

Notice of Meeting:

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

Date: Thursday 20 April 2023
Time: 9.30am
Meeting Room: Council Chamber and Audio-Visual Link
Venue: Municipal Building, Garden Place, Hamilton

Lance Vervoort
Chief Executive

Strategic Growth and District Plan Committee

Te Komiti Rautaki Tipu me Maahere Rautaki aa Rohe

OPEN AGENDA

Membership

Chairperson Cr Ryan Hamilton
Heamana

Deputy Chairperson Cr Sarah Thomson
Heamana Tuarua

Members	Mayor Paula Southgate	Cr Mark Donovan
	Deputy Mayor Angela O’Leary	Cr Louise Hutt
	Cr Kesh Naidoo-Rauf	Cr Andrew Bydder
	Cr Anna Casey-Cox	Cr Geoff Taylor
	Cr Maxine van Oosten	Cr Emma Pike
	Cr Moko Tauariki	Cr Melaina Huaki
	Cr Ewan Wilson	

Quorum: A majority of members (including vacancies)

Meeting Frequency: Six weekly

Amy Viggers
Mana Whakahaere
Governance Lead

12 April 2023

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Purpose

The Strategic Growth and District Plan Committee is responsible for:

1. Guiding sustainable physical development and growth of Hamilton to meet current and future needs, including oversight of strategic land-use planning, boundary alignment, and existing and alternative planning, funding and financing models for growth-related projects.
2. Driving collaboration with neighboring Councils, Iwi, private sector, and central government to meet Hamilton's growth ambitions.
3. Providing Governance leadership and direction to staff to develop amendments to the Hamilton City Operative District Plan 2017.

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

Terms of Reference:

4. To monitor and provide advice on the overall development and implementation of urban growth and development strategies, strategic land use, and spatial plans (e.g. Hamilton to Auckland Corridor and Hamilton-Waikato Metropolitan Spatial Plan), and long-term network infrastructure planning in line with national policy requirements.
5. To provide direction and monitor Council's approach to the levying and use of rates for growth, as well as development contributions.
6. To provide direction on and assess proposals for seeking alternative funding models, such as special purpose vehicles and infrastructure funding and financing.
7. To provide direction on strategic priorities for network infrastructure aligned to city development, and oversight of strategic projects associated with those activities.
8. To provide advice on the development and implementation of the Long Term Infrastructure Strategy.
9. To assess proposals for Private Developer Agreements that exceed the Chief Executive's delegations for Unfunded Growth Projects¹ and, if appropriate for Unfunded Growth Projects¹, to recommend such agreements to the Council for approval.
10. To provide direction regarding Council's involvement in and with Urban Development Authorities, regional alliances, plans, initiatives, and forums for spatial planning (for example, Future Proof, strategic boundary land use agreements and joint council growth related discussions).
11. To consider the impacts of land use and urban development on the environment.
12. To provide clear direction on Council's strategic priorities to organisations and groups, for which Council facilitates funding, aligned with these Terms of Reference, and to oversee those funding arrangements and receive their strategic and business plans and annual performance reports.
13. To provide and approve broad strategic direction to inform and guide the development of the District Plan amendments programme of work.
14. To prepare and approve a draft set of District Plan amendments for the purpose of obtaining initial feedback and comment from the community, stakeholder, and tangata whenua groups.
15. To recommend any proposed District Plan amendments to the Council for adoption and release for formal notification.
16. To provide regular updates to the Council on the progress of the District Plan amendments programme of work.
17. To appoint representation to relevant regional strategy groups as required.

The Committee is delegated the following powers to act:

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

The Committee is delegated the following recommendatory powers:

- Adoption of the Long Term Infrastructure Strategy to the Council.
- Approval of additional borrowing to the Finance and Monitoring Committee.
- Approval of city boundary changes to the Council, including in respect of Strategic Boundary Land Use Agreements.
- The Committee may make recommendations to Council and other Committees.

Recommendatory Oversight of Strategies and Plans:

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

Recommendatory Oversight of Policies and Bylaws:

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

¹ Unfunded Growth Projects are defined in the Growth Funding Policy as:

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

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1 Apologies – *Tono aroha*

2 Confirmation of Agenda – *Whakatau raarangi take*

The Committee to confirm the agenda.

3 Declaration of Interest – *Tauaakii whaipanga*

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

4 Public Forum – *Aatea koorero*

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

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

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

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

Council Report

Committee: Strategic Growth and District Plan Committee

Date: 20 April 2023

Author: Amy Viggers

Authoriser: Michelle Hawthorne

Position: Governance Lead

Position: Governance and Assurance Manager

Report Name: Confirmation of the Strategic Growth and District Plan Committee Open Minutes for 23 February 2023

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

That the Strategic Growth Committee confirm the Open Minutes of the Strategic Growth and District Plan Committee Meeting held on 23 February 2023 as a true and correct record.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Strategic Growth and District Plan Committee Unconfirmed Open Minutes - 23 February 2023

Strategic Growth and District Plan Committee

Te Komiti Rautaki Tipu me te Maahere Rautaki aa Rohe

OPEN MINUTES

Minutes of a meeting of the Strategic Growth and District Plan Committee held in the Council Chamber and via Audio Visual Link , Municipal Building, Garden Place, Hamilton on Thursday 23 February 2023 at 9.30am.

PRESENT

Chairperson <i>Heamana</i>	Cr Ryan Hamilton
Deputy Chairperson <i>Heamana Tuarua</i>	Cr Sarah Thomson (via audio-visual link)
Members	Mayor Paula Southgate Deputy Mayor Angela O’Leary Cr Anna Casey-Cox Cr Maxine van Oosten Cr Moko Tauariki Cr Mark Donovan Cr Louise Hutt Cr Andrew Bydder Cr Geoff Taylor Cr Emma Pike

In Attendance

Lance Vervoort – Chief Executive
Blair Bowcott – General Manager Growth
Julie Clausen – General Manager Strategy and Communication
Chris Allen – General Manager Development
Eeva-Liisa Wright – General Manager Infrastructure Operations
Andrew Parsons – Executive Director – Special Projects
Paul Bowman – Team Leader, City Planning
Lehi Duncan – Programme Manager, Ruakura
Charlotte Catmur – Stability and Climate Change Manager
Phil Haizelden – Transport Strategy Principle
Hannah Windle – Special Projects Manager
Keith Hornby – Principle Planner
Jackie Collier – Strategic Waters Unit Manager
Stafford Hodgson – Programme Manager
Tilly Murcott – Programme Manager, Central City
Karen Saunders – Growth Programme Manager
Lachlan Muldowney – Lawyer

Governance Staff

Amy Viggers – Governance Lead
Chantal Jansen – Governance Advisor

Cr Hamilton opened the meeting with a karakia.

1. **Apologies – *Tono aroha***
Resolved: (Cr Hamilton/Cr Donovan)
 That the apologies for absence from Crs Wilson, Huaki, and Naidoo-Rauf and for partial attendance from Cr Tauariki are accepted.
2. **Confirmation of Agenda – *Whakatau raarangi take***
Resolved: (Cr Hamilton/Cr Casey-Cox)
 That the agenda is confirmed.
3. **Declarations of Interest – *Tauaakii whaipaaanga***
 During the discussion of item 8 (District Plan Update), Cr Donovan noted an interest in related Plan Change 13 as a commissioner to that hearing. He did not take part in the discussion on the matter.
4. **Public Forum – *Aatea koorero***
 No members of the public wished to speak.
5. **Chair's Report**

The Chair spoke to the report, noting the format of the agenda, purpose of the report, and the formation of the Southern Links Working Groups. Staff responded to questions from Members concerning duplication of works.

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

 - a) receives the report; and
 - b) request Waka Kotahi attend a future meeting of the committee.
6. **General Manager's Report**

The General Manager Growth took the report as read, and noted stakeholder engagement including central government advocacy, and the approach to the Resource Management Act (RMA) Reform. Staff responded to questions from Members concerning resourcing and costs, conversations with metro partners, simplification of RMA Reform, and engagement with partners concerning Australian funding model.

Resolved: (Mayor Southgate/Cr Bydder)
 That the Strategic Growth and District Plan Committee receives the report.
7. **Strategic Issues**

The General Manager Growth introduced the report, noting the function and purpose of the report.

The Team Leader, City Planning and Principle Planner spoke to the Land Use section of the report, noting the strategic purpose of FutureProof, future development strategy, Housing and Business Assessments, and the Hamilton City Council submission on Waipa's Plan Change 20. Staff responded to questions from Members concerning the put in full HBA analysis and leasehold land, Housing Capacity Assessments and housing affordability, affordable housing definition, possible

future development areas, and quality housing encouragement.

The General Manager Development spoke to the Strategic Infrastructure section of the report, noting the purpose of the Southern Links Working Group.

The Transport Strategy Principle introduced the Metro Spatial Transport Business Case section of the report, noting the history of the Metro Spatial Transport Business Case. Staff responded to questions from Members concerning community advocacy, inclusion of rail travel within the business case, funding agreements and sharing of costs, timing and funding for projects long-term plan, charging for car use, and Metro Spatial Transport Committee voting numbers.

The General Manager Growth introduced the Infrastructure Acceleration Fund Central City Programme delivery, noting the grant amount and the programme stages. Staff responded to questions from Members concerning programme timing, project scoping, developer conversations, and inclusionary zoning difference to enable housing.

The Growth Programme Manager introduced the Growth Programmes update. Staff responded to questions from Members concerning land banking, developers building to rent, and tracking time to build.

Resolved: (Cr Hamilton/Mayor Southgate)

That the Strategic Growth and District Plan Committee:

- a) receives the report;
- b) approves the continuation of the Southern Links Working Group comprising of Deputy Mayor O'Leary, Cr Donovan, Cr Hamilton, Cr Taylor, Cr Tauariki and Cr Thomson; and
- c) notes the Strategic Development Forum Terms of Reference will be revised to align with the 2022-2025 triennium, noting that membership will include Mayor Southgate, Cr Hamilton, Cr Donovan, Cr Casey-Cox.

Cr Tauariki joined the meeting (10.17am) during the discussion of the above item. He was present when the matter was voted on.

The meeting was adjourned from 10.47am to 11.03am.

In Item 8 Cr Donovan noted an interest in related Plan Change 13 as a commissioner to that hearing. He did not take part in the discussion on that matter.

8. District Plan Update

The Team Leader, City Planning introduced the report, noting the timing and stages of the plan change hearings, private plan change submissions, Floodviewer works, and plan change hearing timeframes. Staff responded to questions from Members concerning floodviewer information within the District Plan, response to extreme weather events, properties with completed floodmapping, assessment of infill development, mitigation of intensification, resourcing, role of plan changes in mitigating risks, climate change adaptation, mechanisms to ensure appropriate and affordable housing, future proofing housing and growth, advocacy towards aligning central and local government reform, and communication and public engagement.

Resolved: (Cr Hamilton/Cr Taylor)

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

9. Hamilton Urban Growth Strategy (HUGS) deliberations report

The Growth Programme Manager and Programme Manager introduced the report, noting the purpose was a long-term strategy which would be updated more frequently than in the past, the HUGS reference group, and that this strategy set out the intent for growth and informed the long-term plan. Staff responded to questions from Members concerning urban outcomes, stormwater in existing areas, ability to guide decision making through the strategy, statutory requirements, alignment to other strategies, community engagement, reduction of growth through intensification, intensification costs in comparison to new development areas, implications of delaying approval, and costs to date.

Motion: (Cr Hamilton/Cr Thomson)

That the Strategic Growth and District Plan Committee:

- a) receives the report;
- b) approves the introduction of key consideration to “Grow Well” to the draft Hamilton Urban Growth Strategy (HUGS);
- c) approves the amendments to Outcome 1: Grow up and out from central city to remove reference to 70% growth through intensification and enhance the language to focus on compact urban form, prioritise investment in the central city and focus delivery of high amenity intensification;
- d) approves the minor additions and updates as outlined in paragraph 58 of the staff report;
- e) notes that staff will work with the Chair and Deputy Chair of the Strategic Growth and District Plan Committee to implement the deliberations resolutions and finalise the strategy; and
- f) notes that a HUGS adoption report will be presented to the 20 April 2023 meeting of the Strategic Growth and District Plan Committee to adopt the final strategy.

Amendment: (Cr Taylor/ Cr Bydder)

That the Strategic Growth and District Plan Committee:

- a) receives the report; and
- b) delays further consideration of the Hamilton Urban Growth Strategy (HUGS) until Plan Change 14 is completed in 2024 and the Council has more updated information on the city’s flood hazards and how they can best be mitigated.

The Amendment was put.

Those for the Amendment: Councillors Bydder, Taylor and Donovan.

Those against the Amendment: Councillors Casey-Cox, Pike, O’Leary, Hutt, Southgate, Hamilton, Thomson, van Oosten and Tauariki.

The Amendment was declared LOST.

The Motion was then put and declared CARRIED.

Resolved: (Cr Hamilton/Cr Thomson)

That the Strategic Growth and District Plan Committee:

- a) receives the report;
- b) approves the introduction of key consideration to “Grow Well” to the draft Hamilton Urban

Growth Strategy (HUGS);

- c) approves the amendments to Outcome 1: Grow up and out from central city to remove reference to 70% growth through intensification and enhance the language to focus on compact urban form, prioritise investment in the central city and focus delivery of high amenity intensification;
- d) approves the minor additions and updates as outlined in paragraph 58 of the staff report;
- e) notes that staff will work with the Chair and Deputy Chair of the Strategic Growth and District Plan Committee to implement the deliberations resolutions and finalise the strategy; and
- f) notes that a HUGS adoption report will be presented to the 20 April 2023 meeting of the Strategic Growth and District Plan Committee to adopt the final strategy.

Cr Taylor Dissenting.

The meeting was adjourned from 12.37pm to 1.40pm.

Cr Pike left the meeting during the above adjournment.

Cr Taylor retired from the meeting during the above adjournment.

10. General Updates

The General Manager Growth introduced the report, and noted that the report was for information only.

Resolved: (Cr Tauariki/Cr Hutt)

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

11. Resolution to Exclude the Public

Motion: (Cr Hamilton/Cr van Oosten)

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. Rotokauri designations, property acquisition and engagement and construction agreements) Good reason to withhold information exists under Section 7 Local Government Official Information and Meetings Act 1987	Section 48(1)(a)
C2. Strategic Issues (Public excluded))	

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

Item C1.	to enable Council to carry out commercial activities without disadvantage	Section 7 (2) (h)
	to enable Council to carry out negotiations	Section 7 (2) (i)
Item C2.	to protect the privacy of natural persons	Section 7 (2) (a)
	to maintain the effective conduct of public affairs through protecting persons from improper pressure or harassment	Section 7 (2) (f) (ii)
		Section 7 (2) (h)
		Section 7 (2) (i)
	to enable Council to carry out commercial activities without disadvantage	Section 7 (2) (j)
	to enable Council to carry out negotiations to prevent the disclosure or use of official information for improper gain or improper advantage	

The meeting went into public excluded session at 1.42pm.

The meeting was declared closed at 3.03pm.

Council Report

Item 6

Committee: Strategic Growth and District Plan Committee

Date: 20 April 2023

Author: Chantal Jansen

Authoriser: Michelle Hawthorne

Position: Governance Advisor

Position: Governance and Assurance Manager

Report Name: Chair's Report

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

That the Strategic Growth and District Plan Committee receives the Chair's report.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Chair's report



Chair's Report

Teena Koutou Katoa,

The work we started over 18 months ago regarding our infrastructure constraints as we prepared for the application of MRDS (Medium Density Residential Standards Amendments Bill) has been getting some serious attention lately. It is bringing awareness that as a city we have already been at one of the highest rates of infill in the country through our 'duplex policy' (circa 67% last year) and that we can't continue to take an unfettered approach to densification. Our Hamilton and Urban Growth Strategy (HUGS) documents articulates this also when it overlays a strategic direction that we need to focus our intensification in and around our Central city and in planned greenfield areas not in a continued inner and ad hoc suburban densification.

We are approaching our constraints proactively and 'eyes wide open' through the work we undertook through a detailed traffic light assessment of our infrastructure and its grid of 19 precincts. This will then actually give us accurate real time data and analysis and dare I say it would be on the cutting edge of council planning and 3 waters infrastructure assessment in New Zealand. That then allows us the ability to understand what mitigations or interventions from an infrastructure response/investment are required. Many councils I'm sure will be hitting constraints without realising and if they don't 'pop the hood' soon they will be having more code browns in the near future.

It is also useful context to note that while Auckland for example has 'allowable overflow and discharge permissions' we do not. We get fined by Regional Council every time we have an overflow even if it has been exacerbated by weather events beyond our capacity. While these concerns are real, I think our community and development community can at least take some comfort that we are being balanced in our view to both allow for strong growth and to be good stewards and kaitiaki of our environment and the higher bar we face under Te Ture Whaimana.

The challenge of course is to find that balance and sweet spot. By directing more intensification around our central city and appropriate greenfield areas we can have a chance to match the infrastructure required through a variety of funding mechanisms, create focussed and sustainable hot spots for sustainable public transport, provide market certainty for developers and consumers alike and build a focused and critical demand for inner city living and hospitality.

Chair's Recommendation

That the Strategic Growth and District Plan Committee receives the Chair's report.

Ryan Hamilton
Chair

Council Report

Item 7

Committee: Strategic Growth and District Plan Committee

Date: 20 April 2023

Author: Blair Bowcott

Authoriser: Blair Bowcott

Position: General Manager Growth

Position: General Manager Growth

Report Name: General Manager's Report

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

1. To inform the Strategic Growth and District Plan Committee of issues of high significance and areas of concern as indicated by the General Manager, Growth that are not covered elsewhere in this agenda.

Staff Recommendation - *Tuutohu-aa-kaimahi*

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

Executive Summary - *Whakaraapopototanga matua*

3. This General Manager's report covers two topics that are not covered elsewhere in this agenda:
 - i. economic activity; and
 - ii. the importance of partnerships moving forward.
4. Conditions in the New Zealand economy are changing, and these changes have wide-reaching impacts for our communities and the country as a whole.
5. Higher prices are affecting households and businesses, and inflationary pressures have caused the Reserve Bank to raise the OCR, pushing borrowing costs to their highest levels in more than a decade.
6. These factors, in combination with the impacts of Cyclone Gabrielle and the January 2023 storms, are creating impacts on the business of both Council and our development community.
7. The building industry in particular is facing high levels of uncertainty, and this has impacts on the rate and type of growth in and around Hamilton.
8. Council recognises the need to develop and maintain relationships with partners in local government, Iwi and central government if it is going to deliver on the planning aspirations for the wider metro area.
9. Investment and alignment of projects is required from all partners that have an interest in the wider metro area.
10. This is particularly important as councils embark on the development of the next Long-term Plan (LTP), and in a general election year.

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

Discussion

Economic Activity

12. Conditions in the New Zealand economy are changing, and these changes have wide-reaching impacts. Households and businesses are grappling with increasingly tough financial conditions. This includes high levels of inflation which are reducing families' spending power, with consumer prices rising by over 7% in the past year.
13. It is not just households that are struggling with higher prices – businesses across the economy have seen their margins squeezed, with operating costs rising by an average of 8% over the past year. These pressures have been particularly pronounced in industries like construction and manufacturing.
14. In response to these inflationary pressures, the Reserve Bank has been hiking the Official Cash Rate (OCR) at a rapid pace to dampen demand. The OCR has now risen by a total of 450 basis points since October 2021, and this has pushed borrowing costs to their highest levels in more than a decade.
15. At the same time, the nation is also dealing with the devastating impacts of the January 2023 storms and Cyclone Gabrielle. Those events have resulted in widespread economic disruptions throughout the upper and central North Island; they have had a particularly large impact on sectors like horticulture. The timing, size, and the nature of funding the Government's fiscal response are also yet to be determined.
16. All these factors sit outside Council's control, but their effects are evident across the spectrum of council business. As an organisation, we need to be aware of the pressures that our partners and development community are facing – and that we are also facing.
17. Some in the building industry are optimistic that high demand is easing back to pre-Covid-19 levels. However, with the current economic uncertainty, there are also concerns demand could dry up altogether.
18. NZ Certified Builders has noted that they are seeing a 20 percent slowdown in enquiries for new residential builds alongside a 20 percent scale-back in existing projects, such as renovations.
19. Additionally, CoreLogic's Cordell Construction Cost Index shows the cost to build a standard home increased 10 percent in the last quarter, surpassing the previous record of 9.6 percent in the third quarter of 2022.
20. These emerging trends have a material impact on the growth and development that we see in and across the city. Our teams are keeping a close eye on the data, but recent information implies that we need to maintain a pragmatic view of the future and ensure that our work programmes are focussed on good outcomes for our community.
21. Staff that directly engage with the development community are aware of the increased commercial and timeframe pressures in the building industry and a highly complex consenting environment which is putting additional pressure on delivering outcomes. This is particularly relevant for our staff in the Building, Planning Guidance and Strategic Development Units who when considering new consents, must balance statutory obligations, many risks and our obligations to the community (both in the short term and as long-term guardians of public wellbeing of consented developments and infrastructure) while appreciating the commercial outcomes of development customers.

22. The statutory and legal framework that our consenting teams work under means that in some situations, staff have limited scope for compromise. We are aware that this can cause frustration but our intent and focus remain a high customer focus delivery model, even under these challenging circumstances. As outlined above, the current economic conditions are a stressful environment for the development industry, and staff appreciate frustration may be directed to Elected Members in communication. If this occurs, staff encourage any concerns to be directed to the relevant General Manager or Unit Manager of Building, Planning Guidance and Strategic Development Units to address.

Importance of partnerships

23. Council has been successful in partnering with our neighbours, Iwi and central government to develop a comprehensive plan for the metro area through Future Proof. We now need to progress into a delivery phase to ensure that the agreed future of the metro area is delivered.
24. We cannot achieve this alone. The investment required to deliver the scale of change required is beyond what is feasible for any one entity. Current funding and financing processes and rules across the partners are disparate, sometimes short-term, and misaligned.
25. Building and maintaining effective relationships and partnerships with those entities that have an interest in the future of the metro area is critical if investment is to be aligned.
26. As well as investment in individual projects, the timing and collective impact of the work programmes of partners has the potential to influence the outcomes we are collectively seeking. As we approach the next LTP, staff continue to work closely with our partners to identify these kinds of opportunities for alignment, especially across territorial boundaries in the sub-region.
27. Staff also continue to engage at a national level with politicians from across the political spectrum to increase the visibility of Hamilton and the wider metro aspirations. This is particularly important in the lead up to the general election.
28. As a Council, we are looking to position Hamilton and the metro area as the solution to a number of the issues facing the country and increase the profile of council with key decision makers.

Financial Considerations - *Whaiwhakaaro Puutea*

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

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

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

32. 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').
33. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report. The recommendations set out in this report are consistent with that purpose.

34. There are no specific social, economic, environmental, or cultural considerations associated with the matters covered in this report.
35. However, the Strategic Growth and District Plan Committee supports the wider organisation in delivering key objectives that enhance the 4 wellbeings by being responsible for:
- i. guiding sustainable physical development and growth of Hamilton to meet current and future needs, including oversight of strategic land-use planning, boundary alignment, and existing and alternative planning, funding, and financing models for growth-related projects; and
 - ii. driving collaboration with neighbouring Councils, Iwi, private sector and central government to meet Hamilton's growth ambitions; and
 - iii. providing Governance leadership and direction to staff to develop amendments to the Hamilton City Operative District Plan 2017.

Risks - *Tuuraru*

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

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

Significance

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

Engagement

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

Attachments - *Ngaa taapirihanga*

There are no attachments for this report.

Council Report

Item 8

Committee: Strategic Growth and District Plan Committee

Date: 20 April 2023

Author: Blair Bowcott

Authoriser: Blair Bowcott

Position: General Manager Growth

Position: General Manager Growth

Report Name: Strategic Issues

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

1. To inform and discuss with the Strategic Growth and District Plan Committee issues of high significance and areas of concern that need to be brought to Members' attention, but do not warrant a separate report.
2. To seek approval for the amended Future Proof Implementation Committee Agreement and Terms of Reference, and to appoint two members of Hamilton City Council to the new Future Proof Public Transport Sub-Committee and one alternate.

Staff Recommendation - *Tuutohu-aa-kaimahi*

3. That the Strategic Growth and District Plan Committee:
 - a) receives the report;
 - b) recommends that the Council:
 - i. approves the amended Future Proof Implementation Committee Agreement and Terms of Reference; and
 - ii. delegates to the Chief Executive to sign the updated Agreement (**Attachment 1**), which will give effect to the updated Terms of Reference (**Attachment 2**);
 - iii. approves Cr Angela O'Leary and Cr Maxine van Oosten to be Hamilton City Council's representatives on the Future Proof Public Transport Subcommittee, with Cr Sarah Thomson as alternate.

Executive Summary - *Whakaraapopototanga matua*

4. This report provides information to the Strategic Growth and District Plan Committee on issues grouped under the following themes:

Theme	Topic
Land use planning	Future Proof and Future Development Strategy (FDS)
	Housing and Business Capacity Assessment (HBA)
	Council's submission to the Airport Northern Precinct Extension private plan change (Change 20 to the Waipa District Plan)
	Council's submission to the variation on the Waikato Regional

Theme	Topic
	Policy Statement (WRPS)
	Amended Future Proof Implementation Committee Agreement and Terms of Reference
	New Future Proof Transport Subcommittee
Strategic infrastructure	Three Waters connections
	Southern Links – Waka Kotahi update
	Metro Spatial Plan Transport Programme Business Case
	IAF Central City programme delivery – next phases
Housing	<i>No strategic issues to report to this meeting – refer to the General Update report</i>
Funding / financing	<i>No strategic issues to report to this meeting – refer to the General Update report</i>
Collaborative relationships	<i>No strategic issues to report to this meeting – refer to the General Update report</i>
Growth programmes	<ul style="list-style-type: none"> i. Central City ii. Peacocke iii. Rotokauri-Northwest iv. Ruakura v. Emerging areas (out-of-boundary, unplanned or unfunded developments) vi. Strategic Development Forum

5. This report provides context on previous work undertaken on or related to the Southern Links proposal. Jessica Andrews (Regional Manager System Design, Waka Kotahi, Waikato Bay of Plenty) will be attending the meeting to make a brief presentation and to answer questions.
6. The Waka Kotahi presentation is **Attachment 4** to the staff report.
7. Staff consider the decisions in the report is of low significance and that the recommendations comply with Council's legal requirements.

Discussion – *Matapaki*

Land use planning

Future Proof and Future Development Strategy (FDS) work programme

8. An update to the Future Proof Strategy will be undertaken this year to meet the National Policy Statement on Urban Development (NPS-UD) requirement to develop a Future Development Strategy (FDS).

Housing and Business Development Capacity Assessment (HBA)

9. Future Proof partners will undertake a further assessment of development capacity for the sub-region by mid-2023. This assessment of the available development capacity for residential and business growth ensures that the level of planned supply is more than enough to meet the projected levels of demand. The findings of the HBA will inform the development of the FDS and decisions on the 2024 LTP.

Council's submission to the Airport Northern Precinct Extension private plan change

10. On 28 October 2022, Hamilton City Council made a submission to the Proposed Private Plan Change 20 to the Waipa District Plan regarding the Airport Northern Precinct Extension. Council's submission supported the plan change.
11. The plan change, requested by Titanium Park Limited and Rukahia Properties Ltd (RPL) on behalf of Waikato Regional Airport Limited (50% owned by Hamilton City Council), seeks to zone approximately 100ha of land for business purposes. This would see the Airport precinct transformed into a significant employment node for the sub-region.
12. The Airport Northern Precinct Extension is within 2km of the boundary of Hamilton City Council and Peacocke growth cell, which is expected to accommodate approximately 20,000 people. Areas referred to as SL1 and SL2 have been identified for possible urban expansion of Hamilton in the future accommodating a mix of residential and employment growth to the south of Hamilton. These areas are bounded by the Southern Links Designation, which although currently unfunded, once constructed, would provide a critical east-west link from the Waikato Expressway in the east to Kahakatea Drive in the west. Council recognizes this as a critical link to support and unlock employment and residential growth in the south of the city and improve sub-regional freight and traffic movements.
13. Council's submission is generally supportive and recognizes the opportunity for the applicant to create a high-quality industrial area given the strategic location of the Airport and surrounding precincts. Hamilton Airport and the surrounding precincts offer a valuable economic resource for the region given their strategic location with existing and future linkages to Hamilton, Auckland, and Tauranga.
14. Hamilton airport has the potential to become a major export hub as its importance as a gateway to the region continues to grow. It is crucial that the type and nature of activities that locate here are well managed to ensure the airport precinct attracts and retains high-value business and employment activity.
15. Council identified certain topics in the plan change provisions that require particular focus and provided supporting evidence to safeguard the city's and sub-region's interests.
 - i. **Retail:** A retail cap of 5000m² is proposed within the plan change provisions to provide for day-to-day needs of Northern precinct patrons. Council opposes this cap and believes it goes far beyond providing for daily needs. Council's evidence suggests a much lower cap as the proposed would negatively affect other centres to the south of Hamilton and increase out-of-centre trip generation i.e., Glenview, Melville, and planned Peacocke.
 - ii. **Ancillary Retail:** The Northern precinct aims to adopt the operative Waipa District plan general ancillary retail rule of 50%, e.g. a 10,000m² Torpedo 7 distribution centre would be able to establish a 5000m² retail store on the same site. This proportion will not complement the applicant's intention to achieve a high-quality industrial/business environment as it has the potential to erode much-needed industrial activity over time. Ancillary retail in major examples country-wide is set at maximum 25%.

- iii. **Land use:** The Northern precinct aims at adopting the Waipa District Council's Airport Business Zone controls, which are applied elsewhere across the district. These controls allow for a wide range of activities. While this planning approach might be appropriate in other localities, the Airport is of such strategic importance and value to the sub-region that a more nuanced planning approach is required. According to Council's experts, it appears that only activities that are deemed to be high value, such as specialized manufacturing, warehousing, logistics, distribution, research facilities, and similar undertakings, can fully leverage the environmental advantages of being situated in proximity to the Airport and therefore should be established in this area. Lower consumptive activities that emit odour and noise that do not benefit from the unique strategic locational advantages should be avoided.
 - iv. **Infrastructure:** There are indications given within the Plan Change in which the Airport and surrounding precincts are committed to connecting to the Southern Wastewater Treatment Plant when it is available. Council sought these commitments to be strengthened to reflect in the plan provisions.
 - v. **Ecology:** Council sought for an integrated outcome to work more collaboratively and develop a unified approach to protecting bat habitat at a landscape scale to similar Bat Management Plans produced within the Peacocke Structure Plan area under Plan Change 5.
- 16. It is important for Council to achieve a good outcome as the Airport is an important regional asset and a destination gateway for Hamiltonians and visitors. Both authorities are part of the Future Proof partnership, which signals the importance for a boundaryless approach to planning. Council's evidence identified the importance of industrial land adjoining the Airport to be considered a 'scarce resource' that should be developed to its full industrial potential, leveraging the strategic locational advantages the Airport and associated linkages provide.
 - 17. Commissioners Antoine Coffin and Alan Withy (Chair) were appointed for the Waipa District Council PC 20 Hearings that were scheduled for 15-17 March 2023. Council presented expert evidence on 17 March 2023 on transport, retail and planning related matters.
 - 18. Hearings have been adjourned on 17 March 2023, awaiting further procedural directions from the panel. The latest Minute (#6) of the Commissioner panel indicates the option to file a joint memorandum of Counsel (HCC and applicant) that will inform the panel of any agreed changes before 28 March 2023.
 - 19. At the time of writing this report, discussions are being held between HCC expert witnesses and its Counsel to provide an informed way forward.

Council's submission to the variation on the Waikato Regional Policy Statement

- 20. Waikato Regional Council notified an update to the Waikato Regional Policy Statement (WRPS) in October 2022. The WRPS required amendments to incorporate the requirements of the National Policy Statement on Urban Development (NPS-UD) 2020 and to also reflect recent changes to the Future Proof Strategy.
- 21. Council submitted on the proposed WRPS variation, largely in support, with submission points on urban form and density provisions. Hearings are scheduled for 8-10 May 2023.

Future Proof Implementation Committee – Amended Agreement and Terms of Reference

- 22. At its meeting of 9 March 2023, Future Proof Implementation Committee (FPIC) resolved to approve the amended Agreement (**Attachment 1**) and Terms of Reference (**Attachment 2**) for FPIC and seek approval from partners. Recommendation 3 b) i and ii of this report seek that approval.

23. The changes recommended by Future Proof provide a more consistent mechanism for the Committee to operate under and removes the dual workstreams of Future Proof and the Hamilton to Auckland Corridor work.
24. The updated Terms of Reference provide full participation by all partners across all workstreams of Future Proof, including Ministers of the Crown.
25. The detail of the Committee's operation is now held in the Terms of Reference, making any potential future changes more easily achievable. Currently the Agreement details the mechanism of the Committee and if any changes are needed, this would need to be via an Addendum or new Agreement to be signed by all parties.
26. The changes approved by Future Proof and recommended for adoption simplify any potential future changes by having the detail included in the Terms of Reference. This provides any future changes to the Terms of Reference to be recommended to Partners without the need to resign the Agreement.
27. The proposed Agreement and Terms of Reference enable a more consistent approach to the operation of the Committee, whilst still enabling all Partners to have input into all matters of Future Proof.

Future Proof Public Transport Subcommittee

28. Also at the 9 March 2023 meeting, Future Proof resolved to establish a Future Proof Public Transport Subcommittee, scheduled to meet quarterly.
29. Its purpose is to provide an effective vehicle for collaborative alignment in governing public transport services and infrastructure in the Future Proof Sub-Region (Hamilton City, Matamata-Piako, Waikato and Waipā Districts).
30. The Terms of Reference (**Attachment 3**), which were adopted at the 9 March 2023 meeting, cover the status, objective, responsibilities, powers and membership of the new Subcommittee.
31. Establishing a sub-committee focused on public transport for the sub-region and oversight of delivery of related business cases and strategies is a major step forward in strengthening collaboration and governance oversight of Futureproof implementation and providing confidence to partners that the outcomes sought by Futureproof are being achieved.
32. While the Future Proof Public Transport Subcommittee undertakes transportation oversight within the Future Proof Sub-Region, the Regional Transport Committee oversees the remainder. A close working relationship and knowledge between the two committees is essential.
33. Two voting members are to be appointed by Hamilton City Council, reflecting the significant proportion of total public transport services and high degree of inter-dependence between services and infrastructure in the Hamilton City area. Recommendation 3 b) iii of this report recommends to the Council that Crs O'Leary and van Oosten be appointed to the subcommittee, with Cr Thomson as alternate.

Strategic Infrastructure

Three Waters Connections

Background

34. Hamilton City's Three Water systems were previously designed and constructed to service development densities and to provide levels of service that were considered appropriate at that time. These levels of service and densities do not reflect current requirements or those anticipated through central government's National Policy Statement on Urban Development (NPS-UD) and the Medium Density Residential Standards (MDRS).

35. Today's environmental, social and cultural expectations and regulatory obligations require levels of service and performance that are significantly higher than delivered historically. We are also experiencing more extreme weather events that have impacts on our Three Water systems.
36. Te Ture Whaimana, The Vision and Strategy for the Waikato River, sets out an obligation to deliver "betterment" to the Waikato River and not simply to avoid, remedy or mitigate environmental effects.
37. The National Policy Statement on Freshwater (NPS-FW) puts the health and wellbeing of waterbodies and freshwater ecosystems first, the health needs of people (such as drinking water) second and the ability of people and communities to provide for their social, economic and cultural wellbeing, now and in the future is third in the hierarchy.
38. In addition to these regulatory drivers, the anticipated impacts of climate change are now better understood; land use planning and development that provides for more resilient communities through land use decisions that avoid creating or exacerbating flood hazards should be embedded in our catchment and land use planning and in our infrastructure responses.
39. In many areas of the city, the original development densities do not provide for current plan enabled development or densities anticipated through the NPS-UD and MDRS. Consequently, Hamilton City's existing Three Waters systems may start to see performance challenges to varying degrees across the city.
40. All of these matters combine to signal that the previous approach to development needs to change to a more cautious approach using tools that are being developed as part of Plan Change 12 (PC12); it is noted that this change will be unsettling for some but the need for change is unavoidable.

Plan Change 12 Response to Infrastructure Challenges

41. PC12 has been informed by an Infrastructure "Traffic Light Assessment" which is an assessment of the existing performance of the city's existing 3-waters infrastructure in delivering on existing enabled densities using criteria that align with Te Ture Whaimana which is a recognised Qualifying Matter. The Traffic Light Assessment was presented to Council in August 2022 and is included in the PC12 documentation.
42. The report highlights that while Council has been continually and successfully upgrading its water and wastewater networks to match the growth of the city, it is vitally important to keep investing into the future.
43. It is also clear that a "step-change" in the provision of infrastructure beyond what was anticipated in the 2021-31 Long Term Plan and the 2021-2051 Infrastructure Strategy is required to achieve the PC12 outcomes.
44. PC12 is a targeted response to central governments direction to provide for further intensification through NPS-UD and MDRS while also seeking to recognise Councils obligations under Te Ture Whaimana. PC12 seeks to achieve this by taking a nuanced approach to growth and developing some tools to help manage any adverse outcomes on the environment:
 - i. targeting increased densities in an identified Stage 1 priority development area;
 - ii. applying a citywide infrastructure capacity overlay (the Overlay) to control development of more than 4 units on a site outside of the Stage 1 area;
 - iv. imposing new "Green Policies";

- iv. increasing densities in greenfield areas where infrastructure can respond; new medium density zones in the proximity of local centres; no increase in densities across brownfield/infill areas in existing general residential zones but with some changes to existing duplex rules;
 - v. reliance on a revised three waters connections process to safeguard against unacceptable effects on a site-by-site basis.
- 45. The Stage 1 priority development area sits outside the Overlay; this will become the priority enablement area for intensifications and future prioritised integrated infrastructure investment by Council. While still requiring an infrastructure assessment for development in Stage 1, the assessment will not consider strategic network capacity and Council cannot refuse an application on this basis.
- 46. All other parts of the city outside Stage 1 will be subject to more stringent plan provisions that moderate density and will have the requirement of an infrastructure capacity assessment first. The infrastructure capacity assessment will need to demonstrate that at a local three-waters infrastructure and strategic three-waters network level development can be accommodated.
- 47. Until investment funding is confirmed and the interventions are planned, designed and underway, there is no certainty in some locations that all future growth can be accommodated. It is therefore important to ensure that mechanisms exist to avoid overloading our networks (and adversely impacting the River) ahead of investment being made.
- 48. The revised three waters connections process will provide such a mechanism and could result in developments, including some outside the overlay) not being permitted to connect to the City's networks until adequate long-term capacity is provided.
- 49. The Water Services Legislation Amendment Bill includes connection approval provisions that require capacity assessments, which aligns with the approach that HCC is taking.
- 50. Council already has existing tools under the Local Government Act 2002 to manage access to three waters infrastructure including the authorisation of service connections which allow Council the ability to decline/refuse a connection based on specific criteria including capacity and ability for Council to comply with its resource consents. These powers have not often been used by Council to manage development.
- 51. Council is currently reviewing the way which Service Connections are authorised by Council (The Connections Review). This includes a review of the Three Waters Connection Policy (Connections Policy) to further reinforce Council's ability to manage network capacity through service connection authorisation and to provide greater transparency on the approach that will be used to assess network capacity and to determine whether connections will be approved, approved subject to conditions, or declined until adequate capacity is available.
- 52. The Connections Review and PC12 are not directly dependent on each other and can run as independent projects. PC12 will explicitly note the need for connection approvals in addition to compliance with the District Plan. The revised Connection Policy will outline what matters Council will consider when determining an application to allow a service connection, in addition to the existing matters for consideration for high water user agreement applications.
- 53. It is important to note that at times extreme weather events such as droughts in summer can affect the ability to supply water and wet weather at any time can affect the ability to contain wastewater and that these shouldn't be seen as failures of our systems. For these events we rely on other mechanisms such as water restrictions and targeted operational response.
- 54. In August 2022 Council approved notifying PC12 and were advised that a revised Connections Policy was currently being drafted to provide transparency on the criteria and method that will be adopted to make decisions on connection applications and that a practice note for the purposes of providing information for developers and a triaging tool are being developed.

55. A Briefing was held with elected members on 8 March 2023 to inform on emerging issues and risks associated with infill and intensification in areas of the city that may have constrained three waters network capacity and to advise on the approach that staff were taking to manage these risks ahead of PC12 being in place.
56. A subsequent briefing is scheduled for 3 May 2023 to work through a preferred approach to technical capacity assessments. Formal approval of the technical capacity assessment approach will be sought at the 30 May 2023 Infrastructure and Transport Committee which will enable the technical capacity assessment approach to form part of the evidence for the substantive PC12 Hearing in September 2023.
57. A revised Connections Policy will be presented to the Infrastructure and Transport Committee on 20 July 2023 to seek approval to release for consultation.
58. The practice note for an infrastructure capacity assessment will give more certainty to developers and the wider public on matters such as:
 - i. what it means to be in or out of the infrastructure capacity overlay;
 - ii. connections policy criteria and District Plan assessment relationship;
 - iii. the types of assessment triggers and criteria that will be used;
 - iv. the information and methods to be used to make the assessments;
 - v. the tools developers and the public will have access to understand how easy or difficult the infrastructure capacity assessment and connections approval process.
59. The triaging tool (to be developed) will apply a defined set of technical rules to determine:
 - i. if adequate capacity is available/or the development is below a set threshold;
 - ii. if there are moderate capacity constraints, that require more detailed analysis which may involve modelling and specialists to determine if development can occur without significant infrastructure investment, subject to conditions
 - iii. if there are significant capacity constraints, that will require significant infrastructure investment to resolve, and where connection applications are likely to be declined unless the infrastructure investment is secured.

Current Wastewater Challenges

60. In advance of the revised Connection Policy and PC12 being in place, there are a number of emerging capacity constraints in our wastewater network that need to be managed now, particularly in the Upper Western Wastewater Network. This affects developments in the Bader, Melville, Deanwell, Glenview and Fitzroy areas.
61. In addition to these southwest areas, other parts of the city are nearing capacity and connection intervention may be required for parts of Hamilton East, Claudelands, Fairfield, Hilcrest and around the university as well as other isolated pockets around the city.
62. These challenges have required us to start considering the use of connection approvals as a way of managing capacity if developments in some areas are looking to proceed ahead of infrastructure investment that is planned.
63. We are advising developers to approach us directly and early to allow us to give them as much information as possible ([“What’s the Story”](#)). We are advising that:
 - i. for existing consented developments; we will continue to connect developments in high-risk areas where the development has a granted resource or building consent. Historically, developers could have reasonably expected Council to connect developments which have a granted resource or building consent. This is to provide some certainty to the development community for projects that are already consented.

- ii. for projects that have an application in progress; for projects where a resource consent application has been lodged and accepted for processing, Council will undertake an assessment on a case by case basis to determine whether consent can be granted, and if so under what conditions. Infrastructure capacity, and any discussions between the developer and Council regarding capacity and connections will be a relevant consideration.
 - iii. for new developments; for new development proposals where a resource consent or building consent has not yet been applied for, in high risk areas, we will consider the infrastructure needs and likely advise that service connections will not proceed until our investments can ease any capacity issues. A resource or building consent application will be processed in the normal way, but resource consent approval provides no guarantee that a service connection will be approved.
64. We are also advising them on the infrastructure investment programme that we have planned to give an indication when connections could be approved if there are problems.
65. We recognize that it is not a great outcome for a development to receive a planning consent but not receive a connections approval. Post PC12 – if adopted as proposed – it will be clear that developments will require both planning and connections approval, and that appropriate tools will be available to the public that will provide an indication of whether three waters network capacity is available.

Southern Links – Waka Kotahi update

66. The previous Strategic Growth Committee resolved to set up a Southern Links Working Group to work with staff and external parties on matters relating to the promotion of the Southern Links transport network and related growth and economic development issues.
67. At the Strategic Growth and District Plan Committee meeting of 23 February 2023, the continuation of the Southern Links Working Group was confirmed, comprising Deputy Mayor O’Leary, Cr Donovan, Cr Hamilton, Cr Taylor, Cr Tauariki and Cr Thomson.
68. A significant project that was started in 2022 was a Form and Function Review of Southern Links led by Waka Kotahi, who were invited by resolution of the 23 February 2023 Committee meeting to present directly to Committee today with a project status report (**Attachment 4**).
69. Jessica Andrews, Regional Manager System Design (Waikato Bay of Plenty) from Waka Kotahi will be attending the meeting.
70. A Working Group meeting is scheduled for 14 April 2023 and members will be able to provide a verbal update to the Committee. Elected members from Waikato and Waipa District Councils have been invited to the Working Group meeting.
71. The following paragraphs are intended to be background information to the Waka Kotahi presentation and to provide some context on previous work undertaken on or related to the Southern Links proposal.

Southern Links – background

72. Southern Links was a study of the south-western part of Hamilton extending to the airport and Waipa and Waikato lands, considering the then land use strategies, policies, and Government objectives to determine the core strategic transport networks for this part of the region.
73. The planning and thinking have had a long history, initially starting way back in the 1960s. In 2007, Hamilton City Council and Waka Kotahi partnered together on the Southern Links project. In 2014, 31kms of a new transport network (including 18km of state highway straddling Waipa District, Hamilton City and Waikato District, and 13km of urban arterial roads located within the Peacocke area of Hamilton City) was successfully designated.

74. Council has been successful in obtaining Government funding through the Housing Infrastructure Fund and working with Waka Kotahi to implement parts of the Peacocke arterials that we see progressing today. We also work closely with Waka Kotahi to jointly address some of the designation conditions, for example ongoing liaison with the Tangata Whenua Working Group.
75. Council and Government policies have changed since the designation was secured; however, the transport network footprint has allowed the Peacocke arterials implementation to apply best practice for good environment management and mode shift, incorporating improvements for walking, cycling and public transport aligning with revisions to the Peacocke structure plan.
76. A [Southern Links Update](#) to the 7 September 2021 Strategic Growth Committee provides a more in-depth summary, of the Southern Links history, defining what Southern Links is and the sequence over time of Council / Waka Kotahi decisions.
77. Part of the Form and Function review is to consider the new policy context that exists now but not at the time of developing Southern Links. Part of the policy change is the emergence of the Metro Spatial Plan and its associated transport business case, which is summarised below with a focus on Southern Links.

Hamilton-Waikato Metro Spatial Plan- Southern Links Focus

78. To give additional context, whilst not designed to focus on specific projects, the Hamilton-Waikato Metro Transport Programme Business Case (MSP PBC) gave some direction regarding components of Southern Links. The MSP PBC commenced in 2021 and was finalised in July 2022 with the endorsement of a programme across the Future Proof partners.
79. As a transport-focused study, it investigated the staging and composition of transport networks over an extended period, focused around developing a bus-based rapid transit network for the region. It was not a land use study but was informed by the Future Proof Spatial Strategy.
80. The MSP PBC focused on the long-term transport strategy for the Hamilton Metro area, which includes considerations regarding the movement of people and goods (freight).
81. It undertook exercises to assess a range of transport intervention options as well as land use development pattern options, acknowledging the interrelated nature of land use and transport.
82. For the purposes of the MSP PBC, we took the approach of assuming the Southern Links proposal is not committed (but noting a designation is in place) and considering what elements (although not necessarily specific to the alignments previously shown, more related to origin and destination connections) of the Southern Links proposal may be required and what form of connection would be most beneficial.
83. A technical paper informing the MSP PBC presented a view of what elements of the Southern Links proposal might be required for the outcomes of an emerging preferred programme of projects that meet the PBC goals and objectives. There may be other factors or objectives which also need to be considered – for example the Airport Precinct Structure Plan, which is currently on-going. This project directs further thinking about the role of Southern Links in delivering a balanced transport system. More detailed work is required to fully understand the opportunities associated with the existing designation and freight, noting one of the key intentions behind the original Southern Links proposal was to improve inter-regional freight movements.

84. The long-term identification of a rapid transit bus link between central Hamilton and the Airport via Peacocke growth cell noting that for first 10-20 years the RT1 South (bus rapid transit) corridor may be able to fulfil a broader movement function. This is possible as the demand for the bus lanes will take some decades to build up, through the expansion of the Peacocke growth area and the greater level of development at the industrial park and the airport.
85. The MSP work ratified of the need for the eastern leg of Southern Links, which connects the Airport area to the Waikato Expressway (WEX) and includes a new bridge across the Waikato River. This is an important link to provide inter-regional freight connections (between WEX and the north, northwest and eastern areas of Hamilton) and can also serve a people moving function.
86. A more in-depth freight study is planned for the 2023 MSP investigations that will take post-WEX opening travel time and freight traffic distribution data into account. The outcome is to provide a network strategy that accommodates and provides an appropriate level of service for freight throughout the city and therefore may require more integration within the MSP program.

Metro Spatial Plan Transport Programme Business Case – Programme Implementation Progress

87. One of the Future Proof Strategy's transformational moves is "a radical transport shift to a multi-modal transport network shaped around where and how communities will grow."
88. The Transport Working Group (TWG) was established to oversee implementation of this aspect of the Strategy. In the last triennium, its key deliverable was the Metro Spatial Plan (MSP) Transport Programme Business Case, which sets out how the strategy will be achieved within the MSP area in the form of a 30-year investment programme aligned to land use to realise benefits identified.
89. Work undertaken in February and March 2023 has continued the development of scopes of further work-related freight and logistics, design and feasibility related to the introduction of a bus rapid transit system and a scheme optimisation piece that will examine future network patterns for all modes, staging and sequencing of projects related to our 30-year programme and integration with land use.
90. We have also continued working with our mana whenua partners on developing a scope of works to combat rural accessibility and equity issues. This scoping is also looking at ways the programme can be accelerated to help inform discussions during the Long-Term Plan, primarily to understand more clearly what it would take to meet our vehicle emissions targets.
91. Council will be undertaking several large procurement exercises in May/June 2023 to undertake these tasks on behalf of Future Proof.
92. Work currently undertaken is based on the recommendations endorsed at the June 2022 Future Proof Implementation Committee. Those recommendations were repeated in the 23 February 2023 Strategic Issues report for reference.
93. Whilst currently a work in progress, it is also worth noting that several of the items below are being considered for funding as part of the VKT Expression of Interest work current being developed for Waka Kotahi.
94. Since late 2022 to the present, the TWG has been working to implement the recommendations adopted in 2022. The work programme first shown in the February paper has been updated and is shown below.

95. There is also a specific task focused on governance matters to address specific concerns expressed by the Waka Kotahi Board in its in-principle endorsement of the Business Case. This review of governance matters will impact on the broader structure of Futureproof.
96. The first action arising from the review is the creation of the MSP Public Transport Sub-Committee that is proposed to sit within the Futureproof structure as a subcommittee of Futureproof. This report contains a recommendation that the Strategic Growth and District Plan Committee approves the appointment of two Elected Members as Council's representatives on the new subcommittee, along with an alternate.
97. A summary of current workstreams is detailed in the table below.

Task #	Task / Brief Description	Timing
1	<p>Funding the Transport Programme – 2024 Requirements</p> <p>This report will document the projects and programmes that required funding in 2024-34 LTPs and be given priority in the 2024-34 Regional Land Transport Plan by all partners to respond to the MSP Transport Programme and maintain momentum in programme implementation and benefit realisation.</p> <p>Our intent is that this report becomes a chapter of the 2024-34 Regional Land Transport Plan. This “chapter” will be developed and seek endorsement from FPIC prior to being part of individual partners LTP discussions and the RLTP development process.</p> <p>This task is almost complete and for HCC highlights the priorities from the Biking and Micromobility business case as well as an agreed approach between HCC and WRC on aligning bus related infrastructure with future bus network improvements.</p>	<p>First draft end March 2023 deadline for Councils to meet early LTP programme targets.</p> <p>Discussion and adoption probably June FPIC.</p>
2	<p>RT1 / Future Network Planning / Staging and Sequencing – Proof of Concept</p> <p>Next stage of investigations to further develop future Bus Rapid Transit networks identified in 2022.</p> <p>Focus on “proof of concept” design issues, future land requirements, buildability, and affordability, further thinking around specific alignments and cross river connectivity. Will also examine in detail bus operational matters e.g. kerbside vs central lane configurations, stopping patterns, interchange locations etc.</p> <p>This project is also envisaged to incorporate the transport components of the Hamilton Infrastructure Acceleration Fund – Public transport focus in city centre.</p> <p>Not a full Detailed Business Case but a more refined hybrid approach to understanding the implementation of the future core Bus Rapid Transport Spines. This will be the stepping-stone project to a full Detailed Business Case for staged sections of the future Bus Rapid Transit network as described in the Programme Business Case.</p>	<p>HCC internal scoping March/April 23 looking to finalise with partners May.</p> <p>Can be discussed at June FPIC.</p> <p>Procurement likely in May/June 2023.</p>
3	<p>“Optimisation” Scoping for Transport Programme Implementation</p> <p>Significant and important task to develop an <i>“Optimisation Programme which primarily looks to achieve a lot more with what is already available to the network and will enable smarter travel choice now.”</i></p> <p>This task will focus on three key work areas:</p>	<p>Procurement likely in May/June 2023.</p>

Task #	Task / Brief Description	Timing
	<ul style="list-style-type: none"> i. Future Network Planning ii. Public transport/rapid transit network planning (the detail) iii. Staging and sequencing of the 30-year programme – this includes alignment with land use and active mode and existing bus network development, realising opportunities and working in with what else we are doing across the city. <p>This is the work where we discuss trade-offs between modes, where we talk about future priorities and levels of service, on what modes should be prioritised on certain corridors and how the Metro Spatial Plan programme implementation combines with each respective partner's transport and growth strategies e.g. how the projects and programmes that are developed and implemented under Access Hamilton and HUGs are combined with the regional focus to meet our targets and aspirations. This work will also consider what an accelerated programme could look like, should we desire to instigate our 30-year programme at a different pace.</p>	
4	<p>Freight “study”</p> <p>The need to examine in greater detail, whilst not duplicating national work the specifics of what's routes and operating conditions we need to prepare for in the Metro area, how do we plan for significant freight movement in relation to our evolving active mode and public transport networks.</p> <p>Focus maximising road to rail freight transfer and understanding future logistical challenges to a greater level, particularly around how we service the city centre. Study supplemented by the excellent data HCC maintains; also a useful opportunity to access freight movements locally and regionally, post the Waikato Expressway opening.</p>	<p>First draft completed and first round of feedback being integrated.</p> <p>Procurement likely in April/May 2023.</p>

98. Various other tasks related to the MSP Transport Programme Implementation are ongoing, including developing a new Multi-Party Funding Agreement between the partners to fund the tasks described above.

IAF Central City programme delivery – next phases

99. Funded primarily by Kainga Ora, the IAF Infrastructure Programme will deliver a new water reservoir and pump station, active modes river crossing, three waters upsizing reactive works to enable development commitments and investigations into other strategic three waters and transport infrastructure.
100. This infrastructure will support housing outcomes in the central city and enable 4000 homes in the central city and surrounds between now and 2034. Staff continue to actively work with developers and their progress towards Housing Outcome Agreements.
101. Project Delivery Plans are being developed with work focusing on confirming technical outcomes, constraints and parameters with internal stakeholders.
102. Staff have undertaken a workshop to update the IAF Infrastructure Delivery Programme risks and are now in the process of developing treatments for each of these.
103. Top risks for the infrastructure projects include:
- i. The bridge and likely the reservoir will require resource consents, which may lead to objections resulting in delays and increased costs to mitigate effects.

- ii. The consultant and construction industry is under resourced, which may result in lack of interest in bidding; more inexperienced delivery staff and longer lead times for equipment and materials. This could result in increased costs and delays and lower quality construction outcomes.
 - iii. The central city as a degree of density of current and historic development, which may result in conflicting constraints (e.g. geotechnical; cultural, heritage and archaeological; network requirements; space for construction; commercial and residential interests). This could result in delays arising from challenging decisions regarding location for infrastructure.
104. Overall, the programme is on track to achieve the IAF deliverables and staff will seek councillor input and macro-scope approvals for individual project scopes during 2023.

Growth Programmes

105. Growth Programme updates provide an overview of activity in the Central City, Peacocke, Rotokauri-Northwest, and Ruakura growth areas (see **Attachments 5-8**).
106. The last updates were provided to the Strategic Growth Committee on 23 February 2023.
107. At that meeting, Deputy Mayor Angela O’Leary provided some useful feedback requesting developable land to be included in the reports. This metric has been included in the attached reports and will be reported on going forward. There is also a live dashboard of developable land available [here](#).
108. Key updates since the last report include:

Growth Programme	Key updates since February 2023
Central City	<ul style="list-style-type: none"> Many events happened in the central city to celebrate Children’s Day activating Garden Place and making good use of the Waikato Museum and Central Library As part of shaping a central city where people love to be, funding reprioritised from a city-wide renewal’s programmes will enable staff to improve the look and feel of Garden Place. Tired furniture will be replaced including the colourful picnic tables, umbrellas and seats with a focus on what will have a visible impact and be on time for events such as FIFA and Matariki Planning continues for the delivery of IAF
Peacocke	<ul style="list-style-type: none"> Council received a decision for Plan Change 5 on 1 March 2023 and the appeals period closed on 14 April 2023 The concrete deck on the Waikato River Bridge is complete and the Peacockes Road Urban Upgrade and Whatukooruru Drive contractor has been established HIF to IFF discussions have progressed.
Rotokauri-Northwest	<ul style="list-style-type: none"> The Zoo/Waiwhakareke precinct is close to completion, and the viewing tower will soon be open to the public. Te Wetini Drive extension project is now complete and expected to be open to the public in April/May 2023 A site visit is being planned for Elected Members to visit some key development sites in May 2023.
Ruakura	<p>Ruakura Superhub Stage One</p> <ul style="list-style-type: none"> Development of Ruakura Superhub is well underway, with current construction projects of Superhub tenants due for completion by the end of 2023.

Growth Programme	Key updates since February 2023
	<ul style="list-style-type: none"> Practical Completion has been awarded for the majority of enabling infrastructure required to unlock the full development of Stage One of the Ruakura Superhub. This has been delivered in partnership between Council, Tainui Group Holdings and the Central Government, with funding from the Provincial Growth Fund (PGF) and Crown Infrastructure Partners (CIP). <p>Eastern Transport Corridor funding</p> <ul style="list-style-type: none"> Council staff continue to work closely with TGH and other partners to develop the Eastern Transport Corridor (ETC) Detailed Business Case. The construction of the ETC is key in unlocking the full potential of Ruakura inland port and its adjoining logistics and industrial precincts and will remove up to 65,000 truck movements off the road per year throughout the Golden Triangle of Hamilton, Auckland and Tauranga. The ETC would also facilitate local freight connections from Ruakura to other areas of Hamilton and the Future Proof sub-region, provide for active mode and rapid public transport options to and from Ruakura, and enable the full development of up to 1,300 homes at Tuumata.

Emerging Areas

109. In July 2022, the Strategic Growth Committee resolved for staff to progress scoping studies for R2, WA and SL1 Growth Areas.
110. The Council-led scoping studies involve collating existing knowledge and information on the areas to understand where any gaps are. The studies will help Council and developers to understand constraints and opportunities, identify areas for further investigation and help Council understand the high-level work and resources required if a decision is made to progress any of these areas. The studies will also contribute to the Future Development Strategy (FDS).
111. Staff have been progressing the scoping studies for WA, R2 and SL1, which are now expected to be reported to the Committee fully in June 2023. An update on this work is being reported in the Public Excluded part of this agenda. Staff are also preparing scoping studies for Ruakura East and HT1 to support the FDS.
112. Council, at its 2 March 2023 meeting regarding the 2023-24 Proposed Draft Annual Plan Budget, declined to provide additional resourcing for any further work regarding the emerging areas (R2, WA and SL1) totalling \$500,000. This funding can be reconsidered in the 2024-34 Long Term Plan.
113. Alongside the scoping studies, a high-level assessment is being undertaken to identify longer-term (+30 year) land supply options for industrial activities.
114. This work will inform the scoping studies/emerging areas work programme and Hamilton's position on the upcoming FDS update to the Future Proof Strategy.
115. In September 2022, the Strategic Growth Committee resolved for staff to progress Memoranda of Understanding (MOU) with developers in WA, R2 and SL1.
116. The MOU set out how the parties will work together in relation to these out-of-boundary areas. Progress includes:
 - i. The WA MOU has been finalised and signed by both parties.
 - ii. The SL1 MOU has been finalised and signed by all parties.
 - iii. The R2 MOU has been finalised and signed by both parties.

Strategic Development Forum

- 117. A Strategic Development Forum has been established to support productive and sustainable commercial and industrial growth in Hamilton. Developers have been experiencing multiple challenges, including rising land costs and increasing complexities in consenting requirements, that have created barriers to unlocking and developing industrial and commercial land.
- 118. These barriers subsequently impact on our ability to attract new businesses into Hamilton and the sub-region. There is opportunity to work collaboratively with some key, experienced developers to bridge the strategic gap between developers and Elected Members. The forum will provide a mechanism for developers to provide a collective voice of feedback to Council to help inform policy direction and remove some of the barriers to development.
- 119. Developers have indicated that they wish to continue with the forum under the new Council and dates for meetings are currently being planned.
- 120. The Council membership of the forum was reviewed at the last Committee meeting and now includes Councillors Ryan Hamilton, Mark Donovan, Anna Casey-Cox and Mayor Paula Southgate.

Financial Considerations – *Whaiwhakaaro Puutea*

- 121. All of the topics covered in this report are funded by existing budgets. There are no financial implications in relation to the information provided in this report.

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

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

Climate Change Impact Statement

- 123. Staff have assessed this option and determined that no adaptation assessment is required for the matters in this report.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

- 124. 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').
- 125. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report. The recommendations set out in this report are consistent with that purpose.

Social

- 126. As more people live and work in the city, we need to make sure the benefits of living in Hamilton Kirikiriroa grow alongside the new homes and businesses. While we don't determine how much growth occurs in Hamilton, we can determine what kind of city Hamilton Kirikiriroa aspires to be. We want to create a liveable city, an attractive lifestyle and improve the wellbeing of current and future residents.
- 127. This means creating accessible, equitable quality spaces and places for our communities such as parks, green space, playgrounds, education, health, libraries, pools and other community facilities. It also means expanding opportunities for people to engage in arts, culture and creativity in diverse and meaningful ways.
- 128. A key consideration for growth is ensuring that growth is planned close to places where people can access their daily needs, with genuine travel choices.

Economic

- 129. As part of delivering economic growth outcomes, Council proactively works with existing and prospective businesses to expand or establish operations creating investment and employment opportunities.
- 130. As our city grows, so too do opportunities for expanding and attracting tourism and economic growth while continuing to raise the city's reputation and profile as a great place to live and visit.
- 131. In order to attract more jobs to our city, more industrial land is required. Studies are underway to help determine the needs, best locations and actions required.
- 132. Delivery of key growth areas contributes to economic wellbeing through delivery of major infrastructure and residential and commercial construction activities.

Environmental

- 133. As we grow it's important that we balance the need for housing alongside the need to protect and enhance our biodiversity. It's also important that we make the best use of our limited natural resources such as water.
- 134. Nature in the City strategy outcomes is a key consideration for growth. Access to nature, parks and open spaces and protection and restoration of significant natural areas key outcomes alongside delivering new homes and jobs.
- 135. The Waikato River is at the heart of Hamilton Kirikiriroa. It supports life throughout the city and region, it is central to our culture and has shaped the form of our city. As we continue to grow, we must put the health and wellbeing of the River at the heart of everything we do.
- 136. As the city grows, this means we need to promote investment that protects and restores the Waikato River and delivers on our obligation under Te Ture Whaimana o Te Awa o Waikato and targeting growth areas services by, or planned to be serviced by, high quality three waters infrastructure.
- 137. Our approach to growth needs to enable our city to reduce carbon emissions while adapting to the changing climate to improve our resilience. This means enabling growth of homes and jobs in areas that can easily access public and/or active transport modes. It also means guiding growth that builds our resilience to climate change impacts, such as avoiding areas where there are flooding and other natural hazards.

Cultural

- 138. Effective partnership with Iwi is integral to the success of the growth programmes. We respect the special status of Tangata Whenua, are committed to the principles of Te Tiriti O Waitangi and further Maaori aspirations through building mana-enhancing partnerships.
- 139. 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.
- 140. Staff place a high level of importance on the Vision and Strategy for the Waikato River when planning projects that impact the river and tributaries and staff consider relevant sections of the Waikato-Tainui Environmental Plan when planning growth projects.
- 141. 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 growth programmes areas.

Risks - *Tuuraru*

143. There are no known risks associated with the matters covered in this report, other than those described in the IAF Central City programme delivery – next phases item.

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

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

Engagement

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

Attachments - *Ngaa taapirihanga*

Attachment 1 - Future Proof Agreement 2023

Attachment 2 - Future Proof Implementation Committee - Draft Terms of Reference

Attachment 3 - Future Proof Public Transport Subcommittee Terms of Reference

Attachment 4 - Southern Links Form and Function Review - April 2023

Attachment 5 - Central City Programme Update - April 2023

Attachment 6 - Peacocke Programme Update - April 2023

Attachment 7 - Rotokauri-Northwest Programme Update - April 2023

Attachment 8 - Ruakura Programme Update - April 2023



Future Proof Implementation Committee - Agreement

Background

On 15 August 2019, an agreement (Original Agreement) was entered into pursuant to clause 30(A) of Schedule 7 of the Local Government Act 2002 to enable the appointment of the Future Proof Implementation Committee (Committee) as a joint committee of the member entities. Changes are required to the Original Agreement to reflect changes to the Committee. These changes are reflected in this agreement (Agreement) which replaces the Original Agreement.

Parties

1. Hamilton City Council, Waikato District Council, Waipā District Council, Waikato Regional Council, Matamata-Piako District Council (together referred to as the Waikato local authorities)
2. His Majesty the King acting by and through his Ministers appointed from time to time to the Committee (the Crown)
3. Tainui Waka Alliance
4. Waikato-Tainui
5. Ngā Karu Atua o te Waka
6. Auckland Council
7. Auckland Mana Whenua Kaitiaki Forum

Operative part

1. The parties agree that this Agreement replaces the Original Agreement from the date it is signed by all parties.
2. The parties agree that the Future Proof Implementation Committee was appointed, and continues to be appointed, pursuant to clause 30A, Schedule 7 of the Local Government Act 2002 (LGA).
3. That the objectives, responsibilities, powers, and membership of the Committee are included in the *Term of Reference* attached to this Agreement. The *Terms of Reference* also sets out quorum and voting requirements, amongst other things.
4. As a matter of convenience, the Future Proof Implementation Committee will operate in accordance Waikato Regional Council's *Standing Orders* as current from time to time.
5. The Crown and Auckland Council's participation in the Committee does not constitute endorsement its initiatives. All financial, policy and other decisions require approval by the Crown, Auckland Council or any Auckland Council-controlled organisation boards.

Signed by the parties by their representative

Hamilton City Council	<div>Signature</div> <div>Printed name and position</div> <div>Date</div>
Matamata Piako District Council	<div>Signature</div> <div>Printed name and position</div> <div>Date</div>
Waikato District Council	<div>Signature</div> <div>Printed name and position</div> <div>Date</div>
Waipā District Council	<div>Signature</div> <div>Printed name and position</div> <div>Date</div>
Waikato Regional Council	<div>Signature</div> <div>Printed name and position</div> <div>Date</div>

The Crown	<hr/> Signature <hr/> Printed name and position <hr/> Date
Tainui Waka Alliance	<hr/> Signature <hr/> Printed name and position <hr/> Date
Waikato-Tainui	<hr/> Signature <hr/> Printed name and position <hr/> Date
Ngā Karu Atua o te Waka	<hr/> Signature <hr/> Printed name and position <hr/> Date
Auckland Council	<hr/> Signature <hr/> Printed name and position <hr/> Date

Auckland Mana Whenua Kaitiaki Forum	<div data-bbox="582 398 967 436"><hr/>Signature</div> <div data-bbox="582 495 967 533"><hr/>Printed name and position</div> <div data-bbox="582 591 967 629"><hr/>Date</div>
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Future Proof Implementation Committee

Terms of Reference / Ngā Tikanga Whakahaere

1. Mana ā-Ture / Status

This Committee was created by Hamilton City Council, Matamata-Piako District Council, Waikato District Council, Waikato Regional Council and Waipā District Council (Waikato local authorities); pursuant to clause 30A of Schedule 7 of the Local Government Act 2002. It was established by way of agreement between the participants and is a joint committee. The Committee is not discharged at the end of the triennial period pursuant to clause 30(7) of Schedule 7 of the Local Government Act 2002. The Waikato Regional Council *Standing Orders*, current from time to time, apply to the Committee subject to any amendments necessary to accommodate the joint nature of the Committee.

2. Ngā Kawenga / Responsibilities

This Committee is responsible for implementing the *Future Proof Strategy* and executing the implementation plan (refer [Knowing our future by planning today – Future Proof](#)) including:

- 2.1 Providing leadership on growth management and spatial planning in the territorial areas of the Hamilton City Council, Matamata-Piako, Waikato and Waipā District Councils (Future Proof Sub-region).
- 2.2 Overseeing the implementation of the *Future Proof Strategy* and undertaking reviews and updates, including adopting any draft strategies for public consultation.
- 2.3 Monitoring the *Future Proof Strategy* and ensuring a joined-up approach to implementation, this includes monitoring and reporting progress against milestones.
- 2.5 Reviewing and recommending adjustments to the *Strategy* if circumstances change.
- 2.6 Addressing cross-boundary matters within the Future Proof Sub-region, as well as with other neighbouring areas and regions that are consistent with the agreed settlement patterns, while working with other growth management/spatial planning partnerships as appropriate
- 2.7 Approving submissions to local authorities, central Government and other agencies on Future Proof related matters.
- 2.8 Identifying and resolving any consultation inconsistencies between the *Future Proof Strategy* and subsequent public consultation processes of Hamilton City Council, Matamata-Piako, Waikato and Waipā District Councils (Partner Councils).
- 2.9 Facilitating consultation with the community.
- 2.10 Implementing any memorandum of understanding or similar documents to provide and maintain relationships between the Partner Councils.
- 2.11 Championing integration and implementation through Partner Council strategies, programmes, plans and policy instruments and through partnerships with other sectors such as health, education and business.
- 2.12 Advocating relevant Future Proof growth management matters to central Government and other organisations.
- 2.13 Addressing cross-boundary matters between Auckland and the Waikato, and within the Future Proof Sub-region, as well as with other neighbouring regions.
- 2.14 Ensuring alignment with existing council plans, strategies and policies, and with existing evidence.
- 2.15 Ensuring alignment with initiatives already underway.
- 2.16 Facilitating consultation with the Partner Councils and the wider community where relevant.

- 2.17 Adopting non-significant variations to the *Regional Public Transport Plan* that only affect the Future Proof Sub-region in line with the significance policy in that *Plan*. This delegation is provided to the Committee only for the purpose of sub-delegation to the Metro Public Transport Subcommittee to be appointed by the Committee, the delegation being ineffective in the hands of the Committee except to that extent.
- 2.18 Appoint subcommittees with relevant delegations in accordance with clause 30 of the Local Government Act 2002.

3. **Ngā Apatono / Powers**

All powers necessary to perform its responsibilities.

4. **Tokamatua / Quorum**

Six voting members pursuant to clause 30A(6)(b) and clause 30A (6)(c)(iii) of Schedule 7 of the Local Government Act 2002. The quorum has been set recognising that final decisions on substantive matters are referred back to member organisations rather than being made by the Committee.

5. **Ngā Tikanga Pōti / Voting**

Decisions of the Committee are made by majority vote of members present and voting. In the case of equality of votes, the Chair or any other person presiding at the meeting does have a casting vote. Refer to clause 24 of Schedule 7 of the Local Government Act and *Standing Orders*.

6. **Ngā Tūranga/ Membership**

6.1 **Ngā Mema / Members**

The committee has 22 voting members, and three non-voting members as follows:

- a. Two elected member representatives appointed by each of the contributing authorities (Hamilton City Council, Matamata-Piako District Council, Waikato District Council, Waikato Regional Council and Waipā District Council), including the Mayors and Regional Council Chair.
- b. Three Ministers of the Crown, appointed by the Crown.
- c. One representative appointed by the Auckland Council Governing Body.
- d. One representative appointed by the Franklin Local Board.
- e. Three representatives appointed by Waikato tāngata whenua – one from the Tainui Waka Alliance, one from Waikato Tainui and one from Ngā Karu Atua o te Waka.
- f. Three representatives appointed by and from the Auckland Mana Whenua Kaitiaki Forum.
- g. One independent Chair appointed by the Committee.
- h. One non-voting member appointed by Waka Kotahi New Zealand Transport Agency being its Director of Regional Relationships or equivalent.
- i. One non-voting member appointed by Te Whatu Ora.
- j. One non-voting member appointed by Entity-B (the regional organisation responsible for the delivery of three waters services).
- k. The Committee may invite a maximum of four additional non-voting experts to assist the Committee in its development and implementation of the *Future Proof Strategy*.

6.2 **Ūpoko me te Ūpoko Tuarua / Chair and Deputy Chair**

The Chair is independent and appointed by the Committee. The Deputy Chair of the Committee is appointed by the Committee from the existing voting membership, by way of election pursuant to clause 25 of Schedule 7 of the Local Government Act 2002.

6.3 **Ngā Kairiwhi / Alternates**

Any appointing agency or organisation may appoint one alternate member. Where the member appointed by the agency or organisation concerned is absent, the alternate will have full voting rights in the place of the absent member (where that member had those same rights).

7. Ngā Hui i te Tau / Frequency of meetings

Bi-monthly or as required.

DRAFT

Future Proof Public Transport Subcommittee

Terms of Reference / Ngā ture tohutoro

1. Mana ā Ture / Status

This is a subcommittee of the Future Proof Implementation Committee and was created by, and at the discretion of that Committee pursuant to clause 30(1)(a) of Schedule 7 of the Local Government Act 2002. It may be discharged or reconstituted by resolution of the Future Proof Implementation Committee pursuant to clause 30(5)(a) and (b) of Schedule 7 of the Local Government Act 2002.

2. Whāinga / Objective

The objective of the subcommittee is to enhance the wellbeing of communities in Hamilton City, Matamata-Piako, Waikato and Waipā Districts (Future Proof Sub-region) through the achievement of the transport goals set out in the *Future Proof Strategy*; the *Hamilton to Auckland Corridor Study*; the *Hamilton - Metro Spatial Plan*, the *Hamilton - Waikato Metro Spatial Plan Transport Programme Business Case* (MSPTPBC), the *Regional Land Transport Plan*; the *Access Hamilton Transport Strategy* and the transport strategies of the subcommittee member organisations.

3. Ngā Kawenga / Responsibilities

The subcommittee is responsible for considering and making recommendations on:

- 3.1 Matters relevant to the implementation and monitoring of the MSPTPBC and *Regional Public Transport Plan* including the Te Huia passenger rail service.
- 3.2 Transport policy and investment in the Future Proof Sub-region, including the *Regional Land Transport Plan*, the *Regional Public Transport Plan* and *Long Term Plans* of the relevant authorities.

4. Ngā Apatono / Powers

The subcommittee has all powers necessary to perform its responsibilities including:

- 4.1 Receiving regular monitoring reports and presentations on relevant matters.
- 4.2 Preparing recommendations on transport policy, programmes and investment requirements to the relevant authorities including for the Regional Transport Committee on the *Regional Land Transport Plan* and *Regional Public Transport Plan*.
- 4.3 Adopting non-significant variations to the *Regional Public Transport Plan* that only affect the Future Proof Sub-region in accordance with, and as defined, in the significance policy as set out in that Plan.
- 4.4 Preparing recommendations on the implementation and monitoring of the *Regional Public Transport Plan*, MSPTPBC and *Regional Land Transport Plan* for the Future Proof Implementation Committee, Regional Transport Committee and Hamilton City, Matamata-Piako, Waikato and Waipā Districts for decision-making.

5. Tokamatua / Quorum

Four voting members, pursuant to clause 23(3)(b) of Schedule 7 of the Local Government Act 2002.

6. Ngā Tikanga Pōti / Voting

Decisions of the subcommittee are made by majority vote of members present and voting. In the case of equality of votes, the Chair or any person presiding at the meeting has a casting vote. Refer to clause 24 of Schedule 7 of the Local Government Act and *Standing Orders*.

7. Ngā Tūranga / Membership**7.1 Ngā Mema / Members**

The subcommittee has nine voting members, and four non-voting members as follows:

- a. The independent Chair of the Future Proof Implementation committee who is the Chair of the subcommittee.
- b. Two member[/s] appointed by Hamilton City Council.
- c. One member[/s] appointed by Matamata-Piako District Council.
- d. One member[/s] appointed by Waikato District Council.
- e. Two member[/s] appointed by Waikato Regional Council, one of which shall be the Deputy Chair of the subcommittee.
- f. One member[/s] appointed by Waipā District Council.
- g. One member[/s] appointed by Ngā Karu Atua o te Waka.
- h. One non-voting member appointed by the Auckland Council Governing Body.
- i. One non-voting member appointed by Waka Kotahi NZ Transport Agency.
- j. One non-voting member appointed by KiwiRail.
- k. One non-voting member appointed by CCS Disability Action Waikato (to represent the access and mobility sector).

7.2 Ūpoko me te Ūpoko Tuarua / Chair and Deputy Chair

- a. The Chair of the subcommittee is the independent Chair of the Future Proof Implementation Committee.
- b. The Deputy Chair is appointed by the Waikato Regional Council from one of their appointed subcommittee voting members. This appointment is made recognising that Waikato Regional Council is the delegating public transport authority.

7.3 Ngā Kairiwhi / Alternates

Any appointing agency or organisation may appoint one alternate member. Where the member appointed by the agency or organisation concerned is absent, the alternate will have full voting rights in the place of the absent member (where that member had those same rights).

8. Ngā Hui i te Tau / Frequency of meetings

Every second month or as required.

Southern Links Form & Function Review

Hamilton City Council Strategic Growth Committee Update:
April 2023



New Zealand Government

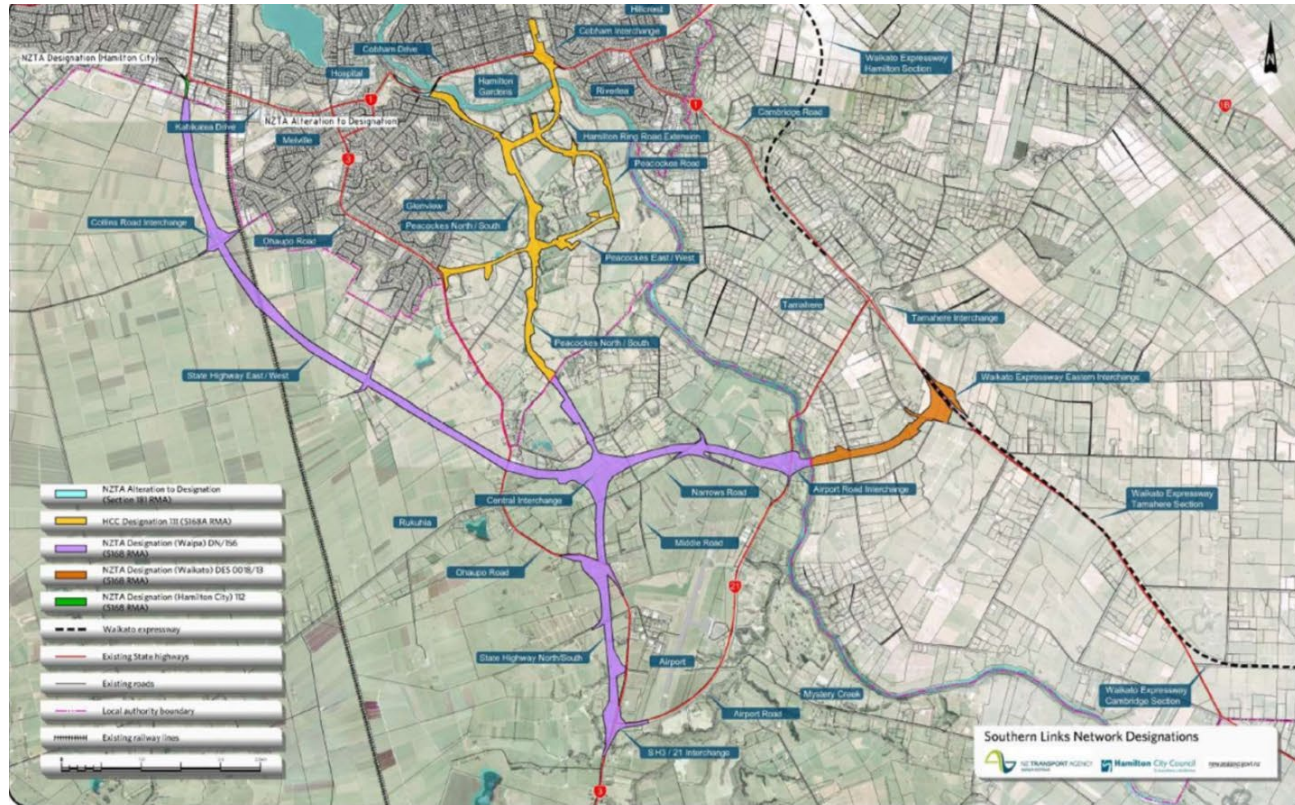
Background

To the Form and Function Review (the Review)

Background

Southern Links

- Southern Links has a long history, with the need identified as part of the 1962 Ministerial Requirement for the “Auckland-Hamilton Motorway”. This 1962 work was subsequently updated and revised through studies in the 1960s, 1980s, the 1990s and then the Southern Links Strategy Study Report and Southern Hamilton Arterial Network Strategy Study (both 2004).
- Finally, the Southern Links scheme assessment Report (2013) supported the Notice of Requirement lodgment and successful designation of the current 32km transport network called “Southern Links” (2016).
- Southern Links, as currently proposed includes 11km of local arterials, principally within the Peacocke growth cell, and 21kms of state highway



Notes:

- This Form and Function Review is not a decision on the future of the designation
- Waka Kotahi is fulfilling its requirements under the Notice of Requirements Designation e.g. land acquisition and engagement with the Southern Links Taangata Whenua Working Group.

Southern Links Network Designations

Notice of Requirements: Assessment of Environmental Effects and Supporting Information August 2013

Why are we doing the Review?

Of the state highway components of Southern Links

- There have been significant shifts in policy, and transport and land use development in the area since much of the original planning work was done over a decade ago.
- There is a greater focus on sustainability, carbon emissions, and transport choices, which has been reinforced through legislation.
- Funding and staging for construction of the State Highway components of Southern Links is yet to be confirmed within the next 10-year period.
- **The Review was undertaken to consider the changes that have occurred, identify opportunities and constraints, and develop a preferred way forward**

Findings

From the Review

Findings (1 of 3)

Access requirements from the state highway to adjacent land

- In 2018, work commenced on the Hamilton-Waikato Metro Spatial Plan (MSP) to determine how transport will support Hamilton's Growth.
- Future Proof | Te Tau Titoki is considering the plans for the land immediately adjacent to the corridor. Two emerging long term (>30 year) land areas (SL1, SL2) are being tested through Future Proof | Te Tau Titoki. These emerging land areas are not part of the Future Proof | Te Tau Titoki strategy (the land use strategy that informs the MSP Transport work).
- The proposed State Highway components currently do not have a direct connection with the adjoining land – they are limited access roads where direct property access is not provided. If proceeding with these potential future land growth areas (e.g., SL 1 and SL2), additional transport access would be necessary in key locations.
- If further access and connections to adjoining land is required, it would lead to a change in the preferred form and function of the proposed state highway network

Findings (2 of 3)

Use of the transport network

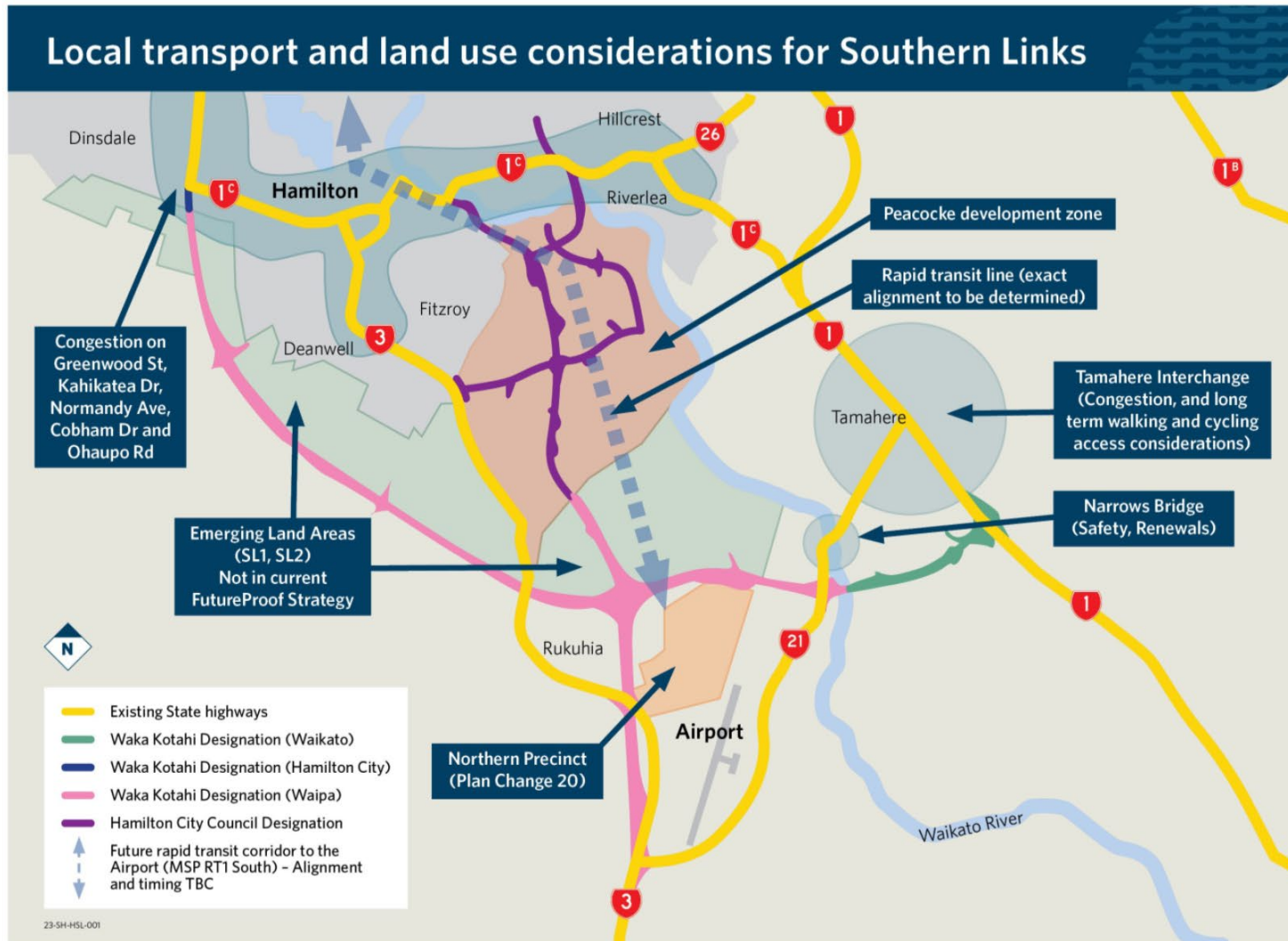
- The Waikato Regional Transportation Model (WRTM) shows a significant increase in traffic on SH21 Airport Road (from Tamahere interchange on the Waikato Expressway to SH3 Ohaupo Road) post opening of the Waikato Expressway. The Bluetooth and ERoads data of current movements confirms this.
- Traffic uses the SH21 Airport Road link to access the Waikato Expressway where its able to both bypass the city and connect to the city from new locations.
- SH21 Airport Road is also being used by the south-west Hamilton community to access the Waikato Expressway and travel south.
- The Southern Links 'Eastern connection' to the Waikato Expressway is important and supports traffic connecting from SH3 to SH1.

Findings (3 of 3)

Local issues and constraints

Some of the local transport issues and constraints include:

- Safety and renewal issues at Narrows Bridge on SH21 Airport Road
- Tamahere Interchange: Congestion, and access for residents walking and cycling across the interchange. Interim solution in place.
- Northern Precinct at the Airport brings growth forward (Plan Change 20)
- Congestion on SH1C Greenwood Street, SH1C Kahikatea Drive, SH1C Normandy Ave, SH1C Cobham Drive and SH3 Ohaupo Road



Next steps

To finalise the Review, and following the Review

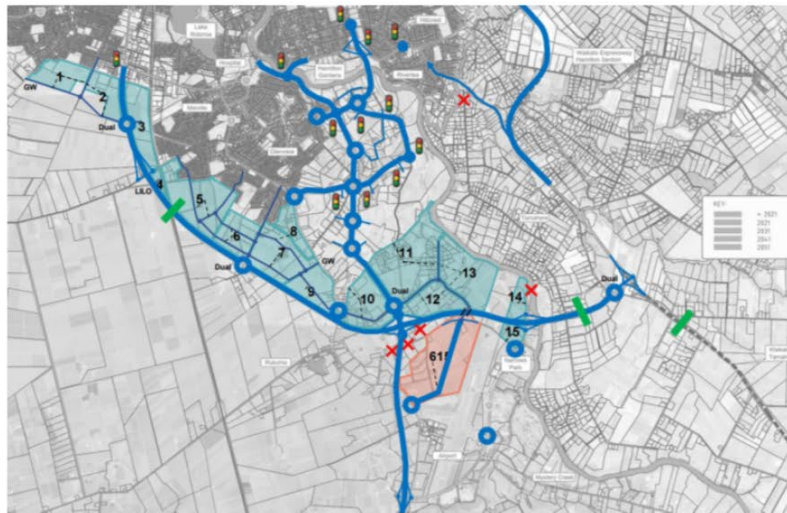
Item 8

Attachment 4

Next steps

To finalise the Review

- Finalise the transport assessment including a sensitivity test on the impact of emerging long term (>30 year) land areas (SL1, SL2 – shown in blue in the **Figure** below) – These land areas are being tested through Future Proof | Te Tau Tītoki, however are not part of the Future Proof | Te Tau Tītoki strategy (the land use strategy that informs the MSP Transport work).



Indicative Post Review Activities

With our partners

- Propose, subject to funding in the NLTP 2024-2027 period, a business case to address the problems and opportunities on SH21 Airport Road (including the Narrows Bridge), Tamahere Interchange, Airport access, and connection to SH1 Waikato Expressway.
- Propose, subject to funding in the NLTP 2024-2027 period, a business case to investigate transport problems at Dinsdale (including Greenwood Street, Kahikatea Drive, Massey Street etc.)
- Make best use of the existing system and wider network planning (public transport, walking and cycling projects) before building new infrastructure. This work is underway through Hamilton City Council and Future Proof | Te Tau Tītiki, and will consider the broader southern area including Glenview, Peacocke, the Airport and Tamahere.
- The remaining aspects of Southern Links (particularly west of SH3) require ongoing development within Future Proof | Te Tau Tītiki, to develop the preferred long term development strategy and transport approach to cater for growth.

INDICATIVE FOR DISCUSSION ONLY

CENTRAL CITY PROGRAMME

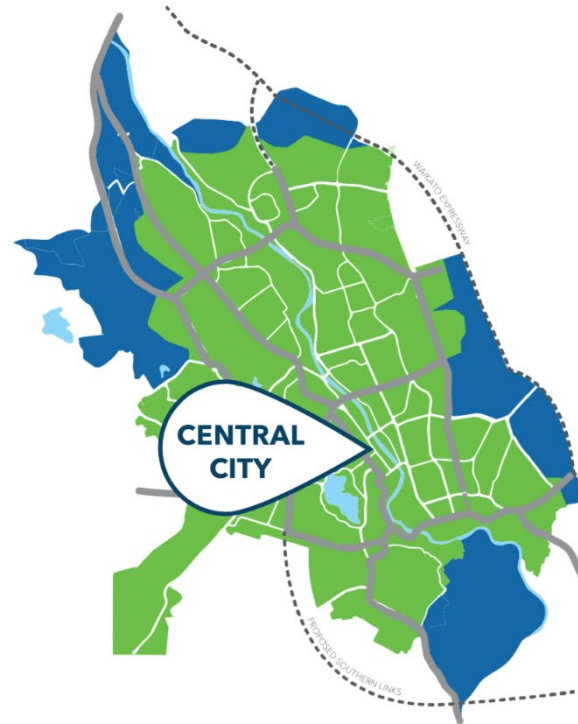
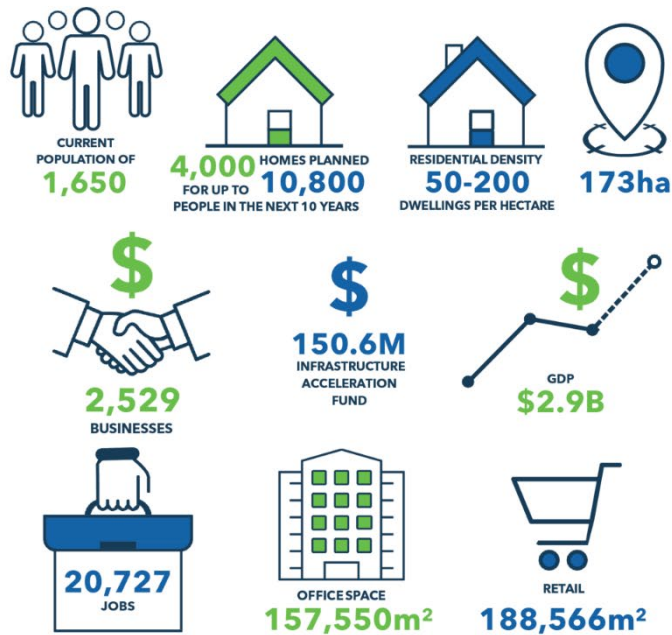
APRIL 2023

PROGRAMME VISION

"Shaping a central city where people love to be - Ahuahungia te pokapuu o teetehi taaonee arohaina ai e te taangata".

We are investing in the Central City programme, opening it up to the Waikato River, encouraging people to live and work here, and making it easy to access and move around in. The outcome will be a central city that is more inclusive, vibrant, and prosperous.

Hamilton's central city is the primary commercial, civic and social centre of the Future Proof sub-region



www.hamilton.govt.nz/centralcity

Hamilton City Council
Te kaunihera o Kiriikiriroa



GENERAL PROGRAMME UPDATE

It remains an exciting time for central city. Leasing enquiries are strong, and development continues with some projects nearing completion. Many events have taken place over the last few months, including the Chinese Lantern Festival, Children's Day and the Walk Thru Balloon which all brought wonderful crowds into Garden Place.

Key roles have been recruited to the Infrastructure Acceleration Fund (IAF) Delivery Programme. This follows Hamilton Kirikiriroa being awarded a \$150.6 million grant to fund infrastructure to support new housing in the central city. The Programme update will be presented to the Strategic Growth & District Plan Committee on 20 April 2023.

CONSENTING AND DEVELOPMENT ACTIVITY

Several large developments are under way that will support the increase of people living and working in the central city. These mixed inner-city living options alongside a vibrant retail, hospitality and entertainment sector will support the activation of the central city.

Building Consent:

- 42 Ward Street: Building consent for upgrade of existing fire safety systems is currently being processed.
- 170 Victoria St: Regional Theatre building consent for the main structure is currently being processed. This is stage three with geo-tech and foundation consents having been released.
- Union Square: Building Consent for Building E of the development has been granted. Building B next to the proposed carpark, which is under construction. Building consent has been released.
- Pan Pacific hub: Building Consent has been granted.
- Hills Development: Building Consent for a three-storey commercial use building has been granted.

See the attached Development Activity Map.

PARTNER PROJECTS

Waikato Regional Theatre:

Completion of the building is now set for the fourth quarter of 2024, and a lot of progress continues onsite.

Recent achievements onsite include completion of:

- Installation of the transformer on Sapper Moore-Jones Place.
- Ground improvements below the heritage façade and its preparation for structural steel connections.
- Various Stage 1 shop drawings.

The commencement or continuation of:

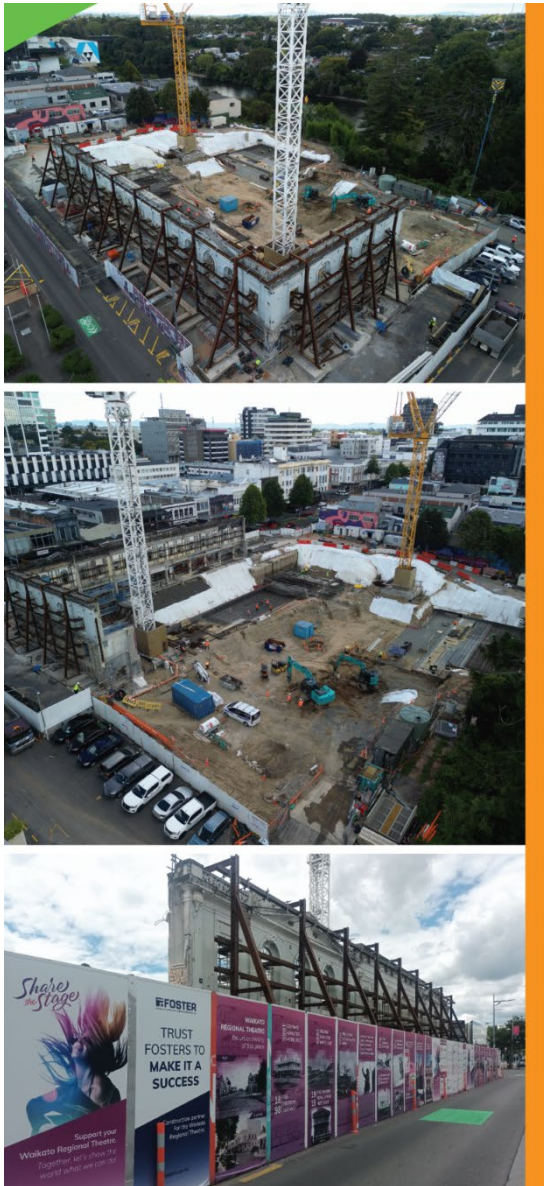
- Façade column strengthening works.
- Pouring of the foundation raft slabs.
- Excavation activities.

Staff continue planning for the public space precinct of the Waikato Regional Theatre development.

STRATEGIC PROPERTY

CELEBRATING AGE CENTRE

Following extensive user-group and sector consultation, concept plans and cost estimates have now been prepared for the Celebrating Age Centre. A report will be presented to the Community and Natural Environment Committee on 18 April 2023.



CITY PLANNING

Council are currently progressing through the statutory process of two significant plan changes that will shape the central city for years to come.

PLAN CHANGE 12

In response to the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 and National Policy Statement on Urban Development, Plan Change 12 proposes to allow increased densities in the walkable area around the central city. This plan change will help promote the transformation of the central city with more opportunity for larger residential developments, greater access to jobs, parks, restaurants and other amenities. Hearings will be held throughout 2023 with final recommendations and decisions expected in early 2024.

PLAN CHANGE 9

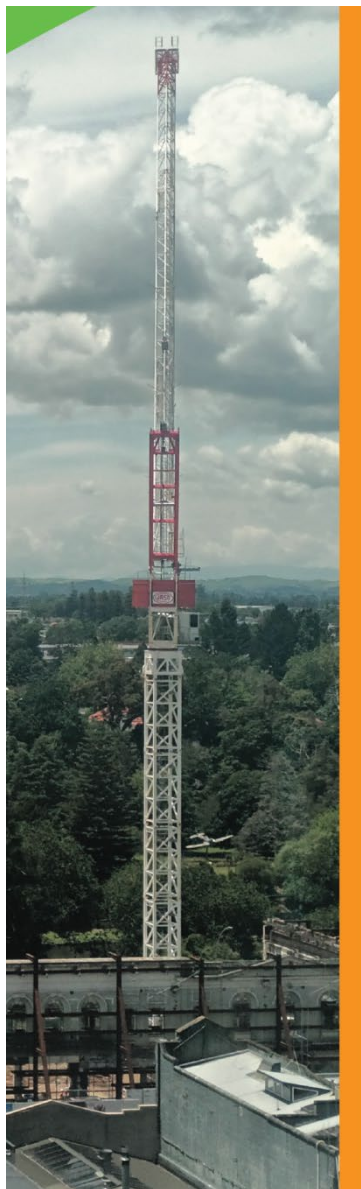
Several proposed Historic Heritage Areas, Significant Natural Areas, Built Heritage sites, and Notable Trees fall within the central city. This plan change will help the Council protect those natural and historic aspects of the city that we value. Hearings are scheduled to commence in May 2023.

TRANSPORT

Access Hamilton is our city's transport strategy – paving the way for everyone to connect to people and places in safe, accessible, and smart ways. Over the coming years, Hamiltonians will see the central city evolve into a city that's easy to live in, explore and connect. A place to meet, one that prioritises active travel and public transport, and is safe for people of all ages and abilities to move around and enjoy. Projects that support these outcomes include:

- **Ward Street/Tristram Street:** Concept designs are being finalised for the Ward Street/Tristram Street intersection; this also includes the Tristram Street/Nisbett Street intersection. The project links to the Collingwood Street/Tristram Street intersection upgrade, which is currently under construction.
- **Collingwood Street/Tristram Street intersection:** To align with the opening of the new ACC building on the corner of the Collingwood Street/Tristram Street intersection, new raised pedestrian and cycle crossings have been installed on approaches to the Collingwood Street/Tristram Street

- roundabout and footpaths have been upgraded on Tristram Street and the Wintec side of Collingwood Street to shared paths. Work is expected to be completed by early to mid-April 2023.
- **Tristram Street/Rostrevor Street intersection:** Design work for the Tristram Street/Rostrevor Street intersection is underway. The purpose of this project is to improve safety and connectivity for walking and cycling, as well manage the speed of vehicles travelling through the area and improve general road safety for all users.
- **London Street/Victoria Street intersection:** Concept designs have been developed for the London Street/Victoria Street intersection. The purpose of this work is to improve safety and connectivity for walking and cycling, as well manage the speed of vehicles travelling through the area and improve general road safety for all users.
- **Palmerston Street to Clarence Street:** As part of Council's approved Climate Emergency Response Fund Transport Choices Package, concept designs are being developed for walking and cycling improvements between Palmerston Street and Clarence Street via Tristram Street/Anzac Parade roundabout.
- **Anglesea Street South:** As part of Council's approved Climate Emergency Response Fund Transport Choices Package, improved bus stop facilities at the southern end of Anglesea Street (opp. Countdown Bridge Street) are proposed. Currently bus drivers cannot safely re-enter the traffic lane and move over into the right-hand lane at the roundabout. An in-lane bus stop is proposed to enable the Orbiter service to resume servicing this stop. The plans are currently for public consultation.
- **Thackeray Street:** As part of the Council approved Climate Emergency Response Fund Transport Choices Package, concept design work has commenced to improve bus stop infrastructure along Thackeray Street between Anglesea Street and Tristram Street.



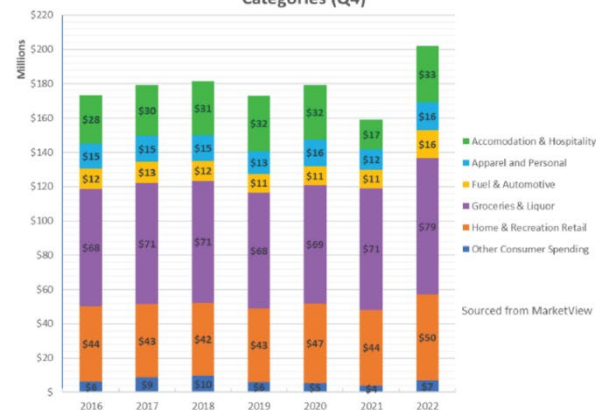
ECONOMIC WELLBEING

CARD SPEND

Total spending in Q4 was up 26.9% from Q4 last year, and up 11.4% from the previous all-time spending high in 2018. The Accommodation and Hospitality sector rebounded from a poor Q4 performance last year, up 87.8% from 2021, but noticeably it slightly surpassed pre-COVID 19 figures, up 1% from 2019Q4. Spending on Fuel and Automotive rose by 51.7%. The largest sector by spending in the central city, Groceries and Liquor, saw a 12.2% increase in spending from the same quarter last year, and up 11.7% from 2018 Q4. Other sectors such as Apparel and Personal, Home and Recreation Retail, and Other Consumer Spending saw 37%, 12.9% and 81.3% increases respectively. Note that these figures are in nominal value thus do not consider effects of rising inflation over the past few years, meaning that even though nominal spending has increased, the real (inflation adjusted) increases in spending may not be as great as the figures provided above.

In terms of the distribution of those who spent money in the central city, 60% came from Hamilton's population, 27% came from people from the rest of Waikato and 13% came from those outside the Waikato region.

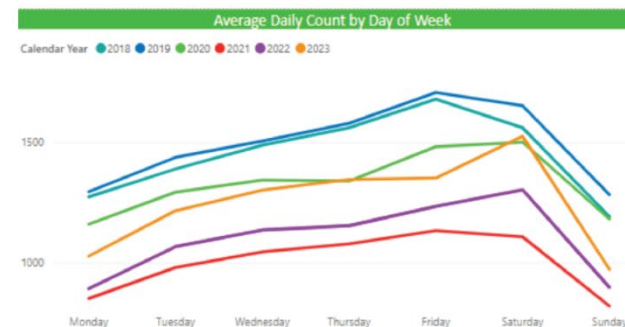
Central City Card Spending by Product and Service Categories (Q4)



PEDESTRIAN DATA

Council has several counters which record the amount of foot traffic in areas of interest within the central city. The above is a graph of the average daily count of pedestrians which passed each counter for January and February. Whilst the average pedestrian counts have increased from 2022 by 12.4%,

they are still yet to return to pre-COVID19 levels. Increased ability to work from home is observed in a larger decrease on Mondays and, potentially, Friday's plateau. Before COVID-19 Fridays were the busiest day in the central city, but the highest average counts observed post-COVID 19 are Saturdays, particularly during 2023 as shown by 14.2% change in average count from Friday to Saturday.



COMMUNITY

WAIKATO MUSEUM

The first phase of the reimagined Exscite: Home, a project that has involved months of research, experimentation, and construction is due to launch on Friday 31 March.

Council has awarded Hamilton based architects MOAA the design contract for the development of concept design for the Waikato Museum Victoria Street Entrance Upgrade and Loading Bay Upgrade. Construction for the loading bay is due to start late 2023, front entrance early 2024. The front entrance project work will include improving both the watertightness of the museum roofs to protect assets and the climate control of the museum environment.

FERRYBANK PARK ENHANCEMENT

The planned opening of the new park at the Municipal Pools site has been delayed. While staff originally hoped to open this before Christmas, a combination of bad weather, contractor availability and, more recently, low traces





Htwn at the Central Library



Disability Sector Meeting



City Network Meeting

of asbestos found in the soil (not a risk to public) have pushed out the project's timeline.

Throughout the project, and regular communications, the surrounding business have been very supportive and are looking forward to the park development. Staff have contacted these businesses to let them know of the delays. Staff have also made direct contact with community members who have booked the band Rotunda to assist them with securing a suitable alternative venue.

GARDEN PLACE FURNITURE REFRESH

As part of shaping a central city where people love to be, funding reprioritised from a city-wide renewal's programmes will enable staff to improve the look and feel of Garden Place. Tired furniture will be replaced including the colourful picnic tables, umbrellas and seats with a focus on what will have a visible impact and be on time for events such as FIFA and Matariki.

RISKS

With the programme in a new phase, following the central city IAF funding and with Housing Outcome Agreements in place, staff undertook a risk workshop.

Given the timeframes and budget, currently the risks appear to be manageable with treatments being developed for each. Further detail on infrastructure risks is included in the IAF Delivery Programme update in the Strategic Issues Report, and more detail will be provided in the next update.

Market conditions may impact on developers delivering homes and commercial builds in central city. Staff are closely monitoring the growth activity and regularly engaging with key developers.

Misaligned/lack of investment into central city may affect the realisation of the Central City Transformation Plan outcomes. This is being mitigated through Councils strategy led LTP process and through working with government agencies and partners such as Future Proof to ensure alignment and funding for the right projects at the right time.

ARTS, CULTURE & EVENTS

There were loads of events happening in central city to celebrate Children's Day recently. Over 1400 guests visited Waikato Museum for a children's science fair, with festivities led by Kudos Science, and Legends Unleashed Dinosaurs of Aotearoa. The Central Library got involved with a bunch of different activities for tamariki, including a scavenger hunt, LEGO, arts and crafts, PlayStation and more.

Planning for a FIFA Women's World Cup activation event in Hamilton is currently underway. There is potential for a central city activation for the entirety of the event, pending funding conversations with relevant parties.

In the news, Boon Street Art is diving into new waters next year as it announces the launch of a new arts festival in Hamilton/Kirikiri, the Boon Sculpture Trail. For this, artists are being invited to submit proposals to transform Hamilton's central city into an artscape.



CENTRAL CITY Project delivery¹

2021-23

- City Safe CCTV renewals and upgrades
- Central City Public Space Design Guidelines
- 1 Waikato River Safety Project
- 2 Central city jetty
- 3 Hamilton Central Business Association 'Love the Centre' campaign
- Intersection improvements

¹ Expected Council-led projects delivered from July to June for each period.

*Bridge location to be determined.

2023-24

- IAF Funded Wastewater investigation / protection
- IAF Funded Integrated stormwater catchment management plan
- IAF Funded North-south corridor investigation and protection
- 4 Waikato Museum - Victoria Street entrance and loading bay
- 5 Central City Library maintenance
- 6 K'aute Pasifika Pan Pacific Community Hub - Partner project
- City Safe CCTV Strategy
- 7 Wellington Street Beach upgrade
- 8 Ferrybank Park enhancement
- Bike Repair Stations
- Intersection improvements

2024+

- 9 Victoria on the River commercial and residential development
- 10 Central city playground
- 11 Waikato Museum - River entrance
- Central city river crossing and connections
- 12 Embassy Park redevelopment
- 14 Waikato Regional Theatre - Partner project
- Sapper Moore-Jones Place and Victoria Street improvements
- 16 Eastern Pathways central city-Uni link
- 17 Transport Centre rejuvenation
- 18 Alexandra Street upgrade - Initial phase
- 19 Ruakiwi reservoir and booster pump station
- 20 Active modes bridge*



PEACOCKE PROGRAMME

APRIL 2023

PROGRAMME VISION

"To enable the development of an attractive and sustainable community in Peacocke and surrounds - Ko te whakakitenga moo te whenua Peacocke - Ko te aaheinga o te hanga he waahi ataahua, he waahi toiora ki Peacocke"

Peacocke is being built with the support from the Government's Housing Infrastructure Fund, made up of a \$180.3M 10-year interest-free loan and \$110.1M of Waka Kotahi NZ Transport Agency subsidies.

The Peacocke programme will deliver a new bridge; a transport network that caters for public transport, pedestrians and cyclists; parks; and strategic water, wastewater and stormwater networks. Other work includes protecting and enhancing the environment, including the extensive gully system, opening the area to the Waikato River, and investigating community facilities which are also important parts of creating a new community in Peacocke.

When completed, Peacocke will be home for up to 20,000 Hamiltonians.



740ha



UP TO
7,400
HOMES IN THE
NEXT 30-40 YEARS



UP TO
20,000
PEOPLE WILL CALL
PEACOCKE HOME BY 2050



\$110.1M
WAKA KOTAH
NZ TRANSPORT
AGENCY SUBSIDIES



OVER
100ha+
GULLY AND OPEN
SPACE NETWORKS
AND **30** WETLANDS



\$180.3M
HOUSING
INFRASTRUCTURE
FUND INTEREST-FREE LOAN



2
PAA SITES



www.hamilton.govt.nz/peacocke





GENERAL PEACOCKE PROGRAMME UPDATE

2023 will be another exciting year, with ribbon-cutting opportunities for the strategic wastewater pumpstation and northern pipeline, the Waikato River Bridge and strategic transport connections. By December 2023, Peacocke Stage 2 - North will be open and ready to welcome a new community to Peacocke. This is from a standing start in July 2018, despite a global pandemic, lockdowns and complex supply chain issues. Staff are very proud of the hard work and collaboration by Council teams, design and construction partners, tangata whenua, Waka Kotahi and MBIE, that helped the programme to be in this position.

There have been two significant milestones since the last report:

- 1) The Peacocke Structure Plan (Plan Change 5) decision was released on 1 March 2023.
- 2) The Waikato River bridge marked a milestone with the concrete deck successfully poured and complete.

MORE HOMES

Peacocke will provide up to 7,400 homes for up to 20,000 people in the next 30-40 years.

Peacocke currently has developer ready land for 168 homes.

As at March 2023:

- **28** sections with subdivision consents in progress
- **1316** sections have been granted subdivision consent
- **74** homes granted building consent but not yet completed
- **308** homes completed

Data commences from 2018 when HIF commenced, includes some of stage 1 and all of stage 2.

CONSENTING AND DEVELOPMENT ACTIVITY

Notable consenting activities:

- **AURORA:** Title certificates were issued in 2022 and new homes are now being constructed in the subdivision.
- **QESTRAL:** Land use consent for a 230-unit retirement village in Weston Lea Drive was consented in late 2022 and is subject to a comprehensive suite of conditions including protection of the long-tailed bat habitat.
- **AMBERFIELD:** A change of conditions consent was granted in late 2022 to amend the northern layout of the site to potentially increase the number of homes from 315 to 499 in this stage. The changes now increase the total

anticipated number of homes for the entire site to between 1,116 and 1,142 dwellings.

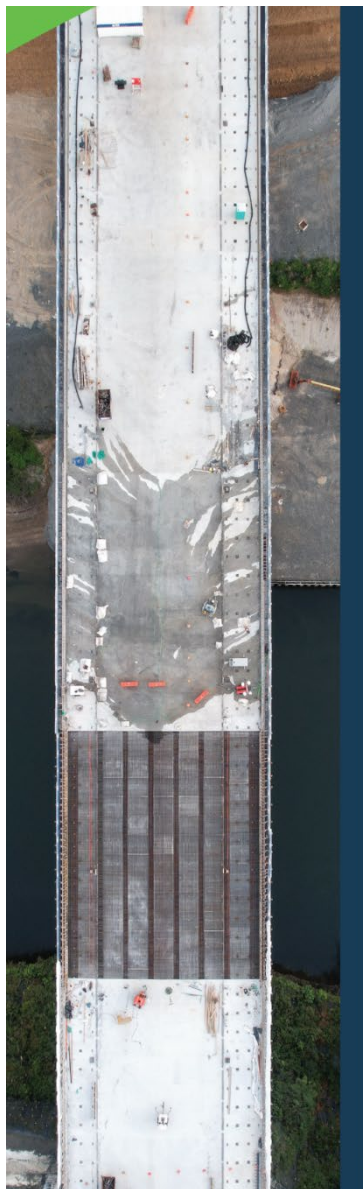
Refer to the attached Development Activity Map.

STRATEGIC INFRASTRUCTURE



The Waikato River bridge and Peacocke wastewater transfer station projects are still progressing towards completion this year. The Waikato River bridge marked a milestone with the concrete deck complete and kerbing and pavement works have begun along Peacockes Road. The Peacockes Road Urban Upgrade and Whatukooruru Drive contractor is established on site and making progress and the Southern Gullies Wastewater/Bike on Pipes work has recently begun site works.

Staff are exploring early contractor involvement (ECI) from among existing contractors working in Peacocke as a procurement model option to engage a physical works contractor for the final stage of Whatukooruru Drive from Hall Road through to Ohaupo Road (SH3). Among the benefits of an ECI is access to contractors' expertise and experience gained from working in the area in developing methodologies that respond to site challenges and use recently received competitive pricing.



- Contract 142/2019 for the bridge and strategic transport corridors is based on completing construction over three summer construction seasons commencing August 2020. Staff and contractors are still working to resolve impacts of the Omicron outbreak that hit over the 2021/22 (the second summer season), drastically reducing productivity and requiring resequencing of works pushing critical work elements into this season. This season, the third summer of works, has now been badly hampered by an extraordinarily wet summer construction season and effects (direct and indirect) of cyclone Gabrielle meaning critical fine-weather works have not progressed as planned. The cumulative programme impact now exceeds time contingencies typically allowed for and is likely to incur delays and costs. Staff will work with legal and contractual experts as part of assessing any contractual claims received that may impact budget or completion dates.
- Contract 188/2020 for the strategic wastewater pump station continues to be impacted by Covid-19, affecting international supply chains for critical imported material. Staff are reviewing supporting contract supervision engagements.

Capital project cost escalation continues to be a risk to the Peacocke programme. Staff shortages across the construction industry is increasing pressure.

- The Peacocke strategic infrastructure and HIF programme remains well within HIF milestone flexibility periods, but as previously reported, with pressure on budgets. Approximately \$350 million of the \$450 million works programmed up to mid-2025 is contractually committed or under way.
- In the west, Whatukooruru Drive, the new stub off the Ohaupo Road roundabout is open and in use servicing the first houses in the Aurora subdivision enabled by the HIF funding. Developers are contributing to enabling works and shared facilities included in the current construction projects and are managed via Private Developer Agreements with Council.
- Council has secured all 39 properties required for construction, with 5 by proclamation, 31 full and final agreements, and 3 advance agreements. Land Valuation Tribunal processes have been initiated (awaiting court timetables) for these 3 properties where differences in assessed compensation are significant and negotiations have stalled.
- The Bikes on Pipes/Southern Gullies Wastewater project and (North-South pipeline) has been awarded for construction in accordance with Council's resolutions. Staff will seek direction from Council on the connecting paths between the bridges and the existing transport network.

- Construction for the remaining section of the Peacockes Road Urban Upgrade and Whatukooruru Drive (East-West Arterial Stage 2) from Peacockes Road to Hall Road commenced on time late last year. The final section of Whatukooruru Drive from Hall Road to the new roundabout connection at SH3 / Ohaupo Road is in the detailed design for procurement in 2023.

PLAN CHANGE 5 - PEACOCKE STRUCTURE PLAN

Hearings for Plan Change 5 were held in September/October 2022. A total of 28 submitters presented to the commissioners including organisations such as Kainga Ora, Department of Conservation and key land developers in the area.

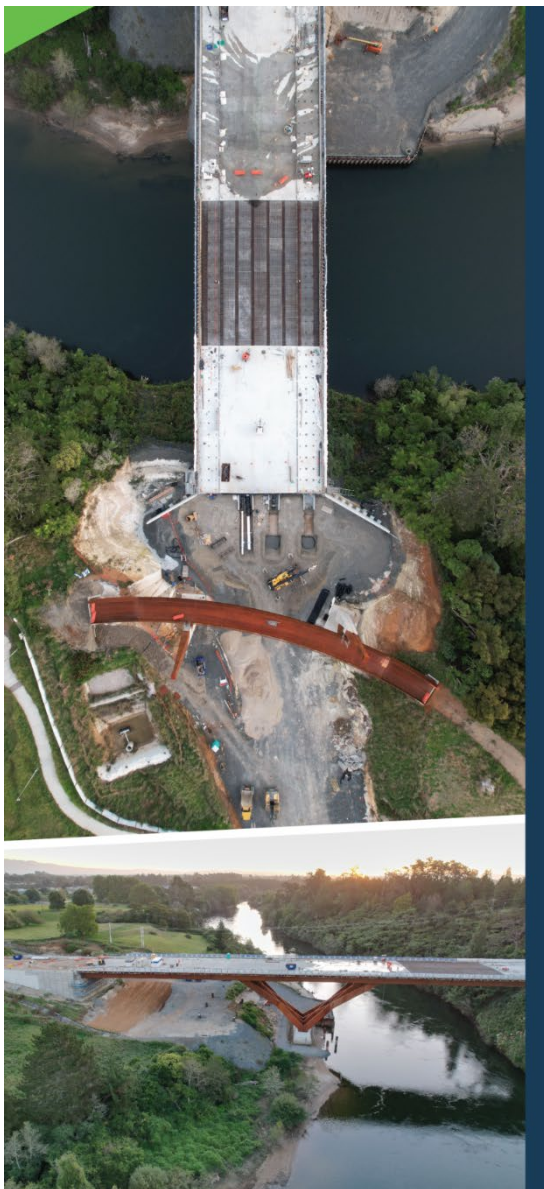
Key topics included:

- Ecology - long-tailed bats and how they're protected
- The location and scale of the commercial centre
- Increasing densities to align with the Enabling Housing Act and maximise yields to compensate for losses due to ecological corridors

Council have now received a decision from the hearing commissioners for Plan Change. The decision was provided to all the submitters and publicly notified on the 01 March 2023. Relevant documents are available online at hamilton.govt.nz/PlanChange5. Submitters have 30 working days to lodge any appeals to the plan change to the Environment Court. The appeal period closed on the 14 April 2023.

ENVIRONMENTAL WELLBEING

- **Southern Links designation:** Work continues to implement the Ecological Monitoring and Management Plan (EMMP). Work on restoring a 1ha gully site is largely complete. Restoration of a 2ha stream site has been included within the Whatukooruru Drive construction project. Weed control is underway on a 5ha gully site to prepare it for restoration planting after the completion of a maintenance track, which will be under way this summer.
- **Bat monitoring survey:** Acoustic bat monitoring and bat box monitoring reporting was completed in 2022. Bat box results have been cross validated with University of Waikato work and eDNA results which has revealed bat activity in 33 of the 80 Southern Links installed bat boxes.



CULTURAL WELLBEING

Council has embedded opportunities to support and reflect te ao Māori in our construction contracts through procurement processes, site inductions and management plans.

SOCIAL WELLBEING

While addressing one of New Zealand's key social issues - housing availability - the Peacocke programme is providing a framework to support the strengthening of community networks, safety, and connectedness to the environment, the Waikato River and each other.

The Waikato River Bridge includes accessible design to leverage social benefits with facilities such as stepping-stone logs and balance beams to encourage play on the way while supporting inclusion and health. Stormwater treatment and detention areas are laid out to be multi-functional, being accessible and supporting biodiversity as well as their primary functions.

The Ministry of Education (MOE) acquisition team are in the process of lodging Notice of Requirements for two new schools in Peacocke. In addition to this, the education minister, has confirmed that Melville High School and Melville Intermediate will merge and reopen as a new school in January 2024.

ECONOMIC WELLBEING

Council has been working with Treasury and MHuD officials to explore opportunities to help manage the financial implication of the additional cost escalation associated with the HIF funded programme of works on Council's financial strategy. The result of those discussions has been positive with Ministerial approval of a proposal to defer some of the early fixed HIF loan repayments to dates outside of the 2021-31 LTP period.

The basis of the Ministerial approval to restructure the repayment schedule is that the benefits are ringfenced to help deal with cost escalation impacts on the Peacocke Network Infrastructure programme.

Separately, Council has actively working with government agencies to advance an Infrastructure Funding & Financing levy in Peacocke to enable substantial debt of circa \$50M to \$100M to move off Council's balance sheet and into a Special Purpose Vehicle. This process is expected to take 12 to 18 months. If successful, this would free up capital and enhance future economic wellbeing in the city.



PARKS AND OPEN SPACES

- **Sports Park:** Designation for the sports park has been confirmed and negotiations to purchase the land are underway and expected to be wrapped up in mid 2023.
- **Aurora Development:** Neighbourhood Park to be acquired within the development's site and negotiations are currently underway.
- **Gestral Riverside Walkway:** As part of the land use consent the Parks and Recreation Unit required a 3m walkway to be constructed along the river boundary and an easement be registered against the title providing 24/7 public access along the walkway. This walkway will link into the walkway being constructed as part of the Waikato River bridge works to the south and the esplanade reserves to be vested within the Amberfield site to the north.



RISKS

Network Infrastructure Risks:

The country remains in a period of very high economic uncertainty which continues to affect supply chains and labour markets, in New Zealand and abroad. This is resulting in cost escalations continuing to increase at above expected levels and, although no immediate change to cost escalation forecasts is suggested at this stage, close monitoring and exploration of methods to increase cost certainty is necessary. Cost escalation affects current contractually committed works and works yet-to-be-started. The 2023/24 Annual Plan now includes additional funding to cover cost escalations of some projects.

Adverse weather and the pandemic delays have effectively reduced down to two from the three full summer construction seasons allowed for the construction of the current suite of projects. Substantial productivity impacts occurred during the 2021/22 summer due to Covid-19 (Omicron) outbreaks and subsequent restrictions requiring programme resequencing. Further programme delays have now been experienced throughout the 2022/23 summer due to extraordinary rainfall and weather events (including cyclone Gabrielle) severely impacting the critical fine-weather activities including reduced access to the bridge site due to unseasonal river flooding. Few opportunities now exist for further resequencing of works and there is a risk that Council receives contractual time extension claims. Staff will work with legal and contractual experts as part of assessing any contractual claims received that may impact budget or completion dates. Where Council is contractually obliged to approve extensions of time (with or without costs) Council will also need to extend the associated professional services engagements for the associated contract management and supervision.

As far as practicable within the Peacocke programme and contract frameworks, staff continue to manage risks such as staffing, materials pricing and availability, with steel and fuel being particularly sensitive along with key components manufactured overseas. Other risks such as archaeological discoveries, working around difficult landowners and dealing with contaminated materials and noxious weeds remain.

Programme Risks:

There is a risk developers delay progressing developments due to the current market and economic/financial downturn. Council are closely monitoring this situation through our economic

development and growth metrics reporting alongside regular engagements with developers.

COMMUNICATION AND ENGAGEMENT

Our Peacocke programme and associated projects were showcased to the neighbouring community in Melville, Bader and Glenview at Council's recent Your Neighbourhood event. Held on 11 March in the Melville Skate Park, approximately 5,000 people came through the community event during the day. Our work in and around Peacocke was proudly on display with opportunities for residents and the community to interact with staff and some of the unique construction and plant materials we're using on our current construction projects.

The last section of concrete for the new Waikato River bridge deck was poured in March. The construction milestone had a cameo on the Newshub (TV3) weather segment (15 March) with a stunning photo from the early morning works used as the weather backdrop photo.

The Peacocke Structure Plan (Plan Change 5) decision was released on 1 March and this significant programme milestone was shared with our wider community on social media, a media release and a Waikato Times story.

- [Neighbourhood set up to deal with climate challenges / 2 March 2023](#)
- [Hamilton's buy-up to help protect bats will involve 'a big number' says council / 13 March 2023](#)

PEACOCKE Programme overview

We're enabling the development of an attractive and sustainable community in Peacocke that will have 7400 homes for up to 20,000 people.

Key

- Existing road
- Funded new road
- Non-funded new road
- Bridge
- Wastewater pipeline
- Parks, reserves
- Shared walking / cycling pathway
- Future sports park

Planning

- Mangakootukutuku Integrated Catchment Management Plan (ICMP)
- Plan Change 5 - Peacocke Structure Plan update
- Working with Ministry of Education for new school sites

Wastewater

- 1 Northern wastewater pipelines
- 2 Wastewater transfer station and surrounding pipeline
- 3 North-south wastewater pipeline and shared pathway

Transport

- 4 Wairere Drive under Cobham Drive interchange
- 5 Ohaupo Road (SH3) roundabout and Whatukooruru Drive - Stage 1
- 6 Wairere Drive extension, Waikato River bridge and surrounding transport network and strategic services
- 7 Peacockes Road urban upgrade - South
- 8 Whatukooruru Drive - Stage 2A
- 9 Whatukooruru Drive - Stage 2B

Parks and reserves

- 10 Te Inuwai Park development
- 11 Sports park designation
- 12 Whatukooruru Paa reserve land transfer to Waikato-Tainui
- Community parks and open spaces

Environmental

- 13 Bat boxes installed and seasonal monitoring
- 14 Lizard habitat restoration
- Gully and stream restoration programme



**Hamilton
City Council**
Te kaunihera o Kirikiriroa



ROKOKAURI-NORTHWEST PROGRAMME

APRIL 2023

PROGRAMME VISION

"To ensure Hamiltonians enjoy a connected, vibrant, attractive and prosperous Rotokauri-Northwest community".

The Rotokauri-Northwest programme brings all projects and activity across Rotokauri Stage 1, Rotokauri Stage 2 and Te Rapa North (including Te Awa Lakes) under one umbrella. Rotokauri-Northwest is a key growth area for development in the city because of its proximity to employment, education, retail, transport connections and community amenities such as Waiwhakareke Natural Heritage Park.

A programme approach ensures we can plan and deliver great wellbeing outcomes for a Rotokauri-Northwest neighbourhood that will one day be home for up to 22,000 people.



UP TO **8,700**
HOMES IN THE NEXT
50 YEARS



UP TO **22,000**
PEOPLE COULD CALL
ROKOKAURI HOME IN THE
NEXT 50 YEARS



62ha
TE RAPA NORTH



OVER
65ha
WAIWHAKAREKE
NATURAL
HERITAGE PARK



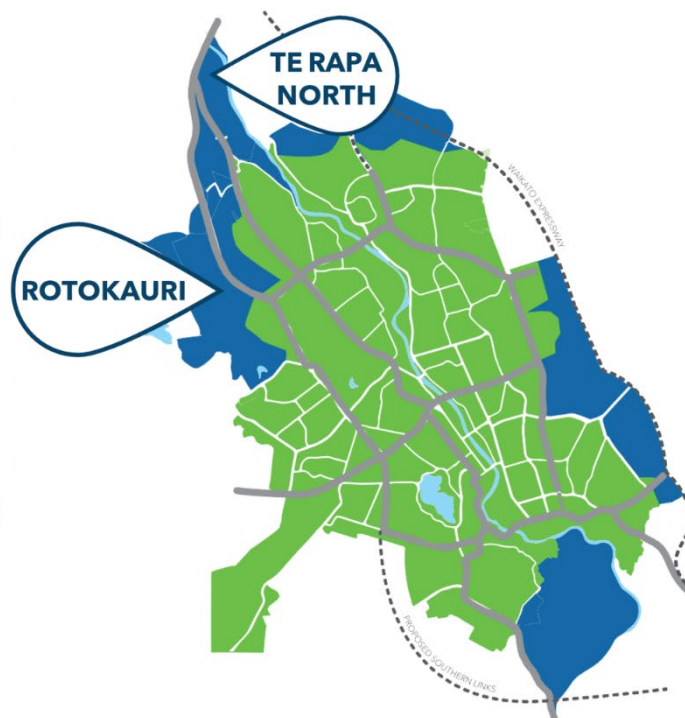
TRANSPORT
HUB



14.5ha
INDUSTRIAL/
EMPLOYMENT LAND



955ha
ROKOKAURI



www.hamilton.govt.nz/rotokauri



GENERAL PROGRAMME UPDATE

Rotokauri-Northwest is a key growth area for development in the city because of its proximity to employment, education, retail, transport connections and community amenities such as Waiwhakareke Natural Heritage Park. Overall, programme activity across Rotokauri continues to focus on working with developers to unlock development alongside delivering great amenity such as Zoo/Waiwhakareke Shared Entry Precinct. Work continues on the Rotokauri Arterial transport network designation and the design of other strategic water and transport infrastructure for the area.

CONSENTING AND DEVELOPMENT ACTIVITY

MORE HOMES

Rotokauri-Northwest will provide up to 8,700 homes for up to 22,000 people in the next 50 years.

Rotokauri-Northwest currently has developer ready land for 209 homes.

As at January 2023:

- **479** sections with subdivision consents in progress*
- **430** sections have been granted subdivision consent
- **18** homes granted building consent but not yet completed
- **235** homes completed (mostly in Stage 1)

*note 479 sections in Rotokauri Stage 1 are waiting for strategic infrastructure to be in place before resource consent can be granted

Residential/mixed consenting activity:

Consents are currently being assessed and processed for:

- **Te Awa Lakes:** 79 residential units/subdivision and a neighbourhood centre (retail/office/medical)
- **Te Rapa Gateway:** Mixed-use consent application for 176 residential units, and 1500 m2 commercial ground floor area located immediately northwest of the Rotokauri Transport Hub. It will feature food and retail units, a gym and healthcare services.

Industrial consenting activity:

In February 2023 consent was granted for a 6-lot industrial subdivision on Te Wetini Drive by Te Wetini Developments.

Refer to the Development Activity Map attached to this report for residential and industrial consenting activity.

NETWORK INFRASTRUCTURE

Rotokauri Arterial Designation:

The submission of the Waka Kotahi Detailed Business Case and the lodgement of the Arterial Designation was endorsed in 2022. Since then staff have been working towards lodging the Notice of Requirement (NoR). Staff took a report up to the Strategic Growth & District Plan Committee on 23 February outlining the risk of early land purchase and proposed a strategy to start discussions with landowners as and when required. Any land purchase decisions will go back to council for approval. Staff are looking to lodge the Notice of Requirement in April/May 2023.

Rotokauri Greenway Corridor:

A Private Developer Agreement was entered into in 2022 with the main landowner in the Stage 1 area, Hounsell Holdings Limited, to develop the Detailed Design and progress the Consents required for the designation. This is progressing well and a fast-track application for consents is also being explored.

Te Wetini Drive Extension:

The Te Wetini Drive extension is undergoing final safety management checks and is expected to be open to the public in April/May 2023. This strategic transport project will enable greater connectivity between the established Rotokauri Rise community and the Te Rapa industrial and commercial precinct.

ECONOMIC WELLBEING

Work is happening on facilitating conditions that will lead to increased investment and employment opportunities for industrial users. This work includes, an industrial land supply scoping study and engaging with developers and industry.

Work is underway to ensure areas suitable for industrial development are being explored and encouraged with potential developers, for example staff are advancing proposals with mixed residential/commercial developments.





Construction of the viewing tower at the Zoo/ Waiwhakareke precinct is progressing well and expected to be open to the public by the end of April.

COMMUNITY & ENVIRONMENT PROJECTS

The Zoo/ Waiwhakareke Entry Precinct is now complete and was blessed on 31 March 2023. The viewing tower is expected to be open to the public by the end of April 2023.

PARKS AND OPEN SPACES

MADE Group:

MADE Group will provide approximately three neighbourhood parks in a developed state as part of their residential development. Funding to purchase a 7ha community park within the MADE site has been approved through the 22/23 Annual Plan. A site location has been agreed upon between Council and MADE and negotiations for the land are currently underway.

Rotokauri Development Limited (RDL):

With the RDL development almost complete, a developed neighbourhood park, is expected to be vested to Council. Landscaping plans for the neighbourhood park have not yet been approved.

STRATEGIC LAND USE PLANNING

Te Rapa North Deferred Industrial Plan Change - PLAN CHANGE 10

The purpose of Plan Change 10 is to bring more land to market for industrial growth in Hamilton. The plan change proposes to rezone 260ha in the Te Rapa North area which includes 191ha of land currently zoned as Deferred Industrial.

An integrated Catchment Management Plan (ICMP) is being prepared for the Te Rapa catchment, which will inform Plan Change 10. Technical investigations are currently underway to inform structure plan development. Staff will bring a Plan Change 10 item to Council through the Strategic Growth and District Plan Committee in the coming months to provide a detailed update and seek input on key matters.

RISKS

Developers seeking to progress their developments through the resource consenting process prior to the strategic infrastructure being in place, which may result in lost opportunities, efficiencies, and poor wellbeing outcomes for the future community. Staff are actively working with developers and landowners to explore innovative infrastructure finance and funding and agreements to unlock development and community outcomes.

There is a risk that misalignment between central and local government departments or organisations could incur additional costs or affect programme outcomes programme that the community are expecting. This could be mitigated through strategic land use planning governance reporting and sub-regional collaboration through the Future Proof workstreams.



ROKOKAURI-NORTHWEST Development activity

Rotokauri-Northwest is a key area for growth in Hamilton and has a total capacity of 8700 homes for up to 22,000 people.

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

Lodged

- 1 Everton Heights 114 lots - Stage 3 to 7
- 2 Hounsell Holdings 83 lots
- 3 Te Awa Lakes 79 homes and neighbourhood centre
- 4 Downey Construction 9 lots
- 5 Rotokauri North Holdings 2 lots
- 6 Te Rapa Gateway 176 residential units and retail units

Consented

- 7 Rotokauri North Holdings 314 lots
- 8 WEL Networks 2 lots
- 9 Te Rapa Gateway 82 lots
- 10 AJKL 39 lots
- 11 Max Verran 18 lots
- 12 Te Awa Lakes 10 lots
- 13 Empire 7 lots
- 14 Empire 196 lots
- 15 Porter Properties 48 lots
- 16 RDL 197 lots
- 17 Te Wetini Development 6 lots
- 18 Various owners 41 lots
- 19 Horotiu Farms 4 lots
- 20 WTS Tasman Ltd 11 lots

Land subdivision completed

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

February 2023 | Map is conceptual



RUAKURA **PROGRAMME** APRIL 2023

PROGRAMME VISION

"Partnering to ensure Hamiltonians enjoy a connected, vibrant, attractive and prosperous Ruakura community."

Hamilton City Council is working in partnership to deliver an innovative and sustainable community which will be an engine for economic growth and also deliver new communities in Hamilton's east.

Ruakura will become New Zealand's largest integrated development, anchored by an inland port operation, delivering major economic, social, environmental, and cultural benefits to the Waikato and Aotearoa New Zealand.

Ruakura is identified in the Hamilton Urban Growth Strategy and is a key Priority Development Area in the Hamilton Waikato Metropolitan Spatial Plan (HW-MSP).

When fully developed, Ruakura will deliver thousands of jobs, and be home for up to 8,000 people.



822ha
TOTAL LAND
AREA



UP TO
3,300
HOMES IN THE
NEXT 30 YEARS



UP TO
8,000
PEOPLE COULD CALL
RUAKURA HOME IN THE
NEXT 50 YEARS



405ha
EMPLOYMENT
LAND



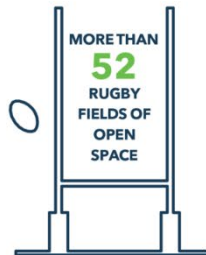
\$16.8M
GRANT RECEIVED FROM THE
PROVINCIAL GROWTH FUND



\$5.4B
ECONOMIC BENEFITS
FROM INLAND PORT



\$40M
OF SHOVEL READY
FUNDING RECEIVED



MORE THAN
52
RUGBY
FIELDS OF
OPEN
SPACE



30ha
INLAND
PORT

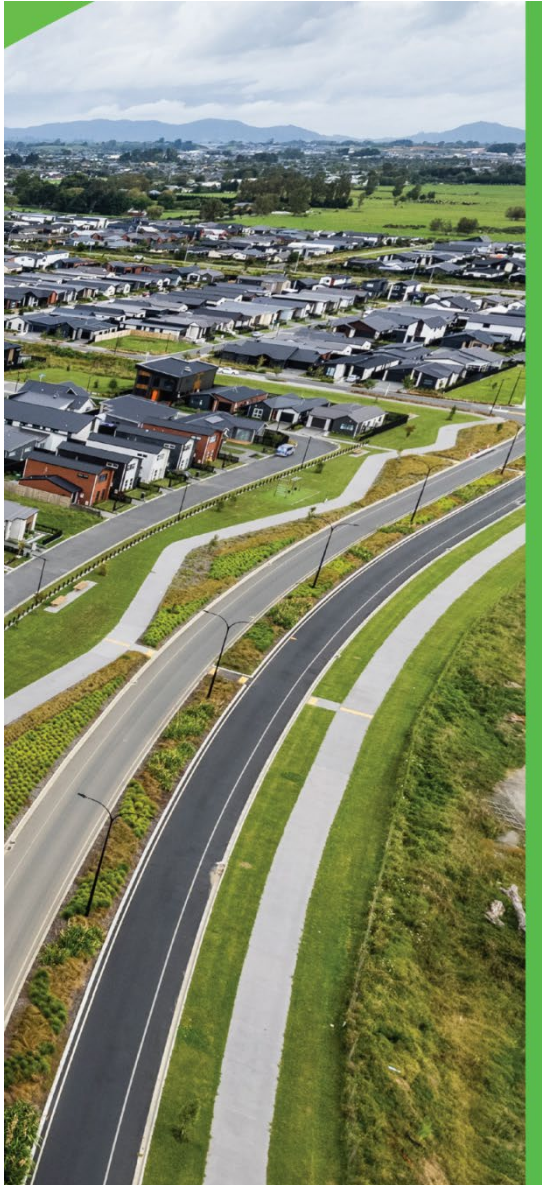


77ha
FOR RESEARCH AND
INNOVATION ACTIVITIES



www.hamilton.govt.nz/ruakura





GENERAL PROGRAMME UPDATE

With the majority of Ruakura Stage One enabling infrastructure now at practical completion, Council staff continue to work closely with TGH and other partners to develop the Eastern Transport Corridor (ETC) Detailed Business Case. The construction of the ETC is key in unlocking the full potential of Ruakura inland port and its adjoining logistics and industrial precincts and will remove up to 65,000 truck movements off the road per year throughout the Golden Triangle of Hamilton, Auckland and Tauranga.

The ETC would also facilitate local freight connections from Ruakura to other areas of Hamilton and the Future Proof sub-region, provide for active mode and rapid public transport options to and from Ruakura, and enable the full development of up to 1,300 homes at Tuumata (formerly known as Tramway Block).

The Tuumata Private Plan Change, lodged by Tainui Group Holdings (TGH), has been signed off by the Chief Executive for processing. The plan change seeks to rezone land directly south of Fairview Downs from industrial to residential, resulting in between 1100 and 1300 homes. Staff are now working with TGH to prepare the plan change for notification in April 2023.

CONSENTING AND DEVELOPMENT ACTIVITY

Alongside significant industrial development at Ruakura Superhub, Council is supporting the growth of the Ruakura community through enabling higher density residential development across the growth area.

MORE HOMES

The Ruakura growth cell currently has capacity for up to 3300 homes for approximately 8000 people. Ruakura currently has developer ready land for 576 homes.

As at March 2023:

- 2 sections with subdivision consents in progress
- 482 sections have been granted subdivision consent
- 144 sections have been titled
- 81 homes granted building consent but not yet completed
- 646 homes completed



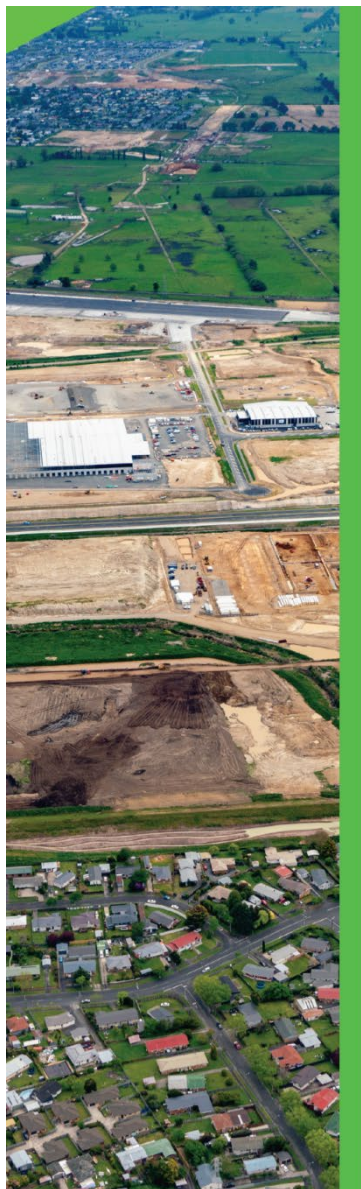
Refer to the Development Activity Map attached.

Major Residential Consenting & Development Activity:

- Chedworth Properties are currently in the planning and design phase of a neighbourhood centre at Greenhill Park. This is expected to include a day-care, café/restaurant, a small supermarket, offices and retail for the Greenhill Park community and wider Hamilton residents.

Major Industrial Consenting & Development Activity:

- 23ha out of 37ha Stage One employment land is committed, and current construction projects of Superhub tenants are due for completion by the end of 2023.
- Earthworks for an industrial subdivision adjacent to the Greenhill Park residential development have begun.



STRATEGIC INFRASTRUCTURE PROJECTS

- **Ruakura Superhub Stage One:** Practical completion has been awarded for the new roads and associated waters and utility infrastructure between the Waikato Expressway, the Ruakura Inland Port, and Ruakura Road. This is a partnership between Council, TGH and the Central Government, with funding from the Provincial Growth Fund (PGF) and Crown Infrastructure Partners (CIP).
- **Stormwater:** Erosion control in the Mangaonua Gully, located south of the Superhub, is well underway. This is joint-funded by Council and Central Government and will support the planting of more than 100,000 native plants, as well as the creation of DOC-style access tracks for maintenance and public use throughout the gully system.
- **Wastewater:** Stage Two of the strategic Far Eastern Interceptor wastewater pipe is currently being installed by TGH along the Eastern Transport Corridor alignment to service future development north of the railway line.
- **Eastern Transport Corridor Business Case:** Council staff continue to work closely with TGH and other partners to develop the ETC Business Case. This is likely to be submitted to Waka Kotahi in September 2023.

EMERGING AREAS/RELATED AREAS

Ruakura 2 (R2) and Ruakura East:

The MOU between HCC and CDL for the R2 area has been signed by both Parties. Scoping studies for the R2 and Ruakura East out of boundary areas are underway and are expected to be completed in June 2023.

Fairfield-Enderley:

Council and Kāinga Ora – Homes and Communities are in the process of co-designing a place-based housing and urban development programme alongside mana whenua, iwi, and the Fairfield and Enderley communities, known as the Fairfield-Enderley Urban Development Partnership.

The Fairfield-Enderley area requires a cross-Council Growth Programme approach to ensure HCC can leverage its investments to maximise the benefits to the community – many of which are mutually beneficial to the Ruakura area. There is further alignment with the Ruakura Programme with much of the required infrastructure investment in Fairfield-Enderley reliant on the delivery of strategic infrastructure across Ruakura.

Staff are working towards greater integration of Fairfield and Enderley with the Ruakura Programme, which will increase internal collaboration and efficiencies, and significantly enhance the opportunities and benefits across a significant area on the eastern side of Hamilton Kirikiriroa.



PARKS, OPEN SPACES & COMMUNITY AMENITY

Future Open Space Provision:

The future open space network within Ruakura will predominately be guided by the Ruakura Structure Plan within the District Plan. The open space network will consist of:

- 30ha wetland (BS1) currently under development as part of Ruakura Superhub Stage One, resembling the area's natural environment in pre-European times, with over 2km of public walkways.
- The green corridor that runs along Pardo Boulevard and down adjacent to the proposed Eastern Transport Corridor to link to open space along Silverdale Road and the Mangaonua Gully in the south.



- Gullies at the northern end (Kirikiri Stream headwaters) and southern end (Mangaonua Gully) of the Ruakura growth cell.
- Neighbourhood reserves in residential areas.
- If Tuumata is rezoned from Industrial to Residential zoning, as per TGH's Tuumata Private Plan Change application, there may be implications on the quantity and make-up of parks and open spaces in the area. These are currently being investigated in collaboration between Council staff and TGH.
- Even with this rezoning, more than 10% of the Ruakura growth cell area would still be set aside as public open space.
- The Fairfield-Enderley urban development partnership also presents an opportunity to take a more aligned approach to the layout of parks and open spaces for the communities across Fairfield, Enderley and Ruakura.

Education:

The Ministry of Education has an ongoing interest in a 4ha school site within the Tuumata private plan change area and are moving to the next stage of their process to confirm their position.



ECONOMIC WELLBEING

Council and TGH have taken a collaborative approach to the development of Ruakura Superhub, ensuring Hamilton is a place of economic opportunity for everyone.

Elements of Ruakura feature prominently in the sector-based approach that has been identified by HCC's economic development programme. HCC's economic development staff members are being integrated into Council's work to support the long-term aspirations and near-term opportunities of TGH and Ruakura Superhub, as work progresses to showcase Hamilton as a location for investment and business attraction within the logistics sector.

RISKS

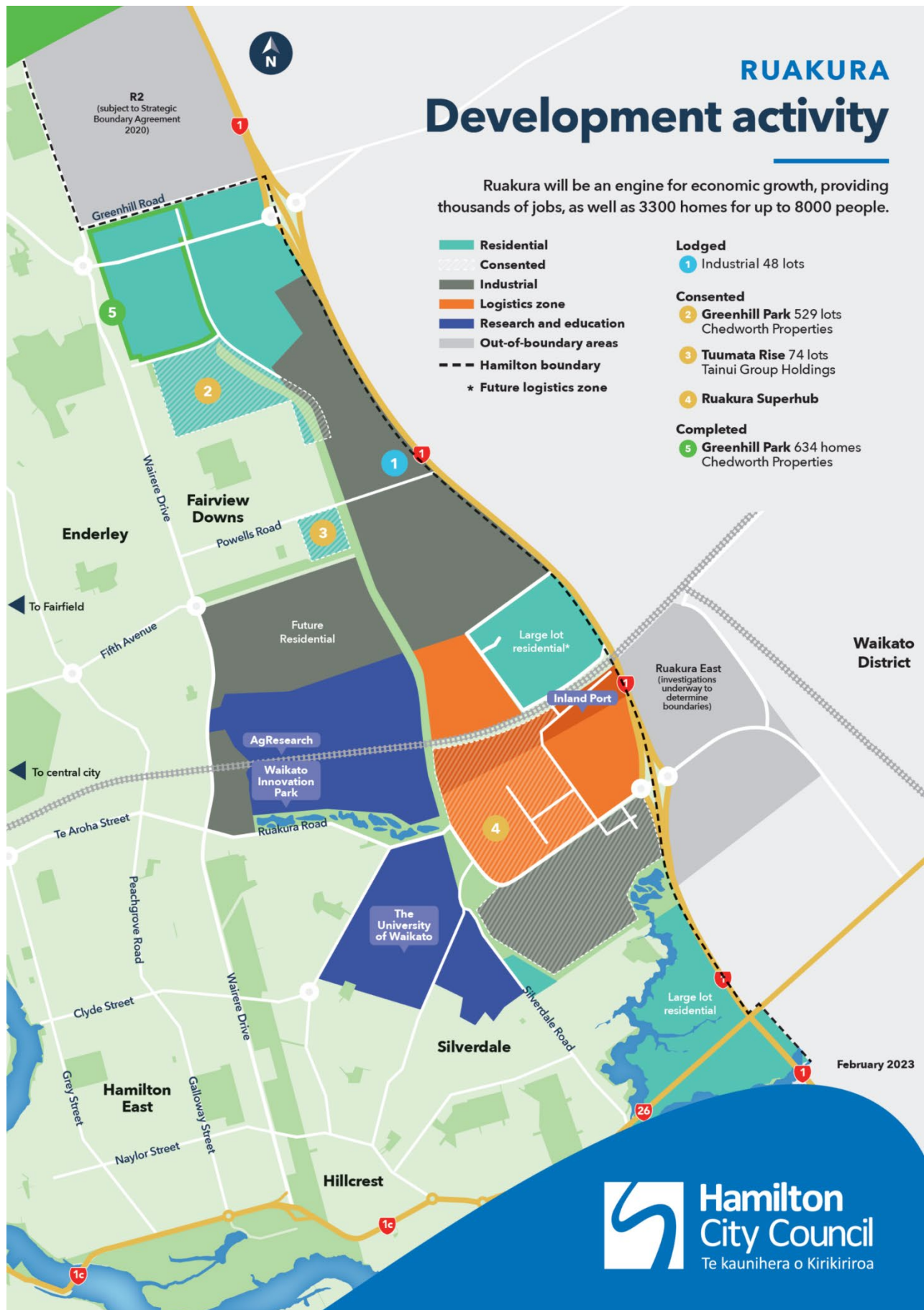
Lack of public transport provision for employment and residential areas in Ruakura, resulting in a lack of transport choices.

Insufficient funding for the Eastern Transport Corridor, critical to unlocking the full development of Ruakura Superhub and residential capacity. This is currently being addressed through a Waka Kotahi Detailed Business Case process and has been reported as a key barrier to the full development of the Ruakura area to the Future Proof Implementation Committee.

COMMUNICATION AND ENGAGEMENT

Council hosted National Party MPs Chris Bishop, Louise Upston, David Bennett and Tama Potaka on 10 March. Their tour included visits to Ruakura, including the inland port, and the new river bridge connecting the city to Peacocke. Council shared the message that Hamilton is one of the country's fastest growing cities, and Council's partnership with central government has helped unlock Hamilton's growth potential.





Council Report

Item 9

Committee: Strategic Growth and District Plan Committee
Date: 20 April 2023
Author: Mark Davey
Authoriser: Blair Bowcott
Position: City Planning Manager
Position: General Manager Growth
Report Name: District Plan Update - April 2023

Report Status	Open
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Purpose - *Take*

1. To inform the Strategic Growth and District Plan Committee of District Plan matters that need to be brought to the Members' attention, but which do not necessitate a separate report.
2. To seek the Strategic Growth and District Plan Committee's approval for the formation of a Plan Change 12 Working Group.

Staff Recommendation - *Tuutohu-aa-kaimahi*

3. That the Strategic Growth and District Plan Committee:
 - a) receives the report;
 - b) approves the formation of a Plan Change 12 Working Group, comprising of the Chair and Deputy Chair of the Strategic Growth and District Plan Committee; and the Chair or Deputy Chair of Infrastructure and Transport Committee; and the Chair or Deputy Chair of the Community and Natural Environment Committee; and
 - c) approves the Terms of Reference for the Plan Change 12 Working Group as outlined in the staff report.

Executive Summary - *Whakaraapopototanga matua*

4. This report provides updates to the Strategic Growth and District Plan Committee on aspects of the District Plan Change Programme (DP Programme), private plan changes, and other planning matters including:
 - i. Plan Change 5 (Peacocke);
 - ii. Plan Change 9 (Historic Heritage and Natural Environment);
 - iii. Plan Change 10 (Te Rapa Deferred Industrial land);
 - iv. Plan Change 12 (Enabling Housing);
 - v. Plan Change 13 (Te Rapa Racecourse private plan change);
 - vi. Plan Change 14 (Flood Hazards);
 - vii. Plan change 15 (Tuumata private plan change by TGH);
 - viii. Inclusionary Zoning plan change;
 - ix. the Fairfield-Enderley Urban Development Partnership;

- x. Central city development, including internal planning, land use and infrastructure alignment to support the delivery of the Central City Transformation Plan.
- 5. A large focus of the District Plan programme continues to be responding to central government directives stemming from the National Policy Statement on Urban Development (NPS-UD) (2020) and the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act (HSAA) (2021).
- 6. More recently, this work programme has been added to with two private plan changes, PC13 and PC15.

Background - *Koorero whaimaarama*

- 7. Council has a wide-reaching District Plan programme currently underway, which includes eight plan changes to the District Plan. Two of these changes have been requested from parties outside of Council, namely Tainui Group Holdings (TGH) and the Waikato Racing Club Incorporated (WRCI), Private Plan Changes PC13 and PC15 respectively.
- 8. All plan changes and other key District Plan related matters specific to the Hamilton District Plan are listed below, and explained in more detail in the [23 February 2023 District Plan update](#) to Council.
- 9. This report focuses on key updates given the minor changes to timeframes and deliverables since the February report.

Discussion – *Matapaki*

- 10. Key updates to District Plan Change Programme only.

Plan Change/project	Status	Commentary
Plan Change 5 (Peacocke)	Appeal period open until 14 April 2023. Commissioners decisions are available here .	Awaiting notice of appeals against the decision to be lodged with the Environment Court
Plan Change 9 (Historic Heritage and Natural Environment)	Entering first tranche hearings in May 22-7 June 2023	Technical reports are being lodged; expert conferencing has been held.
Plan Change 10 (Te Rapa Deferred Industrial land)	On hold	On hold due to resourcing constraints and infrastructure hurdles, noting discussions are occurring with major land owners on land use intentions.
Plan Change 12 (Enabling Housing)	Proceeding to hearings commencing 4 September 2023	Technical reports are being prepared in advance of the September 2023 hearings. Expert conferencing will commence in May.
Plan Change 13 (Te Rapa Racecourse private plan change)	Open for submissions 15 February to 15 March with hearings set down for 3 – 7 July 2023.	26 submissions were received. Further submissions will be called for late April.

Plan Change/project	Status	Commentary
Plan Change 14 (Flood Hazards)	Undertaking flood modelling and developing planning provisions estimated for initial public engagement on October 2023 (pre notification consultation)	Some aspects of this plan change are likely to be addressed under Plan Change 12 – this will be for the Independent Hearings Panel to determine.
Plan Change 15 (Tuumata private plan change by TGH)	Proceeding to public notification in April 2023 with hearings in mid-August 2023	Due to a collaborative relationship with TGH in the formation of this plan change the residual issues to be addressed are limited.
Inclusionary Zoning plan change	On-hold (likely to be progressed as a separate plan change, separate to PC12)	Legal advice on behalf of HCC is that Inclusionary Zoning cannot be part of Plan Change 12. The Independent Hearings Panel on Plan Change 12 will make a decision on this. On the basis that it cannot be addressed as part of Plan Change 12, a separate plan change will need to proceed as per the existing Council resolutions.
Fairfield-Enderley Urban Development Partnership	On hold	Pending scoping update from Kainga Ora
Central city development, including internal planning, land use and infrastructure alignment to support the delivery of the Central City Transformation Plan (CCTP).	Internal alignment phase for CCTP actions and AMP delivery. Together with IAF/Housing outcomes agreements	Scoping what further work is required to inform the 2024-2034 Long Term Plan and associated asset management plans.

11. Plan Change 12 is entering its next phase, which is the preparation of expert conferencing prior to exchange of technical evidence in advance of the September 2023 hearings. Staff are now undertaking a deeper analysis of submitters' requests, which will be responded to through substantive topic evidence.
12. Following that analysis, it is possible there might be merit in what is being sought and Council might be inclined to seek changes from the Independent Hearing Panel. This would mean changes to the 'as notified' version of Plan Change 12, which Council approved for notification on 16 August 2022. This will be discussed further in the Strategic Issues PX Report under this same agenda.
13. Staff recommend for expediency that a working group be established comprising Elected Members to provide direction to staff regarding possible significant changes to the 'as notified' Plan Change 12. Staff recommend that this working group comprises the Chair and Deputy Chair of the Strategic Growth and District Plan Committee, and the Chair or Deputy Chair of Infrastructure and Transport Committee and the Chair or Deputy Chair of the Community and Natural Environment Committee. This composition of Committee chairs and/or deputy chairs will provide a strong representation and integrated leadership across land use planning, transport, three-waters, and community and environment, areas which the decisions under Plan Change 12 will affect most.

14. Terms of Reference for the Plan Change 12 Working Group are as follows:

Plan Change 12 Working Group

Reports to: The Strategic Growth and District Plan Committee

Membership:

Chair of the Strategic Growth and District Plan Committee

Deputy Chair of the Strategic Growth and District Plan Committee

Chair or Deputy Chair of Infrastructure and Transport Committee

Chair or Deputy Chair of the Community and Natural Environment Committee.

Purpose and Terms of reference:

To provide direction to staff concerning policy changes relating to Plan Change 12.

15. Staff continue to engage with Waikato-Tainui on Plan Change 12. Significant engagement and collaboration occurred pre-notification. This will continue with Waikato-Tainui as staff work through submissions and consider any changes to the 'as notified' version.

Risks - Tuuraru

16. Risks are tracked at both project and programme level and are reviewed and updated regularly with the wider team and key stakeholders. Key programme risks are outlined below. Risks 2 and 4 will now be reported to the Strategic Risk and Assurance Committee.

Risk ID	Risk Description	Likelihood (residual)	Consequence (residual)	Risk rating	Owner
1	Resourcing Due to the condensed timeframes, Covid/Omicron way of working and other reforms impacting Council e.g. Three Waters, there are inadequate resources available to complete the plan changes leading to plan not being delivered or of low standard.	Likely (4)	Major (4)	Very High 16	Mark Davey
2	Meeting statutory obligations The plan change processes are challenged on the basis it doesn't comply with the Amendment Act and broader RMA and statutory requirements, which could require a rework of plan provisions resulting in a negative impact on reputation, budget, and stakeholder expectations.	Possible (3)	Major (4)	Very high 12	Mark Davey
3	Staff engagement Due to heavy workload pressures and rapidly changing government directives staff engagement may decline.	Possible (3)	Major (4)	Very high 12	Mark Davey

Risk ID	Risk Description	Likelihood (residual)	Consequence (residual)	Risk rating	Owner
4	Adverse reaction by affected property owners There are numerous aspects to the various plan changes that are likely to alter existing property rights, which is likely to result in adverse reactions from some landowners.	Almost Certain (5)	Serious (3)	Very high 15	Mark Davey
5	Balancing competing priorities Due to the legislative requirements and trade-offs required in the agreed plan change approach, Council may not be seen to support other organisational priorities such as affordable housing leading to negative publicity.	Possible (3)	Major (4)	Very High 12	Mark Davey

Financial Considerations - *Whaiwhakaaro Puutea*

17. The District Plan Programme is funded through the 2021-31 Long Term Plan. The overall budget for the 10-year period is \$13 million, noting that PC5 is separate to the approved District Plan Programme funding. Council recoups the costs incurred for processing the PPCs from the applicants.
18. A financial update for FY23 is presented below. Staff remain confident that the overall 10-year District Plan Programme budget is sufficient to deliver on the programme as it currently stands, however the projected spend in the current financial year and the overall timing of spend is earlier than budgeted. The Financial Summary report to the February 2023 Finance Committee provides more detail on the District Plan and PC5 expenditure and forecast for 2022/23 year.

	Sum of YTD Actuals	Sum of Annual Budget (FY2023)
District Plan Change Programme	\$1,312,097	\$2,464,004

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

19. Staff confirm that these matters comply with Council's legal and policy requirements. Overall, staff operate within the RMA 1991 for these plan changes and comply with the relevant processes.
20. Council, along with their Future Proof partners, sought legal advice on the correct application of Te Ture Whaimana – the Vision and Strategy for the Waikato River as a qualifying matter related to PC12. Staff have considered this advice in the context of Hamilton, and this is reflected in the proposed planning approach through PC12.
21. Staff confirm that the District Plan Programme responds to the National Policy Statement on Urban Development (NPD-UD) (2020) and the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act (HSAA) (2021).

Climate Change Impact Statement

22. Staff have assessed this option and determined that no adaption assessment is required. However, climate change is addressed in each of the plan changes referred to in this report.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

23. 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').
24. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report.
25. The recommendations set out in this report are consistent with that purpose.

Social

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

Economic

28. Economic wellbeing is defined as the capacity of the economy to generate employment and wealth necessary for present and future financial security.
29. The NPS-UD recognises the national significance of providing sufficient development capacity to meet the different needs of people and communities and adequate opportunities for land to be developed to meet community business and housing needs.
30. The NPS-UD and the HSAA require that district plans make room for growth both 'up' and 'out', and that rules are not unnecessarily constraining growth. The intensification directed by Central Government will have a direct impact on housing pressure in Hamilton.
31. Significant investment in infrastructure to support the ongoing growth and development of the city will be required. Decisions which confer additional development rights and enable growth (e.g. PC12), must take into account key factors including environmental limits, legal/policy obligations and infrastructure current and planned capacity which are fundamental considerations to support and enable this growth.

Environmental

32. Factors that make our cities more liveable (e.g. accessible public transport, great walking and cycling opportunities, ample green spaces and housing with access to services and amenities) can also help reduce our carbon footprint, increase resilience to the effects of climate change and protect ecosystems.
33. Elected Members have agreed the vision to shape Hamilton as a green city.
34. The increases in intensification directed through the HSAA, given effect to through PC12, will place greater pressure on the city's 3-water networks which in turn will necessitate increased investment. Without commensurate levels of investment to support intensification, adverse effects on the Waikato River are likely, which in turn will breach the City's obligations under Te Ture Whaimana.
35. Increases in intensification directed through the HSAA will also lead to greater urban stormwater generation and its effects. PC14 seeks to implement a new management regime to specifically address how new development responds to flood hazards. PC12 introduces new 'green policies' that aim to mitigate the effects of intensification with respect to urban runoff.

Cultural

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

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

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

Attachments - *Ngaa taapirihanga*

There are no attachments for this report.

Council Report

Committee: Strategic Growth and District Plan Committee
Date: 20 April 2023
Author: Stafford Hodgson
Authoriser: Blair Bowcott
Position: Project Manager - Growth Programmes Unit
Position: General Manager Growth
Report Name: Hamilton Urban Growth Strategy Adoption Report

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

1. To seek the Strategic Growth and District Plan Committee's approval to adopt the Hamilton Urban Growth Strategy (HUGS).

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Strategic Growth and District Plan Committee:
 - a) receives the report; and
 - b) adopts the Hamilton Urban Growth Strategy (**Attachment 1**).

Executive Summary - *Whakaraapopototanga matua*

3. At their 23 February 2023 meeting, the Strategic Growth and District Plan Committee deliberated on how to improve / amend the Hamilton Urban Growth Strategy (HUGS) following consultation. The Committee provided clear direction to staff on how to amend HUGS and noted that it would be presented to the 20 April 2023 meeting for adoption.
4. Staff have worked with the Chair and Deputy Chair of the Strategic Growth and District Plan Committee on changes to HUGS. The two main changes are:
 - i. a new key consideration called 'People at the heart'; and
 - ii. amendments to Outcome 1: Grow up and out from the central city.
5. An adopted HUGS will inform the upcoming 2024-34 Long Term Plan alongside other key Council strategies such as Access Hamilton, Our Climate Future and Nature in the City.
6. The recommendations of this report are within existing approved budgets and comply with the Council's legal and policy requirements.

Background - *Koorero whaimaarama*

7. The current HUGS is over 10 years old. The Strategic Growth Committee resolved to review HUGS last triennium to help manage the growth of Hamilton over the next 50 years.

8. Council publicly consulted on [the draft HUGS](#) from 18 October 2022 to 20 November 2022. Staff followed the Special Consultative Procedure outlined in Section 83 of the Local Government Act 2002.
9. For detailed background of the review of HUGS and consultation, see the HUGS Deliberations report presented to the [23 February 2023 Strategic Growth and District Plan Committee](#).
10. On 23 February 2023, the Strategic Growth and District Plan Committee deliberated on how to improve / amend the strategy following consultation. The Committee resolved to:
 - i. receive the report; and
 - ii. approve the introduction of key consideration to “Grow Well” to the draft Hamilton Urban Growth Strategy (HUGS); and
 - iii. approve the amendments to Outcome 1: Grow up and out from central city to remove reference to 70% growth through intensification and enhance the language to focus on compact urban form, prioritise investment in the central city and focus delivery of high amenity intensification; and
 - iv. approve the minor additions and updates as outlined in paragraph 58 of the staff report; and
 - v. note that staff will work with the Chair and Deputy Chair of the Strategic Growth and District Plan Committee to implement the deliberations resolutions and finalise the strategy; and
 - vi. note that a HUGS adoption report will be presented to the 20 April 2023 meeting of the Strategic Growth and District Plan Committee to adopt the final strategy.

Discussion - *Matapaki*

11. Staff have worked with the Chair and Deputy Chair of the Strategic Growth and District Plan Committee to reflect the 23 February 2023 HUGS deliberations resolutions within the final HUGS (**Attachment 1**).
12. Along with some minor changes, there were two more substantial changes to HUGS following the community consultation and deliberations process.
13. Firstly, the introduction of the new key consideration to “Grow Well”, now called “People at the heart” on page 11 of HUGS (Attachment 1). It sets out that “As more people live and work in the city we need to make sure the benefits of living in Hamilton Kirikiriroa grow alongside the new homes and businesses.”
14. It reflects strongly both Our vision for Hamilton Kirikiriroa and the submission from the Hamilton Arts Trust as presented by Professor Iain White. Staff worked with Professor Iain White to ensure the “People at the Heart” text reflected the intent of the Hamilton Arts Trust submission.
15. Secondly, the amendment of Outcome 1: Grow up and out from the central city on pages 20 - 21 of HUGS (Attachment 1). It sets out that “Our central city is the economic heart of the subregion. As well as providing a place for commercial, cultural, and economic growth, it is also a place that thousands of people will one day call home.”
16. It reflects the guidance from the Strategic Growth and District Plan Committee to ensure the focus on the central city comes through strongly and clearly. It removes the infill percentage split and sets a clear strategic direction that Council supports good intensification in the central city and surrounds.

Next steps

17. If the Committee resolves to adopt HUGS, the next steps to close out the HUGS review project include printing and uploading HUGS to the website and communicating and sharing HUGS with our partners and key stakeholders.

Strategy-led 2024-34 Long Term Plan

18. HUGS will inform the upcoming 2024-34 Long Term Plan alongside other key Council strategies such as Access Hamilton, Our Climate Future and Nature in the City.
19. HUGS is a 50-year strategy because planning for the growth of a city is long term. While it will influence our upcoming decision making and investment prioritisation, it will take time to realise HUGS' vision for the city.
20. HUGS will also guide growth and investment decisions for other entities also planning for growth, such as Three Waters Entity B.
21. HUGS will also serve as an important tool to support central government and external funding opportunities. For example, our previous HUGS played a key role in securing Council's share of the Housing Infrastructure Fund (HIF) for Peacocke.

Future Proof Future Development Strategy

22. Over the next 12 months the Future Proof Strategy will be further updated to meet the Future Development Strategy (FDS) requirements of the National Policy Statement: Urban Development 2020 (NPS-UD). The FDS revision to the Future Proof Strategy must be prepared in time to inform, or at the same as, the preparation of the 2024-34 Long Term Plan.
23. HUGS will help inform the development of the FDS – an update to our regional growth strategy. The FDS will involve additional work regarding infrastructure and will be informed by the programme business case work underway to identify transformational three waters and transport infrastructure and service requirements.
24. The Strategic Issues report in this agenda contains a brief update on the FDS.

Ongoing monitoring and review

25. As we plan for a bigger city, we will continue to monitor how quickly we grow. We will adapt our approach to match this growth. Part of this monitoring includes the Housing and Business Capacity Assessment (HBA), a Central Government requirement under the NPS-UD. The Strategic Issues report in this agenda also contains a brief update on the HBA.
26. The assessment of whether HUGS needs a revision or is fit for purpose will occur at least every three years. More frequent (three yearly) minor tweaks are preferred over less frequent (10+ year) significant reviews.

Financial Considerations - *Whaiwhakaaro Puutea*

27. The recommendations of this report are within existing approved budgets.
28. The budget for HUGS was approved by the Strategic Growth Committee on 20 May 2021 at \$500,000 from within existing operational budgets. The total project cost is tracking to be within budget at less than \$350,000. This includes consultant, consultation, and legal costs; it does not include staff time.

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

29. Staff confirm that the staff recommendation complies with the Council's legal and policy requirements.
30. While this report does not require an assessment under the Climate Change Policy, the HUGS review has been developed and aligned with the Council's long-term strategy to address climate change – [Our Climate Future: Te Pae Tawhiti o Kirikiriroa](#).

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

31. The purpose of Local Government changed on 14 May 2019 to include promotion of the social, economic, environmental, and cultural wellbeing of communities in the present and for the future ('the four wellbeings').
32. The HUGS review has been evaluated in terms of the four wellbeings during the process of developing this report as outlined below. It is important to note these wellbeing considerations are not specific to only the matters in this report but the project as a whole.

Social

33. HUGS contributes towards social wellbeing outcomes by:
 - i. providing strategic direction and a framework that will contribute towards delivery of competitive land markets to address housing affordability; and
 - ii. enabling funding and delivery of community amenity at the right time to support new and existing communities, for example schools, parks, playgrounds and community facilities; and
 - iii. assisting with increased community understanding and support for new models of living, for example intensification.

Economic

34. As Hamilton continues to grow, we must create opportunities to allow residents to thrive in their jobs and lives. Hamilton is increasingly attracting both residents and businesses. This provides opportunities for an attractive lifestyle, based on a vibrant city that's easy to live in, which means more and more people will want to be here.
35. HUGS contributes towards economic wellbeing outcomes by:
 - i. enabling better long-term investment decisions on how and where our city will grow;
 - ii. reducing the time between zoning of land, funding and delivery of strategic infrastructure;
 - iii. improving flexibility to respond to or decline out-of-sequence growth opportunities;
 - iv. planning and enabling land for jobs; and
 - v. increased innovative external funding of infrastructure through partnerships, private developer agreements or alternative infrastructure funding and financing solutions.

Environmental

36. To respond to future generational needs and environmental impacts of climate change, Hamilton must become a more sustainable city by challenging the way the city grows.
37. HUGS contributes towards environmental wellbeing outcomes by:
 - i. providing a preferred urban form and growth strategy that responds and aligns to climate change policy, actions, and targets; and

- ii. providing a preferred urban form and growth strategy that supports existing internal and external environmental strategies, for example Nature in the City, Te Ture Whaimana o Te Awa o Waikato, and Waikato-Tainui Environmental Plan.

Cultural

- 38. Effective partnership with iwi is integral to how we plan for growth.
- 39. 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.
- 40. HUGS delivers against wellbeing outcomes and priorities identified in 'He Pou Manawa Ora – Pillars of Wellbeing'.
- 41. HUGS places a high level of importance on the Vision and Strategy for the Waikato River when prioritising growth outcomes.

Risks - *Tuuraru*

- 42. No risks are associated with the recommendations of this report. However, there is a reputational risk if the Strategic Growth and District Plan Committee were not to adopt HUGS following significant consultation with our partners and the public.
- 43. Additionally, delaying adoption of HUGS would compromise Council's ability to deliver the wellbeing outcomes HUGS supports.

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

Significance

- 44. Given the requirement to consult, staff have not considered the key considerations under the Significance and Engagement Policy to assess the significance of the matter(s) in this report.

Engagement

- 45. Community views and preferences are already known to the Council through significant and early collaboration with our partners and the Special Consultative Procedure (SCP). For more detail see the HUGS Deliberations report presented to the [23 February 2023 Strategic Growth and District Plan Committee](#).

Attachments - *Ngaa taapirihanga*

Attachment 1 - Hamilton Urban Growth Strategy (HUGS)

Hamilton Urban Growth Strategy

Te Rautaki Tupu Taaone o Kirikiriroa

April 2023



**Hamilton
City Council**
Te kaunihera o Kirikiriroa



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The changing shape of Hamilton Kirikiriroa

He piko he taniwha
At every bend a guardian



Hamilton Kirikiriroa is growing up

As a city coming of age, we’re finding our identity as a vibrant hub within the Waikato region as more people want to call our river city home. We’re an increasingly attractive place to do business, with many of the benefits of big-city living, while remaining more affordable and easier to live in than other centres.








Located at the heart of the Waikato, Hamilton Kirikiriroa is New Zealand’s fourth most populous city, yet we’ve got a footprint of just 110km². We’re a thriving city located within the golden triangle where more than half of New Zealand’s population live and two-thirds of its recent population growth has occurred. Our prime location and accessibility enables key freight and transport links which bring opportunities for growth and makes us a prime candidate to become a model city for New Zealand.

We are a youthful city with a median age of 33. Over the last ten years our city has experienced significant growth and this is projected to continue. Our neighbouring districts Waipaa, Waikato and Matamata-Piako are also expected to grow. Many of their residents will commute to Hamilton for work, goods and services, and leisure.

This growth does not come without its challenges. External pressures such as housing affordability, climate change, infrastructure funding and central government reform are all playing a part in how we plan for growth. We know the fundamentals are strong for our city. We continue to see a bright future for Hamilton and the wider area, and we continue to plan and invest accordingly.

Our population growth is not a tap we can simply turn off. Our thriving economy, relative housing affordability and quality lifestyle offering will continue to attract people who want to live here, and businesses that want to be based here. We need to embrace the opportunities growth brings, by investing in the right places at the right time. Our city is at the heart of an ambitious, smart and progressive region and we know how we manage this growth will define us for years to come.

Key

-  Ruakura Superhub
-  Ports
-  Airports
-  Connecting State Highways
-  Train line
-  Golden triangle
-  Future Proof area outline



Hamilton Urban Growth Strategy - Te Rautaki Tupu Taane o Kirikiriroa 5

Our city currently has around **60,000** homes for around **180,000** people. It's projected that over the next **50 years** these numbers will double to around **120,000** homes for about **310,000** people.

Our **\$12 billion** economy made up **41%** of the Waikato's **\$29.5 billion** GDP in 2021 and provided **43%** of the jobs across our region.

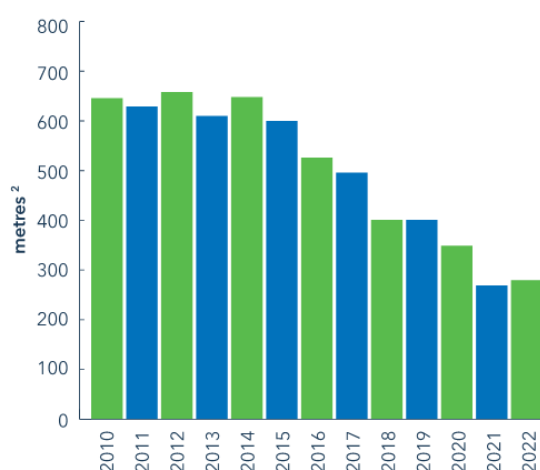
As we plan for a bigger city, we will continue to **monitor** how quickly we grow. We will **adapt** our approach to match this growth.

Estimated growth GDP



How the development of our city has changed

Median new freehold section size from 2010 - 2022



Estimated growth figures have been rounded

Estimated growth

Population



Estimated growth

Housing



Estimated growth

Jobs



How the development of our city has changed

New homes by type for 2010 - 2022



The changing shape of Hamilton



Note:
This map shows a snapshot of the City's boundaries over time. It does not show every boundary change that has occurred.
Current population has been rounded up from the Statistics New Zealand estimate.

Strategy on a page

OUR VISION:

Hamilton Kirikiriroa is the best place to live and work with connected, vibrant and prosperous communities

OUTCOMES:

- 1** Grow up and out from the central city
- 2** Grow along transport corridors
- 3** Support the development of quality greenfield neighbourhoods



KEY CONSIDERATIONS AS WE GROW:



People at the heart



The health and wellbeing of the Waikato River



Improved travel choices



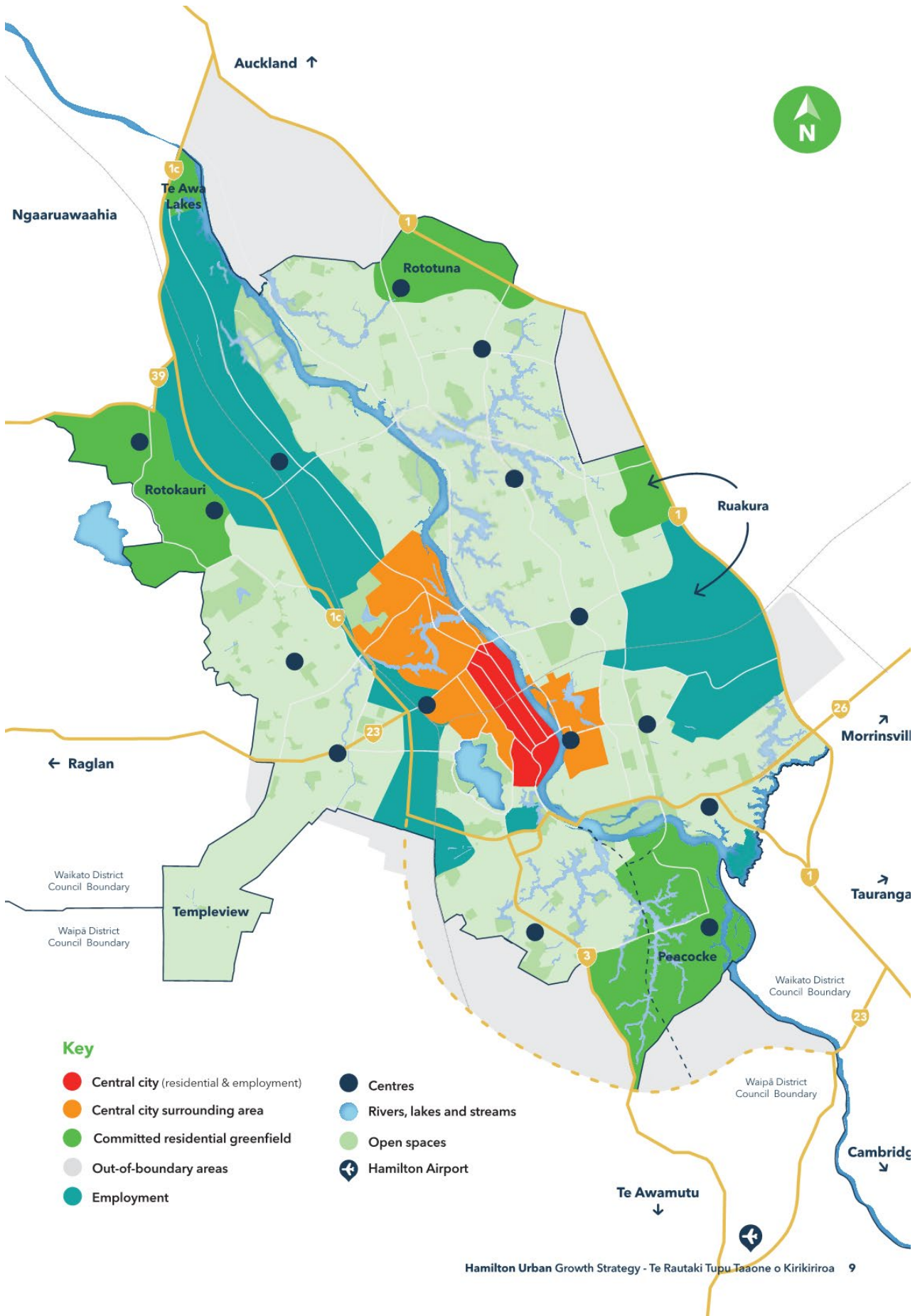
Working with our neighbours



Climate change



Our environment



Vision and purpose

OUR VISION:

Hamilton Kirikiriroa is the best place to live and work with connected, vibrant and prosperous communities

Kaaore he taaone pai ake i Kirikiriroa hei nohonga, hei waahi mahi tahi ki ngaa hapori whitawhita me ngaa ha

Purpose

This Strategy guides where, when and how Hamilton Kirikiriroa will grow over the next 50 years.

A refreshed approach to managing our urban growth, the strategy will help us grow well and deliver communities that improve the wellbeing of Hamiltonians.

Our role in growth is to ensure there is a pipeline of land supply to enable homes, jobs and quality communities for a growing population.

We do this in collaboration with our Future Proof partners, through strategic integrated land use and transport planning, provision of infrastructure, infrastructure funding and financing and by partnering with developers, iwi and key stakeholders.

How we got here

This Strategy was developed with our key stakeholders and partners, taking direction from national and regional policies and initiatives. Important factors such as climate change, the impact on the Waikato River and accessibility were considered to determine which growth areas should be prioritised.

We've been guided by the principles of Te Tiriti o Waitangi including having open and welcoming discussions, working in partnership with iwi, being conscious of our environment and honouring our shared responsibility as guardians of te whenua (the land).

This Strategy is not a standalone document. It sits within the wider context of our other

strategies including He Pou Manawa Ora: Pillars of Wellbeing, Access Hamilton: Ara Kootuitui Kirikiriroa, Our Climate Future: Te Pae Tawhiti o Kirikiriroa, Nature in the City, Open Space Strategy, Play Strategy and Housing Strategy which together help us shape a vibrant Hamilton.



Key considerations as we grow



People at the heart

As more people live and work in the city we need to make sure the benefits of living in Hamilton Kirikiriroa grow alongside the new homes and businesses.

While we don't determine how much growth occurs in Hamilton, we can determine what kind of city Hamilton Kirikiriroa aspires to be. We want to create a liveable city, an attractive lifestyle and improve the wellbeing of current and future residents.

As our city grows, this means:

- creating accessible, equitable quality spaces and places for our communities such as parks, green space, playgrounds, education, health, libraries, pools and other community facilities
- expanding opportunities for people to engage in arts, culture and creativity in diverse and meaningful ways
- proactively work with existing and prospective businesses to expand or establish operations, creating investment and employment opportunities
- expanding and attracting opportunities for tourism and economic growth while continuing to raise the city's reputation and profile as a great place to live and visit

- encouraging good urban design and promoting the use of the Urban Design Panel to provide developers with advice and direction for their projects
- celebrating Hamilton Kirikiriroa's rich history.

Everything we do is aimed at improving the wellbeing of Hamiltonians. Our decisions take the social, cultural, economic and environmental wellbeing of our people into account. Our vision for Hamilton Kirikiriroa sets out five priorities to focus on. We want to be a city that's easy to live in, where our people thrive, have a central city where people love to be and be a green and fun city with lots to do.



The health and wellbeing of the Waikato River

The Waikato River is at the heart of Hamilton Kirikiriroa. It supports life throughout the city and region, it is central to our culture and has shaped the form of our city. As we continue to grow, we must put the health and wellbeing of the River at the heart of everything we do.

As our city grows, this means:

- promoting investment that protects and restores the Waikato River and delivers on our obligations under Te Ture Whaimana o Te Awa o Waikato, the vision and strategy for the Waikato River
- helping our communities conserve water through new ways in how we plan and manage our drinking water
- targeting growth in areas serviced by, or planned to be serviced by, high-quality three waters (drinking water, wastewater, stormwater) infrastructure.

Te Ture Whaimana is the primary direction setting document for activities that affect the Waikato River. It encompasses the vision for a future where a healthy Waikato River sustains abundant life and prosperous communities who, in turn, are all responsible for restoring and protecting the health and wellbeing of the Waikato River, and all it embraces, for generations to come.





Our environment

Nature plays an essential role in economic, environmental, cultural and social wellbeing of our city.

The more vibrant and healthy nature is, the more these benefits are multiplied. Hamilton Kirikiriroa is rich with gully networks that flow to the Waikato River and is home to native birds and other unique species such as the native pekapeka-tou-roa (long-tailed bat). As we grow it's important that we balance the need for housing alongside the need to protect and enhance our biodiversity. It's also important that we make the best use of our limited natural resources such as water.

As our city grows, this means:

- protecting and restoring our existing open spaces and gullies
- protecting and creating multi-purpose green spaces that improve water quality, resilience (to heat and flooding), biodiversity and amenity

- enabling the city to grow up to reduce the need for new greenfield growth areas
- working with our neighbouring councils and partners to ensure areas of ecological and conservation value are identified and protected in the future.

Our Nature in the City strategy sets our goal to increase our native vegetation cover from 2% to 10% by 2050. That's hundreds of thousands of plants across more than 1000 hectares to be restored.





Improved travel choices

Hamilton Kirikiriroa aspires to be a 20-minute city, allowing people to meet most of their daily needs by walking from their home, in pleasant surroundings, and with safe, easy, access to other parts of the city by biking, using micro-mobility or public transport.

As our city grows, this means:

- targeting growth in areas where more of people's daily needs can be met
- ensuring new communities deliver 20-minute city principles from establishment
- people have genuine options so they can choose to travel by modes other than car such as on bike, by bus or by using micro-mobility devices.

Access Hamilton: Ara Kootuitui Kirikiriroa is our transport strategy. It guides how our transport network can enable everyone to connect to people and places in a safe, accessible and smart ways.





Climate change

Climate change is one of the greatest challenges of our time. The impacts of climate change are already being felt in our city and without immediate action, they will intensify - affecting the wellbeing of both current and future Hamiltonians.

Climate change will continue to impact the livelihoods of our community and the urban living experience in our city. For Hamilton Kirikiriroa, this means more extreme weather events, more and longer droughts, and heavier periods of rainfall. Our approach to growth therefore needs to enable our city to reduce carbon emissions while adapting to the changing climate to improve our resilience.

As our city grows, this means:

- creating a more compact city
- making decisions that support a low-carbon future in line with our emissions reduction targets

- enabling growth of homes and jobs in areas that can easily access public and/or active transport modes
- guiding growth that builds our resilience to climate change impacts, such as avoiding areas where there are flooding and other natural hazards.

Our Climate Future: Te Pae Tawhiti o Kirikiriroa is our climate change strategy. It guides how we will reduce emissions, enable low-carbon living, and create a city that is prepared for Hamilton's changing climate.





Working with our neighbours

Hamilton Kirikiriroa is at the heart of the sub-region. It serves as an important urban hub with people travelling into the city each day for work and other services.

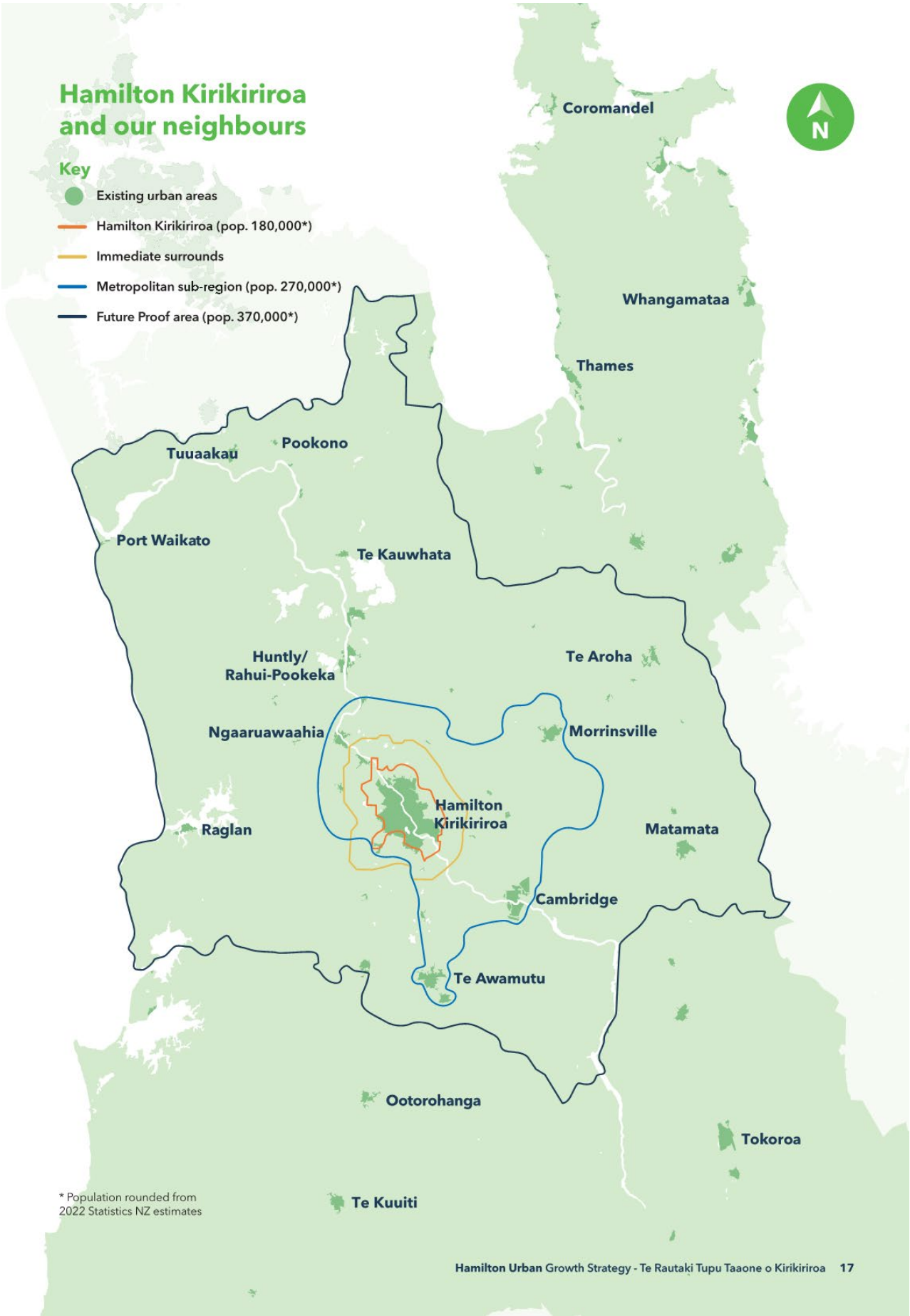
Many of the people living in nearby settlements and towns such as Cambridge, Te Awamutu, Morrinsville and Ngaaruawaahia access the services or work within Hamilton Kirikiriroa. We plan and invest to unlock the potential of the region by collaborating with our key Future Proof partners.

Future Proof is a partnership between local authorities, iwi and central Government agencies, set up to consider how the sub-region should develop into the future. The partners work together to consider the important issues that affect us now and over the next 30 years.

We work with our neighbours to meet our responsibilities under the National Policy Statements on Urban Development (NPS-UD) and Highly Productive Land (NPS-HPL), Urban Growth Agenda, Hamilton-Waikato Metropolitan Spatial Plan (MSP) and to plan sub-regional infrastructure solutions.

Future Proof has undertaken business case work to identify long-term investments and associated benefits in relation to transport and three waters for our growing sub-region. Many of the recommendations from the business case work identify Hamilton Kirikiriroa as playing a key role in helping to realise these benefits, particularly for transport and wastewater.





What about jobs?

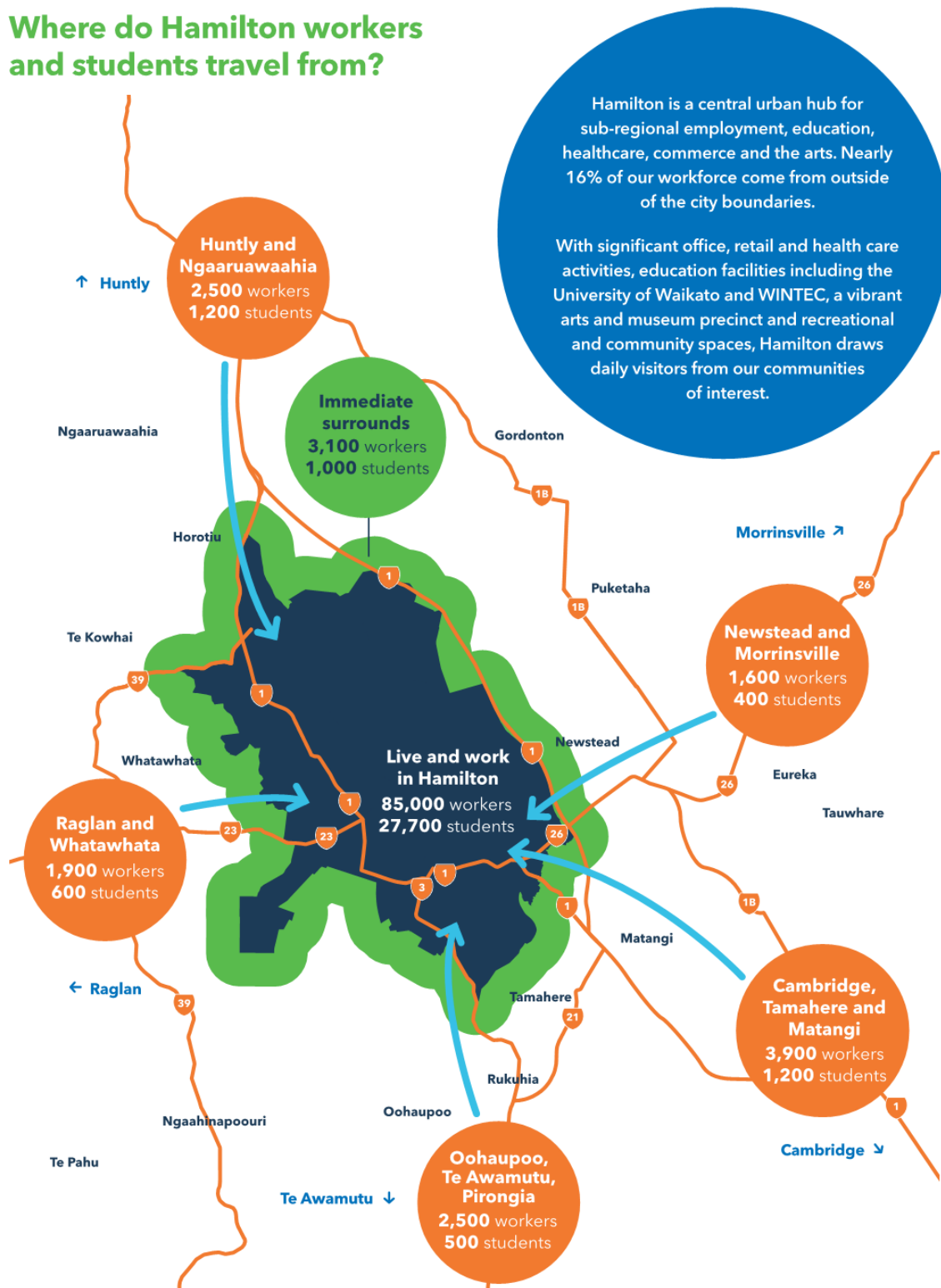
Our central city has capacity for retail and office growth.

While the existing industrial areas like Frankton, Te Rapa and Rotokauri have some capacity to accommodate growth, Ruakura is one of Hamilton Kirikiriroa's most important future industrial growth areas. It complements the wider Te Rapa industrial corridor and Airport economic precinct. The transport connections this growth area has means it will thrive as a national hub for freight and logistics.

The city will enable existing businesses to flourish, new ones to establish and attract new businesses to Hamilton. Job growth and employment opportunity is fundamental to achieving a prosperous economy and thriving city. To do this, the city will ensure land availability aligned to business need, and the provision of world-class infrastructure services and transport networks.



Where do Hamilton workers and students travel from?



Source: Statistics New Zealand and Infometrics, Ministry of Education primary and secondary enrolment data

1

Outcomes

Grow up and out from the central city

Our central city is the economic heart of the subregion. As well as providing a place for commercial, cultural, and economic growth, it is also a place that thousands of people will one day call home.

Over the next 10 years, we're expecting more than 4000 new homes in the central city for around 10,000 people. To support this growing population, we're prioritising investment to enable a quality community in the central city where people want to be. Over time, we'll take a staged approach to enabling intensification in other nearby centres and suburbs close to the central city.

This means redevelopment to promote higher-density growth with a range of housing choices, easy access to jobs, services, education, health, parks and open spaces and community facilities, using a range of transport options.

Our focus areas:

- prioritise investment in infrastructure and services in the central city and surrounding areas including Maeroa and Whitiara
- prioritise investment in our public spaces to deliver quality urban design outcomes
- collaborate with public and private sector partners to unlock opportunities for a range of housing options in the central city

- work with communities and our partners, to help shape redevelopment that delivers well-housed, flourishing and connected communities.

What this will look like:

- a vibrant and diverse central city with more people living and working there
- higher densities and taller buildings; our city is growing up
- more visitors, events and tourism opportunities
- increased business attraction and economic growth
- more infrastructure upgrades in and around the central city
- regeneration of existing urban communities with improved wellbeing outcomes for the whole community.

Let's talk about intensification

Intensification means more people living and working more closely together. It also means more homes at greater heights, a mix of housing types and a focus on townhouses and apartments.

There are challenges for this type of growth but when done well, supported by appropriate investment, it opens up opportunities for people to choose what type of home they want and where. It plays a part in improving housing affordability, delivering our 20-minute city aspirations and meeting our emissions reduction obligations. The most vibrant, diverse and exciting part of a city is often its centre where density (the number of homes or jobs by area) is highest and there is the greatest range of people, buildings, public spaces, facilities, services and choices.

More people interacting together in our central city will drive innovation and help build a cosmopolitan hub that serves as the centre of arts, culture and entertainment in the region.



Hamilton Urban Growth Strategy – Te Rautaki Tupu Taaone o Kiriwhiri

21

2

Grow along transport corridors

As we grow it's important that we make our city easy to get around. Outside of the central city, we will promote investment, density and economic development along our key transport corridors.

For transport corridors to provide good public transport options and work really well, they need more people living close to them and more jobs at key points along them. Focusing housing and jobs along the key corridors defined in the Metro Spatial Plan (MSP) will improve travel choices, promote public and active transport usage and reduce dependency on cars.

As more people start to live in the newer areas of the city, such as Peacocke and Rotokauri, we need to make sure our existing networks and key transport corridors are able to offer the choice of travel by all modes of transport.

Our focus areas:

- enable and encourage intensification and mixed-used development at key transport interchanges

- take advantage of transport corridor upgrades to enhance three waters networks
- require greenfield developments to integrate with the rapid transit network.

What this will look like:

- more homes and jobs at key points along transport corridors
- easy to access the central city and surrounding areas from all areas by walking, biking and public transport
- easy to get around the city from new greenfield growth areas like Peacocke, Rotokauri and Ruakura through a range of travel choices.

Key transport corridors



This map represents long-term aspirations of the Future Proof partners to plan transport networks to align with our projected growth. This is subject to change following more detailed work.

3

Support the development of quality greenfield neighbourhoods

Hamilton Kirikiriroa is fortunate to have a good pipeline of greenfield growth areas which will one day be home for thousands of future Hamiltonians.

Our committed greenfield growth areas include Rototuna, Peacocke, Rotokauri-Northwest and Ruakura. Greenfield growth areas, while requiring significant investment to unlock, offer an opportunity to deliver great communities from the start.

For greenfield communities to deliver good community outcomes they must provide the following:

- increased diversity of housing typologies and local needs
- higher-density neighbourhoods that are supported by genuine transport options that are reliable, efficient and high quality
- support for emissions reduction by providing a range of travel choices. This includes networks of biking and micro-mobility infrastructure and appropriate public transport along key corridors to ensure connectivity with the wider city
- ample greenspace to increase biodiversity and protect the natural environment and the areas we value
- high-quality integrated land use that delivers environmental and water quality improvement, resilient communities and avoids natural hazards
- the right amount of amenity, play and recreation options that are in the right place and easily accessed
- neighbourhoods that are designed to celebrate Hamilton Kirikiriroa's unique sense of place. They have their own character and consider the underlying topography, local ecology and notable landscape features and are developed to protect and enhance the surrounding area
- vibrant local centres that provide opportunities for employment and services for the community.

What about additional greenfield growth areas?

Planning for long-term growth helps make sure there's enough land supply and supports affordability through competitive markets. Our growth planning has ensured that we have a plentiful supply of committed greenfield growth. Any additional greenfield growth areas, such as out-of-boundary developments, must enhance the overall wellbeing of current and future Hamiltonians and create quality communities.

Our out-of-boundary principles guide decision making for progressing unplanned or out-of-boundary greenfield growth areas. The principles set out expectations to developers, landowners and other key partners to ensure any new development areas contribute positively to achieving the city's vision.

Our focus areas:

- follow through on existing development commitments. Finish Rototuna and continue our work in partnership to enable the greenfield areas of Ruakura, Peacocke and Rotokauri-Northwest

- accelerate delivery through partnerships and innovative infrastructure funding and financing mechanisms
- continue to work with our Future Proof partners to plan collaboratively for long-term growth outside the city boundaries
- investigate peripheral areas identified in strategic land agreements and the Future Proof Strategy to make sure we have growth opportunities that are aligned with the out-of-boundary principles.

What this will look like:

- Rototuna, Peacocke, Rotokauri-Northwest and Ruakura continue to grow into new communities, enabling homes for more than 50,000 people as well as jobs
- our greenfield growth areas are delivered in partnership and funded using innovative funding and financing tools
- any new areas are planned for and delivered in accordance with the out-of-boundary principles.



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Principles for out-of-boundary development

Any out-of-boundary development must enhance the overall wellbeing of current and future Hamiltonians and create quality communities by:

- ① **Delivering**
 - neighbourhoods where key services are close by and easily accessible
 - compact and accessible developments
 - alignment with key public transport corridors providing good access to the central city
 - affordable housing choices
 - sustainable and integrated infrastructure solutions
 - significant land value uplift for the benefit of the wider community
 - places to work, or quality connections to places of work
 - places for recreation
 - best-practice urban design.
- ② **Enhancing** Hamilton Kirikiriroa's economy
- ③ **Protecting** and recognising cultural heritage
- ④ **Responding** to climate change
- ⑤ **Growing** green areas and biodiversity
- ⑥ **Meeting** the costs of all infrastructure
- ⑦ **Not compromising** planned investment.

Growth funding

As a city, we want to embrace growth and put the right infrastructure and amenity in the right places, at the right time, to support quality communities.

Alongside the significant investment required to unlock greenfield growth areas, significant investment is also required to support quality intensification within the city. As we grow up and out from the central city we'll need to ensure that we have invested to improve the existing infrastructure. This will support a higher number of people living there while also protecting the things we value such as the Waikato River and green spaces.

The high costs of growth means it is becoming increasingly challenging to fund infrastructure through Council's conventional funding sources like rates and development contributions. We can't do it alone.

This means that a partnership approach to funding new areas is required where those who benefit from growth pay for growth. Increasingly, we need to look for alternative and innovative ways of funding and delivering strategic infrastructure. This may include central government grants, long-term funding arrangements, special-purpose vehicles and private developer agreements.



Council Report

Committee: Strategic Growth and District Plan Committee
Date: 20 April 2023
Author: Blair Bowcott
Authoriser: Blair Bowcott
Position: General Manager Growth
Position: General Manager Growth
Report Name: General Updates

Report Status	Open
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Purpose - *Take*

1. To inform the Strategic Growth and District Plan Committee of general updates and matters that staff want to bring to Members' attention, but that do not require discussion. The report is taken as having been read.

Staff Recommendation - *Tuutahu-aa-kaimahi*

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

Executive Summary - *Whakaraapopototanga matua*

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

Theme	Topic
Strategic infrastructure	Metro Wastewater Detailed Business Case Projects
Housing	Update on Housing Review Report
Funding / financing	Peacocke Infrastructure Funding and Financing (IFF)
Collaborative relationships	Regional update
Others	Development Contribution (DC) remission quarterly update and DC refund update

5. Meetings of collaborative forums in which Elected Members and staff participate have been re-established. The early focus is on the impacts of central government reform, opportunities for shared work programmes (related to the upcoming LTP) and information sharing.
6. Staff consider the decisions in this report have low significance and that the recommendations comply with Council's legal requirements.

Discussion - *Matapaki*

Strategic infrastructure

Metro Wastewater Detailed Business Case Projects

7. The Metro Wastewater Detailed Business Cases (Southern and Northern) were approved by the Strategic Growth Committee on 19 May 2022 and 7 September 2022 respectively. These documents have been peer reviewed, finalised and are being formatted for publishing.
8. At the 19 May 2022 Strategic Growth meeting, the Memorandum of Understanding in respect of the Hamilton-Waikato-Waipā Metro Area Wastewater Projects was approved and authority delegated to the CEO to finalise the Memorandum of Understanding (MoU) with other parties (including agreeing any minor changes requested by other parties that are consistent with the overall direction of the Detailed Business Case (DBC) and MoU).
9. The final MoU is with the CEOs from the respective organisations to sign on behalf of the parties.
10. The DBCs have informed the capital investment submissions to the Department of Internal Affairs (DIA) in March 2023. The key projects were Pukete WWTP, SSWWTP and conveyance projects.

Supplementary Assessment – Accelerated Development of the SS WWTP

11. At the 7 September 2022 Strategic Growth Committee Meeting, it was noted that a supplementary assessment to evaluate the impacts of accelerated development of the SS WWTP (i.e. more capacity earlier than outlined in the DBC and the MoU) would be completed and reported back.
12. Since September 2022, staff and advisors have further assessed the investment that would be required to divert a broader extent of the southern areas of Hamilton to the SS WWTP.
13. In summary, accelerating development of the SS WWTP would bring forward the timing and scale of investment needed to deliver a larger plant and associated network to convey flow to the plant. The benefits of accelerated investment include:
 - i. Demonstrated commitment to Te Ture Whaimana, through investing in significant wastewater management improvements for the Metro Area;
 - ii. Financial efficiencies of avoiding the initial Stage 1 investment for much smaller flows;
 - iii. Greater certainty for current and future wastewater infrastructure planning including SS WWTP and Pukete WWTP consenting processes, Hamilton City and surrounding area conveyance network improvements;
 - iv. Increased certainty for developers and the community, including WRAL.
14. The most significant challenge associated with accelerated investment in the SS WWTP is funding the project and the associated conveyance from community.
15. For the purpose of the recent DIA investment programme, Council staff have assumed the SS WWTP will be accelerated with Stage 2 (to service up to 10,000 PE) proposed for delivery by 2031/32.

Southern Wastewater Treatment Plant update

16. Key project activities since the last project update to the Strategic Growth Committee in March 2023 are highlighted below.

Site feasibility and due diligence

17. The site feasibility and due diligence investigations are continuing. Multi-Criteria Assessment workshops have been completed with Iwi/Mana Whenua representatives and Council subject matter experts. The investigations are due to be completed in June 2023.

Mana whenua engagement and project governance representation

18. Several hui of mana whenua representatives who hold cultural and historical interest in the project area have now been held. The group terms of reference have been developed, and confirmation of the representatives received from their respective entities (e.g. Iwi, Hapuu, Collectives, Marae).
19. A project update was provided to the March Council/Waikato-Tainui Co-Governance Forum.
20. A tour to visit and learn from relevant wastewater treatment facilities (including Pukekohe, Meremere and Te Kauwhata WWTPs) will occur on 13 April 2023. This tour will be attended by mana whenua and iwi representatives, project staff and Watercare Services Ltd staff.

Waikato Regional Airport and Cambridge Wastewater Treatment Plant Consenting

21. Hamilton City Council presented its submission on the Waikato Regional Airport Private Plan Change in March 2023. We anticipate decisions in May – June 2023.
22. The Cambridge Wastewater Discharge consent application has been publicly notified with submissions due by 17 April 2023. Staff are currently reviewing the application and will be preparing a submission.

Project Management and Communications Planning

23. The project management plan is being considered for approval by the project governance group in May 2023.
24. We have prepared DIA Oversight Approval Request (in accordance with the Water Services Entity – National Transition Unit guidelines) seeking confirmation that DIA support the continuation of this project and our intended delivery programme and expenditure to lodge a notice of requirement and regional consent applications by June 2024.
25. Staff have included the Southern Sub-Regional WWTP in the Capital Investment submission to the DIA in March 2023.
26. As part of the submission, Stage 2 and 3 upgrades are proposed to occur earlier than outlined in the DBC. Increased costs from those outlined in the Southern Metro WW DBC have also been included in order to provide for adequate environmental, cultural and social mitigation measures/enhancements that could be expected through the consenting process.
27. Meanwhile, we are continuing with pre-implementation activities and preparing documentation to procure professional services to deliver the designation and consenting applications.
28. A communications plan has been finalised to define key messages and communications and engagement protocols for the project.

Housing

Update on Housing Review Report

29. Staff have commissioned an independent review of Council's role in housing to ensure the Council work programme is focused alongside partnering with others who will lead initiatives. At the previous Strategic Growth and District Plan Committee meeting, staff committed to sharing the high-level outcomes of the review at the next Committee meeting.
30. The scope of the review was focused on gaining a high-level understanding of the current housing landscape in Hamilton and surrounding region and Council's current role / involvement in this. In particular, the review asked how Council might better enable and facilitate the delivery of more affordable housing.
31. The review was largely undertaken through a series of 'conversations' with a diverse range of stakeholders active in the Hamilton housing markets.
32. In addition to these conversations, various background documents were reviewed as well as research into other relevant material to assist in informing the conclusions.
33. The report noted that achieving substantive gains in affordable housing outcomes will take time and constancy of purpose. This should be viewed as 'generational change' with a 10–25-year horizon; getting the settings and focus right today to achieve long term outcomes and success is critical.
34. A series of themes and possible actions that Council may consider to enable and facilitate affordable housing outcomes more effectively were identified. These are:
 - i. **Regulatory Tools and Levers** including:
 - a. Inclusionary Zoning
 - b. Development Bonuses
 - c. District Plans rules and Development Controls
 - d. Consenting Processes
 - e. A Sub-regional Response
 - ii. **Financial Tools & Levers** including:
 - a. Infrastructure Investment
 - b. Development Contributions
 - c. An Affordable Housing Fund
 - iii. **'Direct' Action** including:
 - a. Exemplar Projects
 - b. City Centre revitalisation/IAF
 - c. Strategic Land Acquisitions
 - d. Effective Partnerships
 - e. Grow Council Capability and Knowledge of Development
 - iv. **Fairfield-Enderly** including:
 - a. Redevelopment vs Regeneration
 - b. An Effective HCC KO Partnership
 - c. Council LTP and Resource Alignment.
35. A summary of the report's recommendations is included as **Attachment 1**.

Next Steps

36. Staff have proposed structural and operational changes to give effect to a number of the recommendations identified in the report, and to ensure that Council is appropriately resourced and set up to deliver on the wider outcomes Council is seeking for housing.
37. Staff are also continuing to hold strategic discussions with key partners including the Waikato Housing Initiative, Waikato Community Lands Trust, Kaainga Ora, Momentum and Bridge Trust.

Funding / Financing**Peacocke IFF**

38. On 30 March 2022, the Housing and Finance Ministers gave in-principle support to Hamilton City Council to further investigate using the Infrastructure Funding and Financing (IFF) Act 2020 in Peacocke, which could provide around \$100M in balance sheet headroom.
39. Previously, this proposal has been referred to as the “HIF to IFF” because it was originally envisioned to convert infrastructure funded through the Housing Infrastructure Fund (HIF) to an IFF loan. It is now proposed that the IFF recycle a mix of HIF and Council-funded infrastructure to maximise the benefit to the city and as such, we will refer to the proposal simply as the ‘Peacocke IFF’.
40. The engagement with Government agencies is underway and progressing well. Staff have largely fulfilled Crown Infrastructure Partners (CIP) initial information requirements. A base levy framework is under development and which, in partnership with Treasury and CIP, will be further developed and tested. Once this is complete, CIP will engage developers in the Peacocke area and take the proposal to the CIP Board for approval to proceed.
41. Updates on this in-principle framework and outcomes of developer meetings will be reported in due course. The Council will have the opportunity to approve or otherwise before a levy is confirmed, and deployment phases begin.
42. The balance of the funding headroom created, by successfully deploying the Peacocke IFF, will need to be directed to infrastructure investment to support new housing, with the most prudent recipient being the Rotokauri Stage 1 growth area.

Collaborative relationships

43. Elected Members and staff continue to participate in several collaborative forums across the sub-region, region and at a national level.
44. These meetings have been re-established for the new triennium, with the early focus likely to be on the impacts of central government reform, opportunities for shared work programmes (related to the upcoming LTP), and information sharing.
45. The groups that Council participates in include:
 - i. Waikato Mayoral Forum
 - ii. Future Proof Implementation Committee
 - iii. Waikato Plan
 - iv. Upper North Island Strategic Alliance (UNISA)
 - v. Zone 2
 - vi. Metro Sector
 - vii. Cross boundary discussions with Waikato District Council, Waipa District Council and Waikato Regional Council.

Regional relationships

Waikato Mayoral Forum

46. The last Waikato Mayoral Forum was held on 27 March 2023.
47. This meeting discussed the draft Triennial Agreement where it was decided that the Agreement would be separated from the Mayoral Forum Work Plan and strategic priorities.
48. A workshop will be held to review the priorities agreed in the last triennium, how those pieces of work have progressed and how they might fit into the work plan going forward.

Future Proof Implementation Committee (FPIC)

49. The last FPIC meeting was held on 9 March 2023.
50. A summary of the meeting is covered in the Strategic Issues Open Report.

Waikato Plan

51. The Waikato Plan is undergoing a reset of its priorities for the new triennium.
52. Waikato Regional Council is in the process of preparing a proposal for the continuation of the project.

UNISA

53. The last UNISA Chief Executives and technical officers meeting was held on 14 March 2023.
54. The key purpose of this meeting was for CE's to set the direction for UNISA for the coming triennium and for this to be presented back to the Mayors/Chairs.
55. Hamilton City Council has been given the role of developing the scope and terms of reference for two proposed projects, which will be led by the Special Projects Team.

Zone 2

56. The last Zone 2 meeting was held on 17 March 2023.
57. Several speakers attended the meeting including:
 - i. James MacGillivray, Partner at Tompkins Wake, who talked about Freedom of Expression, Judicial Review of Council decisions and what this means for council leaders in a world of increasingly polarised opinions;
 - ii. Stuart Crosby, Bay of Plenty Regional Council, Tauranga General Constituency Councillor and President of LGNZ and Sam Broughton, Mayor of Selwyn District Council and Vice-President of LGNZ;
 - iii. Aon Insurance talking about the current risk environment;
 - iv. Hon Kieran McNulty, who spoke as the Minister of Local Government;
 - v. Vaughan Payne, Establishment CE Water Services Entity B.

Cross-council governance meetings

58. The first Waikato District Council (WDC) and Hamilton City Council governance meeting of the triennium was held on 24 March 2023.
59. Mayors, Deputy Mayors, Councillors and Chief Executives from both Councils welcomed the collaborative and open forum as an opportunity to stay connected and strengthen our close relationship.

60. A common theme of the discussions was the benefit of a united position when interacting with all levels of central government both formally and informally. Recent successful Resource Management Reform submissions and engagement with National Party MPs were good examples of how we can support our region with 'joined-up' messaging. It was agreed that Future Proof provides both councils with a shared strategic direction and direct advocacy avenue. Our ongoing ability to tell a joined-up story about our sub-region is increasingly important to influence change long before we get to submissions on legislation.
61. HCC raised the proposed new visitor charge at Hamilton Gardens, which would apply to residents of WDC. It was raised for both awareness and as an opportunity to start a conversation that a potential future financial arrangement could be worked out where WDC residents could continue to access the gardens without charge, like the libraries arrangement.
62. The Waipa District Council and HCC governance meeting scheduled for 31 March 2023 was cancelled. The next scheduled meeting is on 23 June 2023. Communication between the two councils' staff will continue in the interim to ensure both councils can share information and are aware of matters which have cross-boundary impacts.
63. The next Waikato Regional Council and HCC meeting is scheduled for 26 April 2023.

Others

Development Contribution (DC) remission quarterly update

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

Remissions

66. In Q3 2022/23 Council approved one PDA DC remission with a total value of \$9,053 (see **Attachment 2**).
67. DC remissions are calculated by individual activity components. The table below shows the percentage of the total remissions granted attributed to each DC activity.

REMISSIONS Q3 2023						
	Water	Wastewater	Stormwater	Transport	Community	Reserves
Remitted \$ per activity	\$ 167	\$ 1,338	\$ -	\$ 7,549	\$ -	\$ -
% of total remitted \$	2%	15%	0%	83%	0%	0%

Other remissions update

68. On 14 September 2022 Council resolved to delegate authority to the Chief Executive to finalise the Development Contribution Remission for the Broadwater Retirement Village in accordance with section 17 of Council's 2020/21 Development Contributions Policy.
69. Staff are still awaiting feedback from Broadwater Retirement Village on Council's technical analysis prior to finalising the remission decision and seeking financial authorisation from the Chief Executive.
70. The final remission will be reported to this Committee in the relevant quarterly remissions report as per standard process.

Development Contributions interest rate refund

71. On 10 August 2020, Council was served with judicial review proceedings in respect of its Development Contributions regime – the case being AGPAC Limited & others vs HCC – which was heard in the High Court on 20-22 April 2021.
72. Judge Ian Gault announced in his decision on 27 August 2021 that the case for judicial review was dismissed, finding in favour of Council in all 17 claims that the applicants took forward to trial. The Judge provided no relief to the applicants in relation to their claims.
73. However, Council acknowledged, as part of its pleaded case, an administrative error in interest rates for three historical years (2016, 2017, 2018) input into the development contributions model, which in turn calculates development contribution charges. The only DC Policies affected by these erroneous interest rates were the 2018/19 and 2019/20 Policies. Growth Funding and Analytics Unit staff, in collaboration with the Finance Unit, have undertaken detailed work to calculate the extent of the interest rate error, and how much and to whom refunds should apply.
74. Based on advice from PWC and the Finance Unit – and as reported previously to the Council – staff updated the interest rates input into the development contributions model and updated the schedule of charges within the calculation tool effective 24 January 2022, such that the DC Policy and any DC assessment since that point in time no longer carried the error.
75. Staff provided an update on the interest rate refunds to the Strategic Growth Committee on [2 December 2021](#), where it was resolved that the refunds would be executed under staff delegations.
76. Staff have now processed 938 refunds totalling \$365,414.00. There are 6 refunds remaining where staff are awaiting details from the applicants (totalling \$1,541.76). Staff will provide a further update in due course once all refunds are completed.
77. The final piece of work is finalising the individuals who were under-charged due to the error. The treatment of these under-payments will be noted in a future report to Strategic Growth and District Plan Committee.
78. The refund process and methodology have been reviewed by Council's barrister.

Financial Considerations - *Whaiwhakaaro Puutea*

79. Other than the interest rate refund detailed above, there are no financial implications in relation to the updates provided in this report.

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

80. Staff confirm that this matter complies with Council's legal and policy requirements.
81. Staff have considered the key considerations under the Climate Change Policy and have determined that an adaptation assessment and emissions assessment is not required for the matter(s) in this report.
82. The DCs interest rate refund process and methodology have been reviewed by Council's barrister.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

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

Social

85. DCs help to fund city infrastructure such as roads and reserves, which help to link whanau and communities and provide places for them to connect.
86. The Housing Strategy and Action Plan aim to deliver more affordable housing in Hamilton which delivers significant positive benefits for individuals and communities.
87. Collaborative relationships between councils and other groups enable the sharing of ideas, work programmes and the identification of opportunities to deliver better outcomes for communities.

Economic

88. DCs support investment in critical infrastructure for both residential and non-residential development activity. Once a growth cell, or existing areas in the city, are enabled through infrastructure, economic benefits can be realised. New development creates jobs and wealth both now and, in the future, supporting our communities' economic wellbeing.
89. Collaborative relationships between councils and other groups can identify opportunities for shared services or work programmes which save the local government sector, and therefore ratepayers, money.
90. Delivering affordable housing options allows people to live and thrive in areas where they work, provides a stable workforce for Hamilton, and wealth creation opportunities for individuals.

Environmental

91. DCs help to fund reserves as well as certain environmentally friendly infrastructure, particularly stormwater and wastewater. These help to protect our waterways and ecosystems, while also providing spaces where people can enjoy their local environment.
92. Providing affordable housing options allows people choice in where they live, potentially limiting the distance needed to travel to access jobs, recreation and services which reduces environmental impacts of transport.
93. Collaboration between councils and other groups allows for cross-boundary and sub-regional discussions regarding big-picture issues such as inter-regional transport, water quality and allocation and emissions reduction.

Cultural

94. Cultural wellbeing is enabled by projects that acknowledge and support their local communities' shared cultural attributes. DCs also help to fund projects such as those that enhance the wellbeing of the Waikato River and support Te Ture Whaimana o Te Awa o Waikato.
95. Providing affordable housing options allows Iwi more opportunities to live in their rohe.

Risks - *Tuuraru*

96. There are no known risks associated with the matter contained in this report.

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

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

Attachments - *Ngaa taapirihanga*

Attachment 1 - Advancing Affordable Housing Outcomes in Hamilton - Summary Document

Attachment 2 - 2023 Q3 Remissions Report

Advancing Affordable Housing Outcomes in Hamilton - Summary Recommendations & Next Steps

Hamilton City Council

February 2023

Essentia Consulting Group Limited

Background and Introduction

HCC engaged Essentia Consulting Group (Martin Udale) and tasked it to undertake a review of HCC's role in the housing market, with a particular focus on 'affordable' housing. The scope of the review was focused on gaining a high level understanding of the current housing landscape in Hamilton and surrounding region and HCC's current role involvement in this. In particular we have been tasked to address how HCC might better enable and facilitate the delivery of more affordable housing. Subsequent to Recommendations from the review HCC will then separately consider how it might best organise itself with internal and other resources to respond to these and agree next steps

Executive Summary

We have identified a series of themes and possible actions under each theme that Council may consider to enable and facilitate AH outcomes more effectively. These are:

1.0 Regulatory Tools and Levers including: <ul style="list-style-type: none"> - Inclusionary Zoning - Development Bonuses - District Plans rules and Development Controls - Consenting Processes - A Sub-regional Response 	3.0 'Direct' Action including: <ul style="list-style-type: none"> - Exemplar Projects - City Centre revitalisation/IAF - Strategic Land Acquisitions - Effective Partnerships - Grow Council Capability in development
2.0 Financial Tools & Levers including: <ul style="list-style-type: none"> - Infrastructure Investment - Development Contributions - An Affordable Housing Fund 	4.0 Fairfield-Enderly including: <ul style="list-style-type: none"> - Redevelopment vs Regeneration - An Effective HCC KO Partnership - Council LTP and Resource Alignment

A number of Other Issues were also identified through the review process and are addressed in section **5.Other Issues**.

These 'themes' and associated actions identified in the main paper are summarised in the following Table 1:

Table 1: Short, Medium & Long Term Actions

	Action	Short Term 1-2 Years	Medium Term 3-5	Long term 6 - 10 Years
1.Regulatory Tools & Levers	Inclusionary Zoning	Voluntary - by agreement	Mandatory - amend DP	Ongoing
	Development Bonuses	By negotiation	DP Amendments	Review as needed
	DP Rules/Dev Controls	Review	DP Amendments	Review as needed
	A Sub-regional response	Test appetite for sub-regional IZ initiative	Develop / implement common IZ approach	Maintain
2.Financial Tools & Levers	Infrastructure Investment	Voluntary agreements		
	Development Contributions & Rating	Review DC policy and potential for targeted rate	Amend following review	Review as required
	Affordable Housing Fund	Options, preferred, implementation plan	Implement	Maintain
3.Direct Action	Exemplar Projects	Review site opportunities, develop 'go to market'	Deliver first project(s) Identify further sites	Known pipeline and forward commitments
	City Centre revitalisation/IAF	Overall strategy and implementation plan developed to leverage IAF/others funds	Establish collaborative partnerships with Crown, Iwi, private investors/developers to deliver CC outcomes	Maintain revitalisation focus
	Strategic Land Acquisition	Review policy and funding, identify land	Acquire land Rezone/other	Bring to market
	Effective partnerships	Identify willing partners, agree basis of any AH partnership arrangements	Maintain/grow ongoing partnerships - CHP's, developers, Iwi, Crown et	Maintain
	Grow capability and knowledge	Develop understanding of development process / project viability - apply	Empowered team, permission to act, scope to develop	In house capability in development drivers and partnering developed
4.Fairfield-Enderley	Redevelopment or Regeneration	Agree principles & scope of FE programme, expectations, roles 7 responsibilities	Implement/maintain regeneration focus & outcomes	Regeneration programme complete
	Effective HCC KO partnership	Re-set partnership principles, parameters, management, governance	Maintain	Maintain

	HCC LTP / Resource alignment	Align HCC resources & investment in FE to Annual Plan/next LTP	LTP includes long term investment in FE	Review/update AP/LTP as required
5. Other Issues	Community Lands Trust	Decision on ongoing HCC support and purpose	Subject to decision	Subject to decision
	Waikato Regional Housing Initiative	Clarify role & purpose of WRHI Clarify partnering and collaboration WRHI/HCC	Maintain relationship	Maintain relationship
	HCC resourcing	Review internal resourcing and structure for effective impact	Grow effective partnerships Grow capability	Maintain
	Location Matters	Location considerations to address 'affordable living'	Maintain	Maintain

Recognising that these 5 main themes with a total of 19 actions cannot all be initiated at the same time, and that human and financial resources are always scarce, we have identified those key actions within each theme that we consider could and should be the initial focus with others to follow as time and resources allow. We would note that there are a number of actions that carry across more than one theme or action.

These key actions are identified as they can potentially be activated in the short to medium term and are considered likely to have a positive impact on advancing AH outcomes in Hamilton. Briefly these are:

1. Develop and implement an Inclusionary Zoning (IZ) plan - initially on a voluntary basis and then in time through mandatory provisions within the District Plan. Recent proposals in QLDC in this regard, along with similar provisions in South Australia provide possible models to follow
2. Recognise infrastructure enablement as a key leverage point develop for new development areas and develop funding mechanisms and approaches in concert with IZ provisions
3. Identify and bring to market exemplar projects including within City Centre linked to IAF and LTP funding to enable housing outcomes
4. Reset the partnership expectations, management and governance of the Fairfield-Enderly project with Kainga Ora to ensure long term alignment
5. Decision required on ongoing support by HCC of Community Lands Trust; clarify relationship with and role of the WHRI
6. Review internal resources and organisation structure to enable effective implementation focused on delivering agreed outcomes

The following Table 2 short-lists the suggested focus actions from the long list in table 1

Table 1: 'Short-List' of Short, Medium & Long Term Actions

	Action	Short Term 1-2 Years	Medium Term 3-5	Long term 6 - 10 Years
1.Regulatory Tools & Levers	Inclusionary Zoning	Voluntary - by agreement	Mandatory - amend DP	Ongoing
	A Sub-regional response	Test appetite for sub-regional IZ initiative	Develop / implement common IZ approach	Maintain
2.Financial Tools & Levers	Infrastructure Investment	Voluntary agreements	Voluntary/mandatory	Voluntary/mandatory
	Affordable Housing Fund	Options, preferred, implementation plan	Implement	Maintain
3.Direct Action	Exemplar Projects	Review site opportunities, develop 'go to market'	Deliver first project(s) Identify further sites	Known pipeline and forward commitments
	City Centre revitalisation/IAF	Overall strategy and implementation plan developed to leverage IAF/others funds	Establish collaborative partnerships with Crown, Iwi, private investors/developers to deliver CC outcomes	Maintain revitalisation focus
4.Fairfield-Enderley	Redevelopment or Regeneration	Agree principles & scope of FE programme, expectations, roles 7 responsibilities	Implement/maintain regeneration focus & outcomes	Regeneration programme complete
	Effective HCC KO partnership	Re-set partnership principles, parameters, management, governance	Maintain	Maintain
5.Other Issues	Community Lands Trust	Decision on ongoing HCC support and purpose	Subject to decision	Subject to decision
	Waikato Regional Housing Initiative	Clarify role/purpose of WRHI Clarify partnering and collaboration WRHI/HCC	Maintain relationship	Maintain relationship
	HCC resourcing	Review internal resourcing and structure for effective impact	Grow effective partnerships Grow capability	Maintain

Attachment 1: 2023 Q3 Remissions Report

Address	Developer	Development description & Development Contributions Officer details/comments	Consent Number	Applicable policy	Amount remitted (\$ excl. GST)										Final DC assessment	Remission granted
					Original DC assessment	Water	Wastewater	Stormwater	Transport	Community	Reserves					
191 Ruakura Road	Ruakura Port Limited	Proposal to construct four new buildings (Portacoms) at Ruakura Inland Port for the purpose of servicing greater development.	007.2022.00044610.002	2021/2022	\$ 20,085	\$ 167	\$ 1,338	\$ -	\$ 7,549	\$ -	\$ -	\$ -	\$ 11,032	\$ 9,053		
					\$ 20,085	\$ 167	\$ 1,338	\$ -	\$ 7,549	\$ -	\$ -	\$ -	\$ 11,032	\$ 9,053		

Resolution to Exclude the Public

Section 48, Local Government Official Information and Meetings Act 1987

The following motion is submitted for consideration:

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

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

General subject of each matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
C1. Confirmation of the Strategic Growth and District Plan Committee Public Excluded Minutes 23 February 2023) Good reason to withhold) information exists under) Section 7 Local Government) Official Information and) Meetings Act 1987)	Section 48(1)(a)
C2. Scoping Studies for WA, R2 and SL1		
C3. Central City Memorandum of Understanding		
C4. Strategic Issues (Public Excluded)		

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

Item C1.	to prevent the disclosure or use of official information for improper gain or improper advantage	Section 7 (2) (j)
Item C2.	to enable Council to carry out commercial activities without disadvantage to enable Council to carry out negotiations to prevent the disclosure or use of official information for improper gain or improper advantage	Section 7 (2) (h) Section 7 (2) (i) Section 7 (2) (j)
Item C3.	to enable Council to carry out negotiations	Section 7 (2) (i)
Item C4.	to maintain the effective conduct of public affairs through protecting persons from improper pressure or harassment to maintain legal professional privilege to enable Council to carry out commercial activities without disadvantage to enable Council to carry out negotiations to prevent the disclosure or use of official information for improper gain or improper advantage	Section 7 (2) (f) (ii) Section 7 (2) (g) Section 7 (2) (h) Section 7 (2) (i) Section 7 (2) (j)