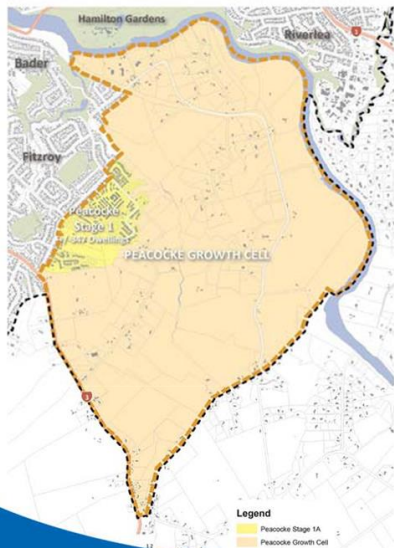
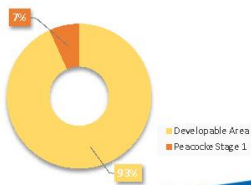
1. Peacocke Stage 1
2. Strategic network infrastructure
3. Mangakootukutuku gully network and Waikato River esplanade
4. Biodiversity - Significant Natural Areas (SNA)
5. ICMP requirements - stormwater wetlands
6. Proposed sports parks
7. Historic heritage
8. Proposed community facilities
9. Proposed and existing development within Stage 2 of Peacocke



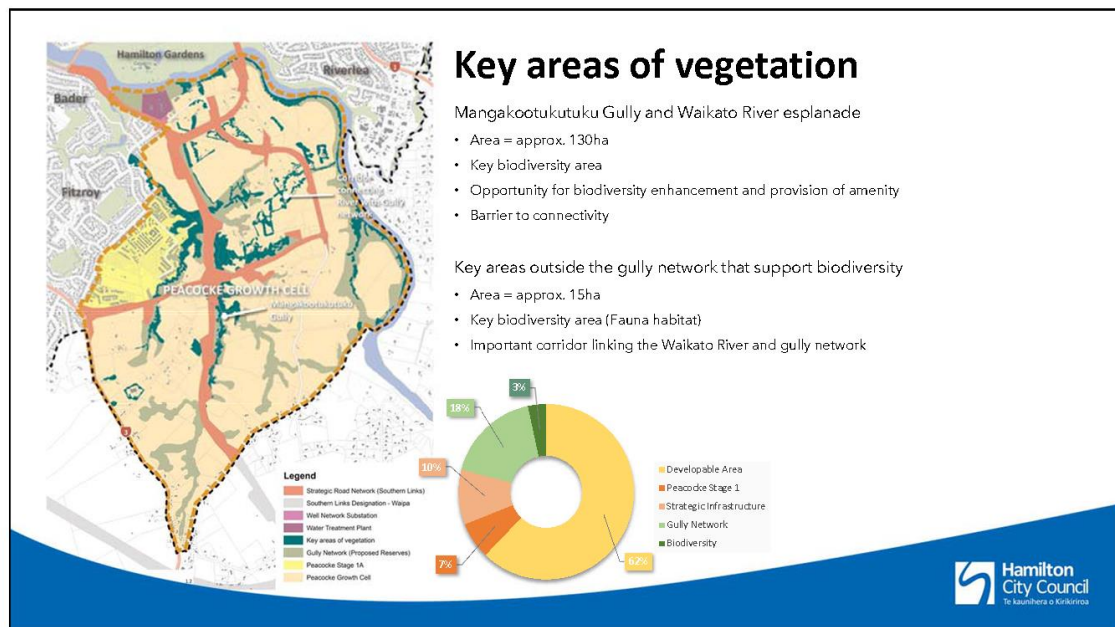
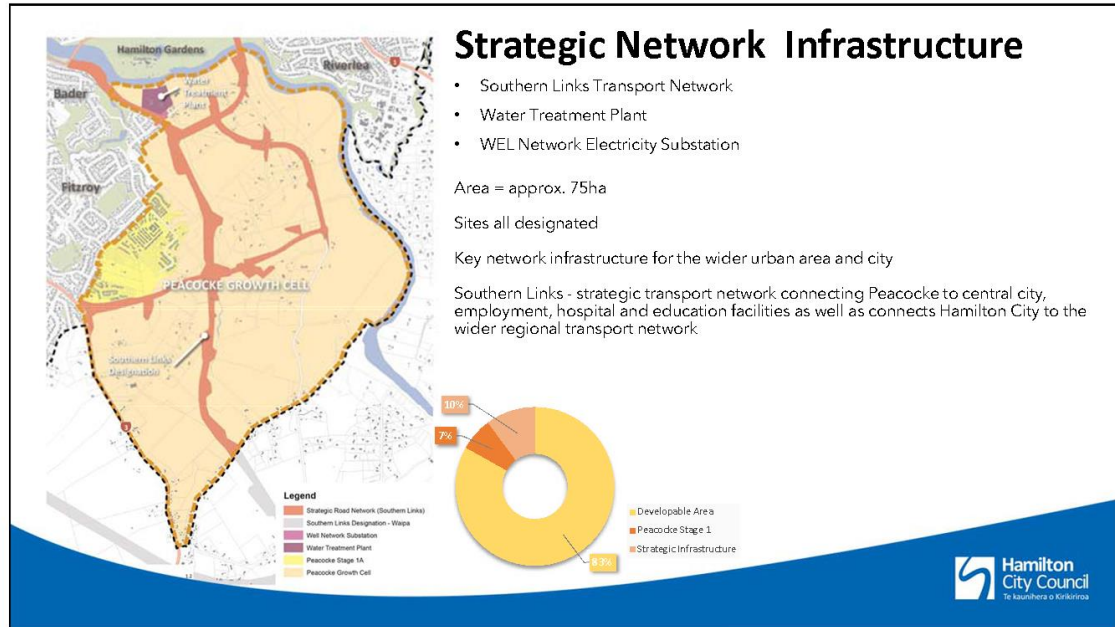
Hamilton City Council  
Te kauhāhere o Kiriakira

## Peacocke Stage 1A

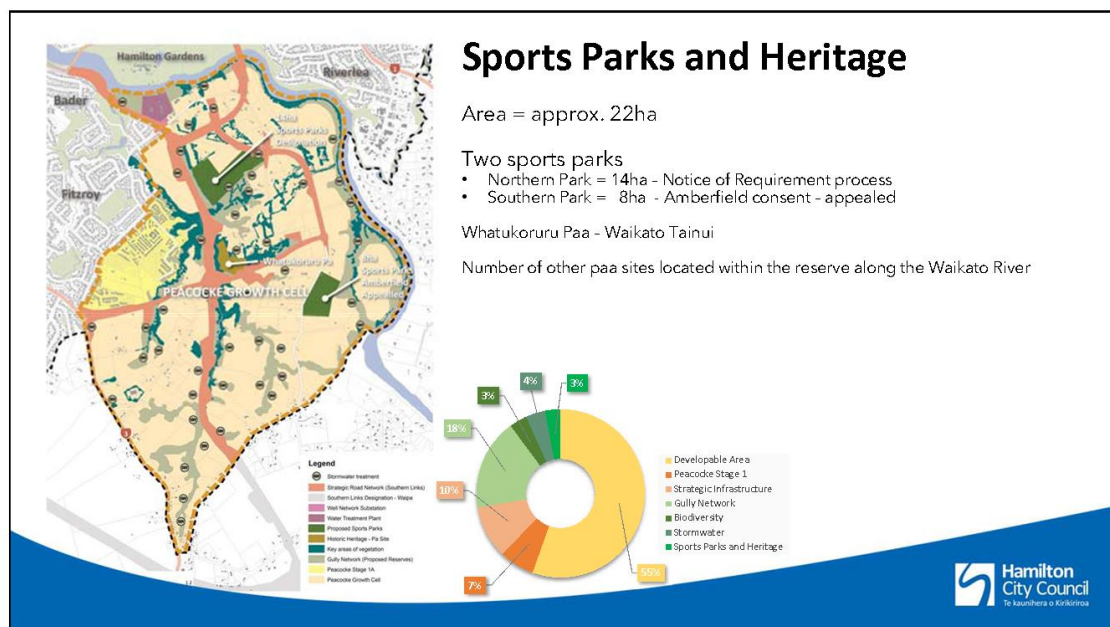
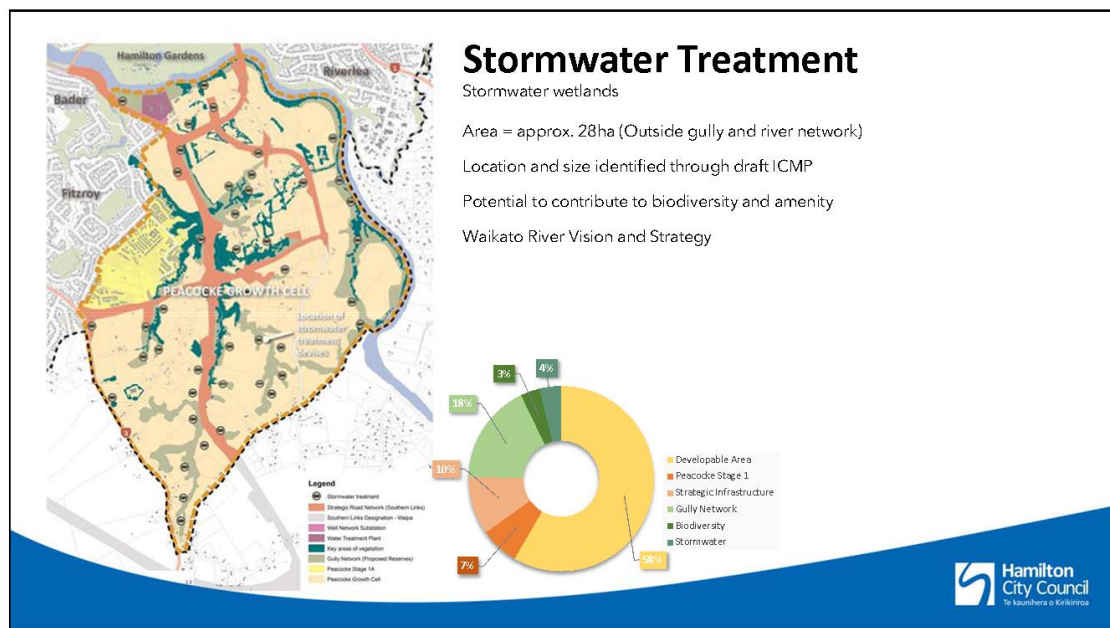
Area = approx. 50ha  
Zone General Residential  
Only area currently being developed in Peacocke  
850 dwellings developed or consented since 2012  
Capacity for an additional 347 dwellings

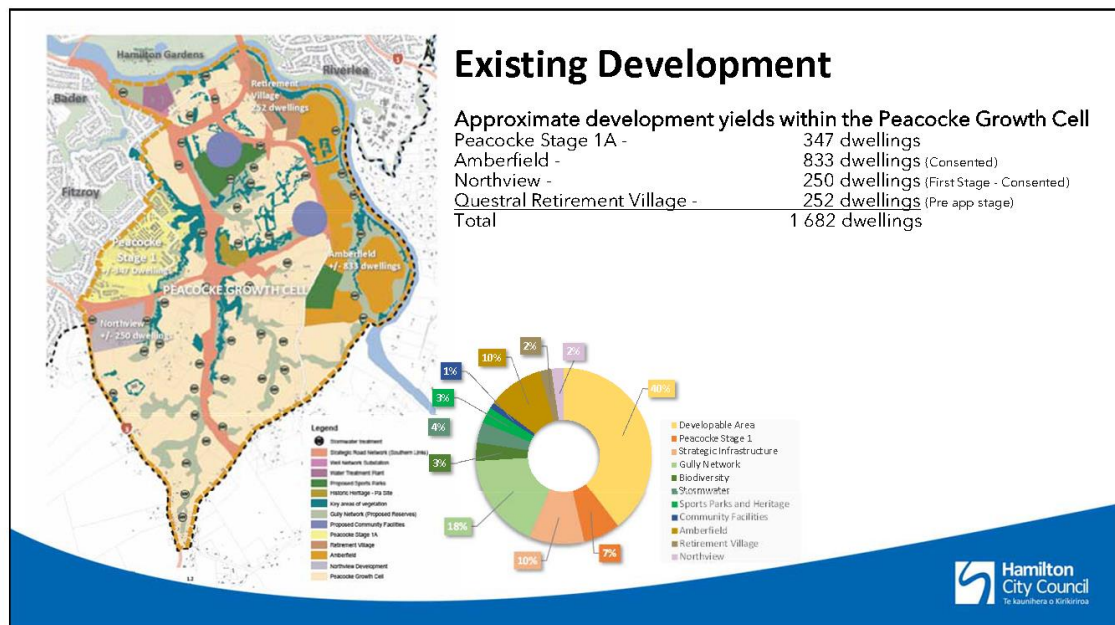
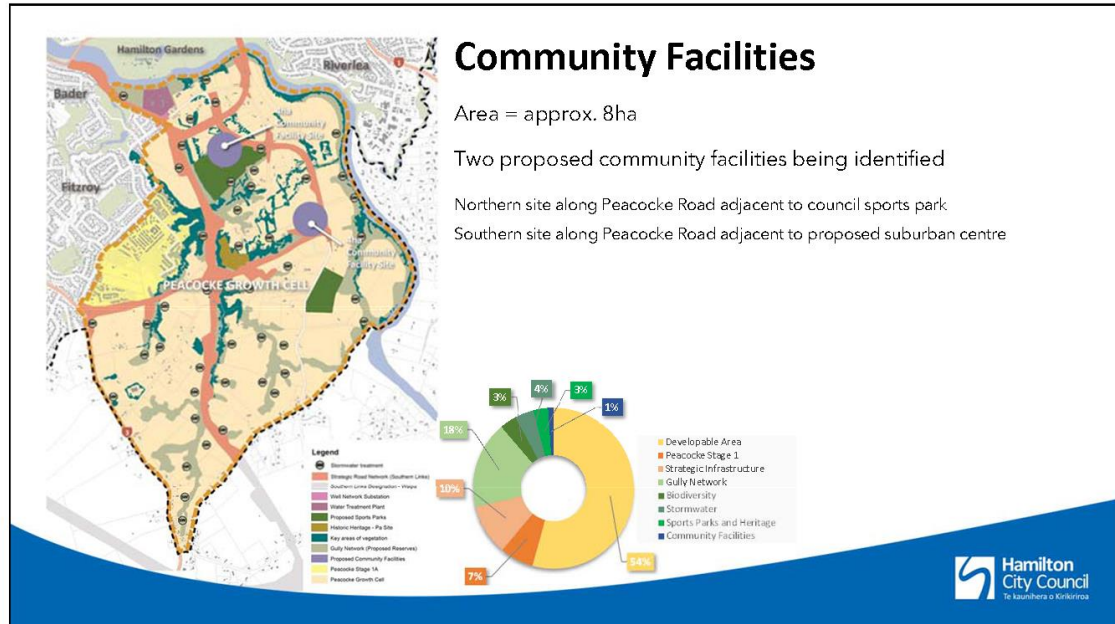



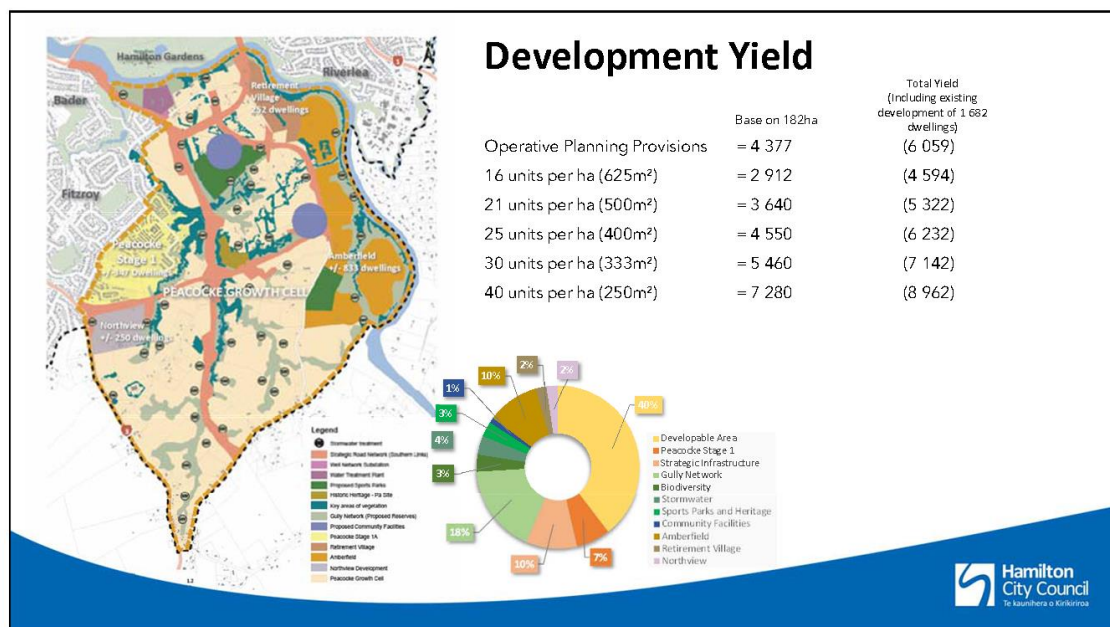
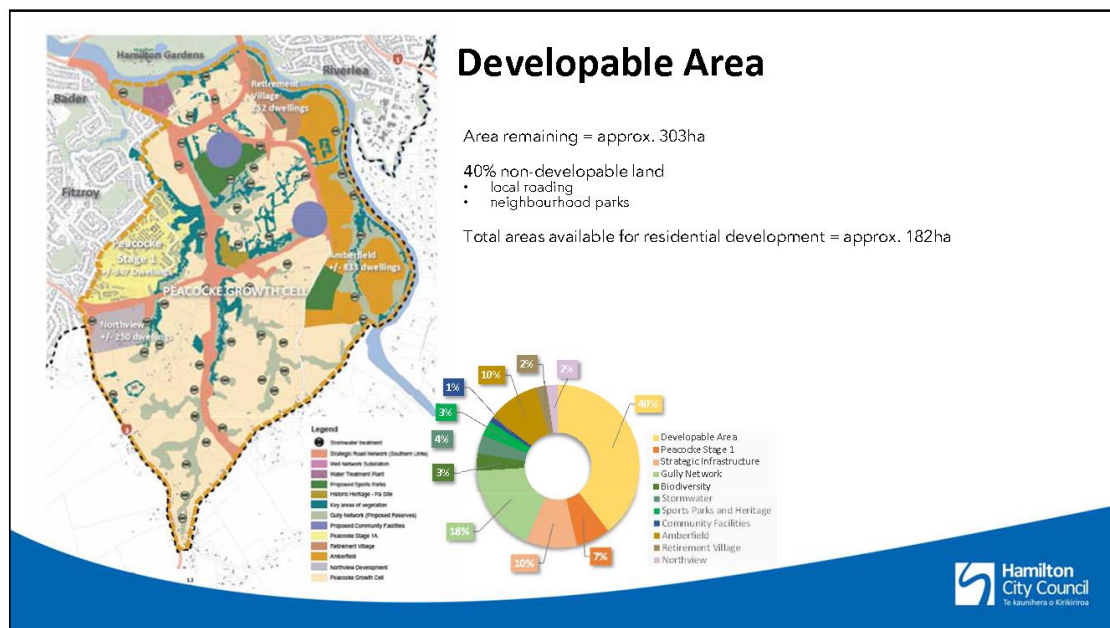
Hamilton City Council  
Te kauhāhere o Kiriakira














## Density - 16 Unit per Ha

**Development Yield**  
 182ha @ an average of 16 units per ha (625m<sup>2</sup>) = 2 912 dwellings  
 Existing development = 1 682 dwellings  
**Total development yield = 4 594 dwellings**





**Hare Puke Drive - Rototuna**

**Location**  
 The site is located within the Rototuna Structure Plan area and is located between Kay Road and Hare Puke Drive Road. The site is located on the boundary of the city.

**Zoning**  
 The site is zoned General Residential.


**Development Yields**

|                         |                   |
|-------------------------|-------------------|
| Total Area              | 3.66 ha           |
| Open Space              | - ha              |
| Roadway                 | 0.45 ha           |
| Residential Area        | 3.21 ha           |
| Non-Residential area    | 12.3%             |
| Total number of section | 52                |
| Average section size    | 617m <sup>2</sup> |
| Net Density             | 16.2 units per ha |

## Density - 21 Unit per Ha

**Development Yield**  
 182ha @ an average of 21 units per ha (476m<sup>2</sup>) = 3 822 dwellings  
 Existing development = 1 682 dwellings  
**Total development yield = 5 504 dwellings**





**Dixon Road - Peacocke**

**Location**  
 The site is located within Stage 1 of the Peacocke Structure Plan area and is located between Dixon Road and the Mangaukukukū gully network.

**Zoning**  
 The site is zoned General Residential.


**Development Yields**

|                         | Overall development | Duplex Development |
|-------------------------|---------------------|--------------------|
| Total Area              | 6.92 ha             | 1.09 ha            |
| Open Space              | - ha                | - ha               |
| Roadway                 | 2.02 ha             | 0.36 ha            |
| Residential Area        | 4.90 ha             | 0.73 ha            |
| Non-Residential area    | 29.1%               | 33%                |
| Total number of section | 304                 | 29                 |
| Average section size    | 462 m <sup>2</sup>  | 248 m <sup>2</sup> |
| Net Density             | 21.4 Units/ha       | 40 Units/ha        |

## Density - 22 Unit per Ha

**Average Development Yield**  
 182ha @ an average of 22 units per ha (455m<sup>2</sup>) = 4 004 dwellings  
 Existing development = 1 682 dwellings  
**Total development yield = 5 686 dwellings**




**Taiatea Drive - Rotokauri**

**Location**  
 The site is located within the Rotokauri Structure Plan area and is located along the new minor arterial road - Taiatea Drive.

**Zoning**  
 The site has a split zoning between Ridgeline Character and Medium Density Residential.

**Development Yields**

|                         |                   |
|-------------------------|-------------------|
| Total Area              | 9.93 ha           |
| Open Space              | 0.34 ha           |
| Roadway                 | 3.51 ha           |
| Residential Area        | 6.08 ha           |
| Non-Residential area    | 38.7%             |
| Total number of section | 130               |
| Average section size    | 463m <sup>2</sup> |
| Net Density             | 21.5 units per ha |



**Hamilton City Council**  
 Te Kaunihara o Kiriwhiri

## Density - 22 Unit per Ha

**Average Development Yield**  
 182ha @ an average of 22 units per ha (455m<sup>2</sup>) = 4 004dwellings  
 Existing development = 1 682 dwellings  
**Total development yield = 5 686 dwellings**




**Greenhill Park - Ruakura**

**Location**  
 The site is located within the Ruakura Structure Plan area and is located between Greenhill Road and Paradise Boulevard.

**Zoning**  
 The site is zoned Medium Density Residential.

**Development Yields**

|                         |                   |
|-------------------------|-------------------|
| Total Area              | 11.43 ha          |
| Open Space              | 1.58 ha           |
| Roadway                 | 2.68 ha           |
| Residential Area        | 7.17 ha           |
| Non-Residential area    | 37.3%             |
| Total number of section | 159               |
| Average section size    | 450m <sup>2</sup> |
| Net Density             | 22.2 units per ha |



**Hamilton City Council**  
 Te Kaunihara o Kiriwhiri



## Density - 22 Unit per Ha

### Development Yield

|  |          |                        |
|--|----------|------------------------|
| 182ha @ an average of 22 units per ha (455m <sup>2</sup> ) | =        | 4 004 dwellings        |
| Existing development                                       | =        | 1 682 dwellings        |
| <b>Total development yield</b>                             | <b>=</b> | <b>5 686 dwellings</b> |



### Flatbush - Auckland

**Location**  
The site is located in the southern area of Auckland within the Flatbush Structure Plan area and is located between Flat Bush School Road and Huhu Way.

**Zoning**  
The site is zoned (Auckland Unitary Plan):

- Housing and Apartment Zone,
- Mixed Housing Suburban Zone, and
- Mixed Housing Urban Zone

|                           |                   |
|---------------------------|-------------------|
| <b>Development Yields</b> |                   |
| Total Area                | 11.27 ha          |
| Open Space                | 3.02 ha           |
| Roadway                   | 3.61 ha           |
| Residential Area          | 4.64 ha           |
| Non-Residential area      | 58.8%             |
| Total number of section   | 104               |
| Average section size      | 446m <sup>2</sup> |
| Net Density               | 22.4 units per ha |



## Density - 34 Unit per Ha

### Development Yield

|  |          |                        |
|--|----------|------------------------|
| 182ha @ an average of 34 units per ha (294m <sup>2</sup> ) | =        | 6 188 dwellings        |
| Existing development                                       | =        | 1 682 dwellings        |
| <b>Total development yield</b>                             | <b>=</b> | <b>7 870 dwellings</b> |



### Stonefields - Auckland

**Location**  
The site is located within Auckland

**Zoning**  
The site is zoned (Auckland Unitary Plan):

- Housing and Apartment Zone,
- Mixed Housing Suburban Zone, and
- Mixed Housing Urban Zone

|                           |                   |
|---------------------------|-------------------|
| <b>Development Yields</b> |                   |
| Total Area                | 9.59 ha           |
| Open Space                | 0.30 ha           |
| Roadway                   | 3.95 ha           |
| Joint Access Lanes        | 0.25 ha           |
| Residential Area          | 5.09 ha           |
| Non-Residential area      | 46.9%             |
| Total number of section   | 173               |
| Average section size      | 294m <sup>2</sup> |
| Net Density               | 34 units per ha   |



## Density - 37 Unit per Ha

### Development Yield

|  |   |                        |
|--|---|------------------------|
| 182ha @ an average of 37 units per ha (270m <sup>2</sup> ) | = | 6 734 dwellings        |
| Existing development                                       | = | 1 682 dwellings        |
| <b>Total development yield</b>                             | = | <b>8 434 dwellings</b> |



### Borman Road - Rototuna

**Location**  
The site is located within the Peacocks Structure Plan area and is located between Kay Road and Borman Road.

**Zoning**  
The site is zoned Rototuna Town Centre and is identified in the Rototuna Structure Plan for Medium Density Housing.

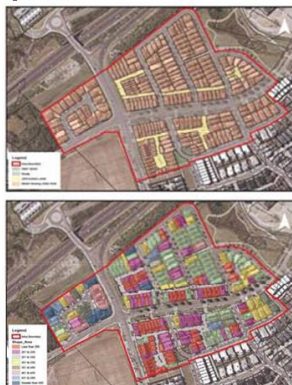
|                           |                   |
|---------------------------|-------------------|
| <b>Development Yields</b> |                   |
| Total Area                | 6.46 ha           |
| Open Space                | 0.31 ha           |
| Roadway                   | 2.19 ha           |
| Residential Area          | 3.96 ha           |
| Non-Residential area      | 38.5%             |
| Total number of section   | 145               |
| Average section size      | 273m <sup>2</sup> |
| Net Density               | 36.6 units per ha |



## Density - 38 Unit per Ha

### Development Yield

|  |   |                        |
|--|---|------------------------|
| 182ha @ an average of 38 units per ha (263m <sup>2</sup> ) | = | 6 916 dwellings        |
| Existing development                                       | = | 1 682 dwellings        |
| <b>Total development yield</b>                             | = | <b>8 598 dwellings</b> |



### Hobsonville - Auckland

**Location**  
The site is located within the greater Hobsonville area to the west of Auckland.

**Zoning**  
The site is zoned (Auckland Unitary Plan)  
• Mixed Housing Urban Zone

|                           |                   |
|---------------------------|-------------------|
| <b>Development Yields</b> |                   |
| Total Area                | 9.69 ha           |
| Open Space                | 0.11 ha           |
| Roadway                   | 3.56 ha           |
| Joint Access Lanes        | 0.53 ha           |
| Residential Area          | 5.49 ha           |
| Non-Residential area      | 43.3%             |
| Total number of section   | 212               |
| Average section size      | 259m <sup>2</sup> |
| Net Density               | 38.6 units per ha |





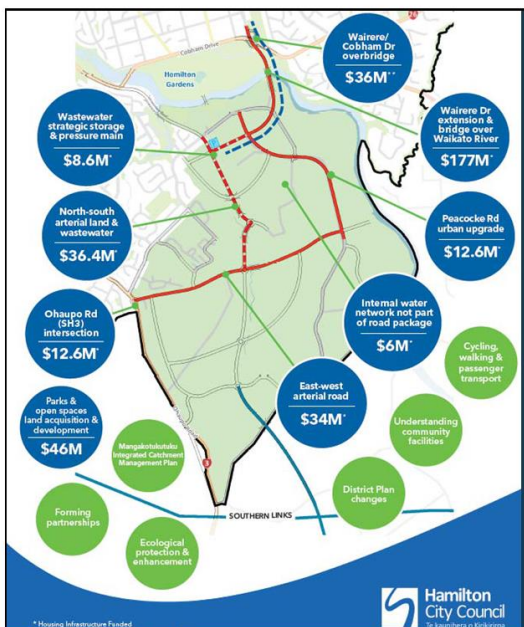




## Design Led Structure Plan

Creation of sustainable communities through:

- Providing priority to Pedestrian and Cyclists (Walkable communities)
- The provision of amenity – local parks, access to natural open space and Waikato River
- Increase affordability and housing choice by providing for increase in densities and a range of housing typologies
- Supports Public Transport – location of higher densities, pedestrian and cycle connections
- Integration of and use and transport network



## Key Objectives

Help deliver on the relevant HIF programme benefits

- Support the provision of affordable housing
- Build a vibrant community that integrates with Hamilton

How are we doing this?

Housing Choice - Increase densities and housing topologies

Prioritise cycling and pedestrian movement

Integrated land use and transport network

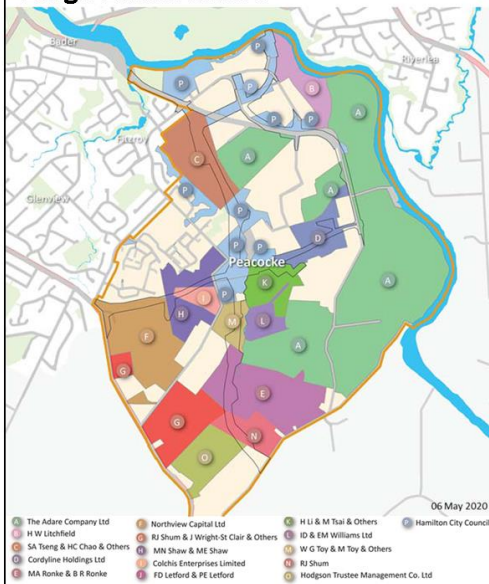
Connected open space network

**Hamilton City Council**  
It's our business to better

\* Housing Infrastructure Funded  
and/or funded from the Hamilton Infrastructure Fund



## Large Landowners



## Key Objectives

## Partnership with internal and external stakeholders and key land owners

## Key Stakeholders

- Elected Member
- Waikato Tainui and local Iwi
- Central Government (Department of Conservation, Ministry of Education)
- Waikato Regional Council
- Key land owners and developers
- Interest groups
- General Public

## How will we achieve this?

## Council briefings

### Public open days

## Key Stakeholder workshops

## One on One meetings



## Key Objectives

## Enhancement of the natural environment





## Key Objectives

Ensure a high quality and connected open space network





## Key Objectives

How do we create an integrated public transport network?





## Key Objectives

How do we provide housing choice while creating accessible new community nodes?





## Key Objectives

How do we ensure landscape and urban design excellence?



CREATE A STREET NETWORK THAT SUPPORTS COMMUNITIES AND PLACES



PRIORITISE WALKING AS THE FUNDAMENTAL UNIT OF MOVEMENT



MAXIMISE TRANSPORT CHOICE



INTEGRATE TRANSPORT NETWORKS




INTEGRATE THE STREET NETWORK WITH NATURAL SYSTEMS AT ALL SCALES




RESPECT THE EXISTING NATURAL AND BUILT ENVIRONMENT

Auckland Transport Urban Street and Road Design Guide

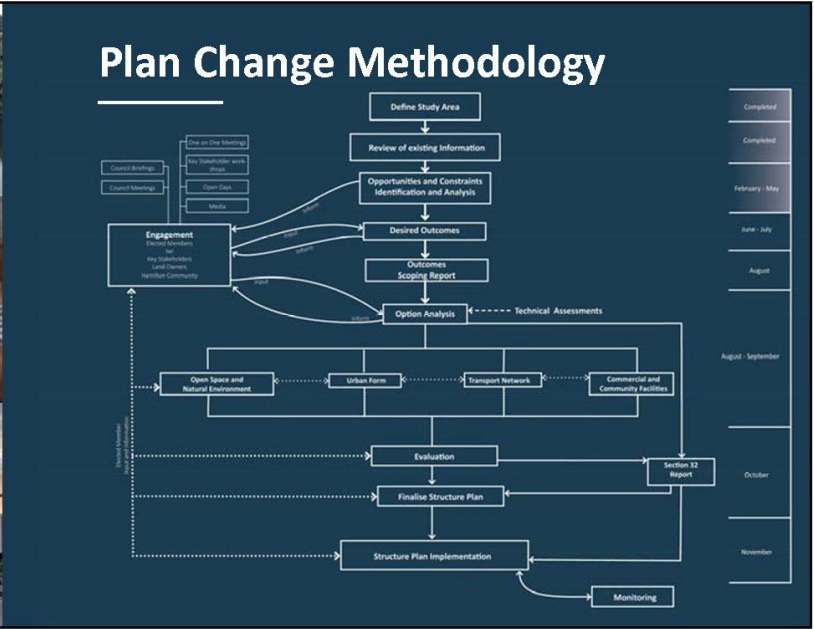




### Section 5: Key timing, Engagement and next steps.



### Plan Change Methodology



```
graph TD
    A[Define Study Area] --> B[Review of existing Information]
    B --> C[Opportunities and Constraints Identification and Analysis]
    C --> D[Desired Outcomes]
    D --> E[Outcomes Scoping Report]
    E --> F[Option Analysis]
    F --> G[Open Space and Natural Environment]
    F --> H[Urban Form]
    F --> I[Transport Network]
    F --> J[Commercial and Community Facilities]
    G --> K[Evaluation]
    H --> K
    I --> K
    J --> K
    K --> L[Finalise Structure Plan]
    L --> M[Structure Plan Implementation]
    M --> N[Monitoring]
    N --> M
    F -.-> O[Technical Assessments]
    O -.-> F
    F --> P[Section 32 Report]
    P --> L
    P --> M
```


**Engagement**  
Public Openings  
Key Stakeholders  
Local Councils  
Member Consultation

**Engagement Activities**  
One-on-One Meetings  
Key Stakeholder work shops  
Open Days  
Media

**Timeline**  
Completed  
Completed  
February - May  
June - July  
August  
August - September  
October  
November




## Public Participation and Engagement

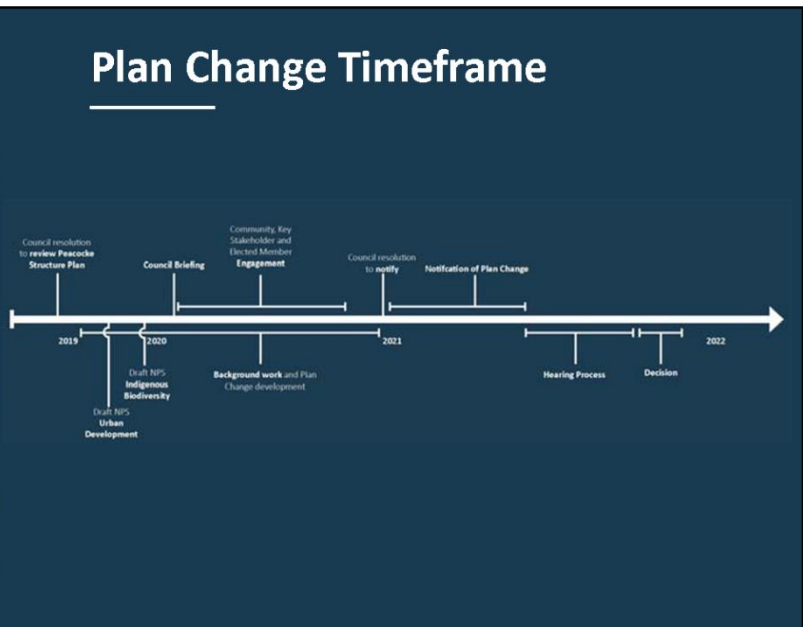


|                           | INFORM   | CONSULT   | INVOLVE  | COLLABORATE   | EMPOWER   |
|---------------------------|--|---|--|---|---|
| <b>Who</b>                | <ul style="list-style-type: none"> <li>Hamiltonians</li> <li>Council Staff - Not involved</li> <li>Local MPs</li> <li>Local Business</li> <li>Media</li> </ul> | <ul style="list-style-type: none"> <li>Southern Hamilton Community</li> <li>Hamilton Airport</li> <li>Waipa District Council</li> <li>Waikato District Council</li> </ul> | <ul style="list-style-type: none"> <li>Peacocke Landowners</li> <li>Environmental Groups</li> <li>Local Community Groups</li> <li>Specialist Interest Groups</li> <li>Advocacy Groups</li> <li>Property Council</li> <li>Utility Providers</li> <li>Council Staff</li> </ul> | <ul style="list-style-type: none"> <li>Elected Members</li> <li>Waikato Regional Council</li> <li>Waikato District Council</li> <li>Therak</li> <li>Heritage New Zealand</li> <li>Ministry of Education</li> <li>Department of Conservation</li> <li>Key Developers/Landowners</li> <li>Urban Design Panel</li> </ul> | <ul style="list-style-type: none"> <li>Elected Members</li> </ul> |
| <b>Goal</b>               | To provide the wider public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions. | To obtain feedback on analysis, alternatives and/or decision.   | To work directly with stakeholders throughout the process to ensure that their concerns and aspirations are consistently understood and considered.  | To partner with key stakeholders in each aspect of the project including the development of alternatives and the identification of the preferred solution.  | To place final decision-making in their hands.                    |
| <b>Promise</b>            | Keep you informed  | Keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.                                  | Will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.   | We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.   | Will implement what you decide.                                   |
| <b>Example Techniques</b> | Information sheets<br>Web site<br>Media<br>Public Open Days  | Focus Groups<br>Online Surveys<br>Public Open Days<br>Webinars<br>Online Surveys/questionnaire<br>Website   | Workshops<br>Targeted Consultation<br>Public Open Days<br>Targeted Webinars<br>One-on-One Telephone Discussions<br>Online survey/questionnaire   | Elected Member Briefings<br>CoDesign Workshops<br>One-on-One meetings<br>Online EIM Briefings<br>CoDesign Webinars<br>One-on-One Telephone Discussions  | Council Meetings<br>Online Council Meetings                       |

Based on the IAP2 Spectrum of Public Participation

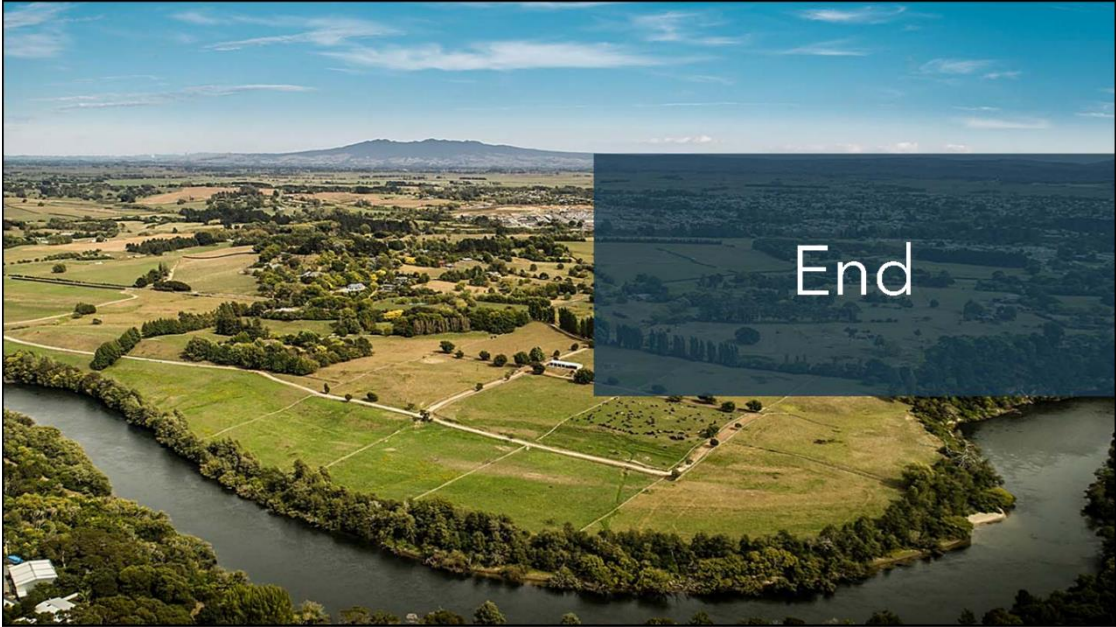
## Plan Change Timeframe





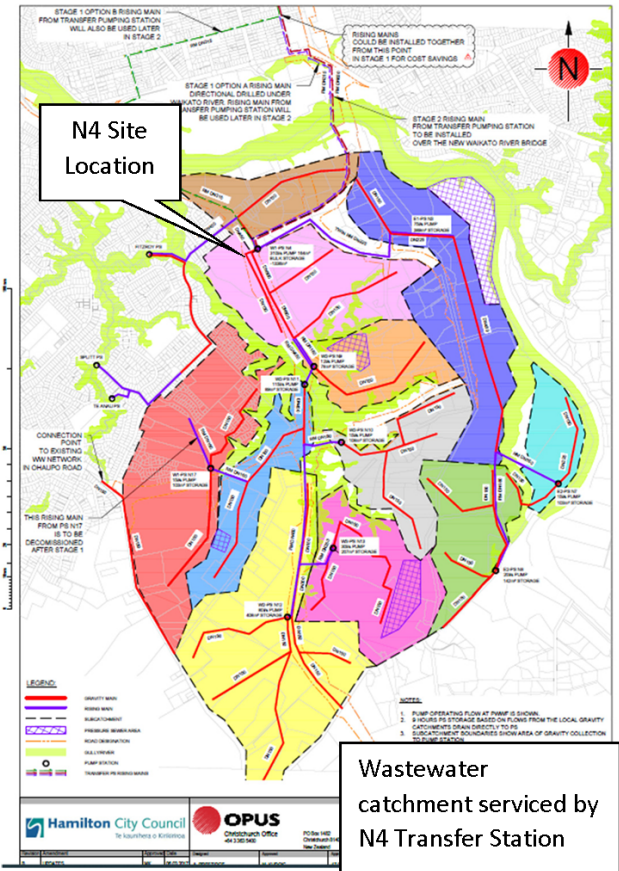
The timeline shows the following key milestones:

- 2019:** Council resolution to review Peacocke Structure Plan
- 2020:** Draft NPS Indigenous Biodiversity, Draft NPS Urban Development, Council Briefing, Background work and Plan Change development
- 2021:** Community, Key Stakeholder and Elected Member Engagement, Council resolution to notify
- 2022:** Notification of Plan Change, Hearing Process, Decision





Peacocke Wastewater System – ‘N4’ Transfer Station Macroscopic



Macroscopic Approval - Peacocke ‘N4’ Wastewater Transfer Station System

- Collects all wastewater for Peacocke area and transports across the river via the new bridge, to the nearest point on the existing Far Eastern Interceptor (near Crosby Road / Carrs Road area)
- Extreme failure contingency incorporated into the design by isolating and utilising detention areas
- Bounded by future residential areas and major arterial routes – Ring Road Extension and future North South Arterial.
- Above ground structure designed to integrate with the environment and public spaces surrounding them.
- Includes a shared path around the site and a space for public to pause on a journey and through the use of storyboards gain knowledge on the 3 Waters, the environment, and the cultural heritage of the area.
- Landscaping to limit turf grass areas to reduce fossil fuel reliant maintenance, tree planting to purify air, uptake nutrients, and provide shade.
- Exterior design influenced by (ongoing ) inputs from Te Haa o te whenua o Kirikiriroa (THaWK) and the Southern Links Tangata Whenua working group involvement.
- The system is futureproofed to allow expansion with future growth.
- The site houses four large above ground structures. The size and scale of the buildings is to provide required operational functionality.

1. Pump Room
2. Motor Control Room
3. 1,500m<sup>3</sup> Buffer Tank
4. Septicity management facility



Continued Design Refinement

The ‘N4’ Wastewater Transfer Station is an operational work place. Opportunities to integrate design principles with safe, secure, and efficient handling of wastewater will continue to be explored. Decision-making is based on value engineering and multi-criteria analysis to select the optimal solutions.

Specific opportunities under review or in progress.

- A. Solar Panels to reduce carbon footprint - potential space for 11kW of solar panels
- B. Continuing engagement with Tangata Whenua to develop a cultural narrative for the frontal façade
  - a. Naming
  - b. Storyboard – environmental and cultural
  - c. Colours
  - d. Textures
- C. Sustainable use of materials and resources during construction and operation. Material selection to reduce carbon footprint, such as use of lightweight concrete panels
- D. Utilising innovative oxygen injection to control septicity and manage odours
- E. Optimising energy consumption by controlling pump operation and providing operator information on power usage throughout the site



Mangakootukutuku Integrated Catchment Management Plan Attachments

Figure 1: Mangakootukutuku Catchment (Kairokiroki Sub-catchment is also covered by the Mangakootukutuku ICMP)

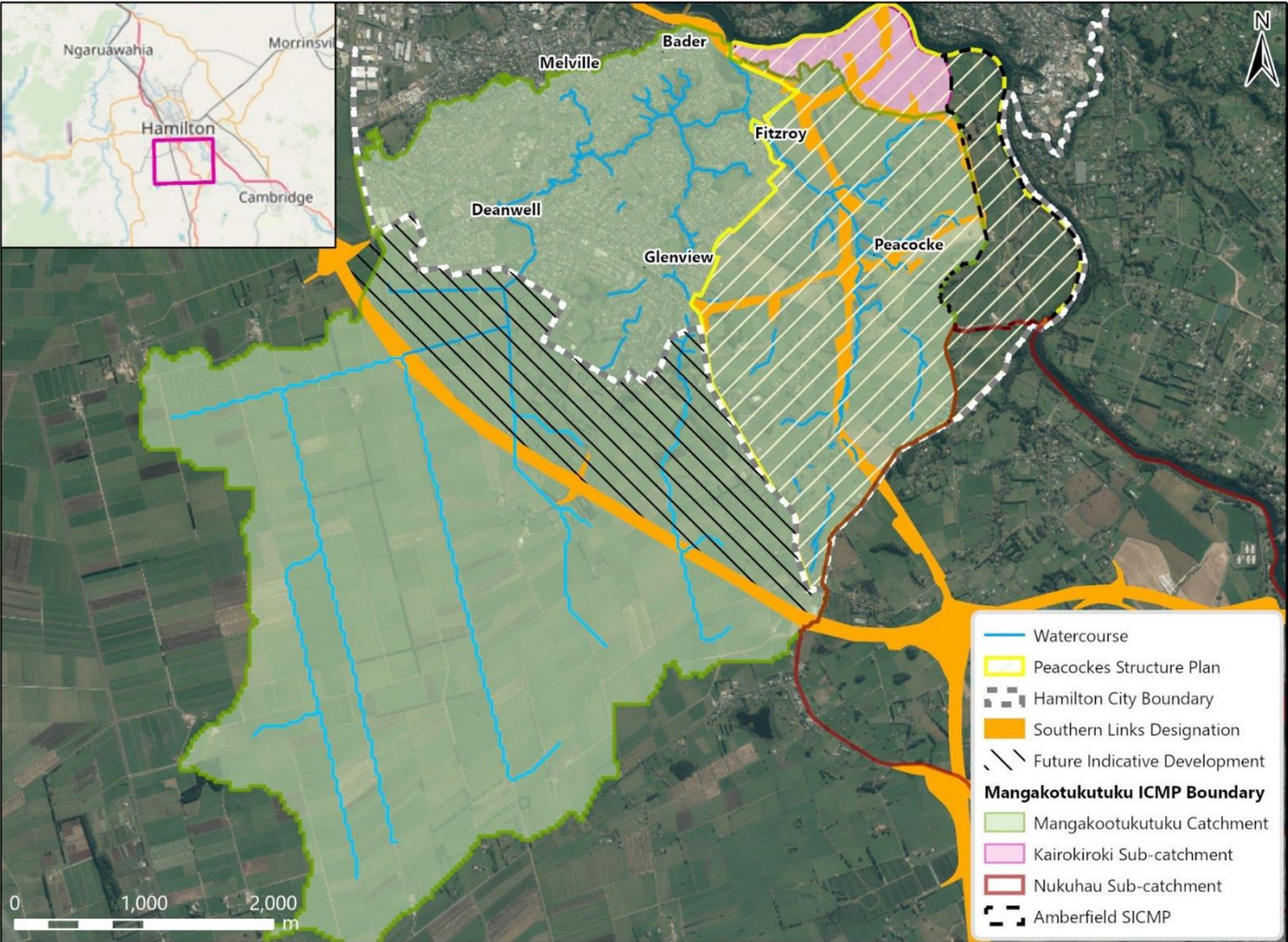
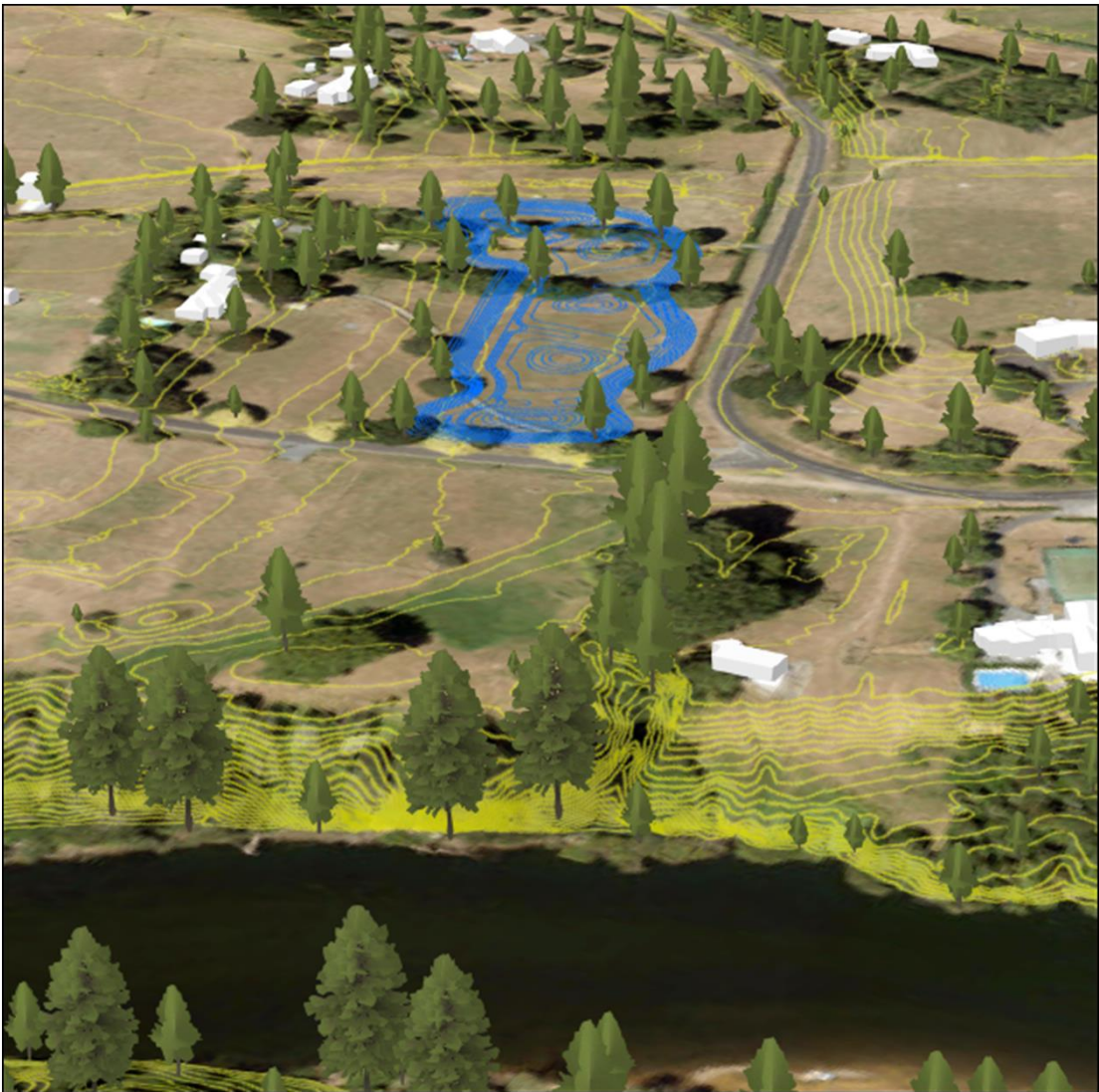


Figure 2: Proposed Stormwater Management Device (Wetland) Adjacent Peacocke Rd, View Facing South from River





# Peacocke Programme Capital Report

**Programme Outcome:**  
*Ko te aahinga o te hanga he waahi ataahua, he waahi toiora ki Peacocke*  
Enabling the development of an attractive and sustainable community in the Peacocke growth area.

## Land Acquisition

Acquiring the land needed for installing the network infrastructure is progressing in accordance with the business case. It remains a risk to the programme and there are several difficult conversations being had with landowners currently. 14 of 15 final land acquisition notices served to date were accepted without objection. By the end of April 2020 Council will own 23 of the 39 properties required following nine Proclamations being endorsed by the Minister of Lands and signed by the Governor-General. Staff are preparing for mediation in response to the one objection to the Environment Court. Council is working with three developers towards agreements and continues to seek agreement with the remaining landowners. In parallel, the remaining properties affected will enter the final land acquisition notice stages in the coming months. Some of the agreements and the compulsory acquisitions are subject to advance compensation agreements. This means that Council owns the property and differences in the amount of compensation offered and expected will be resolved through Public Works Act processes which may take some time to conclude. Budgets will recognise this contingent liability.

## Waikato River Bridge

Detailed design is complete in accordance with the Council approved macro-scope. The project team have maintained progress and, as planned, construction of the bridge and its associated roads and services is in the final procurement phase and the contract is expected to be awarded by Council in late 2020. This contract, along with the contract for the waste water pipeline, will see more than half of the \$290.4m HIF Funding committed to. The three shortlisted contractors are very supportive of Council progressing procurement in the current environment. The procurement process is responding to social distancing and movement restrictions, using virtual meetings and exploring options for virtual site visits. An independent cost estimate review is complete and has confirmed that the expected cost is at the top end of the budget allowed for. In addition, the impact of the State of Emergency and the pandemic on construction pricing and tolerance for risk is uncertain. Staff are engaging with the shortlisted contractors to work out the best way to deal with this.

## Wastewater Pipeline and Pump Station

Working remotely dealing with complex technical issues, the strategic wastewater team will get the Northern Pipeline contract to the final procurement stage in early May 2020. The pipeline is deeper than anticipated, increasing pressure on budgets. The shortlisted contractors are very supportive of progressing procurement in the current environment and the contract is expected to be awarded late 2020, meeting time commitments. As with the bridge project, staff will work with the four shortlisted contractors to manage the cost and time risks of the pandemic and explore options for construction efficiencies with the preferred contractor once selected. The main transfer pump station detailed design is being finalised for going to market later in 2020/early 2021.

## Stakeholder Communication

Our commitment to key stakeholder and community engagement on these projects is ongoing and will continue, with less of an emphasis on face-to-face and group interaction, as we move towards construction. Recent media releases have been very well received, with public endorsement from the NZ Construction Sector Accord. There remains interest in the project from less supportive perspectives and staff are working hard to ensure that media coverage is well informed with accurate information. Further site preparation will be completed in the next few weeks if restrictions permit completion within the seasonal window available to protect bats and other wildlife. The project team's engagement with stakeholders, including the Tangata Whenua Working Group (and each other) remains very productive, making full use of technology.

## SH3/Chaupe Road

Construction was progressing well prior to the Alert Level 4 state of emergency lockdown. The contractor managed after little notice to shut the site down quickly and effectively to avoid rework and minimise the risk of rework being needed. The project team are now making arrangements for a safe and efficient restart. Council continues to work closely with the adjacent development project. Contract completion is still targeting late 2020. The team is working with the contractor to understand and manage potential time and cost impacts from the lockdown and pandemic.

## Parks

Following Iwi and community engagement late last year, construction of the playground at Inuwal Street Reserve in Dixon Heights was expected to begin in mid-March and to be completed by June 2020. It is currently on hold pending Covid-19 measures. A Notice of Requirement for approximately 14ha northern sports was lodged in early March 2020 and statutory consultation will progress over the next few months.

## Emerging Risks

The impact on the construction industry and the Infrastructure programme from the pandemic and state of emergency is uncertain and staff are working hard, currently remotely, to understand and manage these. Significant potential influences include supply chain and operational disruption from Alert Level restrictions, uncertainty in the response of the local and international supply chain to restrictions, and the potential changes in the construction market from government economic recovery investment such as the "shovel-ready" projects being considered.

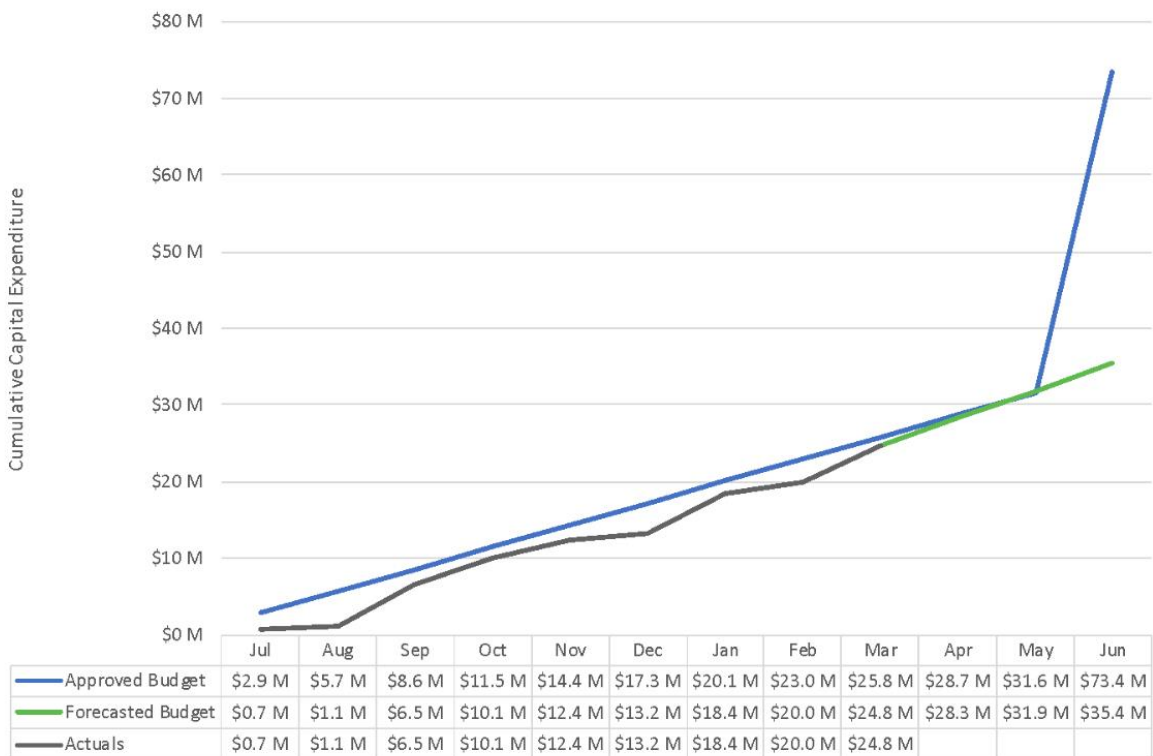


SH3 Roundabout site prepared for shutdown

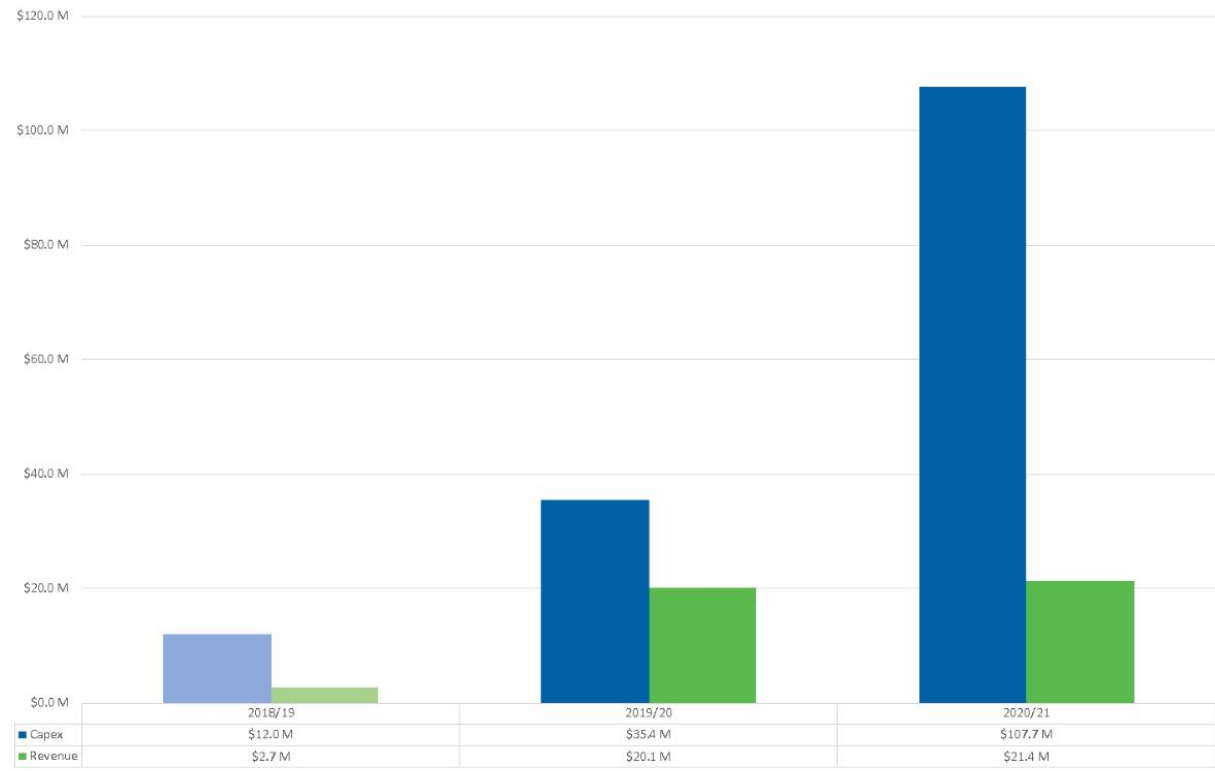


## Financial Performance

Peacocke Programme - Capital Expenditure 2019-20



Peacocke Programme - 3 Year Forecasted Budget







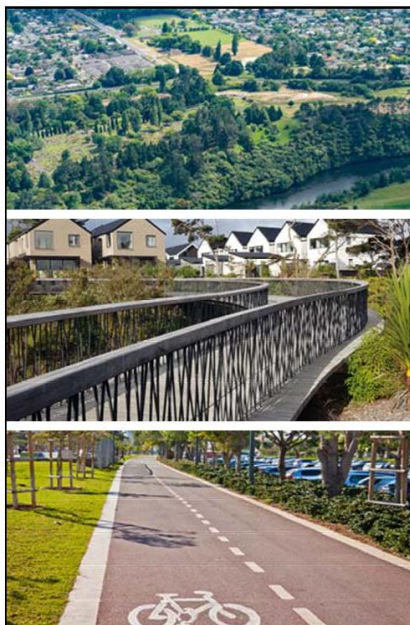
## Programme Risks

An uncertain event or condition that if it occurs, has a positive or negative impact on the benefits or outcomes of the programme.

They can include:

- Risks escalated or aggregated from projects that if realised, will have a wider impact or cannot be effectively managed at a project-level
- Strategic risks delegated from the organisation
- Programme level risks
  - Arising from interface between programme components
  - Relating to execution and management of the programme

We've identified 9 programme risks that could impact on our programme benefits.



## Programme Risks

Risks that could affect Programme Benefits

|  |   |   |
|--|---|---|
| Political changes, or misalignment, results in changes to programme outcomes and/or compliance                 | The type and pace of growth within Peacocke is not aligned with Councils intended outcomes (misalignment with developers) | Council infrastructure compromised due to significant cost increases leading to scope reduction |
| Poor stakeholder relationship & communications management  | The Peacocke programme is not adequately structured or resourced  | Economic/financial shock reduces demand for growth  |
| The outcomes and benefits of the Peacocke programme are poorly defined or understood internally and externally | Lack of management/oversight of interdependencies between programme projects or external projects                         | Corporate systems not set up to support the Peacocke Programme and HIF reporting requirements   |



Peacocke Programme Risks *(things that could affect us delivering the whole programme or the realising the programme outcomes)*  
As at May 2020

| Ref | Risk  | Risk Description & cause   | Inherent rating | Controls / Actions  | Residual Rating | Risk Owner     |
|-----|---|--|-----------------|---|-----------------|----------------|
| 1   | Political changes, or misalignment, results in changes to programme outcomes and/or compliance                  | <p>There is a threat that a change at the political level or misalignment between Government departments, results in a significant change in direction for the Peacocke programme which requires addition costs to be incurred or diminishes the outcomes the stakeholders and community are expecting.</p> <p>Causes: A change in Council/Government priorities<br/>Increased regulatory specifications/standards<br/>Plan changes affect the programme outcomes<br/>Change in Government policy statements and direction<br/>Conflicting priorities between Government departments, for example conservation versus urban development</p>  | Very High       | <p>HIF funding agreement<br/>Business Case approval by Government<br/>Maintain awareness of changes to regulations/standards<br/>Elected member briefings/champion<br/>Stakeholder management plan<br/>Programme Governance<br/>Clearly defined and agreed benefits<br/>Central government advocacy and engagement<br/>Whole of government approach</p>   | Very High       | Jen Baird      |
| 2   | The type and pace of growth within Peacocke is not aligned with Councils intended outcomes.                     | <p>There is a threat that developers may want to go faster than the pace at which Council can deliver the necessary infrastructure leading to compromises that delay community outcomes.</p> <p>Causes: Infrastructure Tech Specs doesn't support outcomes, Planning provisions enable early development,<br/>Developers doing their own thing that result in poor community outcomes</p>  | Very High       | <p>Sequencing of infrastructure delivery<br/>District Plan Change<br/>PDAs<br/>Partnership approaches and working with developers<br/>Developer relationship management<br/>Allow the developers to deliver some infrastructure<br/>Incentives for developers</p>   | Very High       | Jen Baird      |
| 3   | Council infrastructure compromised due to significant cost increases leading to scope reduction                 | <p>There is a threat that the cost of infrastructure means that scope reductions are necessary to deliver within budget leading to reduced/poor outcomes.</p> <p>Causes: Poor cost estimation, Tender prices too expensive</p>   | Extreme         | <p>Procurement approach<br/>Design briefs<br/>Cost Reviews<br/>Contractor engagement<br/>Asking for more money<br/>Treating HIF loan as a block allocation (total budget)</p>   | Very High       | Andrew Parsons |
| 4   | Poor stakeholder relationship & communications management   | <p>There is a threat that the Peacocke programme fails to manage all stakeholders in a joined up way resulting in poor outcomes and lost opportunities as a result of inadequate or inappropriate communication/partnership strategies.</p> <p>Causes: Poor communications strategy with the community.<br/>Poor relationship communications with stakeholders by programme.<br/>Lack of cohesive approach to stakeholders - projects and staff engaging separately without visibility of other engagements and backgrounds.<br/>Poor relationship/partnership/engagement with developers</p>  | Extreme         | <p>Implement a Prgm stakeholder engagement strategy and management plan<br/>Stakeholder map with relationship owners and a process to support<br/>System to capture or visualise stakeholder activity and status<br/>Have a dedicated communications resource and input methodology to capture stakeholder and community concerns and issues.<br/>Develop a partnership approach with developers/maintain a good working relationship<br/>Establish HCC Relationship owners for most important stakeholders</p> | High            | Karen Saunders |
| 5   | The Peacocke programme is not adequately structured or resourced  | <p>There is a threat that programme outcomes may be affected as a result of inadequate programme resourcing. The Peacocke programme involves the delivery of multiple significant assets involving different business units across Council. The Council BAU structure is not set up to deliver a programme of this size, spanning multiple business units. If the right resources are not dedicated to the programme, then they may be pulled into BAU activities, impacting the programme delivery.</p> <p>Causes: Key staff have too high a workload, resulting in insufficient time spent on Peacocke due to competing demands. Key team members or regulatory functions not included in programme structure.</p> | Very High       | <p>Adequately resourced Peacocke dedicated programme team that is separate from business as usual<br/>Peacocke programme has it's own delegations/approvals<br/>Shared workspaces for programme team members<br/>Resource Management Planning (formal with gateway)<br/>Investigating secondment opportunities<br/>Sufficient budget to enable choice of resources</p>  | High            | Karen Saunders |
| 6   | Economic/financial shock reduces demand for growth.   | <p>There is a threat that an economic shock that delays the development of land/uptake of houses/building of infrastructure resulting in delayed benefits/outcomes.</p> <p>Causes: Pandemic/Recession, Natural Disaster, Supply chain disruption</p>   | Very High       | <p>Insurance (for infrastructure damage)<br/>Have the flexibility to speed up or slow down to meet growth (staging of development)<br/>Fall back on contractual arrangements</p>  | High            | Jen Baird      |
| 7   | The outcomes and benefits of the Peacocke programme are poorly defined or understood internally and externally. | <p>There is a threat that a lack of clearly defined outcomes and benefits results in poor decision making leading to sub-optimal outcomes and reduced or lack of benefits realisation.</p> <p>Causes: Poor communications with stakeholders and staff.<br/>Lack of detail on outcomes. Lack of alignment with outcomes.</p>  | Very High       | <p>Benefits realisation strategy and plan<br/>Widen Benefits to include wellbeing (versus just infrastructure)<br/>Well defined outcomes<br/>Communications strategy<br/>Stakeholder management plan<br/>Programme governance</p>   | Medium          | Karen Saunders |
| 8   | Lack of management/oversight of interdependencies between programme projects or external projects               | <p>There is a threat that lack of programme management results in disjointed delivery of related projects causing poor outcomes.</p> <p>Causes: No programme oversight, Poor programme sequencing</p>  | Very High       | <p>Effective programme management in place<br/>Critical dependency scheduling (Project and Programme Level)<br/>Clear programme governance structure<br/>Governance Board<br/>Project reporting</p>   | Medium          | Karen Saunders |
| 9   | Corporate systems not set up to support the Peacocke Programme and HIF reporting requirements                   | <p>There is a threat that inefficient systems lead to inability to access quality data on time resulting in poor decision making.<br/>Cause: Lag in corporate systems aligning to needs of new way of working</p>  | Very High       | <p>Set up project reporting systems using extra tools to integrate information and present it properly<br/>Set up shared e-work space for Programme (Teams or Sharepoint)</p>   | Medium          | Sarah Seel     |



## 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 Public Excluded Strategic Growth Committee Minutes - 14 May 2020 | ) Good reason to withhold information exists under Section 7 Local Government Official Information and Meetings Act 1987 | Section 48(1)(a)   |
| C2. Peacocke Update - Public Excluded Information  | )  |  |
| C3. Proposed Private Plan Change 2 - Te Awa Lakes Appeals Management                     |  |  |

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 avoid the unreasonably, likely prejudice to the commercial position of a person who supplied or is the subject of the information                                    | Section 7 (2) (b) (ii)<br>Section 7 (2) (h)<br>Section 7 (2) (i) |
| Item C3. | to enable Council to carry out commercial activities without disadvantage<br>to enable Council to carry out negotiations<br>to enable Council to carry out negotiations | Section 7 (2) (i)  |

**Notice of Meeting:**

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

**Date:** Thursday 18 June 2020  
**Time:** 10.00am  
**Meeting Room:** Council Chamber  
**Venue:** Municipal Building, Garden Place, Hamilton

Richard Briggs  
Chief Executive

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## OPEN REPORTS FOR INFORMATION ONLY

### Strategic Growth Committee *Komiti Rautaki Whakatupu*

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# Council Report

**Committee:** Strategic Growth Committee      **Date:** 18 June 2020  
**Author:** Jen Baird      **Authoriser:** Jen Baird  
**Position:** General Manager City Growth      **Position:** General Manager City Growth  
**Report Name:** General Manager's Report

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

## Purpose

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

## Discussion

2. This report provides updates to Committee Members on activities, actions or projects contained within the following plans or strategies for which this Committee and the relevant General Managers have responsibility over and for which significant progress has been made:
  - Infrastructure Strategy
  - Hamilton Urban Growth Strategy
  - Access Hamilton

## Strategic Regional Collaboration (Executive Director Special Projects)

### Mayoral Forum

3. Throughout the COVID-19 period, Mayoral Forum has met regularly to discuss response and recovery opportunities and requirements for the region. Aside from COVID-19 related activity, Mayoral Forum is also focussing on:
  - Follow up of actions from the February 2020 Mayoral Forum retreat;
  - A refresh of the Waikato Plan
  - Engagement with iwi and other key stakeholders across welfare, economic development and community/recreation activities.
4. It is expected that the Mayoral Forum will shortly set meetings for the balance of the year.

### Waikato Plan

5. At the 14 May 2020 Strategic Growth Committee meeting, Elected Members asked for a brief history of the Waikato Plan, its achievements and the contributions HCC has made to it. This was provided to Elected Members via Executive Update on 26 May 2020. (Attachment 1)

6. Unconfirmed minutes of the meeting of 25 May 2020 can be found [here](#). At the meeting, appointments were made as follows:
  - Co-Chair Margaret Wilson
  - Deputy Co-Chair Mayor Max Baxter
7. A recommendation on appointing the two new community members was taken to Waikato Regional Council meeting on 28 May 2020 following an expressions of interest and selection process run by the Waikato Plan Leadership Committee. Appointments for the community members were confirmed as follows:
  - Charlotte Muggeridge
  - Peter Nation
8. The Waikato Plan Leadership Committee held a workshop on 4 June 2020 to discuss the current work programme, future priorities and the Terms of Reference in response to COVID-19 impact on community wellbeing, and because there are a number of new members on the Committee. The outcomes of the workshop will be reported to the next meeting on 20 July 2020.
9. The resourcing of the Waikato Plan (financial contributions and in-kind support) is an ongoing conversation between member organisations (including Trusts) and the Waikato Councils CEO Forum.
10. Regional Housing Initiative
11. One of the key programmes of the Waikato Plan is the Waikato Regional Housing Initiative (RHI). The RHI is of significant interest to HCC and we are represented by Andy Mannering and Ben Scott on the RHI.
12. The RHI has a vision that every person and every family in the Waikato region are well-housed living in sustainable, flourishing, and connected communities. “Well Housed” means timely access to reliable, affordable, accessible, culturally appropriate, appropriately located and with security of tenure (refer to UN’s The Human Right to Adequate Housing definition of ‘Well-housed’ <https://www.un.org/ruleoflaw/files/FactSheet21en.pdf>)
13. The RHI connects to the United Nations Social Development Goal 11 through the Waikato Wellbeings project of “Sustainable cities and communities”. This goal works to making cities and community settlement inclusive, safe, resilient, and sustainable. Having secure, warm, and safe housing is at the heart of wellbeing for families and communities.
14. The RHI is constantly updated and monitors housing needs in the Waikato. In March 2020 there were 1,663 applicants on the Housing Register representing individuals and families most at risk. This is an increase of 78% on the same time last year.
15. The RHI are actively building an affordable and social housing project pipeline. There continues to be good engagement with the Ministry of Housing and Urban Development and Kaainga Ora, with their aligned interests in the delivery of affordable and social homes across the region. Central Government have been very complimentary about the RHI saying it is a role model for the “Placemaking approach” they have partially adopted and wish to roll out across New Zealand. Placemaking is a people-centred approach to planning.
16. As part of the current programme for the RHI work is occurring to establish:
  - A fund with a sustainable funding framework model.
  - An operating model that reflects the Regional Housing Initiative umbrella nature.
17. The goal of the RHI is to lay down the foundations for a structure that can provide at least 200 affordable homes over the next 2 to 3 years. Work is occurring to establish a framework of

funding to help deliver affordable housing outcomes, with the goal of attracting at least \$100 million to fund appropriate projects. A vehicle of this nature serves two purposes in these challenging times. It addresses wellbeing but it also assists activating economic activity that is needed right now. As the Minister for Housing, Megan Woods recently said for “every dollar spent in the construction sector it has a 1 to 3 multiplier effect in the wider economy”.

18. The provision of affordable and social housing is a key action in the plan. The action plan is in circulation for feedback from key stakeholders and will be circulated to Elected Members once it has been updated. The themes of work include but are not limited to:
  - Housing Data Lake (i.e. data warehouse) – e.g. quantifying, visualising current housing need and capacity information
  - Council policy – e.g. Inclusionary zoning, concessions for affordable housing, consistent Papakainga policy across the region
  - Healthy homes – e.g. insulation, heat pumps, major repairs, etc.
  - Master and Urban planning affordability to housing
  - Special purpose vehicles – e.g. Housing fund, Community Lands Trust
  - Tool-kits e.g. shared tools for stakeholders i.e. housing models, legal templates, etc.
19. For the RHI to be more impactful, funding or funding in kind is needed to help enable a backbone to the core resourcing required. The RHI group largely runs itself of those that are willing. No parties are paid by the other than a technical lead that is part-time. The RHI does acknowledge the regular contributions of Waikato Regional Council, Waikato-Tainui, Te Waka, Whaingaroa Raglan Affordable Housing Project, and the DV Bryant Trust and the co-chairs Lale Ieremia of PCM and Nic Greene of Habitat for Humanity for their contributions.

#### **Cross Boundary Council Discussions – Growth Matters**

20. Waikato District Council
21. The minutes of the meeting held on 20 May 2020 are at Attachment 2.
22. The meeting focused on:
  - Waikato Plan update
  - Metro Spatial Plan update
  - 2021-31 LTP Collaboration
  - Shovel Ready update
  - Strategic Land Agreement
23. Items agreed as opportunities to be explored for collaboration immediately and also through the 2021-31 LTP are:
  - University of Waikato Indoor Recreation Centre
  - Recreation areas such as sports parks, walkways, trail ways, gully restoration
  - 3-Water Sub-Regional Study
  - Metro Wastewater Project (noting that this is an anchor to further growth/collaboration discussion).
24. There was also a commitment to move forward with drafting an amended Strategic Land Agreement for growth areas of HT1, R2 and WA, as well as covering the process for future new growth cells. This will be presented for consideration to the next Governance Group meeting on 19 June 2020.

25. Future WDC/HCC Governance Group meetings are scheduled for 1 September and 1 December 2020.
26. Waipa District Council
27. The first Waipa/HCC Governance Group meeting is being held on 19 June 2020. Future meetings are scheduled for 19 September and 11 December 2020.
28. HCC is represented at both of these Governance Groups by Mayor Southgate, Deputy Mayor Taylor, Councillors Macpherson and Hamilton, CE Richard Briggs and Blair Bowcott.

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

29. The UNISA Mayors and Chairs meeting was held via Zoom on the 22 May 2020. The minutes are found at Attachment 3. The key issues discussed at the meeting are as follows:
  - Spatial and well-being planning in the Upper North Island
 

The letter sent to Minister Parker on the 4 May 2020 requesting the opportunity to work with officials to co-design and test government priorities with regards spatial and well-being planning in the Upper North Island also extended an invitation to Minister Parker to attend the next Mayors and Chairs meeting. Unfortunately Minister Parker has unable to attend the meeting on the 22 May 2020 due to prior commitments, but he did indicate his willingness to attend the meeting on the 7 August 2020.
  - The Upper North Island Supply Chain Strategy
 

UNISA has been advised that the May 2020 Cabinet report back by the Upper North Island Supply Chain (UNISCS) Ministers, on the outcomes of technical assessments of the options to relocate the port, has been delayed because of Covid-19, as the level 4 response prevented any meaningful stakeholder engagement. Ministry of Transport staff are seeking direction from the UNISCS Ministers regarding a revised timeline for this work and will advise and engage with UNISA accordingly.
  - The Climate Change
 

The Climate Change Officers Group terms of reference which outlines the scope and purpose of the group was endorsed at the CEO's on the 4 May 2020 (Attachment 4)

The scope of the UNISA Climate Change Officers Group will cover both mitigation and adaptation matters.
30. The next Mayors and Chairs meeting is scheduled for 7 August 2020. A decision will be made nearer the time as to the nature of this meeting, depending on the COVID-19 situation.

#### **Hamilton/Tauranga Supply Chain – Hamilton to Tauranga (H2T)**

31. Hamilton and Tauranga City Councils are seeking to work closely on ensuring there is alignment with regards to logistics infrastructure and spatial planning strategies within the sub-region. As a result, the two councils are proposing to jointly embark on a project to understand the strategic advantage of the Waikato/Tauranga sub-region in the context of ports orientated freight and logistics, the relationship between Port of Tauranga (PoT) and the various inland ports and the impact of moving the Port of Auckland to Northland.
32. The growth partnerships of Future Proof and Smart Growth will support the initiatives of Hamilton and Tauranga City Councils to explore the wider Hamilton to Tauranga Corridor (H2T). This topic is on the Future Proof implementation Committee agenda on 9 June 2020. The areas for consideration in H2T Corridor include:
  - Mutual interests in joint spatial planning with Government – Future Proof and Smart Growth

- Imagining and creating metro areas for the future
  - Innovative funding and financing
  - Transport mode shift initiatives – 20 minute city concepts
  - Passenger Rail – Hamilton to Tauranga
  - Implementation frameworks – e.g. City Deal/Regional Deals with Councils/Government/Iwi to deliver spatial plan long term outcomes
  - Economic transformation and collaboration with Te Waka and Priority One
  - Education - university
33. The following link is to an article that summarises the intent of the Hamilton and Tauranga City Council Mayors to explore the Hamilton to Tauranga Corridor:  
<https://www.stuff.co.nz/national/politics/local-government/121728252/hamilton-and-tauranga-cosy-up-amid-ports-of-auckland-move-talks>
34. The Hamilton/Tauranga sub-region is a key player in the Upper North Island (UNI) freight, logistic and ports system due to its strategic location in the “golden triangle.” This part of the golden triangle is nationally important from a freight and logistics point of view, anchored by PoT, and road and rail connections to Waikato inland ports (Horotiu, Ruakura and Crawford Street). Significant volumes of freight pass through the road and rail networks in the sub-region and the future location of ports is critical to the regional transport system. It is important the sub-region has a strong voice in the discussion on the future supply chain.
35. The main objective of this work will be to identify an optimal solution for the establishment of the Hamilton/Tauranga sub-region as a key cornerstone of the ‘golden triangle’ from a port freight and logistics perspective. A number of key issues will need to be considered:
- The comprehensive road and rail network in the Waikato/Tauranga sub region, supported by strategically located ports both inland and sea is a key strength to the UNI freight system. The strength of the system depends on the further development of these networks within the Hamilton/Tauranga sub region. This covers key connections, road and rail between Hamilton and Tauranga to enable this, including the Waikato Expressway extension Cambridge to Pairere, and Pairere to the Kaimais, the East Coast main trunk line and Kaimai rail tunnel future proofing, and the Southern Links network.
  - The southern region of the ‘Golden Triangle’ is nationally important from a freight and logistics point of view, anchored by PoT, and road and rail connections to Waikato inland ports (Horotiu, Ruakura and Crawford Street), and
  - There are concerns that current Upper North Island Supply Chain Strategy is not focusing on the southern end of the Upper North Island’s ‘Golden Triangle.’ Our region needs to ensure any proposed large investment going into developing a main port in Northland will not undermine investments in the Hamilton/Tauranga sub region that could result in stranded assets creating significant economic detriment.

#### IFF Update

36. A Briefing session for Elected Members on Infrastructure Funding and Financing (IFF) was held on Wednesday 27 May 2020. The feedback was positive on the approach for the Rotokauri Detailed Business Case (DBC) and Elected Members were given the next level of detail on the IFF model.
37. The project team will now focus on bringing together a full version of the Rotokauri DBC for feedback. Another Briefing session will be held with Elected Members, the date of which is yet to be confirmed, but likely to take place in the third quarter and in line with 2021-31 LTP discussions. The purpose of this Briefing will be to obtain detailed feedback on the Rotokauri DBC from Elected Members, which will contribute to the next iteration of the final Rotokauri DBC.



38. When the Rotokauri DBC is finalised, there will be several stages for it to be approved and adopted:
- Full Council: Agreement in principle  
The Rotokauri DBC will be brought to a Full Council meeting for a recommendation to approve the business case in principle, subject to 2021-31 LTP deliberations. This will be an important step for Crown Infrastructure Partners (CIP) to see some formal commitment from HCC to developing Rotokauri.
  - Full Council Approval: Subject to 2021-31 LTP consultation  
If approved at the “Agreement in Principle” stage, the Rotokauri DBC will be brought to a Full Council meeting as part of 2021-31 LTP consultation process and if taken forward at this stage, it will be pending 2021-31 LTP final decisions.
  - Full council Final Approval: As part of 2021-31 LTP decision-making process  
The final stage will be for the Rotokauri DBC to be finalised and fully approved as part of the 2021-31 LTP decisions in June 2021.

### Engagement with Government

39. The economic stimulus proposals are currently with Government Ministers for consideration.
40. A number of different proposals have been submitted to the Government, with the main focus being on the shovel ready proposals (22 proposals have been shortlisted for the Future Proof area). Council has submitted job creation proposals relating to environmental/natural area gully initiatives and road corridor related projects. In addition to these proposals, the Futureproof area has also submitted a suite of Urban Growth Programme initiatives to Government.
41. A summary of the job creation programme and major economic stimulus proposals can be found here: <https://www.hamilton.govt.nz/our-city/covid-19/recovery-package/Pages/Job-creation-programme-and-major-economic-stimulus.aspx>
42. As well as these economic stimulus proposals, Council has submitted four proposals to NZTA as part of the Innovating Streets programme.
43. We anticipate receiving information from the Government on the shovel ready proposals, environmental and road corridor initiatives in the next couple of weeks. As part of the shovel ready application to Government, we sought grant funding to supplement any funding that Council had allocated to the projects in the 2018-28 LTP. However, we also noted in the shovel ready application that any LTP budget funding indicated for the years from 2020/21 was at risk due to the impact of COVID-19 on Council revenues and consequential debt and capital expenditure capacity.
44. In reality it is hard to speculate on the success, quantum or nature of any Government economic stimulus funding for Council, nor its implications on the Annual Plan and years beyond, until we receive the Government response and the extent and nature of any offer made. At that time, we can analyse any offers received and engage with Council accordingly on both the project and financial considerations, as well as the transformational outcomes provided, and innovative frameworks and programme approach needed to deliver these projects at pace.
45. In addition to the economic stimulus proposals, the Provincial Growth Fund announced on 9 June 2020 a \$16.8m grant towards Stage One of the Ruakura Spine Road. The total project enabled by this grant is \$38.6m, with contributions also coming from Tainui Group Holdings (\$16.8m) and HCC (\$5m). This project will unlock the Ruakura Inland Port precinct, as well as

enable critical Ruakura to Hamilton Central connections, and a range of walking, cycling and public transport initiatives.

### **Financial Considerations**

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

### **Legal and Policy Considerations**

47. This report is for information purposes only.

### **Wellbeing Considerations**

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

### **Risks**

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

### **Significance & Engagement Policy**

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

### **Attachments**

Attachment 1 - Waikato Plan History

Attachment 2 - WDC/HCC Governance Group - Minutes 2020-05-20

Attachment 3 - UNISA Mayors and Chairs Meeting 2020-05-22

Attachment 4 - UNISA Climate Change Working Group TOR and Meeting Minutes March 2020 .

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### **Waikato Plan History**

The development of the Waikato Plan was endorsed by the Mayoral Forum in 2013. The draft Waikato Plan was prepared and adopted for public consultation by the Waikato Plan Joint Committee on 27 February 2017. The Plan was adopted in July/August 2017.

The Waikato Plan is an overarching strategic approach for the whole region aligned to the four well beings. It was developed by the region's leaders to address the challenges the region faced and to have one aligned voice on key messages, including engagement with Central Government.

The Waikato Plan is governed by a Joint Committee, the Waikato Plan Leadership Group, of representatives from local government, iwi, business, community and government agencies.

In 2018, a review carried out by Peter Winder recommended that a change to the Terms of Reference was required to refine the role and function of the Group to be a facilitator and influencer, rather than directing the use of others' resources, and that funding be undertaken on a project-by-project basis based on the merits of a business case for each project and the willingness of the partners to fund the activity.

Council, on 28 June 2018 resolved to support the recommendations of the Peter Winder report and confirmed continued participation in the Waikato Plan with funding linked to individual project initiatives.

The Waikato Plan in May 2020 has refreshed its Co-Chair and Deputy Co-Chair appointees and is reviewing its Terms of Reference and work programme in light of Covid 19 and the need for an integrated recovery approach across the Waikato. A review of resources required to support the Waikato Plan is currently being conducted by the CEO Forum, with input from Peter Winder.

### **Achievements of the Waikato Plan**

The Waikato Plan has delivered or contributed to a number of initiatives as follows:

- Reported on Waikato Socio-Economic Deprivation (The Index of Multiple Deprivation)
- Supported the development of the Waikato Economic Development Plan
- Brokered community connections for the Waikato DHB's Virtual Health Care Strategy Refresh
- Commissioned work to identify opportunities to align the administration of consent processes across the region.
- Facilitated connections to enable the Waikato Region Maaori Economic Action Plan
- Supported the NZ Police and Waikato DHB to achieve multi-year funding to assist work to reduce drug harm in the region
- Substantially increased connectivity and collaboration with central government with regular contact through Treasury staff
- Undertaken evidence- based research through a Regional Housing Stocktake and Youth Initiative Stocktake

D-3311887

- Advocated for the regional expansion of the Secondary School Employer Partnership programme (SSEP – Smart Waikato) resulting in Provisional Growth Fund Investment
- Advocated for an expansion of the Enabling Good Lives demonstration in the region and for an Alcohol and Drug Court based in Hamilton
- Established working parties across priority work streams – Youth, Mental Health and Housing
- Commitment of \$500,000 from funders for the Regional Housing Initiative and associated action plan
- Commitment from Ministry of Youth Dev of \$70,000 to advance alternative models of youth employment support in Otorohanga and Waikato districts and Nawton, Hamilton. Additional philanthropic support also committed - \$55,000
- Collective impact partnerships explored and activated through Strategic Partners Forum

#### HCC Financial Contribution to Waikato Plan

| Year      | Spent                | Committed not Spent | Comment   |
|-----------|----------------------|---------------------|---|
| 2013-2016 | \$164,904            |                     | HCC contribution to the implementation of the Waikato Plan.<br>Total cost of implementation was \$1.345m.   |
| 2017/18   | \$99,124             |                     | HCC contribution, a mix of \$41,124 payment and \$58,000 value of staff resources seconded to project.  |
| 2018/19   | \$40,950<br>\$10,500 |                     | HCC paid HALF of its expected contribution.<br>HCC also paid \$10,500 in respect of underclaimed WP Independent Members committee fees in May 2019.             |
| 2019/20   | \$5,000              |                     | Contribution to Future Generations Thinking project (Sophie Howe – Future Generations Commissioner visit) planned for April 2020, but deferred due to COVID-19. |
| 2019/20   |                      | \$30,000            | HCC committed \$30,000 toward the Youth and Employment project. Delivery of this service delayed beyond 2019/20 year.   |
|           | <b>\$320,478</b>     | \$30,000            |   |

#### Links

[Council 27 July 2010](#) – Adoption of Waikato Plan

[Council 28 June 2018](#) – Waikato Plan Review

Website – [The Waikato Plan](#)

**WDC/HCC GOVERNANCE MEETING  
GROWTH PRESSURES  
MINUTES**

Wednesday, 20 May 2020  
Zoom  
3pm to 4.30pm

**Attendees:** Mayor Paula Southgate, Deputy Mayor Geoff Taylor, Cr Dave Macpherson, Cr Ryan Hamilton, Blair Bowcott, Mayor Allan Sanson, Deputy Mayor Aksel Bech, Cr Noel Smith, Cr Janet Gibb, Gavin Ion, Tony Whittaker, Clive Morgan

**Apologies:** Richard Briggs

### 1. Waikato Plan Update

- The Extraordinary meeting on 25 May 2020 will deal only with the appointment of Chair and Deputy Chair and the two Community vacancies
- The Terms of Reference are to be considered at a future meeting
- It is important to preserve what Waikato Plan has achieved– and that the key outcomes – RHI, Wellbeing, Sustainable goals, and the new Electric Vehicle initiative are not lost.
- It is also important that the Waikato Plan is not used as a “catch all” or projects that have not found a home elsewhere
- Maintaining the connection with Iwi is critical
- COVID Recovery Office
  - Three options for where this could be situated: Te Waka (not preferred), WLASS or a Council (not specified)
  - Perhaps the Recovery office could have two leaders – 1 x Iwi and 1 x other?

### 2. Metro Spatial Plan Update

- Following the FPIC meeting on 21 April 2020, and ahead of the next FPIC on 9 June, HCC is having active engagement with Elected Members, both formally and informally, gathering feedback to inform the draft Metro Spatial Plan. Of particular interest are settlement patterns and transport networks. Now looking to take into account traffic coming from outside the MSP area – e.g. Morrinsville and Te Awamutu.
- Clive advised that Vishal is currently preparing an update to WDC Elected Members - the date will be advised shortly. Cr Noel asked for early engagement.
- Clive noted that the Steering Group and Project Teams are working well together – and that there is an opportunity for a transformational shift in transport.

### 3. LTP Collaboration

As a starter for ten – four items have been identified as opportunities for councils to collaborate in respect of the LTP. The list met with support from both Councils:

D-3314573

- UOW Indoor Recreation Centre – noting that the COVID-19 crisis may delay that a little
- Recreation areas such as sports parks, walkways, trail ways, gully restoration, Perrys land, Tamahere connection – boundaryless/sharing of facilities
  - There was support for technical staff to identify and test a few opportunities, with view to aligning and working on through the LTP – this could include reviewing regional sports facility areas/plans and reserve management plans.
  - The completion of the Te Awa cycleway through to the Avantidrome is a possibility, noting that Waipa District Council have a part to play in that too. HCC has their portion in the 20/21 Annual Plan.
- 3-Waters Study
- Metro Wastewater Project – this is the anchor to a lot of the growth/collaboration discussion
  - HCC unanimously supported the business case for the Southern wastewater plant.
  - WDC understand and support this as a priority. Contribution to funding is to be discussed at the Waters Governance Board on 21 May 2020 – noting that the benefits to WDC are more likely to be in the northern wastewater plant – but the two plants are interconnected.

**ACTION:** HCC/WDC technical staff to identify opportunities for project and budget alignment (in reference to above list) in 2021-31 LTP and report back to next meeting with progress (beginning July 2020)

#### 4. Shovel Ready Update

Blair gave a brief update:

- The Infrastructure Reference Group will present a shortlist of projects to Government Ministers. The list will also go to applicants
- There is an opportunity for advocacy – to reach out to key ministers (Twyford, Robertson, Parker, Mahuta, Sage) – to check they have everything they need. Mayor Paula has done so. Mayor Allan may choose to.
- Projects less than \$20M may be referred to the Provincial Growth Unit for consideration.

#### 5. Strategic Land Agreement

There was a commitment to move forward with this noting:

- Cr Dave noted HCC doesn't have set dates, but would like something in the 2021-31 LTP, with the funding in the right years
- Mayor Allan would like to see triggers/timeframes and security of income
- Current areas to bring in are R2, HT1 and WA
- A draft SLA will be brought back to this group:
  - Reworded with new triggers
  - High level funding principles



D-3314573

- SLA to be flexible - e.g. ability to talk about other areas in the future
- R2 may go ahead of HT1, although preference is to do together
- LTP to provide for future rating, funding for plan reviews and structure plans

**ACTION:** Draft of SLA incorporating above feedback to next meeting (beginning July 2020)

#### **6. Next meeting**

It was agreed that:

- the currently scheduled 2 June 2020 meeting would be kept as a “placeholder” pending announcements on the Shovel Ready packages,
- Two more meetings would be scheduled for mid-June and beginning of July.

## UNISA Mayors Chairs Minutes

Meeting held via online Zoom meeting  
on Friday 22 May 2020, commencing at 10.00am - 1.00pm

### Present:

Whangarei District Council, Mayor Sheryl Mai (Chair)  
Auckland Council Deputy Mayor Bill Cashmore  
Bay of Plenty Regional Council, Chair Douglas Leeder  
Hamilton City Council, Mayor Paula Southgate  
Northland Regional Council, Chair Penny Smart  
Tauranga City Council, Mayor Tenby Powell  
Auckland Council Chief of Strategy, Megan Tyler  
Bay of Plenty Regional Council CEO, Fiona McTavish  
Hamilton City Council CEO, Richard Briggs  
Northland Regional Council CEO, Malcolm Nicolson  
State Services Commission, Lewis Holden  
Tauranga City Council CEO, Marty Grenfell  
Waikato Regional Council CEO Vaughan Payne  
Waka Kotahi | New Zealand Transport Agency, Steve Mutton

### In Attendance:

#### Full Meeting

Dominic Kula (WDC) General Manager Strategy and Democracy  
Esmae McKenzie-Norton (WRC) Manager, Strategy, Science and  
Strategy  
Graham Nielsen (DIA) Senior Policy Analyst, Policy Regulation and  
Communities  
James Clarke (HCC) Director Mayors Office  
Karen Aspey (BOPRC) People & Capability Manager  
Luke Christensen (AC) Mayors Office  
Nick Gibbons (Waka Kotahi | NZTA) Practice Manager Strategic  
Planning, Strategic, Policy & Planning (part meeting)  
Tony Horton (WDC) Manager- Strategy  
UNISA secretariat (NRC) Phil Heatley  
UNISA secretariat (NRC) Sally Bowron

#### Part Meeting

Ernst Zollner, Kaiaki, Place Based Policy & Programmes, Ministry of  
Housing and Urban Development

The Chair declared the meeting open at 10.00am.

### Apologies (Ngā whakapahā) (Item 1.0)

Auckland Council CEO Stephen Town  
Auckland Council Mayor Phil Goff (Luke Christensen, advisor, attending)  
Waikato Regional Council, Chair Russ Rimmington  
Waka Kotahi | New Zealand Transport Agency, Ross L'Anson

Whangarei District Council CEO Rob Forlong

### **Update on Upper North Island Supply Chain Study (UNISCS) (Item 2.1)**

The report 'Update on Upper North Island Supply Chain Study (UNISCS)' by Phil Heatley, Strategic Projects Manager and dated 18 May 2020, was received.

UNISA councils shared their experience on the engagement with Ministry of Transport regarding the UNISCS:

- Sheryl Mai declared a conflict of interest
- Update: MOT hasn't had much engagement with stakeholders since COVID-19 lockdown. Recommendations unlikely to go to Cabinet in May
- Engagement with MOT:
  - HCC, TCC. Spoke with MOT about a network of North Island ports and strengthening the "golden triangle", increasing MOT's understanding of inland ports and optimisation of freight logistics. Opportunities to link SmartGrowth with Future Proof. Working collaboratively rather than sitting in silos
  - AC. Keen to see Detailed Business Case. Presumption that Port of Auckland will close entirely has not yet been tested politically at council. Post-COVID global financial environment likely to impact decisions and timeline
  - WDC: Has spoken with MOT. Northport recognises need for a sensible redistribution of freight
  - WRC: Any progress on getting the legal constraints around having Port CEs together in a room?
  - BOPRC: Declared interest as Director of Port of Tauranga. Need to operate in interests of NZ Inc rather than follow a pure economic model. Private enterprise will keep strategies close to their chests. Difficult for government agencies to get visibility
  - NRC: No contact with MOT since before the briefing from the Minister at the last Mayors & Chairs
  - NZTA: Involved early on but gone quiet now.

**Action:**

Put issue on future agenda.

### **Spatial Planning - Letter to Minister for the Environment (Item 2.2)**

#### **Report from Phil Heatley, Strategic Projects Manager**

At the 31 January Mayors and Chairs meeting, it was agreed that a letter be sent inviting Minister Parker to join a session discussing UNISA's experience with spatial planning and wellbeing frameworks (letter attached). There was considerable cross-council input into the letter and a final version was agreed. The UNISA secretariat will advise when they get a response from the Minister.

*Secretarial Note: Letter received on 21 May from Minister Parker (after the agenda was circulated) advising that he cannot attend 22 May meeting but has noted the 7 August meeting and will be in touch closer to the time to confirm if he is available to attend.*

## Spatial Planning - Update from the Ministry of Housing and Urban Development (Item 2.3)

### Urban Growth Agenda

Ernst Zöllner from the Ministry of Housing and Urban Development gave an update on the Urban Growth Agenda, progress on spatial planning in the Waikato and Tauranga, and next steps with Auckland and Northland. Powerpoint presentation:



UNISA Chairs  
Mayors 22 May 2020

Discussion points included:

- Growth prospect for Auckland will need to be reset after COVID-19, so it's an advantage to having worked with scenarios rather than projections and taking a longer term view
- Need integrated spatial plan around key corridors – how to incorporate this into LTPs
- Concern voiced that Northland not be left behind if it is to play a role within UNI and supporting Auckland
- Important that decisions around spatial planning are made collectively and across boundaries
- Post-COVID language – regeneration rather than recovery because don't want to return to where we were.

### Shovel Ready Projects

Discussion points included:

- Looking beyond shovel-ready to investment that will keep the private sector going
- Conversations with Treasury about consolidating projects into integrated solutions around certain corridors, although Auckland a different kōrero entirely
- Sense of wanting to ensure that all NZ gets a part of the funds
- Concern voiced about whether NZ has enough human resource capacity to deliver the projects successfully
- Calls with CEs of civil construction companies indicate that they are likely to have spare capacity, especially if councils cut back on capex projects. Treasury are looking at projects that are labour intensive and not reliant on machinery or software from overseas
- Agreed that any collective messaging would be around reducing unemployment, stimulating local economies, not austerity (an acknowledge any relevant regional differences).

## UNISA Lens Discussion and Response to Covid-19 (Item 2.4)

The report 'UNISA Lens Discussion and Response to Covid-19' by Phil Heatley, Strategic Projects Manager and dated 18 May 2020, was received.

See Item 2.5 below.

## Round table discussion of quarterly issues and highlights (Item 2.5)

Discussion focused on the re-setting of rates and what challenges and opportunities UNISA faced collectively from COVID-19 .

- HCC: Possibly a zero rate increase – stimulus through CIF's Shovel Ready Projects – council reshaping priorities – expectation that local government meet central government funding and how to do this affordably – anything that delivers jobs is a priority

- TCC: similar to HCC – SmartGrowth – understanding partnership with central government – Waikato/BOP freight movements possibly progressing to passenger movements too – partnering with regional councils across boundaries
- WRC: minimise fiscal impact on the community – signalled zero percent rate rise – actual growth has absorbed impact on rates revenue – Annual Plan adopted – largely reduction of opex, no cut to capex – reprioritisation / redeploying resources – inter-regional collaboration – Auckland and water shortage – Te Huia commuter rail project is ready when there is sufficient user demand
- BOPRC: regional sector received \$1B funding for green projects – challenge upskilling people for pest control (drugs, H&S) – Don't underestimate private enterprise resilience – zero percent rate increase as have been building reserves last 5-6 years
- AC: unique challenges responding to COVID-19 - \$550m loss of revenue directly affects debt to revenue ratio – zero percent increase not fiscally feasible – asset recycling – employment – Three Waters challenges – drought – GDP decrease – transport solutions – need to improve procurement processes – use recession to reduce housing shortage – need certainty about Shovel Ready to better prepare LTP – community don't understand that local government provides 80% of the services with 7% of revenue – consultation plan was passed unanimously, marked improvement in people working better together
- NRC: opportunity to be transformational rather than status quo – 4.5% increase for Annual Plan (down from 8.6%) – environment not going to wait for us to recover from COVID-19 – drought – water storage – Fresh Water policy – Three Waters – Northland councils working well together – employment challenges
- WDC: Annual Plan going out for consultation as material change (rate decrease) – drought and dams – Three Waters – looking at agglomeration models and doing work with the region rather than Auckland – teams redeployed via CDEM for COVID-19 – sense shift of welfare from central to local government
- Update from Doug Leeder about LGNZ national update on Three Waters – proposal for five regions and an element of cross-subsidisation not an option – up to TAs to decide if they can meet the regulator's standards set via rates or joint service delivery – waste water – regional councils will be regulator and will test relationship with TAs given history of poor performance re consenting process – if local government expects Crown to provide funding, then there will be conditions (agglomeration) – cross-subsidisation, eg Cape Rēinga underwritten by Kaitiāia – need standardised design and production going forward – inconsistent investment in infrastructure across Northland needs to be addressed – yet Mayors who have done right thing often punished politically – lessons to be learnt from private enterprise about procurement and maintenance – Auckland's Watercare have done a good job, however, Wellington structure didn't provide sufficient financial provision – expecting something from government in 2 – 3 months – if get into storm water, how long is a piece of string? – opportunity for this group to have a louder voice in local government.

#### Action

Collective discussion on welfare – waste – housing.

Go to LGNZ and ask about the work done on quantifying costs around Three Waters infrastructure and the outcome (Phil)

#### Conclusion

The meeting concluded at 12.05.



## Proposed Terms of Reference (30 March 2020)

### UNISA Climate Change Officers Group

#### Background

The UNISA Chief Executives approved forming the UNISA Climate Change Officers Group at their meeting of 9 August 2019.

Working collaboratively across UNISA on climate change is necessary for the following reasons:

- The Upper North Island contains 53% of NZ's population. All will experience some form of climate change in coming decades and many live in communities that are vulnerable to sea level rise and increased flooding.
- A significant amount of infrastructure supporting community services across the Upper North Island is at risk from sea level rise (\$1.24 billion at MWHs +0.5m – LGNZ report). This includes drainage, flood risk reduction, three waters services, communication, recreation and critical transportation infrastructure and routes impacted by storm surges and king tides.
- Shared harbours and population coastal areas need a consistent approach across jurisdictional boundaries.
- Interdependence on key natural resources that will be affected by climate change and impact multiple councils and uses.
- There are common issues occurring across the Upper North Island from the implications of climate change, including but not limited to:
  - Increase of intense rainfall events subsequent flooding and slips.
  - Loss of insurance for properties affected by flooding.
  - Increased risk of flooding in low-lying areas.
  - Coastal erosion along open coast and harbour margins.
  - Inundation as a result of sea level rise and rising groundwater levels.
- Responses to emerging risks that the Upper North Island will face need to be addressed across boundaries, including but not limited to:
  - Wildfire
  - Water supply
  - Biosecurity – spread of pests
  - Biodiversity – provision of habitat corridors to allow indigenous species to adapt and move inter-regionally to more suitable locations
  - Drought.
- Some community resilience options require central government action, therefore unified advocacy is vital.
- Some greenhouse gas emission reduction (mitigation) opportunities are either only available or more efficient at the sub-national level, including opportunities to combine purchasing power, share costs and develop inter-regional scale projects such as rail.
- Work is required on greenhouse gas emission reductions (mitigation) in the Upper North Island, including reducing costs to communities (reducing exposure to increasing carbon costs).

- It is noted that the majority of the Upper North Island as defined by UNISA membership forms the NIWA sub-national climate zone under Arotakenga Huringa Ahuarangi: A Framework for the National Climate Change Risk Assessment for Aotearoa New Zealand.

### Scope

- The UNISA Climate Change Officers Group will cover both mitigation and adaptation matters as relates to local government activity and interests.

### Purpose

The purpose of the UNISA Climate Change Officers Group is to:

- Investigate, identify and advise the UNISA Chief Executives on collaborative climate change actions or projects that would be of benefit to UNISA.
- Implement specific actions or projects approved by the UNISA Chief Executives.
- Seek opportunities for economies of scale and where appropriate encourage the alignment of systems and approaches to common issues. This includes sharing and consistency of methodologies around data and monitoring.
- Remain informed of the climate change response projects, member councils are undertaking individually and collaboratively to avoid duplication of effort and provide opportunities to partner.

The group is to focus on four key aspects where local government could make a difference:

- Building community understanding and preparedness (communication)
- Creating alignment of UNISA advocacy and messaging to central government on climate change matters, and consistency with data acquisition and monitoring
- Developing practical processes and tools to help communities deal with new conditions (capacity)
- Strengthening resilience and minimising adverse effects by identifying co-benefits of climate mitigation opportunities

The group is to seek answers to the following key climate change (mitigation and adaptation) questions for UNISA:

- How can UNISA councils prepare and support communities and businesses in the Upper North Island on the national journey to a net zero carbon economy by 2050?
- How can UNISA councils better position Upper North Island communities to adapt to climate change and natural hazard risk?
- How can a clear and consistent approach to climate change adaptation and risk in a carbon constrained economy be achieved across the Upper North Island?
- How can resilience to a changing climate and responses to a carbon-constrained world become business as usual for UNISA councils?
- How can the matters above be achieved, relative to central government responsibilities, and available resources at the respective councils?

### Key areas for engagement

- Developing collaborative responses to climate change that are consistent with the Objectives in the UNISA Agreement.
- Agreeing upon consistent methodologies around data acquisition and monitoring for use in the Upper North Island.
- Build an understanding of the implications of climate change across the Upper North Island. *Note - a request was made at the UNISA Mayors and Chairs meeting in June 2019 to identify the number of houses in the upper North Island that are at risk from the implications of climate change.*
- Engage with climate change work by Central Government, LGNZ, SOLGM, RCEO SIGs, the national science challenges, and other relevant agencies or organisations as appropriate.
- Share projects and approaches within respective districts, local experiences, case studies and learnings around climate change adaptation and mitigation measures, particularly cross-boundary matters. This includes legal, economic and other implications such as the Treaty settlement process. Cross-boundary mitigation matters include infrastructure, services (e.g. waste), transport (freight and rail), and agriculture.
- Identify possible solutions to address time lags between regional climate change policy for natural hazard risk reduction and district plan provisions for development in risk areas,
- Identify gaps in applying the national climate change adaptation programme and implications for the Upper North Island,
- Map out a programme of work for climate adaptation for UNISA including developing 'principles' for adaptation in the Upper North Island
- Prepare submissions on behalf of UNISA on national climate change matters. Submissions will be approved through usual UNISA processes.
- Develop a UNISA position on the financial costs/funding and legal implications of adaptation and resilience measures. Position papers will be finalised through usual UNISA processes.
- Take a pro-active and consistent approach to expressing what the Upper North Island community needs from Central Government in relation to climate change mitigation and adaptation.

### Membership

#### UNISA council members

- The UNISA Chief Executives will nominate a relevant staff member from member organisations. This will form the core membership of the UNISA Climate Change Officers Group.
- Other specialist staff from UNISA councils will be involved as necessary when their expertise is required. Specialist staff will be contacted by the core members.
- A member of the UNISA Technical Officers Group will be a member of the Climate Change Officers Group to ensure connection between the two groups.

#### Central government members and involvement

- Ministry for the Environment (MfE) staff will be invited to join the Group. MfE will be the primary contact for other central government departments (e.g. Department of Conservation, Ministry for Primary Industry, Ministry of Business, Innovation and Employment, Ministry of Housing and Urban Development).

- Other government agencies (e.g. NZTA) will be invited to participate in the Group where relevant to a particular issue. These agencies will be contacted directly by the Group Convenor.

#### Other Upper North Island councils and groups

- Other councils from the Upper North Island (not otherwise members of UNISA) will be invited to participate in the Group where relevant to a particular issue. Each UNISA regional council will decide if additional councils from their region are relevant to the issue and invite representatives from those councils.
- It is the responsibility of the respective regional councils to communicate with the territorial councils in each region.
- Alignment with other multi-agency groups with climate change aspects (e.g. Sea Change – Hauraki Gulf) will be through existing council channels.

#### Chair

- The UNISA Climate Change Officers Group will appoint a Chair from the core members to co-ordinate the group, allocate tasks and ensure momentum.
- The Chair will work closely with the appointed UNISA Technical Officer to ensure alignment and the UNISA Technical Officers Group is apprised of the Climate Change Officers Group's activities and recommendations.
- The Chair will arrange for secretarial support (minute taking, meeting logistics etc.)
- The Chair will speak on behalf of the UNISA Climate Change Officers Group to UNISA Chief Executives Group and to relevant central government agencies in relation to climate change mitigation and adaptation.

#### Meetings

- The Group will meet quarterly as a minimum.
- Additional meetings will be arranged as necessary to progress specific pieces of work.

## Minutes

### UNISA climate change officers group meeting

Friday 20 March 2020 1.00 pm – 3.00 pm  
Teleconference

**In attendance:**

Blair Dickie (Chair)  
Jo Demler (minutes)  
Julie Clausen  
Jane Palmer  
Sarah Anderson  
Justin Murfitt

Waikato Regional Council  
Waikato Regional Council  
Hamilton City Council  
Bay of Plenty Regional Council  
Auckland Council  
Northland Regional Council

**Apologies:**

Esmee McKenzie-Norton  
Phil Heatley  
Ross Hudson  
Tony Horton  
Ruth Feist

Waikato Regional Council  
Northland Regional Council  
Tauranga City Council  
Whangarei District Council  
Bay of Plenty Regional Council

**Purpose**

The meeting has three objectives:

1. Understand the state of climate change positions and responses of member councils;
2. Confirm the Groups *Draft* Terms of Reference; and
3. Identify three priority work areas

**Item 1 Confirm the Group's Draft Terms of Reference**

A discussion took place regarding the three pieces of work to carry out and confirm priorities.

The title is to be reworded from "Key activities for the Group are:" to "Key areas for Group support and engagement are:"

Three areas of concern (AC, NRC, BoP and WRC) in shaded text were discussed. They are:

1. Identify a staged mitigation roadmap to 2050 for the Upper North Island area
2. Identify possible solutions to address lags between district plan provisions and regional policy statement natural hazard management policies, which 'allow' development in risk areas. This will need to involve Ministry for the Environment staff
3. Map out the national climate change adaptation programme and implications for the Upper North Island, including identifying any gaps in the national framework

It was agreed to:

- 1- Remove the first activity regarding the stage mitigation roadmap
- 2- Simplify the second activity
- 3- Reword the third activity to treat as a gap analysis between national and subnational

**Item 2 Understand the state of climate change positions and responses of member councils**

Group members were invited to showcase the actions each council is involved in with reference to three specific areas:

- Political – elected representatives
- Organisational – corporate
- Community

**Northland Regional Council (NRC)**

Doc # 16032320



Political:

- NRC has established a Climate Change Working Party with five elected members (NRC Chair ex-officio) and members from our Maori Advisory Group TBC. Does not have delegated decision-making functions. Terms of reference: <https://www.nrc.govt.nz/media/15465/terms-of-reference-climate-change-working-party-2019.pdf>
- Note: NRC has not declared a 'climate emergency' but to be considered by Climate Change Working Party
- The potential formation of a joint council standing committee on climate change adaptation is being discussed (would likely have representatives from all four councils in Northland and equal representation by iwi / hapu). Core function – provide governance oversight of local government adaptation activity. Currently engaging with Maori advisory groups on the potential approach.

Organisational:

- Established a Joint Council Climate Change Adaptation Working Group (October 2018). Includes council staff from all 4
- four Northland councils, Northern Transport Alliance and 3
- three waters group and members of Maori advisory groups) – tasked with developing a coordinated local government Adaptation Strategy for Northland which will include regional risk assessment, adaptation priorities and methodologies. Will inform 2021 LTP development for all four councils, which will resource and fund a coordinated 10-year programme of climate adaptation planning
- Updating coastal hazard maps based on 2017 Guidance from MfE - the RCP 8.5H+ scenario with a sea level rise factor of 1.52m by 2130 – likely to be applied to 'category A' development in district plans – working with district councils on approach / plan content
- Investigating water storage potential Mid-North and Kaipara (with support from PGF funding): <https://www.nrc.govt.nz/your-council/economic-development/water-storage-and-use-project/> Not necessarily climate change 'driven' but recent drought illustrates how important this is likely to become given most municipal / primary production in the North relies on surface or ground water (rather than storage)
- Adding monitoring sites in coastal aquifers to assess sea level rise / saline intrusion
- Monitoring NRC's emissions profile (monthly reporting through e-Bench)
- Started development of NRC corporate sustainability strategy (on hold pending direction from new NRC Climate Change Working Party)
- Attendance / input into Draft National Climate Change Risk Assessment and associated workshops
- Input into central government proposals (ETS settings, Discussion doc on accelerating renewable energy generation).

Community

- Nothing formal - i.e. NRC have not started engagement on community DAPP processes or the like but methods and priorities for this type of community scale planning (or similar) will form part of the Northland adaptation strategy.

**Waikato Regional Council (WRC)**Political:

- Waikato Regional Council has not declared a Climate Change emergency, but is treating the issue seriously and with urgency
- A Climate Action Committee has been formed - contains six members reporting to Council and who meet quarterly <https://www.waikatoregion.govt.nz/assets/WRC/WRC-2019/Terms-of-Reference-2019-2022-Triennium-Adopted-12-December-2019.pdf>
- The Waikato Plan Leadership Committee has also been formed. This is a WRC committee reporting to the WRC and to partner agencies. It has multi-stakeholder membership:
  - One from Waikato Regional Council
  - Four from territorial councils within the region

Six from Tangata whenua  
 One from Te Waka (regional economic development)  
 Three from the regional community, and  
 One from network / infrastructure providers. (Terms of reference is in the same link above)

- The Waikato Plan Leadership Committee has links to the Waikato Wellbeing committee which has 'regionalised' the UN SDGs
- Waikato Mayoral Forum (local branding for the Triennial Agreement Committee) has also been instrumental in aligning joint within-region projects – e.g. Community WaikatoCAN initiative <https://www.waikatoregion.govt.nz/community/whats-happening/waikato-climate-action-now/>
- WRC has identified various climate change relevant activities at the last Mayoral Forum which includes a re-survey of the region's wider greenhouse emissions broken down at territorial level.

#### Organisational:

- In February 2020, the Climate Action Committee recommended to Council that consideration of climate change implications (mitigation and adaptation) is to be explicitly included in all WRC council decision-making by Council and those delegated to staff.
- WRC staff are now including implications of climate change into project proposals and business case development for the next Long-Term Plan.
- An internal e-mail group of officers interested in climate change matters has been operating for several years.
- WRC is CEMARS accredited for corporate emissions undertaken by e-Bench Ltd.
- The WRC has adopted a 'leadership' approach to GHG emissions reductions with a target of 70% reduction from the baseline 2015-16 FY by 2030.
- The Waikato Regional Council Climate Change Response Roadmap is in the final stages of preparation. It's in three parts:
  - Description of the operating environment
  - Stocktake of Corporate business areas, roles and functions according to climate change implications and
  - Recommendations for action
- BECA consultants are currently working with WRC staff from across the organisation to report on the future sustainability of WRC infrastructure to deliver drainage and flood protection services to communities predominantly in the northern floodplains
- A native planting calculator has been developed and will be launched shortly to assist farm planning and with community initiatives.

#### Community

- The region is being resurveyed for greenhouse gas emissions and for carbon sequestration performance. The original survey was completed for the 2015-16 year and shows that 75% of the region's (13.8 M tonnes CO<sub>2</sub>e) gross emissions are agricultural in origin. This is offset by 5.6 M tonnes CO<sub>2</sub> sequestered by forestry.
- The Waikato Wellbeings project has identified a regional goal to reduce CO<sub>2</sub>e emissions by at least 25% by 2030 and be net zero by 2050. This could potentially be challenging as most of the Waikato's emissions are from the agricultural sector.

#### **Hamilton City Council (HCC)**

##### Political:

- Environmental Committee has been established and they meet quarterly. The mandate of this committee is wider than climate change and includes all sustainability issues
- The Council declared they wanted a climate action plan as a matter of urgency. Julie was scheduled to go before Council in April however this deadline has been extended.

##### Organisational:

- The Climate Action Plan will be structured into two areas – organisationally, and the response for the city of Hamilton

- An internal emissions stock take has been carried out and is being audited by Enviro-Mark
- A goal to have a 50% reduction in coal and gas emission by 2030 will go to Council in April
- In terms of embedding climate change as a way of thinking, staff are working on the Long Term Plan activity management plans. There is a specific section which includes climate change and a guide for staff on how to address this in their management plans.

Community:

- The Climate Action Plan will include a response for the city of Hamilton. HCC will work with key stakeholders across the city, such as major businesses. This will also give an opportunity to explore ways the community are looking at their environmental impacts such as natural gases and other resources.

**Bay of Plenty Regional Council (BOPRC)**

Political:

- No specific committee has been established
- A climate emergency was declared in June 2019
- Climate Action Plan has been developed.

Organisational:

- Goal of reducing carbon emissions has been incorporated into the Climate Action Plan
- Currently undergoing the 2022 carbon reduction process
- The challenge is that everyone is busy with their day to day work, that is can be difficult to get traction to deliver the resources behind the actions
- A scoping study is being carried out to develop a term of decision making, and identify gaps and inconsistencies across the Council
- Developing climate change guidelines, and now have a section in Council reports for climate change to support staff in completing their goals
- Started internal conversations regarding what their role is regarding adaptation, and will have a wider discussion with territorial authorities to develop a risk assessment

Community:

- Nothing specific has taken place regarding the community to date. There are local community climate change working groups taking place. However, a lot of these meetings have been put on hold due to the current Covid-19 situation

**Auckland Council**

Political:

- An Environmental and Climate Change Committee has been established.
- A climate emergency was declared in 2019
- Climate Impact Statements now feature in each of their Council reports. Auckland Council has developed guidance on mitigation and adaptation, and guidelines on tools that support this.

Organisational:

- Consulted on Climate Action Framework in 2019 and received approximately 3000 responses. This included a targeted campaign consulting youth and Maori. The results are currently being analysed.
- AC follows the IPCC adaptation risk assessment framework – noting that it is hugely resource intensive and would not have been possible without inputs from Resource Information Monitoring Unit staff
- Will have a cautionary approach to adaptation and plan for a 3.5-degree increase.
- Developing internal targets and policies
- Climate change has been incorporated into the Long-Term Plan

Community:

- About to start compiling the Coastal Management Plan using MFE guidance
- Want to ramp up community led climate planning, which is some thinking Auckland Council has not done outside of the coastal space
- Aim is to complete the Climate Action Plan by July.

**Item 3 Identify three priority work areas for CEO feedback.**

- Discussion was focused on where UNISA could get the best traction with climate change mitigation and adaptation and use this information to advise the Upper North Island CEOs.
- Justin identified a couple of areas where a risk assessment planning tool could come in useful, particularly for smaller communities or marae. It could allow them to complete their own assessments and identify where they are vulnerable without relying on local government.
- Blair advised that further information can be found in ISO Standard *Adaptation to climate change – Principles, requirements and guidelines* (ref ISO 14090:2019(E)).
- It was identified that Christchurch schools teach climate change as part of their curriculum.
- Julie advised that HCC have commissioned KPMG to carry out a climate change maturity assessment to determine if they are focusing in the right areas, and if they are organisationally ready. Julie will share the results once this process has been completed mid-May.
- It was identified that a common methodology for people to run their projects through would be a good idea. To give basic scores on which project should be carried out if there are multiple competing projects. It was agreed there is an opportunity for data modelling to be utilised by everyone

An initial three focus areas were agreed:

1. Working on alignments within the Upper North Island climate change responses and the National Climate Change Risk Assessment (Adaptation)
2. Collaboratively advocate for identification of unconventional carbon sequestration opportunities. (Mitigation) There aren't a lot of incentives for landowners or councils to develop wetlands yet there are important co-benefits in the biodiversity, hydrological and water quality areas which the government doesn't recognize such as soil carbon.
3. Develop consistent climate change response messages and collectively communicate climate change issues.

**Item 4 Opportunities for engagement with national climate change initiatives**

Sarah to provide update.

**Item 5 Other matters**

Blair distributed the 'Local Government Sustainability and Climate Change Initiative Stock take 2019' document. He is looking at both mitigation and adaptation as activities. Blair attended a multi Council Climate Change meeting in February and discussed the establishment of UNISA. Blair will circulate his notes from this meeting. Further discussions to take place on where UNISA can add value and where there are gaps.

| Actions                  |  | Action by |
|--------------------------|--|-----------|
| <b>Collaboration hub</b> | WRC to establish a collaboration hub for UNISA members to share information. | BD/JD     |

**Next meeting** – WRC will send out a Doodle Poll to determine the date of the next meeting.