


From: [Official Information](#)
To: 
Cc: [Official Information](#)
Subject: Final response - LGOIMA 445568 - All correspondence for fast track
Date: Wednesday, 22 January 2025 4:44:47 pm
Attachments: [image001.png](#)
[image002.jpg](#)
[image003.jpg](#)
[Fast Track LGOIMA 445568_Redacted.pdf](#)

Kia ora,

We refer to your information request below. Hamilton City Council provides the following response.

Your request:

This is a LGOIMA for any correspondence any councillors or staff have had with any MPs, Ministers or central government officials relating to the fast-track itself, or relating to any fast-track projects that fall in your area.

Your clarification:

We are happy to exclude all housing developments from this LGOIMA.

Our response:

Please see the attached for all emails that were between Hamilton City Council and Members of Parliament / Central Government.

We have had to withhold some information from the documents which we are releasing in response to your request. We have applied digital black redactions over the withheld information and have supplied the code to identify the section of the Local Government Official Information and Meetings Act 1987 (LGOIMA) which we are relying on. We have withheld information on the basis that it is necessary to protect the Privacy of natural persons per [section 7\(2\)\(a\)](#) LGOIMA.

You have the right to seek an investigation and review by the Ombudsman of this decision. Information about how to make a complaint is available at www.ombudsman.parliament.nz or freephone 0800 802 602.

Ngaa mihi

Keeley Faulkner

Official Information Advisor & Legal Support Officer

Legal services

Governance & Assurance Team | Partnerships, communication & Maaori

Email: officialinformation@hcc.govt.nz



Hamilton City Council | Private Bag 3010 | Hamilton 3240 | www.hamilton.govt.nz



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I support flexibility at work. While it suits me to send this email now, I don't expect a response outside of your own working hours.

From: [REDACTED]
Sent: Tuesday, December 3, 2024 8:54 AM
To: Official Information <officialinformation@hcc.govt.nz>
Subject: Re: Final response - LGOIMA request - All correspondence for fast track

Thanks Keeley! We didn't receive that first email. We are happy to exclude all housing developments from this LGOIMA

On Fri, Nov 29, 2024 at 10:33 AM Official Information <officialinformation@hcc.govt.nz> wrote:

Kia ora,

We refer to your information request below. Hamilton City Council provides the following response.

As we have not heard back from you regarding this request because of this we are refusing your request for all correspondence request under s17(f) of LGOIMA – substantial collusion, this request would impact the daily duties of staff, we considered charging but staff would not have the time to process this.

We will now consider this request to be closed.

You can make a new request for information at any point, if you need assistance refining any new request please let us know.

You have the right to seek an investigation and review by the Ombudsman of this decision. Information about how to make a complaint is available at www.ombudsman.parliament.nz or freephone 0800 802 602.

Ngaa mihi

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I support flexibility at work. While it suits me to send this email now, I don't expect a response outside of your own working hours.

From: Official Information <officialinformation@hcc.govt.nz>

Sent: Monday, November 11, 2024 1:31 PM

To: [REDACTED]

Cc: Official Information <officialinformation@hcc.govt.nz>

Subject: Clarification needed - LGOIMA request - All correspondence for fast track

Kia ora,

I refer to your official information request. Hamilton City Council are requesting a clarification around your request.

Your request:

This is a LGOIMA for any correspondence any councillors or staff have had with any MPs, Ministers or central government officials relating to the fast-track itself, or relating to any fast-track projects that fall in your area.

Further clarification required:

Six of the 149 major [projects listed for potential fast-tracking](#) under new rules are either in Hamilton (2) or immediately on its border (4).

In order for us to make a decision on this request we will need some clarification on your request, for example whether it is correspondence relating to the fast-track bill, or correspondence in relation to applications made to the fast-track process, and/or a date range.

Requests for "all correspondence" can become quite large and take a large amount of time to collate. If there is a substantial amount of correspondence, we may look at charging for this or refusing your request.

Can you please respond to the Official Information team via this email address regarding this clarification by **18 November 2024**.

Please note, under [section 13 \(7\) and \(8\)](#) of the Local Government Official Information and Meetings Act 1987 (LGOIMA) – our deadline date will be extended from the date that you reply to this request for clarification.

You have the right to seek an investigation and review by the Ombudsman of this decision. Information about how to make a complaint is available at www.ombudsman.parliament.nz or

freephone 0800 802 602.

Ngaa mihi

Keeley Faulkner

Official Information Advisor & Legal Support Officer

Legal services

Governance & Assurance Team | Partnerships, communication & Maaori

Email: officialinformation@hcc.govt.nz



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I support flexibility at work. While it suits me to send this email now, I don't expect a response outside of your own working hours.

From: [REDACTED]

Sent: Friday, November 8, 2024 12:57 PM

To: undisclosed-recipients:

Subject: LGOIMA

This is a LGOIMA for any correspondence any councillors or staff have had with any MPs, Ministers or central government officials relating to the fast-track itself, or relating to any fast-track projects that fall in your area.



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From: [Mark Brougham](#)
To: [Ryan Hamilton](#); [Tama Potaka](#); [Office of Tama Potaka MP](#)
Cc: [Blair Bowcott](#); [Andrew Parsons](#); [James Clarke](#); [Hannah Windle](#); [Nicky Swan](#); [Mark Brougham](#)
Subject: Application made by Hamilton City Council's Infrastructure and Assets Group to have Projects Listed in Schedule 2 of the Fast Track Approvals Bill
Date: Tuesday, 14 May 2024 4:04:56 pm
Attachments: [image001.png](#)
[image002.jpg](#)
[image003.png](#)
[image004.png](#)
[Hamilton City Council – Overarching Story – Fast Track Applications \(3 May 2024\).pdf](#)

Application made by Hamilton City Council's Infrastructure and Assets Group to have Projects Listed in Schedule 2 of the Fast Track Approvals Bill

Kia ora Ryan Hamilton (Member for Hamilton East, National Party) and the Hon Tama Potaka (Member for Hamilton West, National Party).

We are now in a position to provide you with an update of the application submitted by Hamilton City Council's Infrastructure and Assets Group to have projects listed in Schedule 2 of the Fast Track Approvals Bill, which was lodged with the Ministry for the Environment on 3 May 2024.

Attached is a copy of the **Overarching Story** of the application (requested as consultation material by Infrastructure and Assets from the wider organisation), which sets the overall scene for the two packages of projects that were submitted. These projects are:

THE PACKAGES

1. Metro Wastewater Treatment Plant Service Packaging

A package of over \$1 billion of investment in wastewater treatment, consisting of:

- **Southern Metro Wastewater Treatment Plant**

A staged \$500+ million investment over 30 years into a new wastewater treatment plant to provide for future planned growth in Hamilton's south, the Airport's industrial area and communities south of Hamilton, both in Waipa and Waikato Districts.

- **Pukete Wastewater Treatment Plant Reconsenting and Expansion**

\$500+ million investment over 15 years into Pukete treatment plant to get ready for subregional growth and higher discharge standards.

2. Hamilton Bulk Wastewater Storage Programme

A total investment of \$130+ million over 10 years, to develop wastewater storage devices used to reduced wastewater overflows and open up additional capacity in the strategic wastewater network.

The **Overarching Story** to the application also notes that:

- The projects being submitted will collectively facilitate growth in agreed areas and will be key enablers for the applications we understand will be lodged for additional urban growth around the city boundary. They will also work to address existing capacity-related and potential future compliance issues.
- In a Hamilton context, water and wastewater solutions are critical for enabling further urban development. Currently, our water supply and wastewater consents only cater towards known or planned growth. In addition to planned investment in new infrastructure, new fast-tracked developments, or areas outside of existing plans and strategies will necessitate additional water allocation and wastewater discharge capacity over and above what is

currently authorised. The risk is that consented urban development projects will lack essential resources and utilities to function.

- Not enabling strategic wastewater infrastructure investment through a fast-track process would likely stymie both planned and additional development offerings around Hamilton, and lead to suboptimal or negative outcomes in terms of ad hoc infrastructure solutions that are not well integrated with existing networks.
- Progressing these projects quickly provides the best integrated servicing solutions to enable growth at pace and scale. These projects also have clear funding pathways in Hamilton City's draft 2024–34 Long-Term Plan.
- It is also likely that in the future, solutions for water allocation may also need to be submitted for fast-tracking.

If you would like further information or clarification of the projects submitted in the Infrastructure and Assets Group's application to the Ministry for the Environment, please contact **Andrew Parsons** (General Manager Infrastructure and Assets) on [REDACTED] email andrew.parsons@hcc.govt.nz

Regards

Mark

From: Mark Brougham

Sent: Wednesday, May 8, 2024 12:25 PM

To: Ryan Hamilton <Ryan.Hamilton@parliament.govt.nz>; Tama Potaka <Tama.Potaka@parliament.govt.nz>; Office of Tama Potaka MP <Tama.PotakaMP@parliament.govt.nz>

Cc: Blair Bowcott <Blair.Bowcott@hcc.govt.nz>; Andrew Parsons <Andrew.Parsons@hcc.govt.nz>; James Clarke <James.Clarke@hcc.govt.nz>; Hannah Windle <Hannah.Windle@hcc.govt.nz>; Mark Brougham <Mark.Brougham@hcc.govt.nz>

Subject: RE: Hamilton City Council's Submission to the Fast Track Approvals Bill

Kia ora Ryan Hamilton (Member for Hamilton East, National Party)

The final application submitted by Hamilton City Council's Infrastructure and Assets Group to the Ministry for the Environment to have projects listed in Schedule 2 of the Fast Track Approvals Bill has yet to be given full visibility to our Elected Members and Maangai Maaori.

Once this has occurred, we will send you and the Hon Tama Potaka (Member for Hamilton West, National Party) an overview of the application.

Regards

Mark

From: Ryan Hamilton <Ryan.Hamilton@parliament.govt.nz>

Sent: Wednesday, May 8, 2024 10:44 AM

To: Mark Brougham <Mark.Brougham@hcc.govt.nz>; Tama Potaka <Tama.Potaka@parliament.govt.nz>; Office of Tama Potaka MP

<Tama.PotakaMP@parliament.govt.nz>

Cc: Blair Bowcott <Blair.Bowcott@hcc.govt.nz>; James Clarke <James.Clarke@hcc.govt.nz>;
Hannah Windle <Hannah.Windle@hcc.govt.nz>

Subject: RE: Hamilton City Council's Submission to the Fast Track Approvals Bill

Kia ora Mark

Thanks for this.

What projects if any have you submitted under Schedule 2?

Ngaa mihi nui

Ryan Hamilton | MP FOR HAMILTON EAST

Ryan.Hamilton@parliament.govt.nz



From: Mark Brougham <Mark.Brougham@hcc.govt.nz>

Sent: Wednesday, April 24, 2024 11:18 AM

To: Tama Potaka <Tama.Potaka@parliament.govt.nz>; Office of Tama Potaka MP
<Tama.PotakaMP@parliament.govt.nz>; Ryan Hamilton <Ryan.Hamilton@parliament.govt.nz>

Cc: Blair Bowcott <Blair.Bowcott@hcc.govt.nz>; James Clarke <James.Clarke@hcc.govt.nz>;
Hannah Windle <Hannah.Windle@hcc.govt.nz>; Mark Brougham
<Mark.Brougham@hcc.govt.nz>

Subject: Hamilton City Council's Submission to the Fast Track Approvals Bill

Kia ora the **Hon Tama Potaka** (Member for Hamilton West, National Party) and **Ryan Hamilton** (Member for Hamilton East, National Party).

Please find attached for your information a copy of Hamilton City Council's 19 April 2024 submission to the **Fast Track Approvals Bill**.

Blair has also asked me to keep you informed of Hamilton City Council's application to have projects listed in Schedule 2 of the Fast Track Approvals Bill (noting that applications need be lodged with the Ministry for the Environment by 3 May 2024).

Hamilton City Council's application is currently being developed and is still very much a 'work in progress' - we should be in a position to provide you with an update on this next week.

Regards

Mark

Mark Brougham

Strategic Advocacy Programme Manager | Strategy and Corporate Planning
Strategy, Growth and Planning

Mobile: [REDACTED] | Email: mark.brougham@hcc.govt.nz

[Hamilton City Council](#)



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From: [Environment Committee](#)
To: [Mark Brougham](#)
Subject: Automatic reply: CORRECT ZOOM LINK - disregard previous emails
Date: Friday, 7 June 2024 4:12:34 pm

Tēnā koe

Thank you for contacting the Environment Committee Secretariat. We are currently experiencing a high volume of correspondence about the Fast-track Approvals Bill. We appreciate your patience as we work to respond as soon as we can.

Fast-track Approvals Bill Frequently Asked Questions

Why can't I see my submission online?

The Environment Committee received almost 27,000 submissions on the Fast-Track Approvals Bill. Every single one of these needs to be manually read and processed by select committee staff before it is published on the website. This is being done as fast as possible, but it may be a few weeks before your submission appears online. [All published submissions can be found on the Parliament website.](#)

Did my submission fail?

Due to some technical issues with the Parliament website, a small number of submitters were told that their submission failed. Most of these submissions were in fact successful and are being processed now. Where a submission did fail, the submitter has been contacted individually. If you haven't heard from committee staff about a failed submission, you don't need to worry.

When will the committee be hearing oral submissions?

The committee will be hearing from submitters throughout May to mid-June. Due to the high level of public interest, the committee has agreed to form two subcommittees to make sure it can hear from as many submitters as practicable. Committee staff have begun contacting submitters to organise a time for their appearance, and this will continue until hearings finish.

We ask that you please be patient, as we are working as quickly as we can but it may still take some time.

Ngā mihi

Environment Committee Secretariat

From: [Tama Potaka](#)
To: [Mark Brougham](#)
Subject: Automatic reply: Hamilton City Council's Submission to the Fast Track Approvals Bill
Date: Wednesday, 24 April 2024 11:23:59 am

Kia ora koutou,

On behalf of Hon. Tama Potaka, thank you for your email.

Hon. Tama Potaka considers all correspondence to be important and appreciates you taking the time to write. As the Minister receives a large amount of correspondence, it is not always possible to personally reply to each email. As such the following guidelines apply:

- Invitations and meeting requests will be processed as soon as possible, and a staff member will be in contact with you in due course.
- Requests for official information (OIA's) will be managed in accordance with the provisions of the Official Information Act 1982, which may include transfer to a more relevant Minister or agency.
- If your request relates to media, it will be referred to a member of our team.
- If your email falls outside of the Minister's portfolio responsibilities, expresses a personal view, or is copied to multiple Members of Parliament, your correspondence will be noted and/or transferred to another office.
- Latest information from the Beehive can be found here: www.beehive.govt.nz

If you are a resident of Hamilton West a staff member in the Electorate office will be in touch or you can email them directly Tama.PotakaMP@parliament.govt.nz

Mauriora

Office of Tama Potaka

Minister of Conservation | Minister of Māori Development | Minister of Māori Crown Relations | Minister of Whānau Ora | Assoc. Minister of Housing – Social Housing

From: [Environment Committee](#)
To: [Mark Brougham](#)
Subject: Automatic reply: Hearings for Submissions to the Fast Track Approvals Bill - Hamilton City Council
Date: Friday, 10 May 2024 4:36:44 pm

Tēnā koe

Thank you for contacting the Environment Committee Secretariat. We are currently experiencing a high volume of correspondence about the Fast-track Approvals Bill. We appreciate your patience as we work to respond as soon as we can.

Fast-track Approvals Bill Frequently Asked Questions

Why can't I see my submission online?

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Ngā mihi

Environment Committee Secretariat

From: [Environment Committee](#)
To: [Mark Brougham](#)
Subject: Automatic reply: Hearings for the Fast Track Approvals Bill
Date: Friday, 3 May 2024 10:20:06 am

Tēnā koe,

Thank you for contacting the Environment Committee Secretariat. We are currently experiencing a high volume of correspondence about the Fast-track Approvals Bill. We appreciate your patience as we work to respond as soon as we are able.

Ngā mihi,
Environment Committee Secretariat



CB-COR0836

14 October 2024

Tēnā koe,

I am writing to inform you of the progress we have made to improve the resource management system and meet the Coalition Government's objective for a faster growing, more productive economy.

It is widely accepted that the resource management system is not fit for purpose. Consensus on that point was reached almost a decade ago. We need a resource management system that protects the environment not by resisting growth but by setting clear rules, so growth occurs within limits.

Progress to date

I would like to update you on the progress we have made over the last year.

We have divided our reform into three phases.

The first phase, repealing the Natural and Built Environment Act and Spatial Planning Act, was completed in December 2023. We did not take the decision to repeal those Acts lightly, but they would not have achieved the objectives needed for New Zealand to grow and thrive.

The goal of Phase Two is to improve the performance of the Resource Management Act 1991 (RMA) by removing unnecessary regulations for primary industries and barriers to investment in development and infrastructure while maintaining environmental protections.

Phase Two includes:

- The *Fast-track Approvals Bill* to create a one-stop shop for approvals, consents and permissions to speed up the delivery of regionally and nationally significant projects. This Bill is currently in front of the select committee and we expect it to be passed into law by the end of 2024. You can find more information about this process here - [Fast-track Approvals Bill | Ministry for the Environment](#)
- Targeted amendments to the RMA will relieve the most significant issues in the Act through the:
 - *Resource Management (Extended Duration of Coastal Permits for Marine Farms) Amendment Bill*
 - *Resource Management (Freshwater and other Matters) Amendment Bill* which includes changes to freshwater management, stock exclusion and winter grazing rules, marine farming consents, and Significant Natural Areas. This Bill also streamlines the process for changes to national direction. It is currently before select committee, and we also expect it to pass by the end of this year.
 - *Resource Management Act Amendment Bill* (RMA Amendment Bill Two) is currently in development. We expect to introduce it before the end of 2024 and passed into law by mid-2025.

- A package of National Direction – including amendments to 14 current National Policy Statements (NPS) and National Environmental Standards (NES), as well as seven new national direction instruments. We will consult on these in early 2025 and along with the second Bill they are expected to be passed into law in mid-2025.

We have focused our changes to the RMA on the things that will have the largest impact in the short term and contribute to the Coalition Government's priority programmes: Electrify NZ, Infrastructure for the Future, Going for Housing Growth and the Primary Sector Growth Plan.

The second RMA amendment bill and the new national direction package gives effect to these coalition commitments and changes to the RMA will unlock development and drive a more efficient and effective resource management system. These changes will transition into the new system once it is in place.

The changes can be grouped in four distinctive packages. These are:

- Infrastructure and Energy
- Housing
- Farming and primary sector
- Emergency response and natural hazards

Infrastructure and Energy

This package will develop further national direction to enable a range of productivity-boosting energy and infrastructure projects, including a new NPS-Infrastructure. It will also provide a consistent approach to quarrying and extend the duration of port coastal permits by a further 20 years. Changes to the NES-Telecommunications Facilities will keep up to date with technological developments and give telcos greater certainty and reduced consenting costs as they upgrade their infrastructure. The Government's Electrify NZ reforms will make it easier to consent and re-consent renewable energy.

More information on our Electrify work programme is available here - [Next steps on Electrifying New Zealand | Beehive.govt.nz](#).

Housing

The housing package will contain reforms needed to enable the first pillar of the Government's Going for Housing Growth policies. These changes will require councils to provide for 30-years' worth of housing growth while providing flexibility for councils to opt out of the Medium Density Residential Standards. Changes are also being made to the National Policy Statement on Urban Development and the National Policy Statement for Highly Productive Land, along with guidance for effective heritage management and developing new national direction to enable granny flats and papakāinga housing.

More information on our Going for Housing Growth work programme is available here - [Going for Housing Growth speech | Beehive.govt.nz](#)

Farming and the Primary Sector

The primary industries package will contain changes to drive primary sector productivity. This package will mainly give effect to National Party Manifesto promises and coalition agreements. We are amending the National Policy Statement for Highly Productive Land to make it clear that indoor primary production and greenhouses are permitted on highly productive land, as well as specifying that farmers are also allowed to build new specified infrastructure such as solar farms on that land.

More information on our Farming and the Primary sector work programme is available here - [Government confirms RMA reforms to drive primary sector efficiency | Beehive.govt.nz](https://www.beehive.govt.nz/government-confirms-rma-reforms-to-drive-primary-sector-efficiency)

Emergency Response and Natural Hazards

This package provides a comprehensive, nationally consistent framework for addressing the risks posed by natural hazards, including risks from climate change. Rather than a two-step process as previously intended, we have decided to progress this work as a single instrument. This will provide direction to councils on how to identify natural hazards, assess the risk they pose, and how to respond to that risk through planning controls. The RMA Amendment Bill Two will include improved emergency provisions to better enable rapid responses to disasters.

A list of specific items under these four areas is available in Appendix One. You can find out more about Phase Two in my recent [Speech to the Local Government New Zealand Conference | Beehive.govt.nz](https://www.beehive.govt.nz/speech-to-the-local-government-new-zealand-conference).

Replacing the RMA

The reforms of Phase Two will carry over into the long-term replacement for the RMA which is the focus of Phase Three of the RM Reform programme. This phase advances the Coalition Government's commitment to replace the RMA by a new system that will be rules-based and embed respect for property rights and the rule of law.

Cabinet has agreed the new resource management system will have three core tasks:

- unlocking development capacity for housing and business growth
- enabling delivery of high-quality infrastructure for the future, including doubling renewable energy
- enabling primary sector growth and development (including aquaculture, forestry, pastoral, horticulture, and mining)

It must achieve these objectives while also:

- safeguarding the environment and human health
- adapting to the effects of climate change and reducing the risks from natural hazards
- improving regulatory quality in the resource management system
- upholding Treaty of Waitangi settlements and other related arrangements

There are ten principles that underpin the new system. These will be tested and refined by a Resource Management Expert Advisory Group (EAG). The EAG will develop a blueprint of the new system over the next three months – a workable and practical plan that officials can quickly turn into new legislation. This blueprint is due back to me before Christmas.

The EAG will bring fresh thinking, expertise and practical knowledge, working closely with officials from across government to make sure Ministers can make the decisions needed to draft the new legislation as quickly as possible. It will be chaired by Janette Campbell and comprises experts with relevant technical knowledge ranging from resource management law to planning and te ao Māori. Members are Christine Jones, Paul Melville, Rukumoana Schaafhausen, Kevin Counsell, Gillian Crowcroft and Mark Chrisp.

Public consultation on the proposals will occur primarily through the select committee process.

Key aspects of the resource management system

Principles guiding the development of the new system are the following:

- narrow the scope of the resource management system and the effects it controls
- establish two Acts with clear and distinct purposes – one to manage environmental effects arising from activities, and another to enable urban development and infrastructure
- strengthen and clarify the role of environmental limits and their development
- provide for greater use of national standards to reduce the need for resource consents and to simplify council plans, such that standard-complying activity cannot be subjected to a consent requirement
- shift the system focus from consenting which happens before the event to strengthening compliance, monitoring and enforcement
- use spatial planning and a simplified designation process to lower the cost of future infrastructure
- realise efficiencies by requiring councils to jointly prepare one regulatory plan for their region
- provide for rapid, low-cost resolution of disputes between neighbours and between property owners and councils
- uphold Treaty of Waitangi settlements and the Crown's obligations
- provide faster, cheaper and less litigious processes within shorter, less complex and more accessible legislation.

I have instructed my officials to test these principles with key partners and stakeholders in parallel with the EAG and I will report back to Cabinet on this feedback too.

Key aspects of the new resource management system will go to Cabinet for agreement at the beginning of 2025, and legislation will be introduced and passed before the next election.

You can find out more about these principles in the [Speech on replacing the Resource Management Act](#) and [Replacement for the Resource Management Act takes shape | Beehive.govt.nz](#).

Looking forward

I know our timeline is ambitious, but we have critical issues to solve if we are to turn New Zealand's economy around, increase productivity and make things easier to do. I am acutely aware of the need to reset the resource management system in a way that is pragmatic and targets the most significant issues first.

The instruments from Phase Two, and other important elements of the existing system such as plans will transfer over, with a “switching off” of any elements incompatible with the new system.

This is critical to accelerate and smooth the transition, lightening the load on councils and those who use the resource management system, and avoiding long implementation times. Some RMA settings will be retained for this work to be carried forward with minimal disruption, and to uphold Treaty settlements.

The proposed Phase Three changes will be designed to be implemented as quickly as possible and to minimise disruption on those who use the system. By limiting scope and targeting council effort to more complex issues, the replacement system will deliver reduced costs to both councils and ratepayers.

Our goal is to replace unnecessary regulation with clear rules to unlock the double dividend of higher growth and better environmental outcomes.

By redirecting only a fraction of the resources consumed by RMA processes, we can protect the environment and provide clear pathways for investment and growth within environmental limits.

We look forward to your working with you as we do this.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Chris Bishop'.

Hon Chris Bishop
Minister Responsible for RMA Reform

Appendix One: Detailed items under RMA Amendment Bill 2 and the National Direction Package

The national direction policy proposals described below are still in development. We have provided this content to support engagement and to seek your initial thoughts on the direction of travel. We expect to formally consult on more detailed policy proposals in early 2025.

RMA Amendment Bill 2	
Fisheries Act and RMA	
<ul style="list-style-type: none"> Reduce regulatory overlap between the RMA and the Fisheries Act 1996 to provide certainty for fishers 	
Port permits	
<ul style="list-style-type: none"> Extension of port permits duration – section 384A of the RMA 	
Consenting	
<ul style="list-style-type: none"> Amend the RMA to require renewable energy generation consents (excluding hydro and geothermal) to be decided within one year of application. 	
<ul style="list-style-type: none"> Establish a one-year limit to re-consent existing renewable electricity generation assets 	
<ul style="list-style-type: none"> Require resource consents for wood processing facilities to be decided within one year 	
<ul style="list-style-type: none"> Improve flexibility and encourage innovation for existing marine farms by providing more certainty for change of consent conditions 	
<ul style="list-style-type: none"> Enable Councils to recover cost for reviewing consent conditions when the review is a result of national direction 	
<ul style="list-style-type: none"> Amendments to provide greater clarity on the scope of further information requests and requirements for consents 	
<ul style="list-style-type: none"> Progress default 35-year consent durations for renewable energy and long-lived infrastructure 	
<ul style="list-style-type: none"> Increase the lapse period for designations from 5 to 10 years to provide more time to progress infrastructure projects 	
<ul style="list-style-type: none"> Increase the default lapse period so the time to give effect to a renewable energy consent is 10 years or longer 	
<ul style="list-style-type: none"> Provide certainty for discharge rules under section 70 	
Housing Growth	
<ul style="list-style-type: none"> Ratification vote and allowing relevant councils to opt-out of the Medium Density Residential Standards (MDRS), provided they demonstrate 30 years' worth of housing growth 	
<ul style="list-style-type: none"> Intervention powers to ensure compliance with National Direction 	

<ul style="list-style-type: none"> Planning change processes for opting out of the MDRS and for councils still undertaking intensification streamlined planning processes (including Auckland Council)
Heritage management
<ul style="list-style-type: none"> Heritage management (focusing on approaches to listing and de-listing heritage buildings)
System improvements
<ul style="list-style-type: none"> Amend part 9A of the RMA to provide more flexibility for farm plan regulations
<ul style="list-style-type: none"> Improvements to compliance regime, including increased penalties and limiting access to insurance
<ul style="list-style-type: none"> Technical improvements to DOC functions to manage discharges, compliance and enforcement
Natural Hazards and Emergency Response
<ul style="list-style-type: none"> Improvement to emergency provisions, including a new regulation-making power for emergency responses and clarification of notification of entry requirements
<ul style="list-style-type: none"> Ability to decline land-use consents, or attach conditions, where there are significant risks of natural hazards
<ul style="list-style-type: none"> New plan rules relating to natural hazards have immediate legal effect from notification
Integrated National Direction Package
Infrastructure and Energy
<ul style="list-style-type: none"> NES Telco Facilities Update the maximum pole heights in residential areas to reflect requirement for Medium Density Residential Development through the NPS-UD Update cabinet sizes in residential areas to support infrastructure resilience and the roll out of 5G technology Update antenna dimensions (eg, size and height) to reflect 5G technological developments and to avoid larger radio frequency fields from entering the public domain Consider the expansion or amendment of some permitted activities under the NES-TF, in particular to accommodate temporary facilities or emergency activities
<ul style="list-style-type: none"> NPS Infrastructure (new) NPS to provide consistent consenting pathways for enabling the development, operation, maintenance and upgrade of infrastructure while managing its effects across a range of natural environments The interface between infrastructure activities and other activities and people, including in the built environment.
<ul style="list-style-type: none"> NPS Renewable Electricity Generation NPS Electricity Transmission

<ul style="list-style-type: none"> • New content for National Policy Statement for Renewable Electricity Generation (NPS-REG) • New content for National Policy Statement for Electricity Transmission (NPS-ET) • These amendments will create more directive and enabling national direction for renewable electricity generation, transmission and distribution. • Work on national environmental standards for renewable electricity generation, electricity transmission and distribution will follow the national policy statements. The national environmental standards will include nationally consistent rules for these activities, such as specifying activities that can be undertaken without consent, provided the standards are met. • The standards will replace the rules in Regional and District Council, meaning that consent processes will be more certain, and due to the enabling nature of the standards, be more likely to gain approval.
<ul style="list-style-type: none"> • NES Electricity Transmission Activities • Amendments to NES-ETA
<ul style="list-style-type: none"> • NZ Coastal Policy Statement • Targeted review of policies 6, 8, 11, 13 and 15
Housing and Urban Development
<ul style="list-style-type: none"> • NPS Highly Productive Land • Amend the NPS to free up land for urban development and remove unnecessary planning barriers, while managing HPL. This includes: <ul style="list-style-type: none"> • Reviewing the definition of HPL as part of the Going for Housing Growth work programme. • Ease the urban rezoning tests. • Other changes to the NPS-HPL are being considered as part of the wider national direction amendment package (definition of Specified Māori Land, and consistency in mineral extraction and quarrying pathways).
<ul style="list-style-type: none"> • NPS Urban Development • Set requirements for housing growth targets • Enable better spatial planning by aligning Future Development Strategy requirements with housing growth objectives • Change the responsiveness policy to better enable developers to bring forward areas of growth • Strengthen the intensification provisions • Better enable mixed use development • Better manage outcomes for heritage buildings
<ul style="list-style-type: none"> • Enabling granny flats

<ul style="list-style-type: none"> • Direction on enabling 'granny flats' (up to 60m²)
<ul style="list-style-type: none"> • Enabling Papakainga • New national direction for Papakāinga
<ul style="list-style-type: none"> • National Direction on Heritage • Better manage outcomes for heritage buildings
Farming and the Primary Sector
<ul style="list-style-type: none"> • NPS NES Freshwater • Scope of amendments to National Policy Statement for Freshwater Management (NPS-FM) and National Environmental Standards for Freshwater (NES-F) to be confirmed. Expect targeted amendments to be completed through this combined national direction package and further work may follow • Enable on-farm water storage (ie, as a permitted activity under the RMA, or otherwise)
<ul style="list-style-type: none"> • Stock exclusion regulations • Tie stock exclusion rules to local conditions to limit unintended consequences • Replace nationwide low-slope maps with catchment-level rules that are more consistent with local conditions
<ul style="list-style-type: none"> • NES Drinking Water • Amending clauses 7, 8 and 10 and two new rules for mapping requirements and targeted activity controls
<ul style="list-style-type: none"> • NPS Indigenous Biodiversity • Applying consistent and defined tests for extractive activities across the NPS-FM, NPS-HPL and NPS-IB • Amendments to significant natural areas (SNA) provisions in the NPS-IB
<ul style="list-style-type: none"> • NES – Commercial Forestry • Reverse changes that increased council discretion for afforestation • Repeal National Environmental Standards for Commercial Forestry (NES-CF) clauses (6)(1)(a) and (6)(4)(a) • Review of slash settings
<ul style="list-style-type: none"> • NES Marine Aquaculture • Amend to increase flexibility to innovate, improve management of existing marine farms and make minor and technical amendments
Natural Hazards and Emergency Response
<ul style="list-style-type: none"> • Natural Hazards National Direction • Develop new direction for natural hazards that applies to all natural hazards. It may consist of National Policy Statement and National Environmental Standards.

- The objective is to reduce the risk from natural hazards to people, property and infrastructure by providing direction on: identifying natural hazards, and assessing and responding to the risks they pose in a consistent way.

From: [RMAReform.portfolio](#)
To: [RMReform](#)
Cc: [RMReform](#)
Subject: CB-COR0836 | Letter from Minister Chris Bishop
Date: Thursday, 10 October 2024 4:49:31 pm
Attachments: [image001.jpg](#)
[CB-COR0836 - Letter from Minister Bishop.pdf](#)

Good Afternoon,

Please find the attached letter from the Minster for RMA Reform, Hon Chris Bishop.

Kind regards,



Office of Hon Chris Bishop

Minister for Housing, Minister for Infrastructure, Minister Responsible for RMA Reform,
Minister for Sport & Recreation, Leader of the House, Associate Minister of Finance

Email: christopher.bishop@parliament.govt.nz Website: www.beehive.govt.nz
Private Bag 18041, Parliament Buildings, Wellington 6160, New Zealand

From: [REDACTED]@parliament.govt.nz
To: Mark Brougham
Subject: CORRECT ZOOM LINK - disregard previous emails
Date: Thursday, 6 June 2024 4:40:01 pm

Environment Committee
Fast-track Approvals Bill
Your Appearance date: 10/06/2024
Your Appearance start time: 04:30 p.m.
Your Appearance end time: 05:00 p.m.

Many apologies - please DISREGARD the Zoom link sent earlier. Below is the CORRECT Zoom link.

Section 7 (2) (a)

Venue: Select Committee Room 3, Parliament House

Zoom link: [REDACTED]

Please reply to this email with:

- A confirmation of your attendance
- **The names and job titles** of you and any others speaking with you (only needed if you are submitting on behalf of a group or organisation)
- any additional material you are planning to provide to the committee on the day. This will be given to the members, and may be made publicly available after the meeting.

Points to note:

- If on Zoom - **please enter your full name (and your organisation, if relevant)** when you join the meeting.
- Please be available (either in the meeting room, or logged into Zoom) **at least 15 minutes** before your designated timeslot, as committee meetings do not always run to time.
- Committee members will have read your submission, so there is no need to read it out.

Please ensure that there is time for members to ask questions.

- Hearings are generally open to the public, and you are welcome to attend as much of the hearing as you like. You may stay in the room, or in the webinar if you are attending via Zoom. Check the schedule of meetings [schedule of meetings](#) to see the full duration of the hearing.
- Most meetings are livestreamed on the [Parliament website](#), and videos will remain publicly available online.
- Media may be present.
- Committee meetings may change at short notice. If you are travelling for the hearing, you may want to make flexible travel arrangements.

[Guidance on the oral submission process \(including instruction videos\) can be found here.](#)

Videoconference information

We use a videoconferencing service called Zoom, which allows you to join a webinar from your computer or mobile device and view the committee meeting as if you are in the room.

Please enter your full name (and your organisation, if relevant) when you join the meeting.

Please download the Zoom app. This [instruction video](#) will tell you how to download the

app and join a Zoom meeting.

When you first join the Zoom webinar you will be in view-only mode. The committee and members of the public will not be able to see or hear you.

When it is your turn to speak, committee staff will promote you to panelist - please accept the request - so that the committee and other people watching the webinar can see and hear you. Please then turn on your camera and unmute your audio. The committee will then invite you to begin your submission.

Once you have completed your submission, committee staff will change your status back to view only, and you can either leave the webinar or stay to watch other submitters.

Please feel free get in touch if you have any questions.

Ngā mihi,

Committee Secretariat

Phone: [REDACTED]

Email: [REDACTED]@parliament.govt.nz

From: [REDACTED]@parliament.govt.nz
To: [Mark Brougham](#)
Subject: Correction - Fast-track Approvals Bill
Date: Thursday, 6 June 2024 4:23:08 pm

Environment Committee
Fast-track Approvals Bill

Correction - the hearings will also be held in person in Select Committee Meeting Room 3, Parliament House, as well as on Zoom.

Committee Secretariat
Phone: [REDACTED]
Email: [REDACTED]@parliament.govt.nz



2 February 2024

Att: Hon Simeon Brown

Dear Minister Brown

Thank you for meeting with me on 25 January 2024. I found the meeting extremely useful and feel that there are exciting opportunities to explore between local and central government.

As discussed, the Government's priorities align closely with what our city is working to achieve, and as a Council we are committed to partnering to deliver. As requested, I have outlined below a few key requests for your consideration.

1. An early agreement to partner with Hamilton City Council (HCC) to develop a City Deal

- The Future Proof Partnership is strong and strategically advanced, and we would like to work with the Government to progress agreed priorities.
- We have demonstrated success in innovative infrastructure delivery and funding models, and we are keen to collaborate on City Deal policy as it is developed.
- We support the Government's election commitment to deliver Southern Links. This will deliver significant new industrial and residential land for growth linked to investment in strategic infrastructure and generate new jobs and increased GDP at scale.

2. Changes to legislation to make it easier to develop at pace and scale

- Amendments to the Local Government Act 2002 to make it faster and easier to execute territorial authority boundary changes to deliver the best land use outcomes serviced by city scale infrastructure networks. This will enable us to speed up urbanisation, generate economic growth, and to capture and reallocate value uplift from up-zoning.
- Streamlined zoning and consenting pathways under the Resource Management Act 1991.

3. Changes to Local Government funding and financing

- Amendments to Local Government Funding Authority rules to allow greater borrowing capacity for strategic infrastructure investment and/or balance sheet separation for waters costs.
- Amendments to Local Government Act 2002 to provide new and better revenue tools to efficiently fund local government, in a way that minimises subsidisation of beneficiaries by the general ratepayer.
- Certainty of Waka Kotahi funding alongside the implementation of variable road pricing and/or tolling to support the full construction of Southern Links.
- Financial incentives to promote housing and economic growth, we support GST back on developments but would like this to go further to reflect the increase in GDP our growth opportunities would provide - we would re-cycle this revenue into supporting infrastructure.

4. Peacocke funding

- Council is dealing with significant cost increases on the projects making up the HIF funded Peacocke programme. We seek your support in the form of additional funding of \$41,900,000 to cover the extraordinary inflationary costs incurred (additional detail included as Appendix 1).

With these enablers we can move quickly to unlock housing and business growth alongside large-scale developers we are already working closely with. We see these changes going hand in hand with Minister Bishop's Resource Management changes re fast-track consenting for major infrastructure.

Thank you again for your time. I look forward to continuing to engage with you and your wider team on these issues.

Kind regards



Paula Southgate
Mayor of Hamilton

Appendix 1: Peacocke – Opportunity to Celebrate Success and Request for Support

Hamilton is very proud of our partnership with central government and in our delivery of the Peacocke Housing Infrastructure Fund infrastructure.

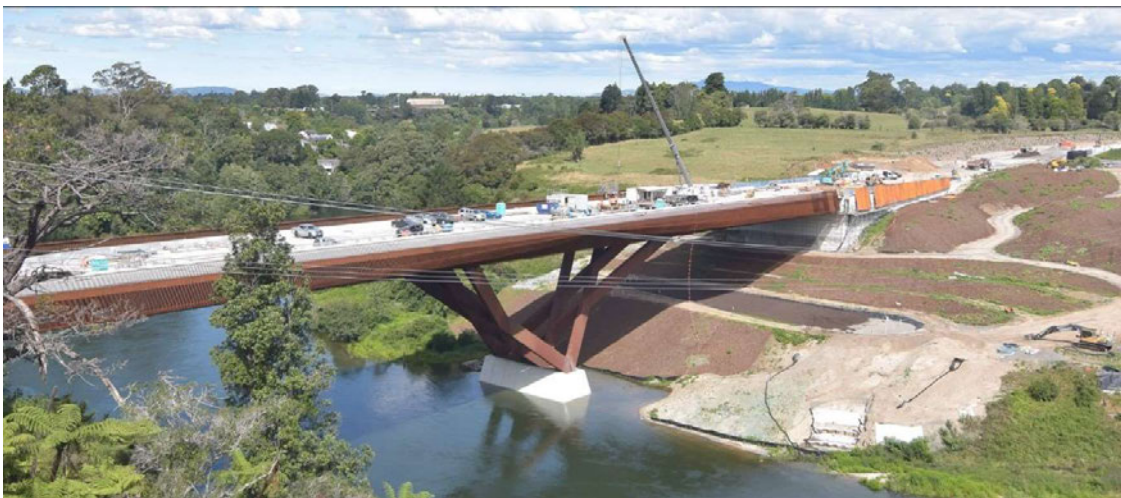
The \$1B Housing Infrastructure Fund (HIF) was an initiative by the previous National government to fund strategic infrastructure needed for new housing. In 2017 Prime Minister John Key announced Hamilton as one of the high growth councils for HIF funding which led to \$290.4m for transport and three waters infrastructure in Peacocke.

The full programme of approximately \$450,000,000 comprises a 10-year interest free loan facility of \$180,300,000 and \$110,100,000 in Financial Assistance through Waka Kotahi, and approximately \$160,000,000 of Council Long Term Plan funding to support community facilities.

Despite the impacts of the Covid 19 pandemic, global procurement challenges and extreme weather events, Council has approximately \$400,000,000 of works contractually committed on time and is on track to deliver the first tranche of the infrastructure in the next few months.,

This is evidence of how a high-trust funding model can succeed and will open the 720 ha Peacocke growth cell for around 7000 new homes. A key component is the Peacocke Waikato River bridge and strategic connections project, which provides transport and wastewater connections to service the new community. The bridge is an outstanding demonstration of how of government, industry and tangata whenua collaboration can lead to iconic outcomes in challenging circumstances.

There will be an opportunity to celebrate the success of our partnership and our investment at the opening of the bridge planned for late May 2024. I would be delighted if you and Prime Minister Luxon would join me and mana whenua at the ceremony.



Our teams have been working very hard to manage the projects tightly and minimise cost increases. However, Council is having to deal with significant cost increases on the projects making up the programme. These cost increases are largely from external factors having resulted from unexpectedly high cost escalation, Covid impacts and international supply chain disruption, and imposed changes in standards (e.g., National Environmental

Standard for Freshwater Quality). We consider that we have done well managing cost increases and delays compared to cost overruns on other large projects across the country, many of which are receiving additional funding from the National Land Transport Fund to meet the additional cost escalation impacts.

The original NZTA board decision restricted investment to funding available to NZTA through the HIF Crown loan. Council was not comfortable with the original NZTA board decision because of the risk to Council's already constrained balance sheet. We took the matter up with the Minister of Transport directly.

Ultimately, Hamilton entered the HIF Facility Agreement based on the response from the Minister which agreed, in principle, to alter HIF to better accommodate risk sharing between the Crown, its agencies, Councils and developers – including making typical contingency allowance which was reasonable for the circumstances.

I understand that only \$890,000,000 of the \$1b HIF fund was allocated, with some being held back in contingency. It would be appropriate for that cost risk to be shared, since Council has been working hard to deliver on housing and infrastructure outcomes in line with the agreed business case.

We have requested additional financial assistance from NZTA and funding from MHUD but these requests have been declined. MHUD were able to assist in cash flow with deferral of early repayments, but Council's debt position remains extremely challenging, even with our proposed rates increases. Attachment 1 presents a timeline of key requests and decisions.

Our final \$30,000,000 section of transport and strategic services connections to enable full development and realise the full programme benefits is currently out for tender and will be ready to award in March this year. During this time of increased economic uncertainty, Council is keen to support industry confidence, maintain a pipeline of work, and fulfil our commitment to build the roads and service connections to make sure that Peacocke is developer-ready.

As discussed, in the spirit of the partnership arrangement agreed, we seek your support in the form of additional funding of \$41,900,000 to cover the extraordinary inflationary costs incurred in Peacocke. Attachment 2 presents a breakdown of the cost increases. The funding would comprise a grant of \$21,369,000 equivalent to the transport financial assistance and an extension to the existing HIF loan facility of \$20,531,000, to complete the scope of works approved as part of the Peacocke HIF detailed business case.

Attachment 1: Timeline of activities and outcomes relating to cost increases

Date	Activity	Date	Outcome
Dec 2017	NZTA approve funding of up to \$234 million subject to conditions precedent.		HIF Transport components confirmed.
Mar 2018	Letter from the HIF Councils to Minister of Transport raising concerns about risk.	May 2018	Minister's response advising of agreement to better accommodate risk sharing.
June 2018	Government committed \$290,400,000 of funding from the HIF fund to enable residential development of the Peacocke growth cell in Hamilton, comprising approximately: <ul style="list-style-type: none"> \$180,300,000 10-year interest free \$110,100,000 Financial Assistance 	Jun 2018	Council committed to Peacocke HIF programme noting reassurance from Government of contingency funding to deal with potential cost increases. Council committed \$160,000,000 of Council Long Term Plan funding (incl. from subsequent LTPs)
Oct 2019	Works commence on first project (SH3 Ohaupo Road Roundabout)		No Covid provisions in contract
Mar 2020	Covid 19 Alert Levels commenced		Tendering during lockdown
Aug 2020	HIF Facility Agreement Notice to MBIE of emerging covid 19 risk - advice sought regarding potential risk mitigation options including funding contingencies.		No additional funding
Sept 2020	National Environmental Standards for Freshwater		3 bridges on East West arterial instead of 1 bridge and 2 culverts. Additional areas for stormwater treatment.
Aug 2020	Waikato River Bridge Contract Award, incorporating Covid risk allocation		Major projects commenced
Mar 2021	HIF Facility Agreement Notice to MBIE requesting assistance with risk management		No additional funding
Apr 2021	HIF Facility Agreement Request for approval of variation to timing of reduction repayments	1 Apr 2021	Approval of variation to timing from Treasury and MBIE
2022	The Covid-19 pandemic, supply chain impacts, extreme weather and unexpectedly high cost-escalation have led to significant increases in construction costs.		

	National Policy Statement for Freshwater Management		
Jan 23	Cyclone Hale – Extreme Weather		Cost and delays.
Feb 2023	Cyclone Gabrielle – extreme weather		Disrupted bridge fabrication, Napier.
Mar 2023	Cost/scope change request to NZTA for financial assistance for \$41,900,000	17 Aug 2023	NZTA Board declined request for financial assistance
Dec 2023	Bridge costs have increased approximately 39% from 2020		
Feb 2024	Tenders close for the final \$30,000,000 section of transport and strategic services connections (Whatukooruru Drive Stage 3) to enable full development and realise the full programme benefits is ready to award.		
Mar 2024	Draft 2024-34 Long-Term Plan for community consultation – significant rates increase and reduction in other programmes.		

Explanation of cost increases

The key areas of cost increases (as at March 2023 – date of request to NZTA) relate to:

Areas of cost increases	Amount (Approx)	Comment	Funding sought
Increases in design standards	\$20 million	in original contingencies	Yes
Local construction variations	Up to \$18 million	included in original contingencies	No
Local Construction variations	Up to \$2.1 million	in original contingencies	Yes
Unexpectedly high cost escalation, inflation and potential property settlements.	\$19.7 million	Contingency allowance exceeded. Property compensations for Land Tribunal decisions.	Yes
Amount Requested	\$41.8 million	Expected and extraordinary	Yes
Grant	\$21.3 million	Equivalent to NZTA financial assistance	
Extension to HIF Loan Facility	\$20.5 million		

Changes in design standards

Throughout the design phases to date significant challenges and complexities exceeding expectations have resulted in approximately \$20 million additional costs to complete the project. These include:

- Stormwater treatment standards to meet the requirements of the NES Freshwater.

- Walking and cycling standards requiring segregated facilities and increasing intersection costs.
- Seismic resilience requirements – liquefaction – increasing substructure costs.
- Vision Zero road safety expectations.

These higher design requirements are in accordance with NZTA guidelines.

Typical construction variations – Waikato River Bridge

Throughout the construction phase significant challenges and complexities exceeding expectations have resulted in additional expected costs. These total around \$9 million to date, and include:

- Unforeseen services and ground conditions
- More than expected contaminated land and asbestos
- Additional contract management and design resource which has exceeded initial estimates.

Construction forecasts for the Waikato River Bridge contract estimate another \$9 million in potential claims that have yet to be received or evaluated.

Covid Construction variations

Covid-19 claims for the Waikato River Bridge are estimated at up to around \$2.1 million. These include direct “lock down” claims, efficiency impacts and disruption to supply chains. The \$2.1 million remains an estimate because the potential for additional Covid claims remains.

Unexpectedly high cost escalation (forecast as at March 2023) and Property

There has been unexpectedly high cost escalation increasing later project costs with ongoing uncertainty:

- Waikato River Bridge – March Forecast at \$18.1M exceeded – remains uncertain
- General cost increases from inflation prior to Whatukooruru tenders and escalation – forecast \$3M.
- 4 properties in Land Valuation Tribunal processes to resolve compensation – remains uncertain

Future Proof

Presentation to Hon Chris E
Minister - Housing, Infrastruc
Sport & Recreation
Wednesday 9 October 20



Future Proof
Te Tau Tītoki

What is Future Proof?

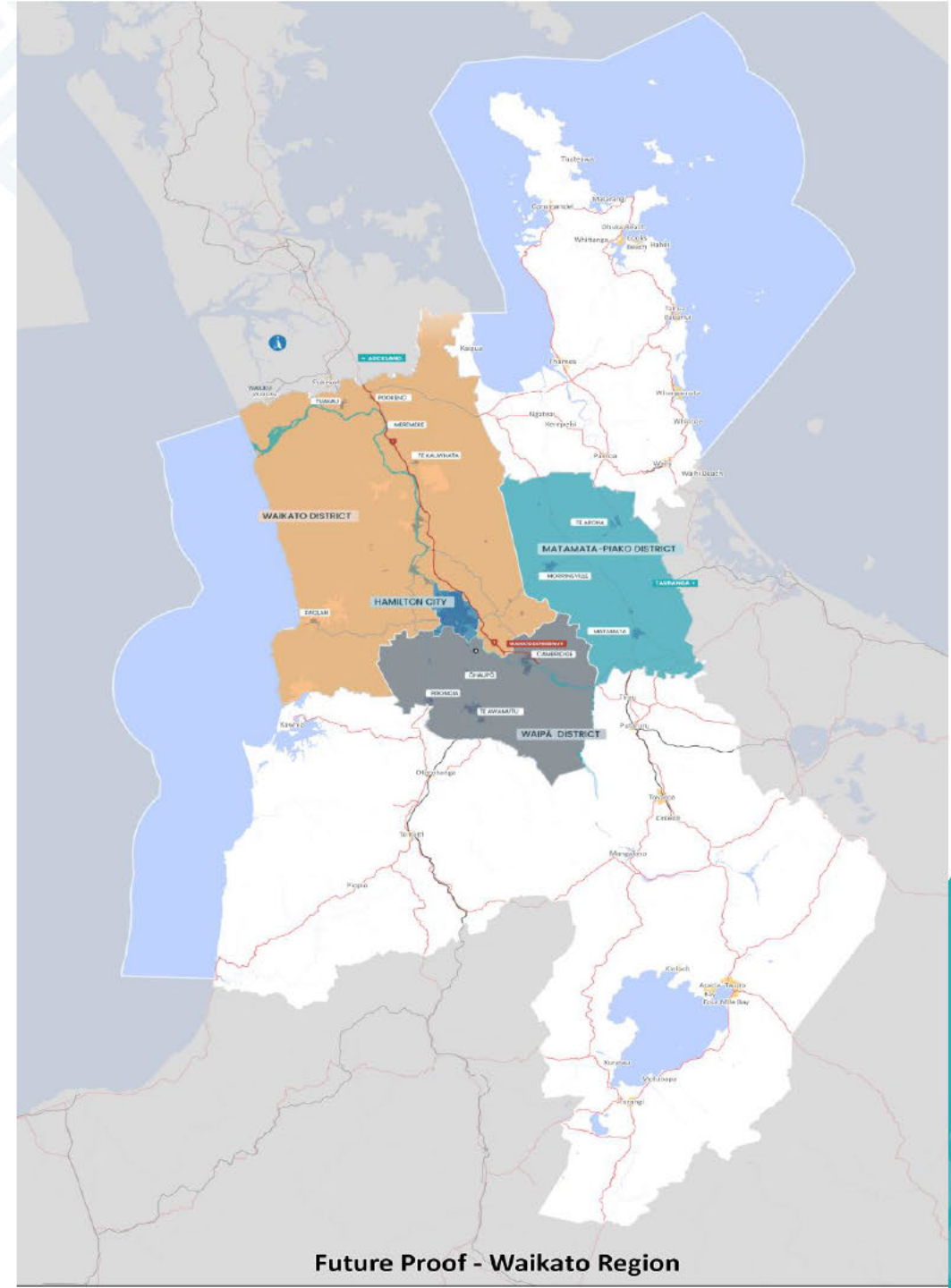
A partnership that plans how the sub region should develop into the future and then aligns its investments to implement the plan

72% of the region's population

73% of the region's jobs

A platform off which to grow the region

www.futureproof.org.nz



Our Partners



- *Hamilton-Auckland Corridor Plan matters*
- *All Future Proof matters*



The Futureproof partners

- Are aligned and work well together
- Understand our role of supporting the broader region and the golden triangle
- Have a track record of delivery for government
- Are innovative and solutions focussed
- Have a 30 year plan and infrastructure pipeline that we want to deliver with the government, our iwi partners and the private sector.

Since 2008, Futureproof has delivered significant achievements for the Waikato:



- An enduring partnership of iwi, local and central government
- Completion of the Waikato Expressway and supporting local authority transport network improvements
- An agreed "up and out" land use plan that provides for 30 years housing and industrial land demand
- Rezoning and delivery of Ruakura Inland Port
- An agreed approach to location and funding for waste water treatment plants along the river
- A planned Bus Rapid Transit network that will develop in tandem land use intensification
- Housing Infrastructure Fund for Peacock development (7000 houses)
- IAF funding for Hamilton CBD growth



Our plan thinks regionally and interregionally and inter-generationally



Future Proof
Te Tau Iki

Hamilton to Tauranga

Investment Programme

Fuelling sustainable economic growth for New Zealand

Key Outcomes:



Providing safe and efficient options for goods and people to travel between Hamilton and Tauranga.



Enabling people living and working along the corridor can access the services they need (e.g. hospitals, schools, work) within 30 minutes.



Supporting the transition to clean energy by providing key infrastructure and incentivising different ways to travel.



Making the best use of land, ports, road and rail assets to support economic activity and community wellbeing.

Why do we need to invest?



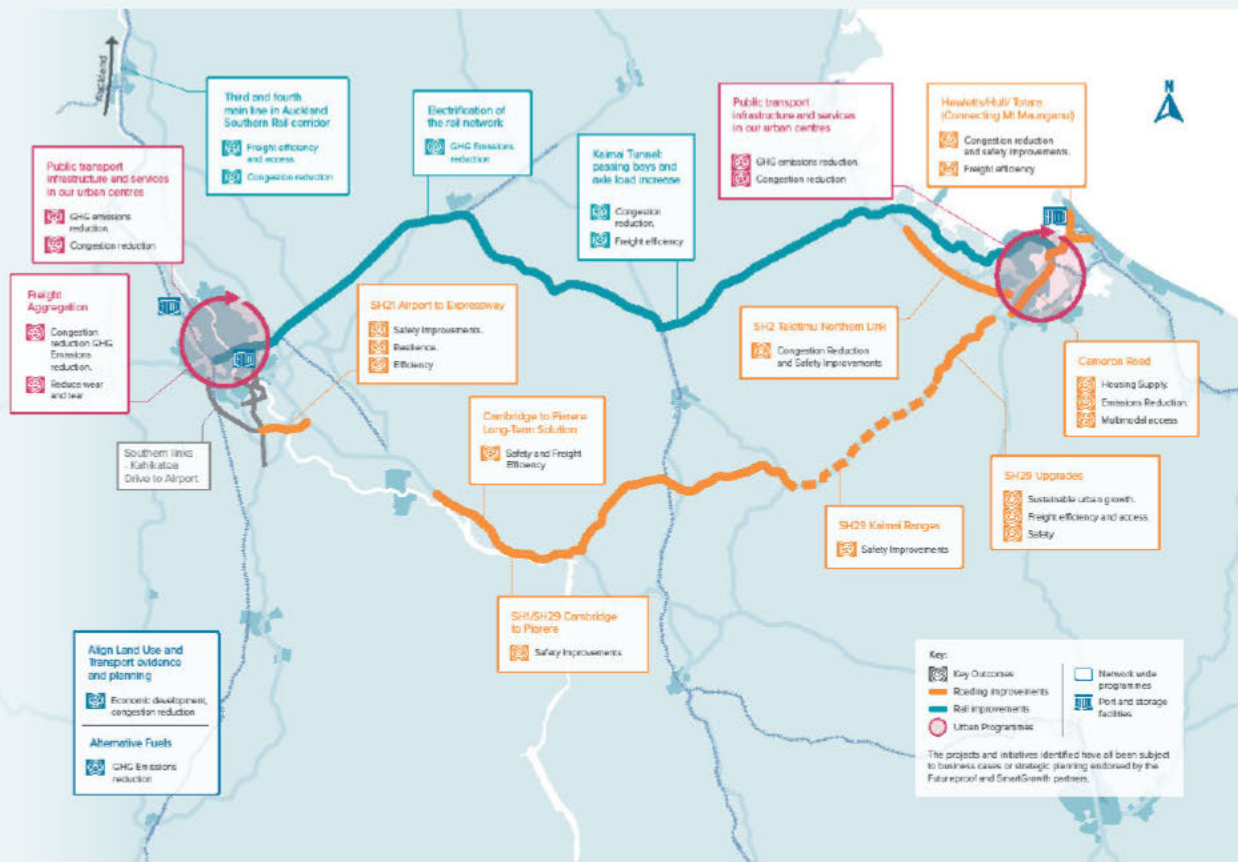
The population of the metro cities of Hamilton and Tauranga and towns along the corridor is growing rapidly resulting in additional traffic, reducing transport efficiency and creating safety issues.



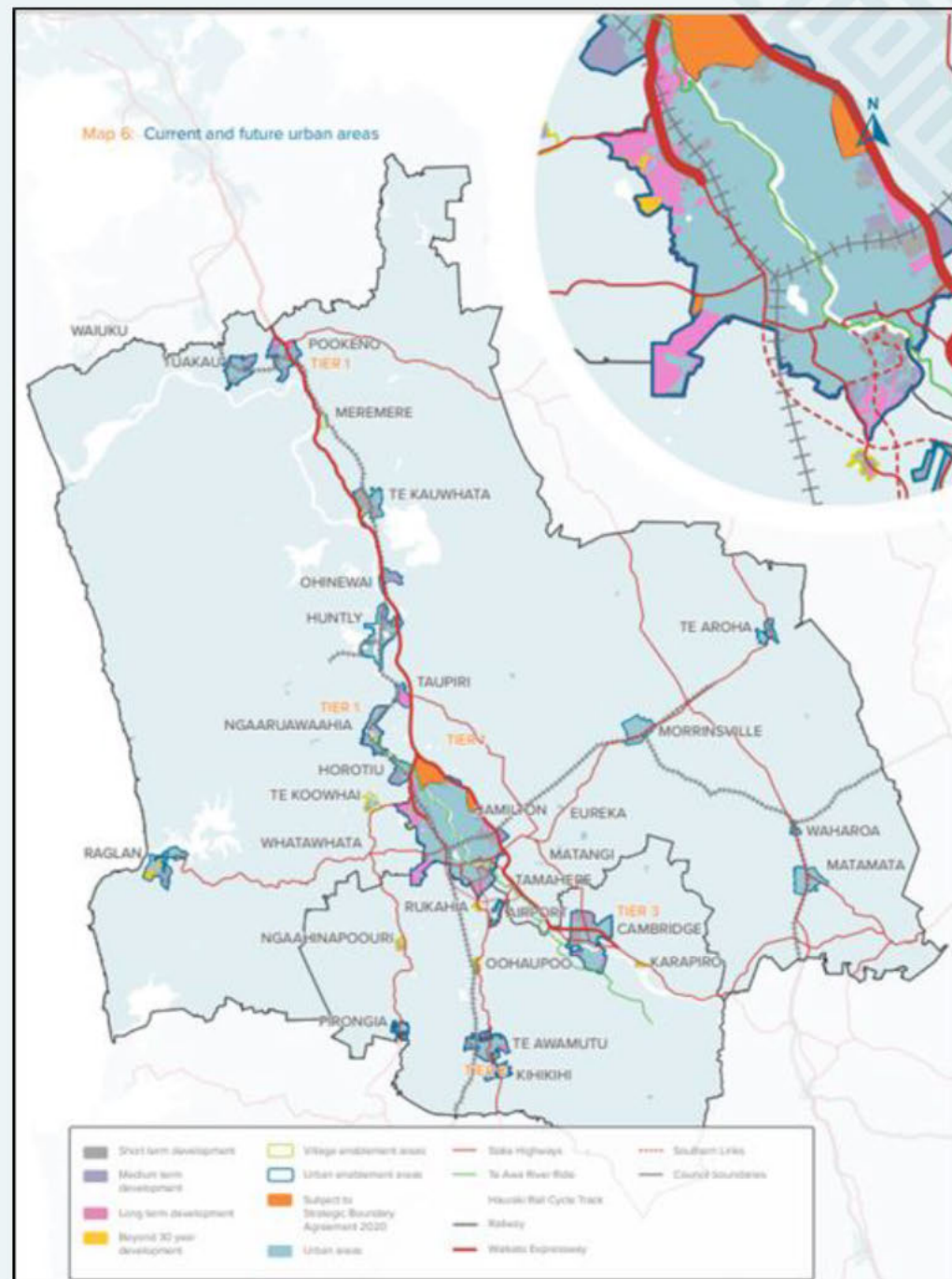
Reliable journeys and efficient access to the port is critical for fueling our economic growth but is currently constrained due to congestion and resilience issues.



We need to reduce carbon emissions from transport.



Future Proof has identified 30 years housing and industrial supply based around our existing settlements – there are however significant infrastructure and feasibility constraints to be resolved



Our strategy includes staging of development areas that will be reviewed to align with Going for Housing Growth

Huntly	
Lake Hakanoa	Short term
East Mine Business Park, Huntly West, Kimihia Lakes, Kimihia	Medium term
Raynor Road and Town Centre	Long term
Taupiri	
Te Pūtu Road, Kainui Road and Taupiri West Industrial cluster	Long term
Ngaaruawaahia	
Galbraith Street	Short term
Town Centre, Old Taupiri Road, Star Road, Ngaere Street Galbraith, Hekarimata and Saulbrey Road	Medium term
Saulbrey Road	Beyond 30 years
Horotiu	
Kernott Road	Short term
Horotiu Industrial Park	Medium term
Te Koowhai	
Te Koowhai West and Te Koowhai Central	Medium term
Raglan	
Lorenzen Bay, Flax Cove and Rangitahi Peninsula	Short term
Afon Oporu	Medium term
Rakaunui and Te Hutewai	Beyond 30 years
Hamilton City	
Ruakura, Rotorua, Peacock North	Short term
Ruakura, Ruakura East and Peacock Mid	Medium term
Rotokauri, Te Rapa North, Temple View and Peacock South	Long term

WA, HT1 and R2	Subject to Strategic Boundary Agreement ⁽¹⁾
Rotokauri West	Beyond 30 years
Airport Strategic Node	
Titanium Park	Short term
Airport Northern Precinct Extension	Medium term
Cambridge	
Cambridge North, C1, C2, C3, C4, C6, C8, and C9 (north)	Short term
C5, C9 (south), C10 (north and east), C11	Long term
Ngaahinapoouri	
N1 and N2	Short term
N3	Long term
Oohaupo	
O1, O2, O3 and O4	Medium term
Te Awamutu	
T1, T3, T6, T8, T9, T10, T11, T12, Bond Road Industrial and Paterangi Industrial	Short term
T2, T4, T5, T13, T14 and T15	Long term
Morrinsville	Not staged
Matamata	
Future Residential Policy Area	Medium term
Te Aroha	
Future Residential Policy Area	Medium term

(1) SL1 and SL2 are also subject to a Strategic Boundary Agreement. These areas have not been included on map 6 as they are not currently included within the 30-year period of the Strategy. Further investigations are needed to support their inclusion.

We have a comprehensive understanding of our critical infrastructure pipeline to enable planned growth over the next 30 years and are tracking implementation

Table 2: Critical Strategy Enablers:

Key:			
Timing		Cost indication	
Short	0 - 3 years (2024-2027)	\$	<\$10m
Medium	3 - 10 years (2027-2034)	\$\$	\$10-\$100m
Long	10 - 30 years (2034-2054)	\$\$\$	>\$100m
		\$\$\$\$	>\$250m

projects such as the extension of Long Term Plan and other funding plans.

In each of our development areas there are a range of known projects and of projects that are still being developed through business cases and investigations as our understanding of the infrastructure needs to support development improves. Appendix 1 and the table below are not exhaustive but give a sense of the key projects that must be delivered before development can occur, as well as the areas that the partners need to investigate further to understand infrastructure requirements and constraints.

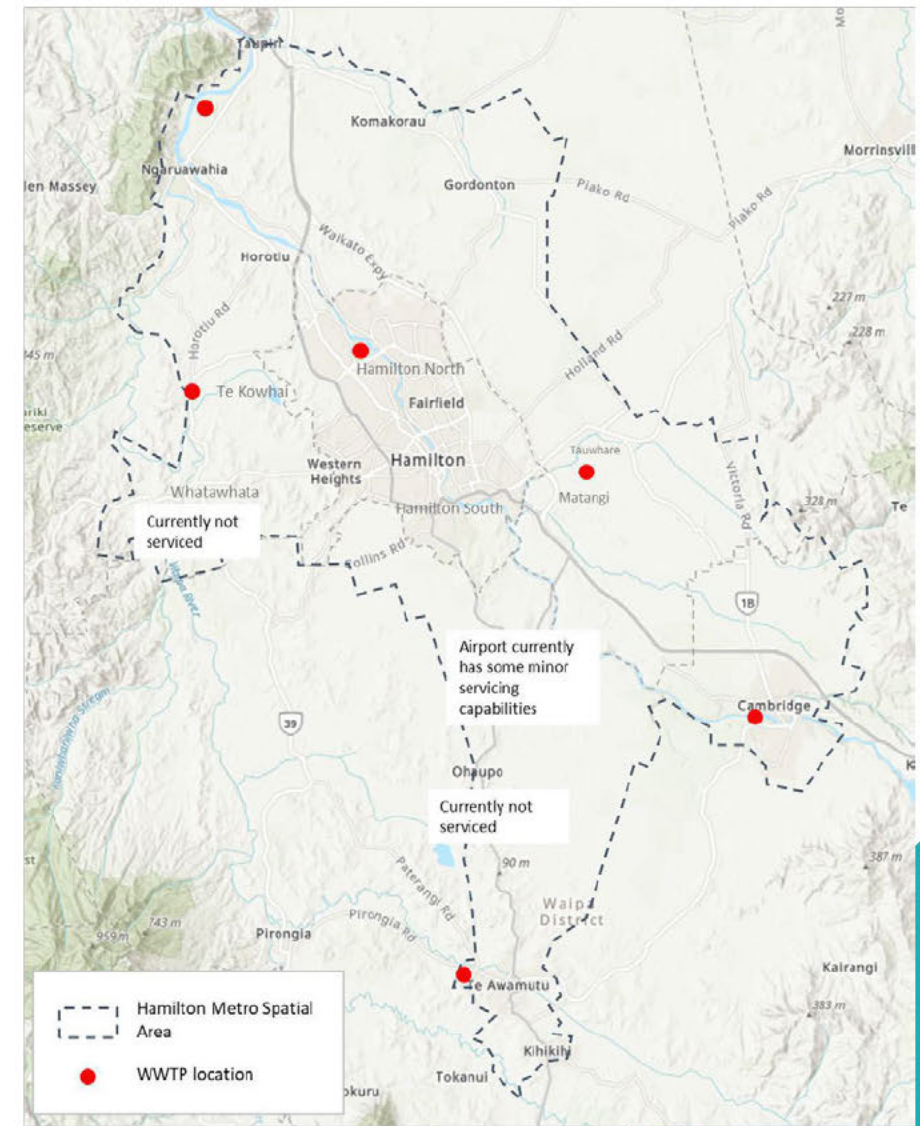
It is also critically important to enabling current and future growth that existing infrastructure networks are maintained and renewed.

Growth Area(s) Enabled	Critical Infrastructure Enablers	Timing of Infrastructure	Cost indication ¹	Funded/partially funded/unfunded ¹
Huntly/Raahui-Pookeka (incl Ohinewai)	Huntly Wastewater Treatment Plant	Short - Medium	\$\$\$	Partially Funded
Ngaaruawachia - Hamilton	Northern Metro Area Wastewater treatment Infrastructure upgrades	Short - Long	\$\$\$\$	Partially Funded
Hamilton City	Pukete Wastewater Treatment Plant upgrades and expansion	Short - Long	\$\$\$\$	Partially Funded
	Upgrading three waters infrastructure	Short - Long (ongoing)	\$\$\$\$	Partially Funded

We are making significant investments in waste water infrastructure to accommodate growth and investigating water security and supply issues



Huntly WWTP



Metro Area Waste Water Treatment Plans (existing)

Our Transport Strategy is aligned with our settlement pattern, extending rapid transit corridors to greenfield sites and encouraging intensification while also facilitating efficient freight routes

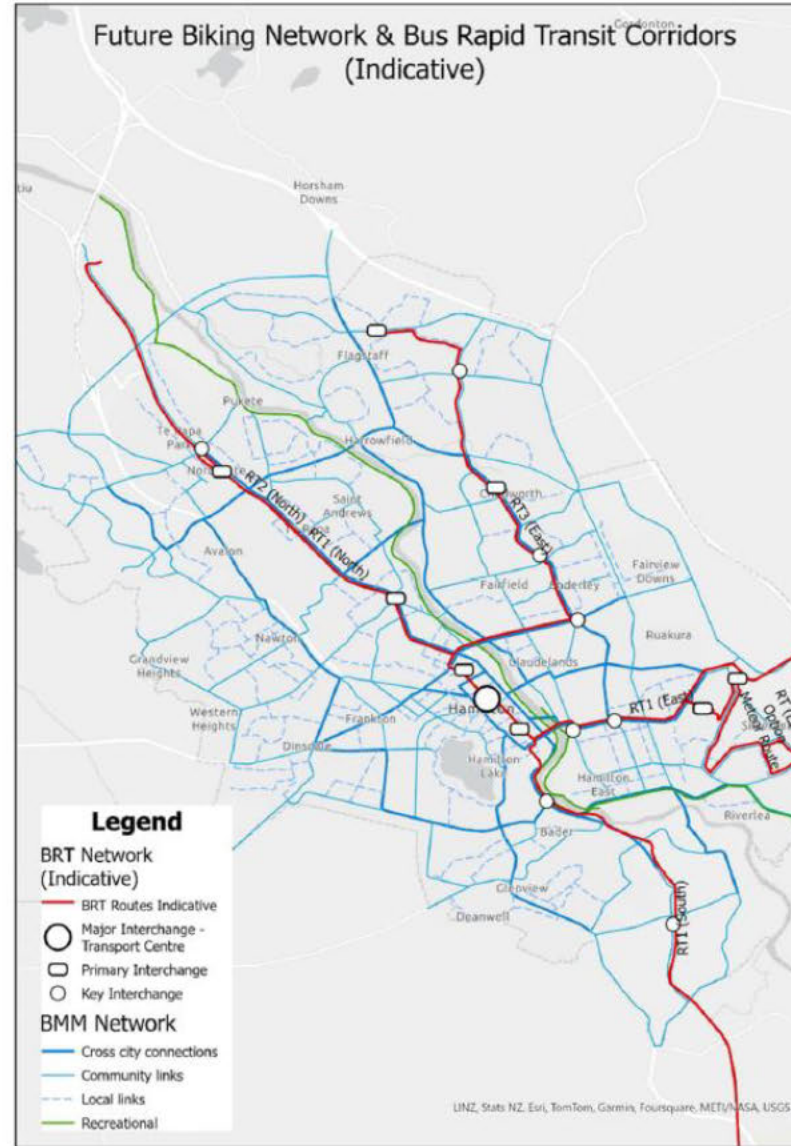


Figure 28 Future BMM and BRT Network

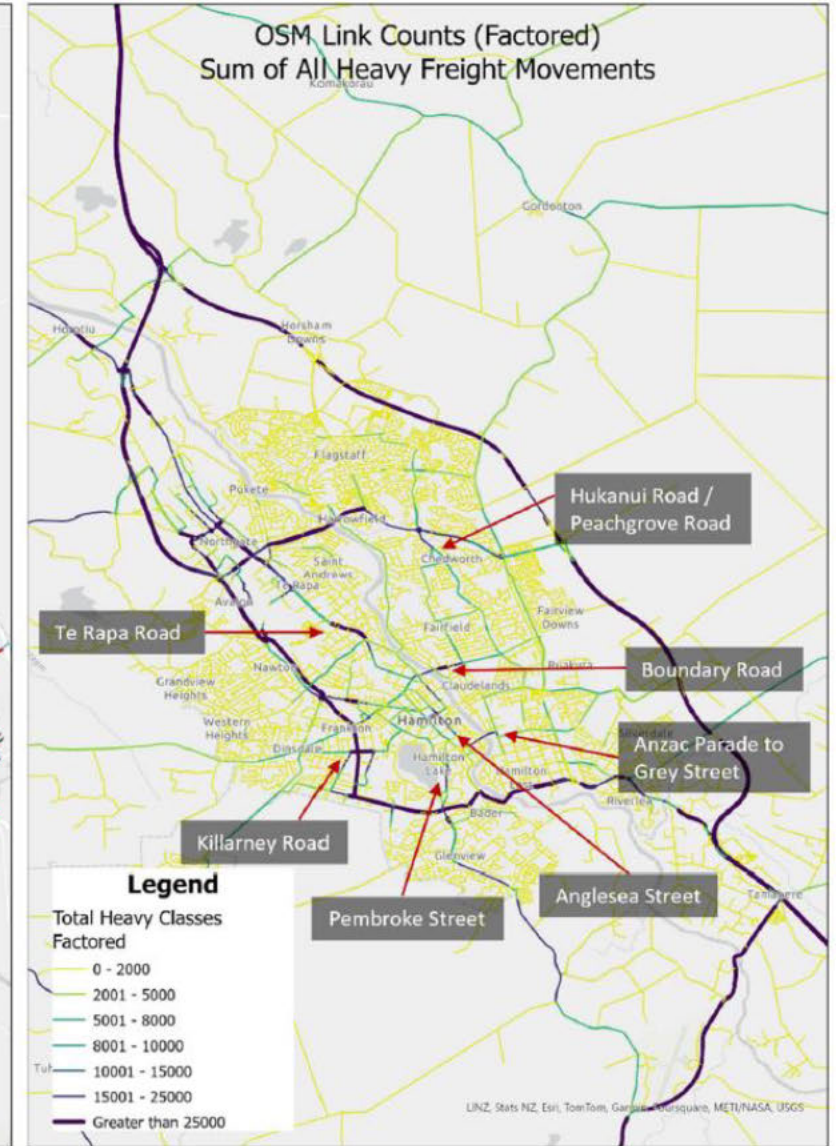


Figure 29 Locations to consider Integration of Modes (Heavy Rigid and Heavy Truck Combined Volumes)

We are working on four major development areas that align well with government priorities

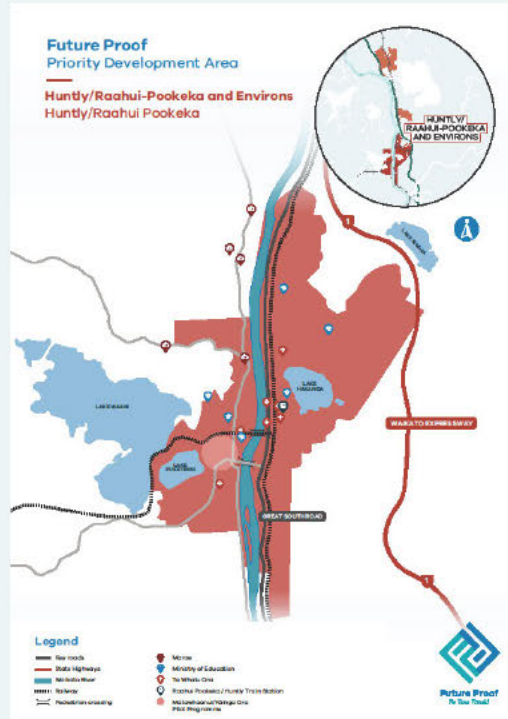
Ruakura/University

- Key Partners - Tainui Group Holdings, Hamilton City, NZTA, Waikato Uni, Waikato DC
- 1,750 homes, > 3500 jobs



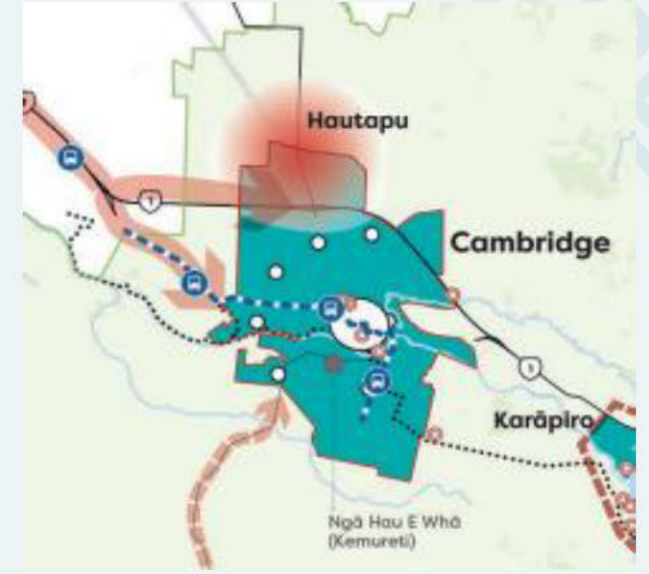
Huntly Raahui Pokeka

- Key Partners - Sleepyhead, Waikato DC, Waikato Tainui, Kainga Ora
- 2,500 homes, 2600 jobs at Ohinewai + 297 construction jobs



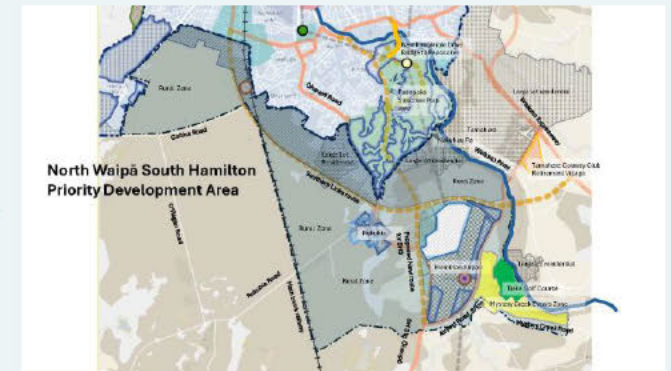
Cambridge/Hautapu

- Key Partners (Waipa DC, NZTA, WRC, Fonterra)
- 6,500 homes, >470 jobs




North Waipa/South Hamilton

- Key Partners (Hamilton City, Waipa DC, Hamilton Airport, Stride Developments, NZTA, SL1 Consortia, WRC)
- >7,500 homes, > 10,000 jobs



Opportunities to partner with the government:

- Fast track consenting process
 - Partnering to restore and protect the Waikato River
 - Improving integration of education, health and transport investment priorities with housing provision to manage risk of "capital flight"
 - Ideas to broaden scope of improvements to the RMA
 - The health, capacity and capability of our civil contracting sector
 - Securing value capture from housing development to fund infrastructure
 - The inflexibility of existing funding and financing tools and approaches
 - Un-intended consequences of out of sequence new developments
- 
- A decorative geometric pattern in the bottom right corner, consisting of interlocking squares and rectangles in shades of teal and blue, creating a modern, architectural look.

THANK YOU



Future Proof
Te Tau Tītoki

From: [Blair Bowcott](#)
To: Ryan.Hamilton@parliament.govt.nz
Subject: Future Proof Minister Briefing via Teams
Date: Tuesday, 8 October 2024 3:50:00 pm
Attachments: [Future Proof - Minister Bishop 9 October 2024.pdf](#)
[image002.gif](#)
[image003.gif](#)
[image004.gif](#)

Kia Ora

Please find attached the presentation that has been sent to the Ministers Office (minor tweaks and animation still to be done) ahead of Future Proof Minister briefing tomorrow

Thanks

Nicky Swan

Executive Assistant to Blair Bowcott | General Manager | Strategy, Growth and Planning
Kaiaawhina Manahautuu Rautaki, Whakatapu, Whakamahere

DDI: [REDACTED] | Mob: + [REDACTED] | Email: nicky.swan@hcc.govt.nz



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From: [Nicky Swan](#)
To: [\[redacted\]](#)
Cc: [\[redacted\]](#)
Subject: RE: TO ACTION FW: INV23-159 PERSONAL: Hamilton City Council collaboration on new initiatives
Date: Tuesday, 12 June 2024 6:52:17 am
Attachments: [\[redacted\]](#)
[\[redacted\]](#)
[\[redacted\]](#)

Hi Elena,

Just reending as per our text conversation. Can you please confirm receipt.

Kind regards

Nicky Swan
Executive Assistant to Blair Bowcott | General Manager | Strategy, Growth and Planning
Hamilton City Council

From: Nicky Swan
Sent: Monday, June 10, 2024 2:58 PM
To: [\[redacted\]](#)
Cc: Hannah Windle <hannah.windle@hcc.govt.nz>
Subject: RE: TO ACTION FW: INV23-159 PERSONAL: Hamilton City Council collaboration on new initiatives

Good afternoon [redacted]

Thank you for the update re change of location – we are happy to accommodate to maximise Hon Simeon Brown's time. Also to confirm the other details of the meeting please see below.

Attendees

- Blair Bowcott – Hamilton City Council, General Manager, Strategy Growth and Planning
- Andrew Parsons – Hamilton City Council, General Manager, Infrastructure and Assets
- Hannah Windle – Hamilton City Council, UH Director, Strategic Planning and Advocacy
- Robert Brooker – Future Proof, Implementation Advisor

Agenda Points

- A discussion about Hamilton and the opportunities it presents, noting it is New Zealand's fastest growing city, is strategically located as part of the golden triangle between Auckland and Tauranga, and is aligned and ready to negotiate a City Deal with the Government.
- We will speak to growth opportunities in and around the city, including those related to Southern Link (a road of national significance), and others that may be progressed through fast-track legislation.
- These opportunities, if delivered, will provide significant potential for business and residential growth.

Thank you again for your assistance in preparing for this meeting. If there are any queries, please don't hesitate to contact me or Hannah (copied above)

Regards

Nicky Swan
Executive Assistant to Blair Bowcott | General Manager | Strategy, Growth and Planning
Hamilton City Council

From: [\[redacted\]](#)
Sent: Monday, June 10, 2024 9:02 AM
To: Nicky Swan <Nicky.Swan@hcc.govt.nz>
Cc: Hannah Windle <hannah.windle@hcc.govt.nz>
Subject: RE: TO ACTION FW: INV23-159 PERSONAL: Hamilton City Council collaboration on new initiatives

Hi Nicky

Hon Simeon Brown is holding a series of meetings at the Department of Internal Affairs on the afternoon of 12 June 2024. To not inconvenience him and avoid him arriving late to his meetings due to the travelling time between the Council Chambers and the Department of Internal Affairs, he has requested that the meeting with Blair Bowcott, General Manager Strategy, Growth and Planning, Hamilton City Council and Ryan Hamilton MP at 3pm is held at DA, Level 2, 430 Victoria Street, Hamilton.

Would you kindly confirm attendees and agenda items too, please. Thank you for your understanding and flexibility.

Kind regards

Elena



Elena Hood
Senior Private Secretary (Office of Hon Simeon Brown)
Minister of Transport, Minister of Local Government, Minister for Energy, Minister for Auckland

[\[redacted\]](#) [\[redacted\]](#) [\[redacted\]](#) [\[redacted\]](#) [\[redacted\]](#) [\[redacted\]](#)
Website: www.brown.govt.nz
Parliament Buildings, Wellington 6140, New Zealand

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From: Nicky Swan <Nicky.Swan@hcc.govt.nz>
Sent: Thursday, June 6, 2024 10:04 AM
To: [\[redacted\]](#)
Cc: Hannah Windle <hannah.windle@hcc.govt.nz>
Subject: FW: TO ACTION FW: INV23-159 PERSONAL: Hamilton City Council collaboration on new initiatives

Kia ora [redacted]

Our team are putting the final detail into our meeting preparation and look forward to seeing Minister Brown next Wednesday, 12th June – I will confirm the attendees and agenda items ASAP (noting we are in the final day of LTP Deliberations currently)

Thank you for your patience.

Ngā mihi

Nicky Swan
Executive Assistant to Blair Bowcott | General Manager | Strategy, Growth and Planning
Hamilton City Council

From: [\[redacted\]](#)
Sent: Wednesday, April 10, 2024 11:14 AM
To: Blair Bowcott <Blair.Bowcott@hcc.govt.nz>
Subject: RE: INV23-159 PERSONAL: Hamilton City Council collaboration on new initiatives

Hi Blair

Thanks for confirming your meeting, I look forward to hearing from Nicky in due course.

Kind regards

Elena



[redacted]
Secretary (Office of Hon Simeon Brown)
Minister of Transport, Minister of Local Government, Minister for Energy, Minister for Auckland

[\[redacted\]](#) [\[redacted\]](#) [\[redacted\]](#) [\[redacted\]](#) [\[redacted\]](#) [\[redacted\]](#)
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From: Blair Bowcott <Blair.Bowcott@hcc.govt.nz>
Sent: Wednesday, April 10, 2024 10:55 AM
To: [\[redacted\]](#)
Cc: Nicky Swan <Nicky.Swan@hcc.govt.nz>
Subject: RE: INV23-159 PERSONAL: Hamilton City Council collaboration on new initiatives

Kia ora Elena

Thank you very much for reaching out and advising of the Minister Brown's time and availability in Hamilton. Yes I would be very pleased to meet him on Wednesday 12th June at 3.00pm.

My EA Nicky Swan (copied) will provide you with attendee names and agenda/talking points ASAP.

Kind regards

Blair Bowcott
General Manager | Strategy, Growth and Planning
Manufacture Pacifica, Whatatapu, Whatumare

From: [\[redacted\]](#)
Sent: Wednesday, April 10, 2024 10:12 AM
To: Blair Bowcott <Blair.Bowcott@hcc.govt.nz>
Subject: RE: INV23-159 PERSONAL: Hamilton City Council collaboration on new initiatives

Hi Blair

Hon Simeon Brown is planning to be in Hamilton on Wednesday, 12 June 2024 for Fieldays and to hold a number of stakeholder meetings from the Hamilton City Council Offices.

The Minister is available to meet with you at 3pm in the Committee Room, Level One, Hamilton City Council, 26 Anglesea Street for a 30-minute discussion on strategic growth plans such as Future Proof and the Hamilton Urban Growth Strategy.

Would you kindly advise your availability, please?

If you are accepting the Minister's offer of a meeting, would you kindly list the names of any attendees accompanying you to the meeting. Would you also please send me a brief summary or agenda, listing the points you would like to raise in your discussion.

I look forward to hearing from you.

Kind regards

Elena



[redacted]
Secretary (Office of Hon Simeon Brown)
Minister of Transport, Minister of Local Government, Minister for Energy, Minister for Auckland

[\[redacted\]](#) [\[redacted\]](#) [\[redacted\]](#) [\[redacted\]](#) [\[redacted\]](#) [\[redacted\]](#)
Website: www.brown.govt.nz
Parliament Buildings, Wellington 6140, New Zealand

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From: Blair Bowcott <Blair.Bowcott@hcc.govt.nz>
Sent: Wednesday, February 14, 2024 3:38 PM
To blair.bowcott@hcc.govt.nz
Subject: RE: INV23-159 PERSONAL: Hamilton City Council collaboration on new initiatives

Kia or [REDACTED]

Thank you for your response - we will await further contact from you with a view to secure a date with Minister Brown in May but yes if he is in Hamilton at any stage we would be keen to welcome him and meet.

Regards

Blair Bowcott
General Manager | Strategy, Growth and Planning
Manahautuu Rauaki, Whakapupu, Whakamahere

[REDACTED] | Email: blair.bowcott@hcc.govt.nz



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From [REDACTED] <blair.bowcott@hcc.govt.nz>
Sent: Tuesday, February 13, 2024 1:41 PM
To: Blair Bowcott <Blair.Bowcott@hcc.govt.nz>
Subject: RE: INV23-159 PERSONAL: Hamilton City Council collaboration on new initiatives

Hello Blair

Thank you for your patience as Hon Simeon Brown firms up his diary for 2024.

On behalf of Hon Simeon Brown, MP for Pakuranga, Minister of Transport, Minister of Local Government, Minister for Energy and Minister for Auckland, thank you for your correspondence.

The Minister has tentatively accepted your request and I will be in touch with you again closer to the time as Hon Simeon Brown's commitments are confirmed. An appointment has been tentatively scheduled for a time in May 2024. There is a possibility that Hon Simeon Brown may make a visit to Hamilton and, should the visit eventuate, meet with you to discuss Hamilton's strategic growth plans.

Kind regards

[REDACTED]



[REDACTED] Secretary | Office of Hon Simeon Brown
Minister of Transport, Minister of Local Government, Minister for Energy, Minister for Auckland

[REDACTED] simeon.brown@parliament.govt.nz Website: www.parliament.govt.nz
Minister of Transport, Parliament Buildings, Wellington 6160, New Zealand

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From: Blair Bowcott <Blair.Bowcott@hcc.govt.nz>
Sent: Tuesday, December 5, 2023 3:23 PM
To: Simeon Brown <Simeon.Brown@parliament.govt.nz>
Cc: Tama Potaka <Tama.Potaka@parliament.govt.nz>; Ryan Hamilton <Ryan.Hamilton@parliament.govt.nz>
Subject: INV23-159 PERSONAL: Hamilton City Council collaboration on new initiatives

Hi Simeon,

MP Ryan Hamilton has acknowledged my email to Chris Bishop earlier today and suggested that I also send you a copy, given your portfolios and areas of interest – see below.

Hamilton City Council, as you will be aware, is a high growth area and has a proven track record of partnering with the Government to deliver outcomes aligned with our strategic growth plans such as Future Proof and the Hamilton Urban Growth Strategy.

I understand you will be getting out and visiting Councils in the near future, I welcome the opportunity to meet with you and continue the conversations I have had with Chris Bishop.

Regards

Blair Bowcott
General Manager | Strategy, Growth and Planning
Manahautuu Rauaki, Whakapupu, Whakamahere

[REDACTED] | Email: blair.bowcott@hcc.govt.nz



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From: Blair Bowcott
Sent: Tuesday, 5 December 2023 11:13 am
To: chris.bishop@parliament.govt.nz
Cc: Tama Potaka<Tama.Potaka@parliament.govt.nz> <Tama.Potaka@parliament.govt.nz>; Ryan Hamilton <Ryan.Hamilton@parliament.govt.nz>; Mark Davey <Mark.Davey@hcc.govt.nz>
Subject: PERSONAL: Hamilton City Council collaboration on new initiatives

Hi Chris,

Congratulations on your election win. It will be great to see how the many housing and infrastructure matters we canvassed on your visit to Hamilton earlier this year can be progressed.

We note Nationals commitment to change the compulsory MDRS requirements on tier 1 Councils within your first 100-days of office. We would welcome the opportunity to contribute to workable solutions as to what this might look like. We think that flexibility to councils is a pragmatic way forward given the infrastructure servicing challenges in brownfield areas and the development feasibility at the moment.

Mark Davey (mark.davey@hcc.govt.nz) in my team, who you have met, is happy to help in this area.

Our current Long-Term Plan development is showing how hard brownfield intensification will be in the absence of new funding levers for local government – in a greenfield context, a larger proportion of infrastructure costs can be recouped from the developers and overall higher housing yield achieved (with more certainty).

Going forward, we're happy to act as a sounding board regarding the implementation of Nationals wider housing and infrastructure policy, and in the progression of the City Deal partnership structures. You may be aware we have recently shared with your National Party colleagues a Hamilton-Waikato Metro Prospectus for what a City Deal may incorporate, to help start that conversation.

All the best with your work as the new Government in the coming days.

Kind regards

[REDACTED]

Blair Bowcott
General Manager | Strategy, Growth and Planning
Manahautuu Rauaki, Whakapupu, Whakamahere

[REDACTED] | Email: blair.bowcott@hcc.govt.nz

(Please note - this email was written at a time that worked for me. I understand that it may not work for you, and do not expect you to respond outside your working hours)



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From: [Ryan Hamilton](#)
To: [Ryan Hamilton](#)
Subject: Fwd: GOING SOON: Chris Bishop & Shane Jones PR - Project applications for Fast Track open today
Date: Wednesday, 3 April 2024 2:34:20 pm
Attachments: [image001.png](#)

Hi Team

See below, for fast track. Prudent to resubmit as per below and link and if possible cc myself and Tama

Best regards,

Ryan Hamilton
MP for Hamilton East

From: [REDACTED]@parliament.govt.nz>
Sent: Wednesday, April 3, 2024 1:55:44 PM
Subject: GOING SOON: Chris Bishop & Shane Jones PR - Project applications for Fast Track open today

Hon Chris Bishop
Minister for RMA Reform

Hon Shane Jones
**Minister for Regional
Development**



3 April 2024

Project applications for Fast Track open today

Applications are now open for projects to be included in the Government's legislation establishing a one-stop shop fast-track approvals regime, say RMA Reform Minister Chris Bishop and Regional Development Minister Shane Jones.


"Making it easier and faster to build significant projects is a key part of the Government's plan to rebuild the economy and get it working for all Kiwis. It is only through a strong economy that we can solve the cost of living crisis, lift incomes and afford the public services Kiwis deserve," Mr Bishop says.

"The Fast Track Approvals Bill will cut the red and green tape that is holding New Zealand back from building the important infrastructure and other significant projects New Zealand needs to grow the economy."

The Fast Track Approvals Bill was referred to the Environment Committee on 7 March and does not currently contain any projects in either Schedule 2A or 2B of the Bill.

Projects listed in Schedule 2A of the Bill will be automatically referred into the fast-track process laid out in the Bill, and the listing of a project in Schedule 2B of the Bill will mean it is required to be taken into account by Ministers if and when a project comes before them for referral into fast-track.



"As we indicated when the Bill was introduced, we have established an

From: [Mark Brougham](#)
To:  [@parliament.govt.nz](#)
Cc: [Sarah Thomson](#); [Blair Bowcott](#); [Nicky Swan](#); [Mark Brougham](#)
Subject: Hamilton City Council – 10 June 2024 Fast Track Approvals Bill Hearings – Key Messages to the Environment Committee
Date: Wednesday, 12 June 2024 10:51:12 am
Attachments: [image001.jpg](#)
[image002.png](#)
[image003.png](#)
[Hamilton City Council – Key Messages to the Environment Committee – Fast Track Approvals Bill Hearings \(10 June 2024\).pdf](#)

Kia ora

Thank you again for providing Hamilton City Council with the opportunity to speak to the Environment Committee at the Monday 10 June 2024 Fast Track Approvals Bill hearings.

Please find attached the speaking notes that outline Hamilton City Council's **Key Messages** that were presented by **Councillor Sarah Thomson** (Chair of Hamilton City Council's Strategic Growth and District Plan Committee) and **Blair Bowcott** (General Manager Strategy, Growth and Planning) at the Environment Committee hearings.

Should the Environment Committee require further information on the attached Key Messages, or Hamilton City Council's 19 April 2024 submission ([refer here](#)) to the Fast Track Approvals Bill, please contact **Blair Bowcott**, phone  or , or email blair.bowcott@hcc.govt.nz in the first instance.

Regards

Mark

Mark Brougham

Strategic Advocacy Programme Manager | Strategy and Corporate Planning
Strategy, Growth and Planning

Mobile:  | Email: mark.brougham@hcc.govt.nz

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From: Mark Brougham

Sent: Friday, June 7, 2024 3:42 PM

To:  [@parliament.govt.nz](#)

Cc: Sarah Thomson <Sarah.Thomson@council.hcc.govt.nz>; Blair Bowcott

<Blair.Bowcott@hcc.govt.nz>; Nicky Swan <Nicky.Swan@hcc.govt.nz>; Mark Brougham <Mark.Brougham@hcc.govt.nz>

Subject: RE: CORRECT ZOOM LINK - disregard previous emails

Importance: High

Kia ora

Thank you for providing us with the details and Zoom link for the Fast Track Approvals Bill hearing.

This email is to confirm that Hamilton City Council will be speaking in support of its submission to the Fast Track Approvals Bill at the hearing on Monday 10 June 2024.

Hamilton City Council's representatives at the hearing will be:

- **Councillor Sarah Thomson – Chair of Hamilton City Council's Strategic Growth and District Plan Committee**
- **Blair Bowcott – General Manager Strategy, Growth and Planning**

Hamilton City Council's speaking notes can be made available to the Environment Committee following Council's presentation.

Regards

Mark

Mark Brougham

Strategic Advocacy Programme Manager | Strategy and Corporate Planning
Strategy, Growth and Planning

 | Email: mark.brougham@hcc.govt.nz

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From:  <@parliament.govt.nz>

Sent: Thursday, June 6, 2024 4:40 PM

To: Mark Brougham <Mark.Brougham@hcc.govt.nz>

Subject: CORRECT ZOOM LINK - disregard previous emails

Environment Committee

Fast-track Approvals Bill
Your Appearance date: 10/06/2024
Your Appearance start time: 04:30 p.m.
Your Appearance end time: 05:00 p.m.

Many apologies - please DISREGARD the Zoom link sent earlier. Below is the CORRECT Zoom link.

Section 7 (2) (a)

Venue: Select Committee Room 3, Parliament House

Zoom link: **Section 7 (2) (a)**

Please reply to this email with:

- A confirmation of your attendance
- **The names and job titles** of you and any others speaking with you (only needed if you are submitting on behalf of a group or organisation)
- any additional material you are planning to provide to the committee on the day. This will be given to the members, and may be made publicly available after the meeting.

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- Please be available (either in the meeting room, or logged into Zoom) **at least 15 minutes** before your designated timeslot, as committee meetings do not always run to time.
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Please feel free get in touch if you have any questions.

Ngā mihi,

Committee Secretariat

Phone: Section 7 (2) (a)

Email: [Section 7 \(2\) \(a\)@parliament.govt.nz](mailto:Section 7 (2) (a)@parliament.govt.nz)

Hamilton City Council

Hearings for the Fast-Track Approvals Bill (10 June 2024)

KEY MESSAGES TO THE ENVIRONMENT COMMITTEE

Key Points

Hamilton City Council would like to thank the Environment Committee for the opportunity to speak to our submission on the Fast Track Approvals Bill.

Hamilton City Council welcomes the intent of the Bill to enable a fast-track decision-making process for infrastructure and development projects that have significant regional or national benefits.

However, we seek changes to improve its effective implementation in a fast-growth urban context.

As drafted, the Bill may result in poor long-term outcomes for the Hamilton metropolitan area.

Our comments are intended to improve the Bill and its implementation and cover boundary changes, infrastructure capacity and integration, and funding tools such as value capture.

1. Hamilton is the fastest growing city in New Zealand with a number of growth opportunities in and around our city that have been put forward as fast-track proposals.
2. Hamilton City Council is the third smallest territorial authority and new greenfield projects are often not in our jurisdiction. Not being a “relevant” local authority (due to the lack of a definition) would exclude us from providing input (as the growth is in Waikato or Waipa District).
3. If these projects are progressed, without changes to the Bill, Hamilton City will end up with urban areas contiguous with the city, but outside our jurisdiction. This will create significant funding, financing, and servicing issues, for example we will not be able to charge development contributions or rates for services and amenities that these projects will utilise. **The Act needs to include a process for expedited boundary changes to enable this.**
4. We seek that the eligibility criteria for fast-track proposals are strengthened to address infrastructure capacity and integration, and that there are explicit references to the infrastructure issues concerning affected Local Authorities and that they must be subject to pre-consultation.
5. Value capture mechanisms are crucial for ensuring costs required to enable urban development rest with the developers who are benefiting, and we seek some form of value capture mechanism within the Fast Track Approvals Bill (FTA).
6. Finally, “Relevant Local Authorities” and the role of them in Expert Panels need to be reconsidered in the context of projects that cut across territorial boundaries.

Context

As of June 2023, the urban population made up 90.8% of New Zealand's total population. Major urban areas (a population of 100,000 or more) constitute 50.6% of the country's total population. As such, it is critical that the FTA addresses potential issues in an urban context.

Hamilton is New Zealand's fourth most populous city, yet the footprint is just 110km². It is New Zealand's fastest growing city, located within the 'golden triangle' where two-thirds of New Zealand's recent population growth has occurred. As a result, we have witnessed significant growth pressure from within and outside the city. **Based on our experience, we believe the following should be addressed to improve the FTA's effective implementation.**

Cross-Boundary

Hamilton anticipates fast-track proposals outside of our boundary. We and our neighbouring councils have a history of planning subregional strategies across territorial boundaries. The partnership (known as Future Proof – [refer here](#)) has an agreed subregional settlement pattern upon which detailed infrastructure planning and funding is based. Developments that are part of this agreement should be prioritised, as infrastructure funding constraints limit our ability to support multiple developments simultaneously.

If an unanticipated fast-track application located outside of Hamilton's jurisdictional boundary, but contiguous with its urban area is progressed, then this would necessitate a boundary transfer under the Local Government Act 2002 to allow long term integrated servicing. Furthermore, a boundary change would be required for Hamilton City Council to charge development contributions in relation to the project.

The Bill in its current form is ambiguous on what a "relevant" local authority is. Hamilton City Council is the third smallest territorial authority and new greenfield projects are often located near the periphery, just outside of our jurisdiction. Regionally significant developments will impact multiple authorities as opposed to where the project is situated, and it is critical that we have representation on the Expert Panel.

Hamilton City Council must work with our neighbouring local authority partners to progress a boundary change prior to development starting. This would help deliver integrated planning for the expansion of the urban environment and the required infrastructure to service it. The current Local Government Commission's process to change jurisdictional boundaries is costly, slow and resource intensive – a process that spans over 2 or more years. Boundary changes are critical for servicing, funding, and integrated delivery reasons, which need to occur swiftly under the FTA. Thus, **the FTA should enable expedited boundary changes between local authorities to occur.**

Infrastructure

Developments outside the jurisdictional control of Hamilton City do not pay development contributions or rates but will be reliant on and feed off our infrastructure, absorbing network capacity. While an alternative would be denying access, this would likely lead to private self-servicing, which would be inefficient given the extensive planning that has already occurred for integrated sub-regional wastewater servicing.

We want to avoid poorly integrated urban development and infrastructure outcomes that would negatively impact our ability to plan for long-term infrastructure demands in a cost-efficient manner.

The initial screening for eligibility within the FTA process must have strengthened criteria addressing infrastructure capacity and integration. A bundled consenting approach to urban development projects should be taken, which consents the urban development project itself along with the associated enabling infrastructure and environmental consents required.

Pre-Consultation and Delivery

In its current form, the FTA appears to underestimate pre-consultation requirements, which could result in unsynchronised timing and inefficient delivery. Should a project receive approval under the FTA's procedure, it would still be subject to existing limitations e.g., capacity for local networks, absence of required

infrastructure.

It is not clear what safeguards exist to ensure that development proposals are granted only when adequate infrastructure exist for that purpose e.g., housing and growth that is out of sequence with planned strategic infrastructure. Certainty on the provision of infrastructure, including funding, is a critical factor in decision-making. **The FTA should contain explicit references to the infrastructure issues concerning affected Local Authorities and must be the subject of pre-consultation.**

In addition, development proposals often require technical assessments in relation to existing and planned infrastructure. **If the timeframes are to be retained in their current form, the pre-lodgement requirements must be strengthened. This will ensure a streamlined process without compromising quality.**

Cost Recovery and Value Capture

Council consenting processes work on a cost recovery basis, and its absence could lead to compromises and inefficient delivery. In an urban development context, the fast-tracking could take rurally zoned land and up-zone to urban – significant value is conferred at this decision-making point. **Value capture mechanisms are crucial for ensuring costs required to enable urban development rest with the developers who are benefiting.**

Hamilton City Council seeks some form of value capture mechanism within the FTA. Significant development rights and certainty for development will be conferred through the FTA. The Government should consider how public good will be delivered above and beyond what is provided for through existing tax instruments and GDP benefits from the project.

Finally, value capture mechanisms need to be able to be applied in a cross-boundary manner. Currently, rates and development contributions cannot be levied on land outside of a territorial authority's jurisdictional control. It is possible that there will be developments considered for fast tracking that fall into this category – Local Government needs a way to levy for costs in a cross-boundary context.

Attention: Ministry for the Environment – Fast Track Applications Team
Topic: Hamilton City Council Fast Track Application
Date: 3 May 2024

Executive Summary

Hamilton is New Zealand's fastest growing city and needs significant strategic infrastructure solutions to enable growth.

Hamilton's value to New Zealand is significant and we have the potential to deliver substantial levels of housing, industry, and increased GDP.

We have robust strategic land use plans in place with agreed priorities and outcomes, and we need to fast-track our key strategic wastewater infrastructure to deliver on these.

Subject to any other fast track consents that may be granted, we will need to determine how we source additional water to service growth.

Enabling Hamilton's Growth

Hamilton is New Zealand's fourth most populous and fastest growing city, located at the centre of an area where more than half of New Zealand's population live, and two-thirds of its recent population growth has occurred (Map 1).

Hamilton has a number of competitive advantages.

- our strategic location and transport connections – providing access to 50% of the country's population.
- New Zealand's youngest labour force – median age 33.
- Competitive cost-of-living and housing choice when compared to other major cities.

Hamilton 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 \$13 billion economy made up 42% of the Waikato's \$33 billion GDP in 2023 and provided 44% of the jobs across our region.

During the past five years, Hamilton has experienced higher levels of population, GDP, and job growth than New Zealand. Data from 2019 - 2023 shows that the city's population grew by 7%, GDP lifted 12% and there was a 10% increase in jobs. This compares to 5%, 8% and 8% increases respectively for New Zealand.

Hamilton

City Area	11,093 ha
Population	185,300
Businesses	17,403
Filled jobs	107,032
New houses completed 2023	1257
Median house price	\$808,000

Hamilton's Importance to Waikato

Land area	0.5%
Jobs	44%
GDP	42%

Hamilton's Importance to New Zealand

Jobs	4%
GDP	4%

Potential growth and GDP

Hamilton has a number of housing and industrial land offerings within the city, however there are currently constraints on high-water use industries, and wastewater constraints across large areas of the city which limit both residential and industrial market offerings despite zoning being in place.

Over the medium and long-term, our latest Housing and Business Capacity Assessment (a requirement of the NPS-UD) has also identified a short-fall in industrial land for Hamilton. This suggests that additional land (and subsequent servicing capacity), beyond what is currently planned for, will be required to meet this demand.

In terms of unlocking and enabling our future growth potential, a package of regionally/nationally significant wastewater infrastructure is required that will ensure that the City, and wider Metro Sub-Region (Map 2), can deliver significant economic and housing benefits.

The packages:

1. Metro Wastewater Treatment Plant Service Packaging

A package of over \$1 billion of investment in wastewater treatment, consisting of:

- **Southern Metro Wastewater Treatment Plant**
A staged \$500+ million investment over 30 years into a new wastewater treatment plant to provide for future planned growth in Hamilton's south, the Airport's industrial area and communities south of Hamilton, both in Waipa and Waikato Districts.
- **Pukete Wastewater Treatment Plant Reconsenting and Expansion**
\$500+ million investment over 15 years into Pukete treatment plant to get ready for subregional growth and higher discharge standards.

2. Hamilton Bulk Wastewater Storage Programme

A total investment of \$130+ million over 10 years, to develop wastewater storage devices used to reduced wastewater overflows and open up additional capacity in the strategic wastewater network.

Metro Wastewater Context

The Waikato region has seen, and is forecast to continue seeing, tremendous growth and development in commercial, industrial, and residential areas, placing pressure on existing wastewater infrastructure, and creating further demand for wastewater treatment and management services.

The Waikato-Hamilton-Waipā Southern and Northern Metro Wastewater Detailed Business Cases (DBC) are being jointly delivered through strong collaboration between Iwi, mana whenua and Waikato, Hamilton and Waipā councils as part of the Future Proof Partnership.

Through the DBC, the parties have identified preferred servicing solutions for wastewater infrastructure and have worked through how these will be planned, funded, and constructed.

The Metro Sub-Region includes several areas either zoned for development, or with significant development potential located on the periphery of existing urban settlements. Many of these areas currently have limited wastewater services. In some cases, no servicing is planned, despite the lack of wastewater services constraining development. This means the land is zoned for development without sufficient long-term servicing solutions, or it prevents land that could unlock significant economic potential from being zoned and developed.

In many cases, population growth exceeded forecast projections, leading to discrepancies between what was expected and what was required in terms of key wastewater infrastructure.

In addition, land use decisions in serviced areas have been made without long-term sustainable servicing solutions compatible with the broader needs of the Metro Sub-Region.

Further, some Plan Changes have been approved and adopted without funded and planned infrastructure resulting in 'plug and play' solutions being adopted. The adverse impacts of this are not just limited to the exceedance of existing network capacity. Plug and play solutions are not required to meet the same design principles of the public network, increasing operation cost through increased maintenance and early replacement associated with a reduced asset life.

Developers in some areas are providing their own on-site servicing for their projects. This results in fragmented networks and services that are complex to manage and renew. The efficiencies of scale provided by comprehensive wastewater reticulation and treatment is also reduced, resulting in increased costs, and reduced levels of environmental outcomes.

Future growth pressures are likely to exacerbate these issues.

Metro Water Context

In addition to the regionally significant wastewater infrastructure projects being developed and submitted for consideration through the Fast Track process, additional water allocation, treatment and network infrastructure will be required to support growth and unlock the potential of the Metro Area. Water allocation is and will continue to be a significant constraint to further development.

Solutions to overcome shortfalls in available water allocation will need to be identified as part of any future development that is approved through fast-track processes. This is a critical issue that is fundamental to Hamilton's growth.

HCC has resource consent to extract water from the Waikato River to supply our community. The consent expires in 2044. Hamilton has a single extraction point and water treatment plant to meet its potable water supply needs. The consented allocation is based on previous demand estimates and forecasts for existing development and residential and commercial growth within the current city boundaries. No allocation has been secured to supply water to new areas outside the city, or to supply "high water use" activities. The demand experienced within the city has outstripped previous forecasts, and current projections suggest that our current allocation is unlikely to be sufficient to

provide enough supply for planned growth out to 2044. Accordingly, Hamilton City anticipate the need to secure additional water allocation to meet the growth needs of the city in the future.

As a municipal water supplier, Hamilton City Council has the systems, skills and capability to provide a safe drinking water supply. Hamilton City is not supportive of private water supplies being adopted to meet the needs of new growth areas or communities on the periphery of the city. However, Hamilton City does not have water allocation or network capacity to supply those areas currently. In addition, to the need for additional allocation, a new water treatment plant will be needed to meet the long-term needs of the growing city and Metro Sub-Region. A new water treatment plant will resource consent to extract water from a new location.

Fast-Track Projects

The projects being submitted by Hamilton City Council will collectively facilitate growth in agreed areas and will be key enablers for the applications we understand will be lodged for additional urban growth around the city boundary.

They will also work to address existing capacity-related and potential future compliance issues.

In a Hamilton context, water and wastewater solutions are critical for enabling further urban development. Currently, our water supply and wastewater consents only cater towards known or planned growth. In addition to planned investment in new infrastructure, new fast-tracked developments, or areas outside of existing plans and strategies will necessitate additional water allocation and wastewater discharge capacity over and above what is currently authorised. The risk is that consented urban development projects will lack essential resources and utilities to function.

Not enabling strategic wastewater infrastructure investment through a fast-track process would likely stymie both planned and additional development offerings around Hamilton, and lead to suboptimal or negative outcomes in terms of ad hoc infrastructure solutions that are not well integrated with existing networks.

Progressing these projects quickly provides the best integrated servicing solutions to enable growth at pace and scale.

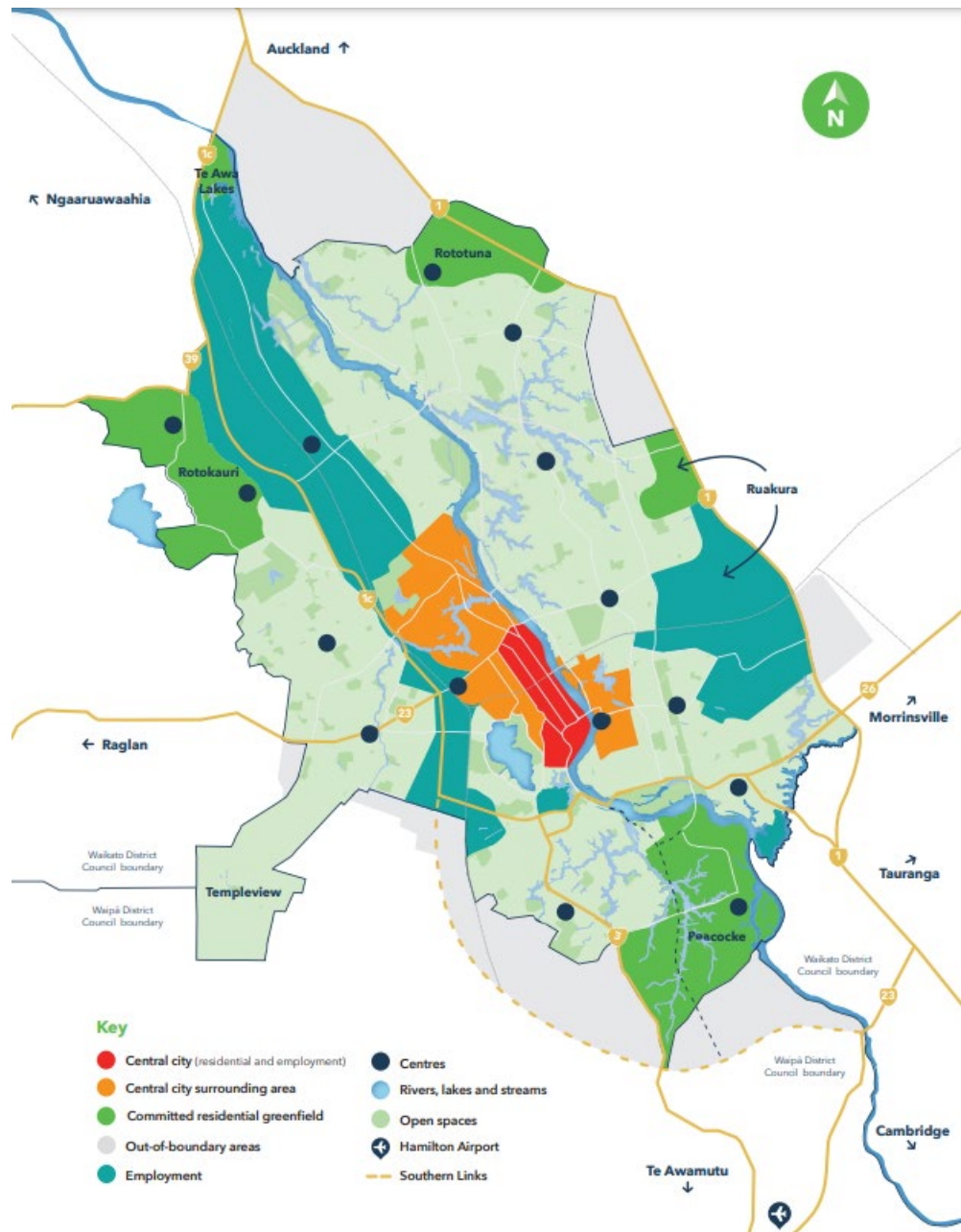
These projects also have clear funding pathways in Hamilton City's draft 2024–34 Long-Term Plan.

It is also likely that in the future, solutions for water allocation may also need to be submitted for fast-tracking.

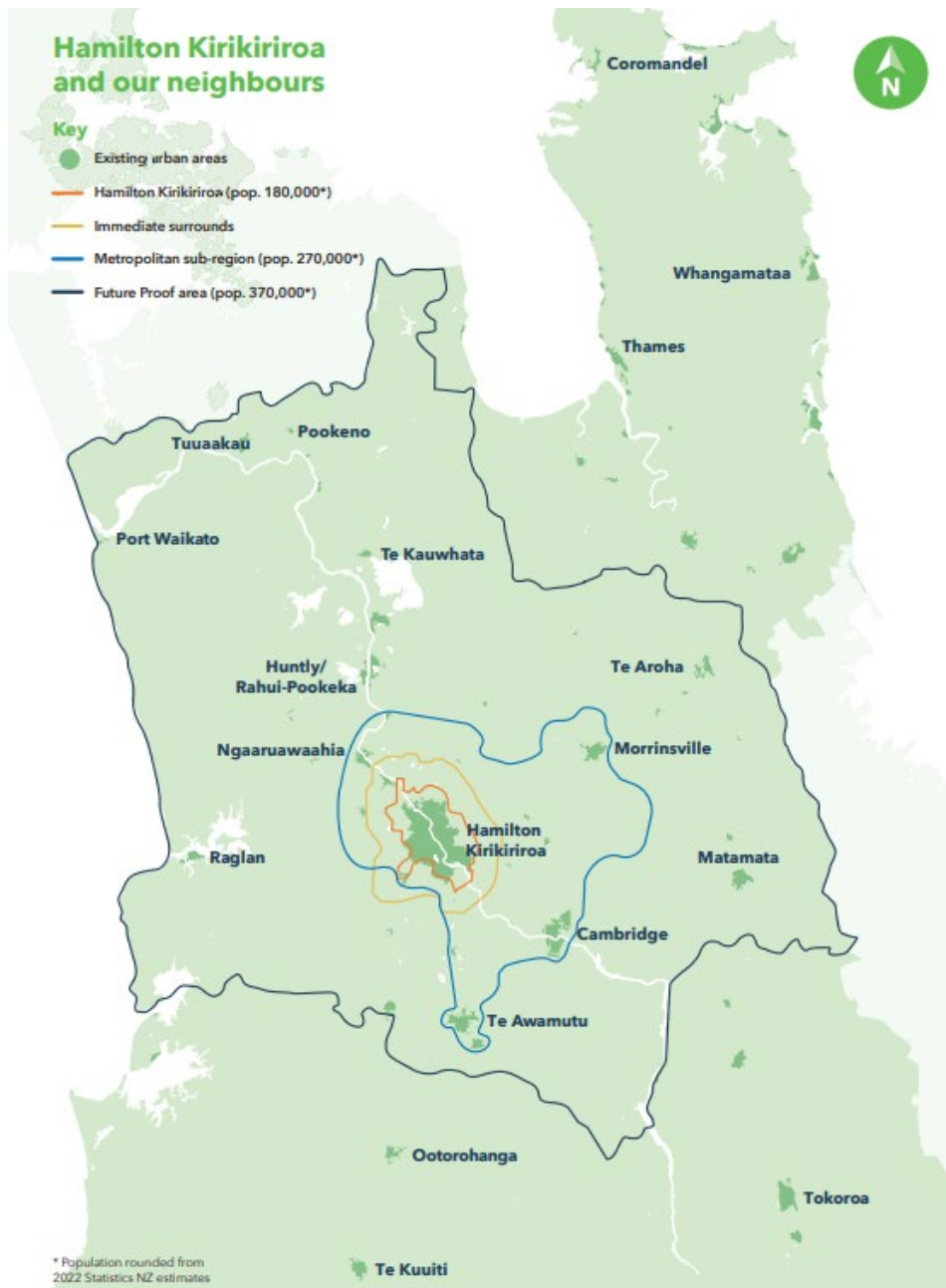


Lance Vervoort
Chief Executive

Map 1: Hamilton City



Map 2: Hamilton Metro Sub-Region



From: [Blair Bowcott](#)
To: Simeon.Brown@parliament.govt.nz
Cc: [Hannah Windle](#); [Andrew Parsons](#); **Section 7 (2) (a)**
Subject: Hamilton City Council meeting 12 June 2024 - follow up
Date: Friday, 21 June 2024 9:34:32 am
Attachments: [Hamilton Metro Area - Emerging Priorities.pdf](#)
[Hamilton Fast Track Applications and Emerging Areas.pdf](#)
[image004.gif](#)
[image005.gif](#)
[image006.gif](#)

Good morning Minister,

Thank you for the opportunity to meet last week to discuss the opportunities within the Futureproof Partnership - Hamilton metro area and how we can collectively deliver on outcomes the government is seeking.

Based on our successful track record of delivery, we are incredibly well placed to enter into a City/Regional Deal with government on priority investment areas to deliver more businesses, housing and GDP growth. We see these deals as a mechanism to address some of the fundamental issues that local government is experiencing (especially around funding and financing).

When we are empowered through high-trust models we deliver, and this has been demonstrated through:

- Wairere Drive – fast track
- Peacocke - Housing Infrastructure Fund
- Ruakura – Provincial Growth Fund and Shovel Ready
- Central City – Infrastructure Acceleration Fund

We know City/Regional Deals will not be based on additional funding – we need legislative and policy change, funding certainty across multiple parties, and certainty of investment over the long-term.

We will also bring our resources to the table.

Attached is a map and a summary of the emerging opportunities in and around Hamilton, along with key policy changes we are seeking to expediate delivery.

We look forward to continue talking with you as you work on your portfolios related to local government and transport, and connecting these with City/Regional Deals, waters, housing and infrastructure.

Thank you again,

Blair Bowcott

General Manager | Strategy, Growth and Planning
Manahautuu Rautaki, Whakatupu, Whakamahere

Section 7 (2) (a) | Email: blair.bowcott@hcc.govt.nz



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Hamilton City Council Submission

Fast Track Approvals Bill

**Parliament's Environment
Committee**

19 April 2024



**Hamilton
City Council**
Te kaunihera o Kirikiriroa

Improving the Wellbeing of Hamiltonians

Hamilton City Council is focused on improving the wellbeing of Hamiltonians through delivering to our five priorities of shaping:

- **A city that's easy to live in**
- **A city where our people thrive**
- **A central city where our people love to be**
- **A fun city with lots to do**
- **A green city**

The topic of this Council submission is aligned to all five priorities.

Council Approval and Reference

This Council submission was approved by Hamilton City Council's Strategic Growth and District Plan Committee at its meeting held on 11 April 2024.

Submission # 760.

Key Messages and Recommendations

1. Hamilton City Council welcomes the intent of the **Fast-track Approvals Bill (FTA)** but seeks changes to **improve its effective implementation** in a fast-growth urban context. The FTA contains aspects that may result in an inefficient process and could lead to poor long-term outcomes for Hamilton metropolitan area. The purpose of this submission is to focus on Hamilton-specific recommendations to improve the Bill and its implementation.
2. We outline below five themes for improvement which will lead to better implementation and will also ensure against long-term negative outcomes. These are:

Theme	Key Recommendation(s)
<p>i. Planning-Related Concerns</p> <p>(a) Cross-boundary: Hamilton City faces significant growth pressure from within and outside the city. If this pressure materialises into fast-track applications located outside of Hamilton's jurisdictional control (but yet contiguous with the City), we need to offset or embrace the potential impacts.</p> <p>While these projects and/or activities are out of Hamilton City Council's jurisdiction, they will still need to be factored into our infrastructure network.</p> <p>Future Proof exists as a sub-regional partnership between local government, Crown agencies and Iwi to plan and manage growth in a co-ordinated and aligned manner. Alignment of FTA projects to the Future Proof Strategy and the Hamilton-Waikato metropolitan spatial plan is therefore critically important to ensure the aims of the strategy are realised.</p>	<ul style="list-style-type: none"> • We recommend inserting a new schedule which enables the joint Ministers or Expert Panel to give approval for any necessary underlying territorial boundary adjustment. • We seek that the FTA enables expedited boundary changes between local authorities to occur to enable integrated servicing, including the collection of rates and development contributions. • We seek the Future Proof strategy "must be had regard to" by the Expert Panel.
<p>(b) Pre-Consultation and Delivery: Pre-consultation is a critical aspect for a project's delivery. Should a project receive approval under the FTA's procedure, it would still be subject to existing limitations (e.g., capacity for local networks, absence of required infrastructure). In its current form, the FTA appears to underestimate pre-consultation requirements, which could result in unsynchronised timing and inefficient delivery.</p>	<ul style="list-style-type: none"> • S16 should contain explicit references to the infrastructure issues concerning affected Local Authorities and must be the subject of pre-consultation. • Activities which fail to adequately address infrastructure in the proposal should be a clause within s18.
<p>(c) Infrastructure:</p>	<ul style="list-style-type: none"> • The initial screening for eligibility within the FTA process must have strengthened criteria addressing infrastructure capacity and integration. Sections 14 and 17 must be strengthened to ensure that any project approved has fully addressed infrastructure capacity, expansion, and integration issues,

<p>Out-of-boundary developments (developments outside the jurisdictional control of Hamilton City) do not pay Hamilton City Council development contributions or rates but will be reliant on and feed off our infrastructure, absorbing network capacity without properly contributing to its upfront funding or the long-term provision of services.</p> <p>While an alternative would be denying access, this would likely lead to private self-servicing which would be inefficient given the extensive planning that has already occurred for integrated sub-regional wastewater servicing. We want to avoid poorly integrated urban development and infrastructure outcomes that would negatively impact Hamilton City Council's ability to plan for long-term infrastructure demands in a cost-efficient manner.</p> <p>Infrastructure such as three waters or major road networks are needed to support most proposals or projects. The lack of safeguards could force authorities to be more reactive, leading to inefficient and unoptimised infrastructure being rushed, while further burden is placed on ratepayers.</p>	<p>including funding issues arising.</p> <ul style="list-style-type: none"> • S14 should contain a provision that includes consideration for utilities and their legislative requirements (e.g., Water Services Act 2021 for drinking water suppliers) as required information. The provision would assist in alleviating pressure on subject matter experts and streamline the overall procedure. • A bundled consenting approach to urban development projects should be taken, which consents the urban development project itself along with the associated enabling infrastructure and environmental consents required.
<p>(d) Integration with Other Legislation The FTA is ambiguous in terms of its integration with other legislation. Interactions and an appropriate hierarchy must be considered before a project can proceed, or it would stagnate due to looming concerns.</p>	<ul style="list-style-type: none"> • The Government should clarify how the FTA will integrate with other legislation, such as a proper hierarchy on which legislation has priority and the relationship to a Specified Development Project (under the Urban Development Act 2020). • Any fast-tracked project, if relevant, must consider the impacts on the ability for Local Authorities to meet their obligations regarding the Te Ture Whaimana o te Awa o Waikato.
<p>ii. Timeframes: The FTA's 10 working day limit with no clauses for extension is overly rigid for Local Authorities operating on a lean structure. Development proposals often require technical assessments in relation to existing and planned infrastructure.</p>	<ul style="list-style-type: none"> • There should be either more flexibility on working days or more input points to compensate for the limited time. A rigid procedure may turn away potential participants if they struggle to meet the demanded time limits. • If the timeframes are to be retained in their current form, the pre-lodgment requirements must be strengthened within s16. This will ensure a streamlined process without compromising quality.

<p>iii. Cost Recovery and Value Capture (up-front engagement and; infrastructure capital and operational):</p> <p>Council consenting processes work on a cost recovery basis, with the developer reimbursing Local Authorities for costs incurred in accordance with the Fees and Charges Policy.</p> <p>The FTA should be no different, particularly where Local Authorities are expected to engage actively in both the pre-consultation and comments phase. Without cost recovery or a budget allocated, there is a risk that quality engagement will not occur.</p> <p>While Clause 14 of Schedule 3 provides an opportunity for Local Authorities to recover costs incurred, it appears limited to where they are performing functions prescribed by the Expert Panel.</p> <p>In addition, the FTA appears to be silent on development contributions or financial contributions. In an urban development context, the fast-tracking could take rurally zoned land and up-zone to urban – significant value is conferred at this decision-making point. Value capture mechanisms are crucial for ensuring costs required to enable urban development rest with the developers who are benefiting. These mechanisms need to be able to be applied in a cross-boundary manner.</p>	<ul style="list-style-type: none"> • Hamilton City Council seeks some form of value capture mechanism within the FTA to contribute towards wider infrastructure and community outcomes. Significant development rights and certainty for development will be conferred through this legislation. The Government should consider how public good will be delivered above and beyond what is provided for through existing tax instruments and GDP benefits from the project. • Clause 14 of Schedule 3, and any related provisions, should be updated to make express reference to Local Authority cost recovery for pre-consultation, comments, and condition writing phases. Cost recovery should not be limited to where Local Authorities perform functions at the Expert Panel's directive. • Currently, rates and development contributions cannot be levied on land outside of a territorial authority's jurisdictional control. It is possible that there will be developments considered for fast tracking that fall into this category – Local Government needs a way to levy for costs in a cross-boundary context. • We request that clear provision is made within the FTA to enable all the Local Government Act 2002 Development Contributions provisions and Council Development Contribution Policies to apply as if the consent was granted under the RMA so that the true development costs are levied. • We request inserting a provision for high-growth Local Authorities to impose a "growth levy" on the development to pay for required infrastructure and/or to recoup capital and operating costs on infrastructure that might service development outside the territorial boundary of the authority.
<p>iv. Eligibility and Criteria for Schedule 2:</p> <p>The ambiguity surrounding the criteria may lead to unintentional projects overloading the process. Additionally, the criteria should clarify how a "regionally or nationally significant" infrastructure is determined.</p>	<ul style="list-style-type: none"> • Given the purpose of the FTA is for "delivery of infrastructure and development projects with significant regional or national benefits," the Government should be explicit on the criteria.

<p>Being too broad in the criteria will lead to a greater number of proposals being advanced, for which the sector will have limited capacity to address in a timely manner, thus working against the stated intent of the Bill to “fast-track” proposals.</p>	<ul style="list-style-type: none"> • The FTA should only serve as a path to “regionally or nationally significant” infrastructure and urban development projects. For instance, the current description in s17(3c) may lead to unintentional projects overloading the process. • While we welcome s17(3j) as an alternative pathway for streamlined Plan Changes, we recommend more caution as it could potentially encourage out-of-sequence development. Any large-scale proposal for urban development will need to have strong linkages back into existing plans and procedures and the underlying zoning needs to be addressed.
<p>v. Roles and Responsibilities: In its current form, the Expert Panel’s composition may hinder the FTA’s purpose. The role and responsibilities of a “relevant” Local Authority is ambiguous within the FTA.</p>	<ul style="list-style-type: none"> • The composition of the Expert Panel should be more flexible. Given the wide range of expertise needed, there should be more people involved. • The FTA needs to be explicit on what a “relevant” Local Authority is. Regionally significant developments will impact multiple authorities as opposed to where the project is situated.

3. We believe if cost recovery can be provided for up-front in the process, then issues around limiting the public and Local Authorities’ ability to input into the process could be partially resolved. However, there are long-run matters to consider, particularly with regards to urban development for which this truncated process may inadvertently not consider.

4. Hamilton City Council seeks that more input points should be provided for Local Authorities. Alternatively, the FTA should provide more safeguards to ensure that our concerns will be addressed.

5. Hamilton City Council recommends that the Government consider and establish a 30-year or long-term Infrastructure Plan. Certain infrastructure projects will be inherently more urgent than other developments (e.g., a large road network or wastewater treatment plant is needed before more out-of-sequence housing can be enabled). This type of lens would be helpful when considering the criteria for projects.

Introduction

6. Hamilton City Council welcomes the opportunity to make a submission on the **Fast Track Approvals Bill (FTA)**.
7. Hamilton City Council welcomes the purpose and concept of having an alternative tool to streamline infrastructure planning processes. However, we believe there are several refinements required.
8. We understand the FTA was introduced to the House under urgency and acknowledge that it will contain inconsistencies with other existing legislation, policies, or planning documents. Notwithstanding this, the FTA contains several critical issues which we outline in this submission as “themes” that should be addressed, or at least carefully considered, before it becomes operative.
9. Failing to address these issues could lead to long-term negative unintended consequences of the FTA.
10. Hamilton City Council takes a considerable interest in matters regarding resource management reform and has made several submissions in this space in recent years.
11. All submissions made by Hamilton City Council can be [accessed here](#)

Key Submission Feedback/Points

12. The following feedback is structured by Hamilton City Council’s key themes – noting that we have only provided responses on the sections that are most relevant to Council.
13. **Hamilton City Council seeks changes to the FTA in its current form.**
14. Hamilton is New Zealand’s fourth most populous city, yet the footprint is just 110km². It is New Zealand’s fastest growing 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.
15. Hamilton relies on a mix between new greenfield growth areas, alongside brownfield intensification to enable growth and drive competitive land markets. Hamilton’s long term identified and sequenced greenfield growth areas are currently outside Hamilton City’s boundary and are subject to strategic agreements to bring them into our boundary prior to development. We anticipate fast-track proposals within these areas.
16. Hamilton and our neighbouring councils have a history of working in collaboration to plan the subregion across territorial boundaries. The partnership (known as Future Proof) has an agreed subregional settlement pattern upon which detailed infrastructure planning and funding is based. Developments that are part of an agreed settlement pattern contained within a growth strategy or spatial plan, such as Future Proof, should be prioritised above unanticipated developments where infrastructure funding constraints mean we cannot support multiple new areas of development simultaneously.
17. If a fast-track application located outside of Hamilton’s jurisdictional boundary, but contiguous with its urban area is progressed, then this in our view must necessitate a boundary transfer under the Local Government Act 2002 to allow long term integrated servicing. Furthermore, a boundary change would be required for Hamilton City Council to charge development contributions in relation to the project. Hamilton City Council would need to work with our neighbouring local authority partners to progress a boundary change prior to development starting. This would help deliver integrated planning for the expansion of the urban environment and the required infrastructure to service it. The current Local Government Commissions process to change jurisdictional boundaries is costly, slow and resource intensive – this process could take 2-years or more under the existing process. A fast-track application which necessitates a boundary change for servicing, funding and integrated delivery reasons needs to occur swiftly and as part of the FTA process. We seek a fast-track boundary adjustment process as part of the FTA.

18. In the FTA's current form, there is no safeguard to ensure that if an urban development project is fast-tracked, there will be corresponding infrastructure to service it. We seek that a bundled consenting approach is taken, whereby the urban development project is consented along with the required infrastructure and environment consents to service it. For example, housing and growth that is out-of-sequence with planned strategic infrastructure will unlikely be serviced. Coupled with this, funding certainty on the provision of infrastructure is a critical factor in decision-making.
19. The FTA appears to underestimate pre-consultation requirements with local authorities and infrastructure provided, which could result in unsynchronised timing and inefficient delivery. Pre-consultation is a critical aspect for a project's delivery. Should a project receive approval under the FTA's procedure, it would still be subject to existing limitations (e.g., capacity for local networks, absence of required infrastructure).
20. Infrastructure such as three waters or major road networks are needed to support most proposals or projects. Currently, Local Authorities only plan for known or planned growth, any fast-tracked project will likely compete with existing projects for resources (e.g. water allocation or require self-servicing utilities (e.g., new water sources such bores and reservoirs). The lack of safeguards could force authorities to be more reactive, leading to inefficient and unoptimised infrastructure being rushed, while further burden is placed on ratepayers.
21. The FTA needs to address funding and financing of infrastructure in a cross-boundary scenario. As such, we seek changes to enable the collection of development contributions and rates to pay for the servicing solutions required to enable urban development. Conversely, there might be infrastructure projects which Hamilton City Council seek to have fast-tracked that will service urban growth beyond Hamilton City Council's boundaries - there is no ability for Hamilton City Council to recoup the costs.
22. Hamilton City Council seeks some form of value capture within the FTA. In an urban development context, the fast-tracking could take rurally zoned land and up-zone to urban – significant value is conferred at this decision-making point. Value capture mechanisms are crucial for ensuring costs required to enable urban development rests with the developers who are benefiting. This is often best achieved through private development agreements prior to land use rights being conferred (e.g., commercial negotiations or a new form of development contribution). The Bill would benefit from explicit clauses which direct the Expert Panel to require this as part of any conditions associated with a project.
23. The practical application of the eligibility criteria remains uncertain. The ambiguity of the eligibility criteria, particularly considering the purpose of the Bill, will undermine the purpose of the FTA to create a streamlined process for significant development and infrastructure. Additionally, the overly broad criteria may unintentionally encourage out-of-sequence or minor projects to overload the system.
24. Finally, Hamilton City Council is concerned about the limited opportunities for Local Authorities to provide meaningful input. The limitation may inadvertently lead to aspects of a proposal not being sufficiently addressed by the Expert Panel.

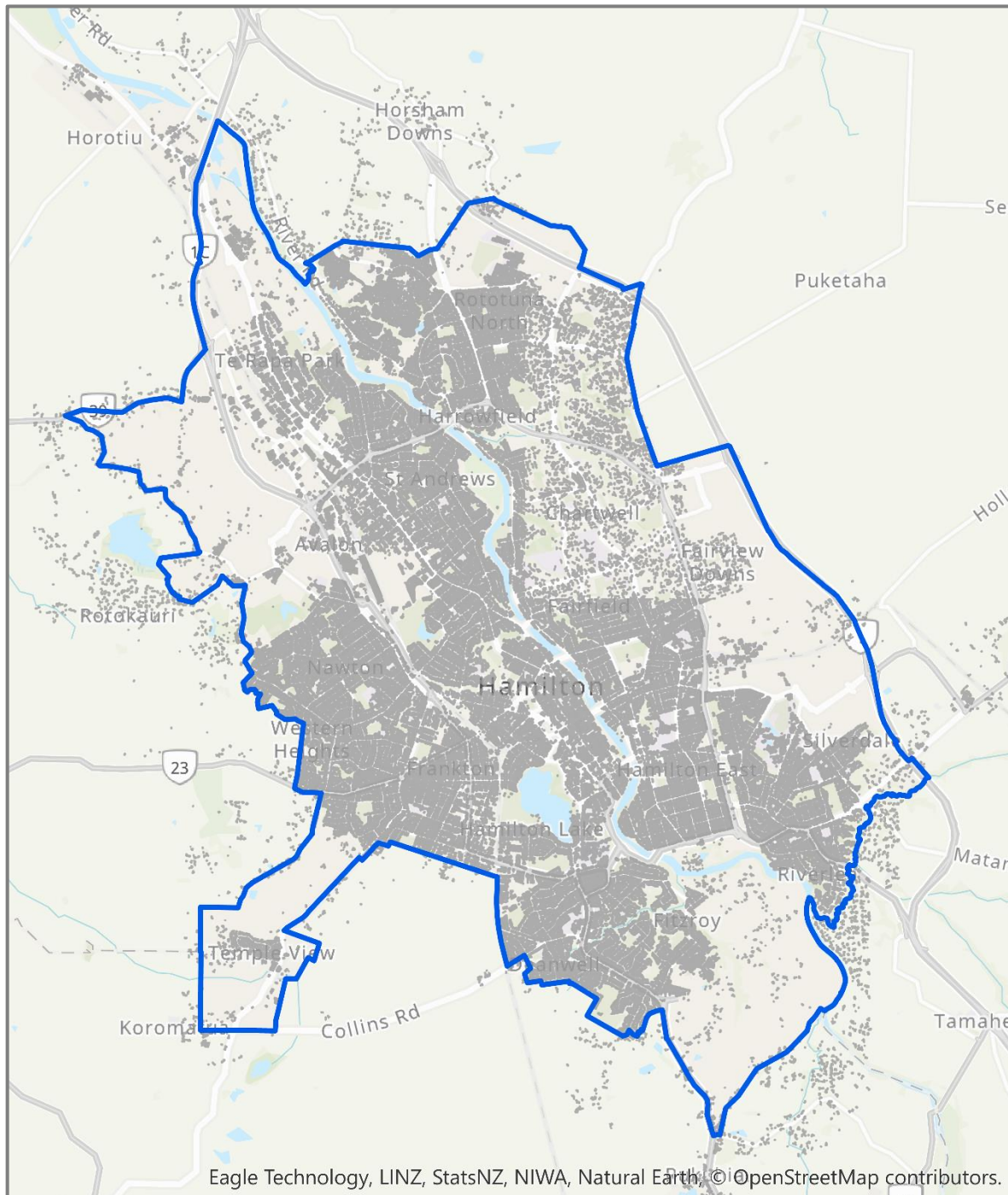
Theme One – Planning-Related Concerns

Cross-Boundary Effects

25. Projects that are regionally and nationally significant will from time to time affect more than one local authority. This raises concerns regarding who the "relevant" Local Authority is, an issue further detailed in Theme Five. We seek that this is addressed, and a mechanism provided so that when required, multiple "relevant" territorial authorities can be involved.

26. The FTA provides machinery for a panel to grant a range of different approvals as per the various schedules (e.g., under the Wildlife Act, HNZPT etc.) There needs to be a similar extension of this approval process into the Local Government Act, enabling any necessary territorial boundary adjustments where transfer is agreed by all relevant Local Authorities including enabling cross-boundary funding and financing. A boundary adjustment would ensure a project's delivery and proper integration with the required infrastructure networks to service the development in the event it is on the edge of Hamilton City.

Hamilton's Urban Development Footprint
(Note that Hamilton's boundary is generally where urban development stops)



Pre-Consultation and Delivery

27. Pre-consultation is a critical aspect for a project's delivery. Should a project receive approval under the FTA's procedure, it would still be subject to existing limitations (e.g., capacity for local networks, absence of required infrastructure). In its current form, the FTA appears to underestimate pre-consultation requirements which could result in unsynchronised timing and inefficient delivery.
28. The approval of a project does not guarantee development. It is not clear what safeguards exist to ensure that development proposals are granted only when adequate infrastructure exist for that purpose (e.g., housing and growth that is out of sequence with planned strategic infrastructure). Certainty on the provision of infrastructure, including funding, is a critical factor in decision-making.
29. Finally, the lapse period proposed in s39(9) may be overly optimistic. An approved resource consent for large infrastructure projects provides the certainty required to secure financing and funding to enable the project to proceed, a procedure which requires more than two years' time.
30. In addition, for greenfield development, other matters such as external infrastructure delivery can sit outside the control of the applicant which would take longer to resolve. The Committee should consider stronger requirements for consented developments to proceed within certain timeframes – this will help ensure the benefits are realised and opportunistic proposals are avoided.

Infrastructure

31. Out-of-boundary developments do not pay Hamilton City Council development contributions or rates but will be reliant on our infrastructure, absorbing network capacity without properly contributing to its funding. While an alternative would be denying access and enforce self-sufficiency, this would lead to inefficiency, lack of integration, and derail Hamilton City Council's ability to plan for long-term infrastructure demands. Any development must be considered in a cross-boundary and integrated manner which takes full account of the infrastructure to service it – including matters such as water allocation.
32. Infrastructure such as three waters or major road networks are needed to support most proposals or projects. Due consideration must be given to the up-stream and down-stream infrastructure and utility requirements to enable a project. These costs must be then placed on the consent holder for the project to pay for and the interventions must be consented as a bundle alongside the project itself. Without this consideration, it will lead to increased demand on infrastructure with the cost burden to upgrade the infrastructure being unfairly placed on ratepayers. The lack of safeguards to ensure infrastructure matters are comprehensively addressed would ultimately force authorities to be more reactive which will present its own set of poor unintended consequences.
33. In addition, it is unclear how the FTA considers wastewater discharges or water allocation. With Local Authorities now having more responsibility to maintain their three waters infrastructure, drastic changes may lead to further pushback or hinder a project's delivery.
34. In a Hamilton context, water allocation, discharge consents and treatment plant upgrades are all critical for enabling further urban development. Currently, our water supply and wastewater consents only cater towards known or planned growth (e.g., existing and planned development in the Hamilton Urban Growth Strategy). New fast-tracked projects outside of existing plans and strategies will necessitate new allocation and discharge consents; otherwise, the consented urban development projects will lack essential resources and utilities to function.
35. We seek a bundling approach to consents for urban development projects, which provide consents not only for the urban development proposal itself, but also for the required enabling infrastructure and associated consents. Depending on the nature of the proposal, this might also include transport upgrades, such as road widening and intersection upgrades.

36. Infrastructure planning, as well as delivery and funding considerations, may need to extend beyond simply the immediate needs of an individual proposal. As indicated in paragraph 25, the FTA is ambiguous on a “relevant” Local Authority. The need for collaboration with Local Authorities and utility providers is critical for a project’s delivery.
37. Failure to consider the wider network, delivery, and funding leads to adverse effects on existing and future strategic network, causing increased costs, negative environmental outcomes, and missed opportunities for additional growth.

Integration with Other Legislation

38. The FTA is ambiguous in terms of its integration with other legislation. Interactions and an appropriate hierarchy must be considered before a project can proceed, or it would stagnate due to looming concerns.
39. Hamilton City Council is committed to giving effect to *Te Ture Whaimana o te Awa o Waikato* and welcomes its inclusion within the FTA. However, the FTA should consider that we may need to offset impacts from any proposal that can affect the Waikato River. This needs to be considered at a project level and links back to issues such as water allocation from and discharges to the Waikato River.

Recommendation - Cross-Boundary Effects

40. We recommend inserting a new schedule which incorporates either the joint Ministers or Expert Panel giving approval for any necessary underlying territorial boundary adjustment where all relevant local councils agree.
41. We seek that the FTA enables expedited boundary changes between local authorities to occur to enable integrated servicing, including the collection of rates and development contributions.

Recommendation - Pre-Consultation and Delivery

42. We recommend revising s16 to contain explicit references to the infrastructure issues concerning affected Local Authorities, which should be a mandatory consultation subject, reporting item, and assessment criteria for any FTA applicant. Additionally, the position on draft conditions, and whether that is agreed or not, should be a mandatory reporting requirement. Activities which fail to adequately address infrastructure in the proposal should be a clause within s18.
43. We recommend that the Government consider and establish a 30-year or long-term Infrastructure Plan. Certain infrastructure projects will be inherently more urgent than other developments (e.g., a large road network or water plant is needed before more out-of-sequence housing can be enabled).
44. We recommend reviewing s39(9) and revise or introduce a provision that provides large greenfield or infrastructure projects with a longer consent lapse time. We also recommend that for certain scale projects they have key delivery milestones to ensure the benefits of the projects are realised within a timely manner in line with the intent of the legislation.

Recommendation - Infrastructure

45. The initial screening for eligibility within the FTA process must have strengthened criteria addressing infrastructure capacity and integration. Sections 14 and 17 must be strengthened to ensure that any project approved has fully addressed infrastructure capacity, expansion, and integration issues, including funding issues arising.

46. We recommend inserting a provision in s14 that includes consideration for utilities and their legislative requirements for (e.g., Water Services Act 2021 for drinking water suppliers) as required information. The provision would assist in alleviating pressure on subject matter experts and streamline the overall procedure.
47. We seek a bundled consent approach for urban developments that also includes the consents related to the enabling infrastructure, for example, potable water, wastewater discharges and treatment plan upgrades.

Recommendation - Integration with Other Legislation

48. We recommend that the Government clarify how the FTA will integrate with other legislation. Specifically, a proper hierarchy on which legislation has priority and the relationship to a Specified Development Project (under the Urban Development Act 2020).
49. We recommend that any fast-tracked project, if relevant, must consider the impacts on the ability for Local Authorities to meet their obligations regarding the Te Ture Whaimana o te Awa o Waikato, as opposed to Schedule 2 projects only as the FTA currently implies.

Theme Two – Timeframes

Explanation

50. The timeframes imposed within the FTA are strict. The pre-consultation with affected Local Authorities is critical for fast and successful delivery. Currently, the first early touch point with councils is a consultation requirement under s16, prior to lodging a referral application. There should be a more directive requirement to engage with the affected Local Authorities, seeking feedback and agreement, if possibly on draft conditions.
51. Key issues concerning infrastructure connections, funding etc should be prescribed as mandatory discussion points during pre-consultation. Additionally, unresolved infrastructure related issues must be fully reported on by the applicant in their application for eligibility.
52. The current time limits for Local Authorities to input may represent a particular hurdle, noting the lack of flexibility around the 10 working days in s19(5). Development proposals require timely technical assessments, in relation to existing and planned infrastructure. Additionally, the FTA only allows a total (including suspension rights) of around 50 working days after comments, when the decision must be made. For complex technical matters, this may lead to compromised decision-making.
53. Given how most Local Authorities already operate with a lean structure, the lack of flexibility places significant stress on a delicate system.
54. In addition, there is a risk relating to the lack of resources of those supporting the Expert Panel during the FTA process. For example, development engineers will be required to provide assessments against relevant design standards to the Expert Panel, as well as the Local Authority who are still required to meet their own time limit.

Recommendation

55. There should be either more flexibility on working days or more input points to compensate for the limited time. A rigid procedure may turn away potential participants if they struggle to meet the demanded time limits.
56. We recommend permitting commentators the ability to seek additional time where the application involves multiple areas of expertise.
57. If the timeframes are to be retained in their current form, the pre-lodgment requirements must be strengthened within s16, so that applications are well understood and engaged with by Local Authorities ahead of the processing timeframes beginning. This will ensure a streamlined process without compromising quality.
58. We recommend that cost recovery provisions are inserted into the Bill to allow Local Authorities to engage upfront in the process with developers – this will ultimately help expedite the process and lead to less conditions by the Expert Panel.

Theme Three – Cost Recovery and Value Capture

Explanation

59. Council consenting processes work of a cost recovery basis, with the developer reimbursing Local Authorities for costs incurred in accordance with the Fees and Charges Policy. The FTA should be no different, particularly where Local Authorities are expected to engage actively in both the pre-consultation and comments phase, which can often involve engaging its own experts and technical advice. This can be a costly process and without cost recovery or a budget allocated, there is a risk that quality engagement will not occur.
60. Given the rigid time limit for Local Authorities to respond to joint Ministers, there should be some form of cost recovery. Most Local Authorities already operate at their limits, combined with the fact that Ministers can override recommendations from the Expert Panel, which could result in minimal incentive to participate.
61. Successful projects will have more upfront input from local authorities and their subject-matter experts. As such, the sooner Local Authorities can be made aware of projects, the sooner staff can start to work with the respective developers to work through relevant matters. However, it is important to note that Local Authorities are not resourced to do this, so we therefore seek that a cost recovery mechanism be inserted.
62. While Clause 14 of Schedule 3 provides an opportunity for Local Authorities to recover costs incurred, it appears limited to where they are performing functions prescribed by the Expert Panel. There is no reference to cost recovery for the pre-consultation phases, comment phases, and the reviewing/drafting of conditions. These wider processes are where the significant costs will be incurred.
63. The FTA appears to be silent on direct contributions or financial contributions. Hamilton City Council seeks some form of value capture within the FTA. In an urban development context, the fast-tracking could take rurally zoned land and up-zone to urban – significant value is conferred at this decision-making point. Value capture mechanisms are crucial for ensuring costs required to enable urban development rest with the developers who are benefiting. This is often best achieved through private development agreements prior to land-use rights being conferred (e.g., commercial negotiations or a new form of development contribution).

64. Following a successful FTA application, Local Authorities can make plans for the necessary infrastructure investment and amend their development contributions policy accordingly. However, Local Authorities can only charge the contributions from the development contributions policy that was operative at the time the consent application was lodged. As a result, consents lodged as part of an FTA application will not be liable for contributions under the new policy. The burden of required infrastructure costs that developers would typically pay will instead be placed on ratepayers.
65. Development contributions, the main growth funding tool, are based on cost recovery and therefore require a full planning infrastructure response to recover the costs of cumulative infrastructure. Implementing a Development Contributions Policy that responds to the urbanisation of an area or adequately includes infrastructure required to service the growth of an existing urban area requires significant technical work, public consultation, and Governing Body approval.
66. The FTA provides for activities (including housing and urban development) that would often attract a development contribution charge in accordance with a Council's Development Contributions Policy. The statutory provisions around Development Contributions are set out in the Local Government Act 2002. These provisions provide for Development Contributions to be required on resource consents under the Resource Management Act.
67. These provisions do not extend to cover resource consents granted under the FTA. We anticipate that this is an oversight, and that the intention is not for development progressed this way to be exempt from Development Contributions. Developments that proceed ahead of an updated Development Contributions Policy will not be paying their share towards growth, resulting in a funding gap.
68. In addition, investments that improve infrastructure to support growth generally also provide benefits to existing residents (including accelerated renewals) and therefore need to be partially funded from other sources for which there are competing priorities. This is much more pronounced in existing urban areas than in greenfield development.

Recommendation

69. Clause 14 of Schedule 3, and any related provisions should be updated to make express reference to Local Authority cost recovery for pre-consultation, comments, and condition writing phases. Cost recovery should not be limited to where Local Authorities perform functions at the Expert Panel's directive.
70. We recommend that cost recovery provisions are inserted into the Bill to allow Local Authorities to engage upfront in the process with developers – this will ultimately help expedite the process and lead to less conditions by the Expert Panel.
71. We recommend inserting a provision for high-growth Local Authorities to impose a "growth levy" on the development to pay for required infrastructure. The FTA should provide a value capture mechanism for any fast-track decisions that is not in line with underlying zoning. Additional amendments to the Local Government Act and related legislation are also required to ensure that developers meet the full share of the costs of growth.
72. We request that the Expert Panel should be required to place conditions for such commercial arrangement to be entered into and/or provide new funding and financing powers through existing Acts.
73. We request that clear provision is made within the FTA to enable all the Local Government Act 2002 Development Contributions provisions and Council Development Contribution Policies to apply as if the consent was granted under the RMA.

Theme Four – Criteria for Schedule 2

Explanation

74. Overall, Hamilton City Council appreciates criteria that are supportive of developing infrastructure. Specifically, s17(3a), (3b), (3h), (3i), and (3j). We believe projects that facilitate growth fit the FTA's purpose and would benefit from avoiding a conventional consenting process.
75. However, the practicality and the reasoning for the eligibility criteria is a concerning matter. The ambiguity of the eligibility criteria, particularly considering the purpose of the Bill, presents the following problems:
- i. An overarching issue is that the criteria is overly broad. For example, developers may contest that any housing project would contribute towards s17(3c), which states "*increase the supply of housing*" as part of the criterion.
 - ii. Applicants or Requiring Authorities may spend immense resources on pursuing a fast-track approval, where the reality is that their projects may not be of the intended nature or scale. This, in turn, undermines the purpose of the FTA to create a streamlined process for significant development and infrastructure.
 - iii. In its current form, what a "regionally significant" infrastructure or a "significant economic benefit" would be remains unchallenged.
 - iv. The [Ministry for the Environment](#) states that "nationally significant" proposals are exceptionally large and complex proposals with regional or national impacts, with "impacts" not stated as being positive or negative.
 - v. The [Waikato Regional Policy Statement](#) defines "regionally significant infrastructure" which includes significant transport corridors, lifeline utilities, and their associated essential infrastructure and services; municipal treatment plants, conveyance and storage systems, ancillary infrastructure; etc.
 - vi. The phrase "significant" should be defined in the FTA. Clarity on what constitutes significant national and regional proposals is needed for this process to be used successfully. Additionally, there needs to be clarification on the relationship between the Resource Management (Simplifying and Streamlining) Amendment Act 2009 s142 ([Minister may call in matter that is or is part of proposal of national significance](#)) and the provisions laid out in the FTA.
 - vii. The ambiguity surrounding s17(3j) requires clarification:
"(j) is consistent with local or regional planning documents, including spatial strategies."
Technically, any Plan Change released would be consistent with local planning documents and strategies. While Hamilton City Council is open to streamlining such processes, a drastic change could result in significant public pushback.
 - viii. Enabling Plan Changes to go through the process could potentially encourage out-of-sequence developments. Any large-scale proposal for urban development will need to have strong linkages back into Long Term Plans, with linkages to development contributions, rates and possibly alternate funding and financing levers.
 - ix. We support changes to the underlying zoning being within scope of the FTA when urban development projects are being considered, provided that a comprehensive approach to conditioning is taken which addresses upfront costs and long-term servicing costs, upstream, and downstream infrastructure requirements. The approach of also addressing underlying zoning (where appropriate) will save councils time and cost in the future.

- x. In addition, large-scale urban development proposals will need to consider the lifecycle of the development and the ability for the relevant Local Authority to deal with building consenting and environmental monitoring and enforcement, without taking account of this it risks overloading our current planning system.
76. Without clarification and reconsideration, ambiguity surrounding the FTA will remain. Consequently, Ministers will be inundated with multiple applications, which will either be rejected for not meeting the criteria (thereby wasting resources of those applying for fast tracking), or approved, inundating the process. Either outcomes will undermine the purpose of the FTA to create a streamlined process for significant development and infrastructure.

Recommendation

77. Given the purpose of the FTA is for “delivery of infrastructure and development projects with significant regional or national benefits,” the Government should be explicit on the criteria.
78. We recommend that the Government consider capital investment as a guideline for a “significant” project. For instance, the New South Wales government has [explicit guidelines](#) on what is “regionally significant”. Alternatively, we recommend that the Government examine the potential capital a project can generate (e.g., 3% of a region’s GDP) to provide guidance.
79. We recommend that the FTA being paved only as a path to “regionally or nationally significant” infrastructure projects. The current description for s17(3) may lead to unintentional projects overloading the process.
80. While Hamilton City Council welcomes s17(3j) as an alternative pathway for streamlined Plan Changes, we recommend more caution as it could potentially encourage out-of-sequence development. Any large-scale proposal for urban development will need to have strong linkages back into existing plans and procedures to address long-term effects.

Theme Five – Roles and Responsibilities

Composition and Expertise

81. According to Schedule 3 s3(1), the Expert Panel may only have up to four people. These four members will need to have an extensive understanding of vastly differing expertise, some of which may not overlap outside of a project.
82. To cover all aspects within four people is virtually impossible. While we are aware the Expert Panel can request knowledge from the Environmental Protection Authority and Local Authorities, the potential unfamiliarity with unexplored aspects may lead to poor decision-making.
83. Hamilton City Council also seeks clarification on an explicit limit of four people. In Schedule 3 s3(6), the following is stated:

Despite the limit specified on the membership by subclause (1), that number may be exceeded (including by the appointment of more than 1 person nominated under subclause (2)(a) or (b)), at the discretion of the panel convener, if warranted by, or required to accommodate, —

(a) the circumstances unique to a particular district or region; or

(b) the number of applications that have to be considered in that particular district or region; or 10

(c) the nature and scale of the application under consideration; or

(d) matters unique to any relevant iwi participation legislation; or

(e) the collective knowledge and experience needed under clause 7(1).

84. This implies the Expert Panel can go beyond the stated limit and will likely be the case most of the time, which makes the limit potentially redundant.

Roles and Responsibilities

85. As stated in Theme One, the FTA is ambiguous on what a “relevant” Local Authority is. The FTA should be explicit about who the Expert Panel seeks comments from. For example, a regionally significant project would affect more than adjacent landowners, it could also impact neighbouring Local Authorities.

86. In addition, it is unknown if these clauses recognise Council Controlled Organisations. This issue also corresponds with our previous concern regarding composition, where the number of “relevant” Local Authorities can already exceed the stated limit. For instance, a “regionally significant” will at least involve Hamilton City Council, Waikato District Council, Waipa District Council, and Waikato Regional Council in a Hamilton-metro context. When a project is located near the periphery of Hamilton, it’s critical that Hamilton City Council has representation on the Expert Panel and consulted.

87. Hamilton City Council is also concerned about how the proposed FTA severely limits our ability to provide meaningful input and support a project:

- i. The Expert Panel is the primary formal pathway where Local Authorities can provide any meaningful input. In comparison, a standard plan change procedure has multiple points for stakeholders.
- ii. While the joint Ministers will also seek comments from Local Authorities under s19, the time limit under s19(5), compounded with the possibility to reject the Expert Panel recommendations under s25(5), leaves us with little confidence that our comments will be adequately considered.
- iii. Planning-related issues are often procedural. Concerns are raised as events such as pandemics or natural disasters occur and responding to unanticipated events should be part of the procedure. Limiting formal input points to one creates a rigid outcome that is unable to respond to potential impacts.

88. Finally, the FTA is ambiguous on who will take the stand should the need for an appeal arise. Presumably, the Ministers should defend their own decisions, but the rationale is that participants and commentators are not the ones to carry the costs, as they may end up in a position they fundamentally disagree with.

Recommendation

89. The composition of the Expert Panel should be more flexible. Expert Panel members need to be able to decipher the comments they receive and given the wide range of aspects involved, there should be more people involved.

90. We recommend the revising or removing Schedule 3 s3(1) and (6) due to redundancy concerns. Schedule 3 should instead allow a flexible composition that is tailored according to each project’s need. Alternatively, Schedule 3 should include a clause where a joint nominee can be selected.

91. We recommend that the FTA be explicit on *how* Ministers and the Expert Panel should consider comments. A summary of the comments received and the rationale for approving/rejecting such comments should be transparent. Additionally, the Ministers or the Expert Panel should provide a rationale on why someone other than a specified person/entity is allowed to comment under s19(4) or Schedule 4 s20(6).

92. In addition, the FTA needs to be explicit on what a “relevant” Local Authority is. Regionally significant developments will impact multiple authorities as opposed to where the project is situated. We seek that Hamilton City Council has a nominee on any Expert Panel for projects that are near to or on the boundary of the City.
93. We recommend that the FTA outlines how the appeal process should be dealt with.

Further Information and Hearings

94. Should Parliament’s Environment Committee require clarification of this submission from Hamilton City Council, or additional information, please contact Blair Bowcott (General Manager Strategy, Growth and Planning), phone 07 838 6742 or 021 775 640, or email blair.bowcott@hcc.govt.nz in the first instance.
95. Hamilton City Council representatives do wish to speak at the Environment Committee hearings in support of this submission.

Yours faithfully



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CHIEF EXECUTIVE

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Cc: [Blair Bowcott](#); [James Clarke](#); [Hannah Windle](#); [Mark Brougham](#)
Subject: Hamilton City Council's Submission to the Fast Track Approvals Bill
Date: Wednesday, 24 April 2024 11:18:26 am
Attachments: [Hamilton City Council Submission – Fast Track Approvals Bill \(19 April 2024\).pdf](#)
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[image002.png](#)
[image003.png](#)

Kia ora the **Hon Tama Potaka** (Member for Hamilton West, National Party) and **Ryan Hamilton** (Member for Hamilton East, National Party).

Please find attached for your information a copy of Hamilton City Council's 19 April 2024 submission to the **Fast Track Approvals Bill**.

Blair has also asked me to keep you informed of Hamilton City Council's application to have projects listed in Schedule 2 of the Fast Track Approvals Bill (noting that applications need be lodged with the Ministry for the Environment by 3 May 2024).

Hamilton City Council's application is currently being developed and is still very much a 'work in progress' - we should be in a position to provide you with an update on this next week.

Regards

Mark

Mark Brougham

Strategic Advocacy Programme Manager | Strategy and Corporate Planning
Strategy, Growth and Planning

Section 7 (2) (a) Email: mark.brougham@hcc.govt.nz

Hamilton City Council

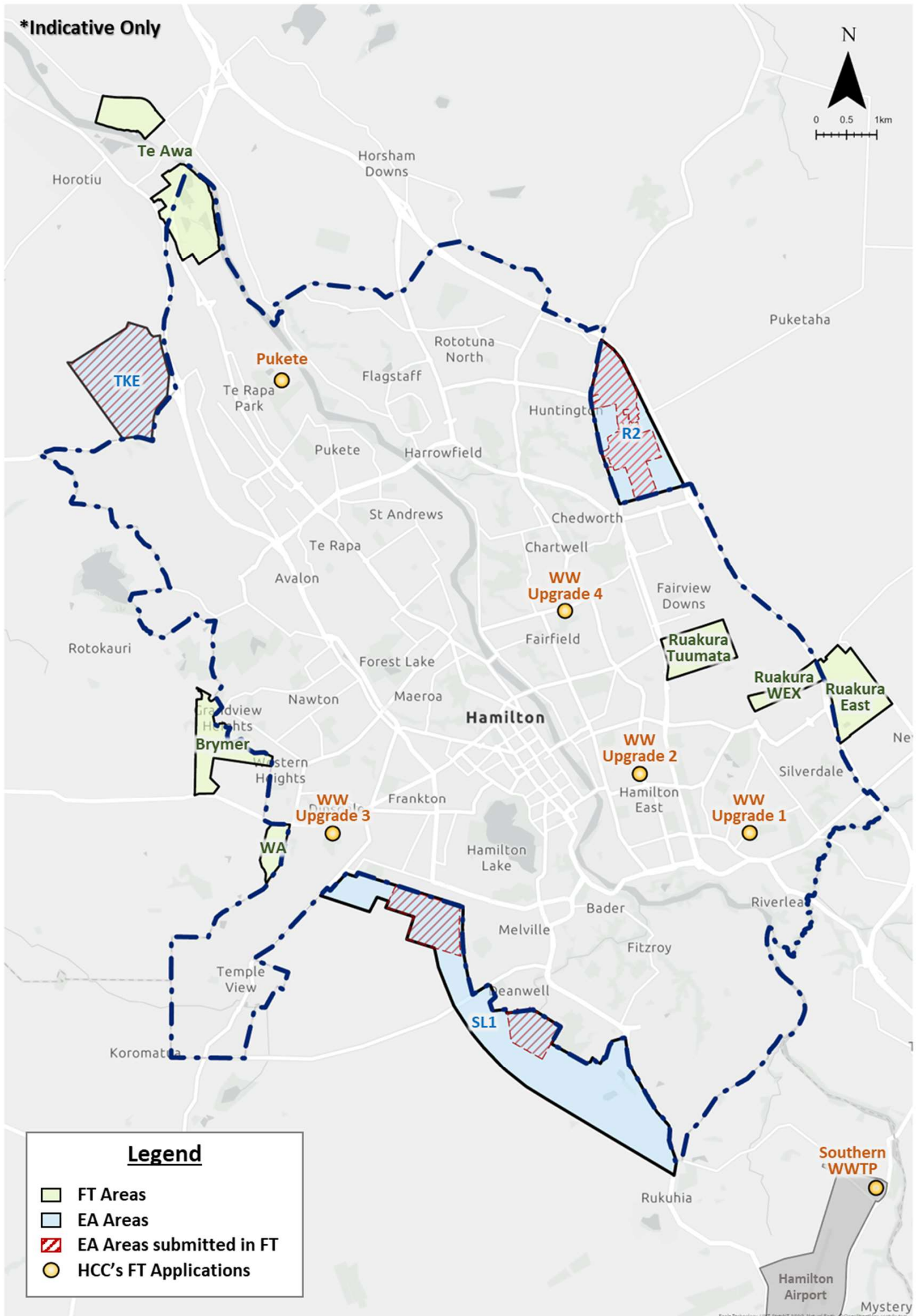


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***Indicative Only**



Emerging Priorities (including Future Proof Priority Development Areas):

RONS Southern Links and surrounding land: Southern Links is the critical last piece of the puzzle for completing our strategic transport network, and the government's commitment to this aligns with the strategic infrastructure priorities already agreed and committed to by the Future Proof partnership.

The opportunities in the area surrounding Southern Links are of high interest to the private sector, and we are keen to ensure that development in this area delivers the best possible outcomes.

Key enablers:

- Southern Wastewater Treatment Plant
- Development in and around the airport
- Industrial land use and businesses actively relocating out of Auckland
- Recent OIO approval

Ruakura: Nationally significant superhub/inland port plus housing. Adjacent to proposed third medical school and innovation park.

Key enablers: WEX (complete), Eastern Transport Corridor

Huntly/Raahui-Pookeka: Greenfield and brownfield development activities (Ohinewai).

Key enablers: Wastewater infrastructure upgrades

Rotokauri and Te Rapa Metro: Major employment and residential hub.

Key enablers: Stormwater solutions

Hamilton Central: Significant residential capacity through infill

Key enablers: IAF infrastructure (Reservoir etc)

Fast Track Legislation

Noting we have submitted on elements of the Bill; we see this legislation as one of the policy/legislative levers enables areas that will form part of our City/Regional Deal.

Hamilton ideally needs any fast-tracked land around its periphery to be within its jurisdiction to deliver integrated urban outcomes.

This speaks to boundary changes being enabled for the purpose of Development Contributions and rates collection to provide the strategic infrastructure that is needed. We also need value capture mechanisms.

Bundled consenting is critical to ensure that strategic infrastructure solutions are fast-tracked alongside land use opportunities. It is not possible to unbundle these from each other and achieve the outcomes the government (and councils) are seeking. This also includes consents for water allocation.

Other tools and policy changes needed

- transport pricing as an alternative to rates
- economic/productivity incentives linked to new growth areas, so we gain share of economic uplift beyond rates
- funding certainty from all partners beyond a 3-year cycle
- high trust partnership models where risk is shared (not all risk sitting with councils)
- easier and cheaper IFF tools to deploy (currently cost prohibitive and time consuming and not available for catchments only citywide)

From: [Mark Brougham](#)
To:  @parliament.govt.nz
Cc: [Mark Brougham](#)
Subject: Hearings for Submissions to the Fast Track Approvals Bill - Hamilton City Council
Date: Friday, 10 May 2024 4:10:00 pm
Attachments: [image001.jpg](#)
[image002.png](#)
[image003.png](#)

Kia ora

We have been advised that hearings for the Fast Track Approvals Bill are to be held on 4,7,10, and 12 June 2024.

Can Hamilton City Council please be heard at the hearings on either 10 or 12 June 2024.

Thank you

Regards

Mark

Mark Brougham

Strategic Advocacy Programme Manager | Strategy and Corporate Planning
Strategy, Growth and Planning

Section 7 (2) (a) | Email: mark.brougham@hcc.govt.nz



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From: [Mark Brougham](#)
To:  @parliament.govt.nz
Cc: [James Clarke](#); [Mark Brougham](#)
Subject: Hearings for the Fast Track Approvals Bill
Date: Friday, 3 May 2024 10:19:30 am
Attachments: [image001.jpg](#)
[image002.png](#)
[image003.png](#)

Kia ora

Hamilton City Council made a submission to the Fast Track Approvals Bill on 19 April 2024, and noted that we wish to be heard at the hearings.

Are you able to advise us when the hearings are likely to take place?

Thank you

Regards

Mark

Mark Brougham

Strategic Advocacy Programme Manager | Strategy and Corporate Planning
Strategy, Growth and Planning

Section 7 (2) (a) | Email: mark.brougham@hcc.govt.nz



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From: [Natasha Yarrall](#)
To: **Section 7**
Subject: **Robt Brown** - Follow up letter from Mayor Southgate (Hamilton)
Date: Sunday, 4 February 2024 7:43:23 pm
Attachments: [Follow up letter to Section Brown 2 Feb 2024.pdf](#)
[image001.jpg](#)
[image002.png](#)
[image003.png](#)

Dear **Section 7**

Thanks so much for Minister Brown's time on 25 January to meet with Mayor Southgate, and your help organising the meeting.

Please see a follow up letter, outlining some of the issues discussed and requests from Hamilton City Council to the Minister / Government.

Ngaa mihi

Natasha Yarrall
Senior Mayoral Advisor

Section 7 (2) (a) Email: Natasha.Yarrall@hcc.govt.nz



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From: [Natasha Yarrall](#)
To: **Section 7**
Subject: **Rob Brown** - Follow up letter from Mayor Southgate (Hamilton)
Date: Sunday, 4 February 2024 7:43:23 pm
Attachments: [Follow up letter to Section Brown 2 Feb 2024.pdf](#)
[image001.jpg](#)
[image002.png](#)
[image003.png](#)

Dear Elena

Thanks so much for Minister Brown's time on 25 January to meet with Mayor Southgate, and your help organising the meeting.

Please see a follow up letter, outlining some of the issues discussed and requests from Hamilton City Council to the Minister / Government.

Ngaa mihi

Natasha Yarrall
Senior Mayoral Advisor

Section 7 (2) (a) | Email: Natasha.Yarrall@hcc.govt.nz



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From: [Environment Committee](#)
Subject: Invitation to submit on the Fast-track Approvals Bill (Week beginning 10 June)
Date: Wednesday, 29 May 2024 4:23:05 pm
Attachments: [image001.png](#)

Kia ora

This email contains important information about your opportunity to speak to the Environment Committee about the Fast-track Approvals Bill. **Please respond to this email no later than 5.00pm on Friday, 31 May 2024.** If we do not hear from you by this time, you may no longer have the opportunity to speak to the committee.

Final hearings week—secure your opportunity to speak to the select committee

You are receiving this email because you indicated that your organisation would like to speak to the Environment Committee when you lodged your submissions.

Committee staff are now booking submitters for hearings on the following dates. These are the last three hearing dates planned by the committee—this is your final opportunity to make an oral submission.

- Monday, 10 June (9.00am to 5.00pm)
- Tuesday, 11 June (9.00am to 5.00pm)
- Friday, 14 June (9.00am to 5.00pm)

The hearings will be arranged in morning (9.00am to 1.00pm) and afternoon (1.00pm to 5.00pm) sessions. Your organisation will be allocated a 10-minute speaking slot on one of these days to make your oral submission.

Please fill out the below table indicating your availability and send it back to us **no later than 5.00pm on Friday, 31 May 2024.** If we do not hear from you by this deadline, your organisation will be removed from the list of submitters to be scheduled.

Please note that:

- due to the volume of submissions to be organised, we are unable to accommodate requests for specific times at this time.
- the more sessions you indicate you are available for, the greater the chance that you will be able to speak to the committee.

**Submitter availability in final
hearings week for Fest-track
Approvals Bill**

Organisation: <i>insert your organisation's name here</i>	
	Complete each row below. Enter YES if

Session	you are available Enter NO if you are unavailable
Monday 10 June 9.00am to 1.00pm	
Monday 10 June 1.00pm to 5.00pm	
Tuesday 11 June 9.00am to 1.00pm	
Tuesday 11 June 1.00pm to 5.00pm	
Friday 14 June 9.00am to 1.00pm	
Friday 14 June 1.00pm to 5.00pm	

What happens next?

Committee staff will be in contact with you in the week beginning Tuesday 4 June to allocate you a time and date to speak to the committee.

If you have already been contacted to arrange a time for your organisation's submission, and are waiting to receive confirmation of your submission time, you can disregard this email. We will provide you with meeting details shortly.

What if I cannot make any of the dates above?

These are the last hearing dates on the Fast-track Approvals Bill. If you are not available at any of these times, we have limited timeslots available on Tuesday 4 June, Wednesday 5 June, and Friday 7 June. Please email us with the subject line *Early hearing request* as soon as possible if you cannot attend a hearing in the week of 10 June and would prefer an earlier time.

If you cannot attend a hearing between now and Friday 7 June, then unfortunately you will not have the opportunity to make an oral submission. However, your written submission has been received and will be taken into account.

Questions

Please note that due to the high volume of engagement on this bill, we may be unable to respond to queries and requests to accommodate specific circumstances promptly, as we focus on ensuring as many submitters as possible have a chance to speak to the committee. Your patience is appreciated.

Ngā mihi nui,
Environment Committee Secretariat

Komiti Whiriwhiri Take Taiao | Environment Committee

Office of the Clerk of the House of Representatives
Te Tari o Te Manahautū o Te Whare Māngai



Parliament Buildings | Private Bag 18041 | Wellington 6160

independent process to provide advice to Ministers about what projects should be listed in the Bill. A Fast Track Advisory Group is in the process of being established, with the members published in the coming days,” Mr Jones says.

“Project applications – by either public or the private sectors – can now be made to the Ministry of Environment until 3 May. The Fast Track Advisory Group will then look carefully at the projects and provide independent recommendations to the Ministers of Infrastructure, Regional Development and Transport.

“Ministers will consider the recommendations and decide which projects to include in the Bill.”

“The government’s intention is to recommend the insertion of projects into Schedule 2A and Schedule 2B via an Amendment Paper once the Bill returns to the House,” Mr Bishop says.

“Once the Bill passes into law the projects listed in Schedule 2A will automatically be referred to an Expert Panel which will apply relevant consent and permit conditions before referring each project and its conditions back to the Ministers.

“The opening nominations for ‘listed projects’ is another key milestone toward the fast-track process delivering the projects our regions need.

“Cutting red tape and building infrastructure is just one part of the Government’s wider plan to rebuild and grow the economy, which also includes stopping wasteful spending, delivering tax relief, growing skills and strengthening international connections.”

Note to Editors:

Further information on this process including how to nominate a project for listing, can be found on the Ministry for the Environment website:
<https://environment.govt.nz/acts-and-regulations/acts/fast-track-approvals-bill/fast-track-approvals-process>.

The Advisory Group will be engaged between April and July 2024, and will be supported by the Ministry for the Environment and Ministry of Business, Innovation and Employment.

The Fast-track Approvals Bill was introduced to Parliament for Select Committee review on 7 March 2024. Submissions on the Bill close on 19 April 2024.

Media contacts:

Hon Chris Bishop – Section 7 (2) (a)
Hon Shane Jones – Section 7 (2) (a)

From: [Ryan Hamilton](#)
To: [Natasha Yarrall](#)
Cc: [Ryan Hamilton MP](#); [Ryan Hamilton](#); [Rochelle Miller](#); [Section 7](#)
Subject: Re: Minister Bishop visit
Date: Monday, 23 September 2024 10:08:35 am
Attachments: [image001.png](#)

Looks good to me Natasha

Maybe an update on three waters and fast track too

I don't believe Tama will be there but will confirm if we hear otherwise

Best

Ryan Hamilton
MP for Hamilton East

Ryan.Hamilton@national.org.nz

On 23 Sep 2024, at 9:43 AM, Natasha Yarrall <Natasha.Yarrall@hcc.govt.nz> wrote:

Hi Ryan and [Section](#)

Just checking in to see if any further clarity on the Minister's plans?

We propose meeting at HCC from 10.30 - 11.30.

Keen to discuss:

- Hamilton's growth
- Council investment in infrastructure
- What's next for our city and plans to support Government's priorities.
- IAF reallocation of funding from walking and cycling bridge to waters (if not agreed earlier)

Ryan/ Carina, welcome any views on the above – and anything else you'd like us to raise with the Minister.

We will have:

- Mayor Southgate
- Cr Sarah as Chair of Strategic Growth
- CE Lance Vervoort
- Blair Bowcott
- Natasha Yarrall

Please me know who is attending alongside the Minister and Ryan. (Is Tama expected?)

Thanks
Natasha

From: Ryan Hamilton MP <Ryan.HamiltonMP@parliament.govt.nz>
Sent: Tuesday, September 3, 2024 3:31 PM
To: Ryan Hamilton <Ryan.Hamilton@national.org.nz>; Natasha Yarrall <Natasha.Yarrall@hcc.govt.nz>
Cc: Ryan Hamilton MP <Ryan.HamiltonMP@parliament.govt.nz>; Ryan Hamilton <Ryan.Hamilton@parliament.govt.nz>; Rochelle Miller <Rochelle.Miller@hcc.govt.nz>; [Section 7 \(2\) \(a\)](#) <[Section7\(2\)\(a\)@parliament.govt.nz](mailto:Section7(2)(a)@parliament.govt.nz)>
Subject: RE: Minister Bishop visit

Hi all,

Still waiting to hear back from his office about final plans. I know he was planning on having a crown car as he will need to do work in the car on his way. Will get back to you once I hear back from them.

Kind regards | Ngā mihi,

Carina Fraser | Senior MP Support Advisor
Office of Ryan Hamilton MP | Deputy Chair of the Regulations Review Committee | Member of Parliament for Hamilton East
Level 2, 697c Wairere Drive, Chartwell, Hamilton 3210
[Section 7 \(2\) \(a\)](#) | E: ryan.hamiltonMP@parliament.govt.nz

I work Mondays, Tuesdays, Thursdays and Fridays
<[image001.png](#)>

From: Ryan Hamilton <Ryan.Hamilton@national.org.nz>
Sent: Tuesday, September 3, 2024 3:24 PM
To: Natasha Yarrall <Natasha.Yarrall@hcc.govt.nz>
Cc: Ryan Hamilton MP <Ryan.HamiltonMP@parliament.govt.nz>; Ryan Hamilton <Ryan.Hamilton@parliament.govt.nz>; Rochelle Miller <Rochelle.Miller@hcc.govt.nz>; [Section 7 \(2\) \(a\)](#) <[Section7\(2\)\(a\)@parliament.govt.nz](mailto:Section7(2)(a)@parliament.govt.nz)>
Subject: Re: Minister Bishop visit

Hi Natasha

This is through my office only pls as we have sent through a time sheet with other stakeholders

Will firm up closer to trip if ok. Not sure if he will be in crown car

Best

Ryan Hamilton
MP for Hamilton East

Ryan.Hamilton@national.org.nz

On 3 Sep 2024, at 2:55 PM, Natasha Yarrall <Natasha.Yarrall@hcc.govt.nz> wrote:

Hi Ryan

Keen to lock in arrangements for Minister Bishop's upcoming visit.

Do you know where he is coming from? One idea was to meet at the airport and go for a tiki tour from there around southern links.. if he's flying in there. Otherwise can just meet at the Council and put up some pictures and maps.

I know there is limited time, conscious of this. Let me know if I should engage directly via his office, or through you.

Thanks
Natasha

Natasha Yarrall
Senior Mayoral Advisor

Section 7 (2) (a) | Email: Natasha.Yarrall@hcc.govt.nz

[<image001.jpg>](#)

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[<image002.png>](#)

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[<image003.png>](#)

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From: [Ryan Hamilton](#)
To: [Mark Brougham](#)
Subject: RE: Submissions made by Hamilton City Council in 2023/24
Date: Thursday, 20 June 2024 2:43:01 pm
Attachments: [image004.png](#)
[image005.jpg](#)
[image006.png](#)
[image007.png](#)

Very useful thanks Mark

Ngaa mihi nui

Ryan Hamilton | MP FOR HAMILTON EAST

Ryan.Hamilton@parliament.govt.nz



From: Mark Brougham <Mark.Brougham@hcc.govt.nz>
Sent: Thursday, June 20, 2024 2:27 PM
To: Tama Potaka <Tama.Potaka@parliament.govt.nz>; Ryan Hamilton <Ryan.Hamilton@parliament.govt.nz>; Hon Louise Upston <Louise.Upston@parliament.govt.nz>; Tim van de Molen <Tim.vandeMolen@parliament.govt.nz>; Hana-Rawhiti Maipi-Clarke MP <Hana-Rawhiti.Maipi-ClarkeMP@parliament.govt.nz>
Cc: Mark Brougham <Mark.Brougham@hcc.govt.nz>
Subject: Submissions made by Hamilton City Council in 2023/24

- [Hon Tama Potaka - Member for Hamilton West, National Party](#)
-
- [Ryan Hamilton - Member for Hamilton East, National Party](#)
-
- [Hon Louise Upston - Member for Taupō, National Party](#)
-
- [Tim van de Molen - Member for Waikato, National Party](#)
-
- [Hana-Rawhiti Maipi-Clarke - Member for Hauraki-Waikato, Te Pāti Māori](#)

Kia ora Members of Parliament

As Members of Parliament representing Hamilton and the Waikato, this is to provide you with an outline of the submissions made to date in 2023/24 by Hamilton City Council.

All submissions made by Hamilton City Council in 2021/22, 2022/23 and 2023/24 are available to view/download on Council's website – <https://hamilton.govt.nz/your-council/submissions-to-other-organisations/>

Examples of Key Submissions made by Hamilton City Council to Date in 2023/24

- **Local Government (Water Services Preliminary Arrangements) Bill** – [Weblink](#)
- **Waikato Regional Council's 2024–2034 Draft Long Term Plan** – [Weblink](#)
- **Fast Track Approvals Bill** – [Weblink](#)
- **Draft Government Policy Statement on Land Transport 2024 – 34 (March 2024 Consultation Draft)** – [Weblink](#)
- **WEL Energy Trust 2024 – 2025 Draft Annual Plan** – [Weblink](#)
- **Draft Waikato Regional Land Transport Plan 2024 – 2054** – [Weblink](#)
- **Inquiry into Climate Adaptation** – [Weblink](#)
- **Water Services Entities Amendment Bill** – [Weblink](#)

If you have any questions about the submissions shown on Hamilton City Council's website, please contact me in the first instance.

We will continue to advise you on an ongoing basis of further submissions made by Hamilton City Council.

Thank you

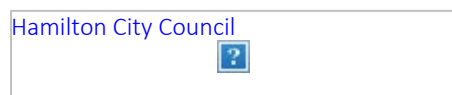
Regards

Mark

Mark Brougham

Strategic Advocacy Programme Manager | Strategy

Section 7 (2) (a) | Email: mark.brougham@hcc.govt.nz



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From: Nicky Swan
To: Section 7 (2) (a) @parliament.govt.nz
Subject: FW: INV23-159 PERSONAL: Hamilton City Council collaboration on new initiatives
Date: Tuesday, 12 Jun 2024 9:40:00 am
Attachments: [Screenshot](#)

Excellent – thank you

Nicky Swan
Executive Assistant to Blair Bowcott | General Manager | Strategy, Growth and Planning
Hamilton City Council

From: Section 7 (2) (a) @parliament.govt.nz
Sent: Tuesday, June 11, 2024 9:15 AM
To: Nicky Swan <Nicky.Swan@hcc.govt.nz>
Subject: RE: TO ACTION FW: INV23-159 PERSONAL: Hamilton City Council collaboration on new initiatives

Hi Nicky

Received

Kind regards

Sec



Section 7 Secretary (Office of Hon Simeon Brown)
Minister of Transport, Minister of Local Government, Minister for Energy, Minister for Auckland

Section 7 (2) (a) @parliament.govt.nz
Website: www.parliament.govt.nz
Phone: 06 324 8600 | Parliament Buildings, Wellington 6140, New Zealand

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From: Nicky Swan <Nicky.Swan@hcc.govt.nz>
Sent: Tuesday, June 11, 2024 8:57 AM
To: Section 7 (2) (a) @parliament.govt.nz
Cc: Hannah Windle <Hannah.Windle@hcc.govt.nz>
Subject: FW: TO ACTION FW: INV23-159 PERSONAL: Hamilton City Council collaboration on new initiatives

Hi Elena,

Just responding as per our text conversation. Can you please confirm receipt.

Kind regards

Nicky Swan
Executive Assistant to Blair Bowcott | General Manager | Strategy, Growth and Planning
Hamilton City Council

From: Nicky Swan
Sent: Monday, June 10, 2024 2:58 PM
To: Section 7 (2) (a) @parliament.govt.nz
Cc: Hannah Windle <Hannah.Windle@hcc.govt.nz>
Subject: RE: TO ACTION FW: INV23-159 PERSONAL: Hamilton City Council collaboration on new initiatives

Good afternoon Elena,

Thank you for the update re change of location – we are happy to accommodate to maximise Hon Simeon Brown's time. Also to confirm the other details of the meeting please see below.

Attendees

- Blair Bowcott – Hamilton City Council, General Manager, Strategy Growth and Planning
- Andrew Parsons – Hamilton City Council, General Manager, Infrastructure and Assets
- Hannah Windle – Hamilton City Council, Unit Director, Strategic Planning and Advocacy
- Robert Brookes - Future Proof, Implementation Advisor

Agenda Points

- A discussion about Hamilton and the opportunities it presents, noting it is New Zealand's fastest growing city, is strategically located as part of the golden triangle between Auckland and Tauranga, and is aligned and ready to negotiate a City Deal with the Government.
 - We will speak to growth opportunities in and around the city, including those related to Southern Links (a road of national significance), and others that may be progressed through fast-track legislation.
- These opportunities, if delivered, will provide significant the potential for business and residential growth.

Thank you again for your assistance in preparing for this meeting. If there are any queries, please don't hesitate to contact me or Hannah (copied above)

Regards

Nicky Swan
Executive Assistant to Blair Bowcott | General Manager | Strategy, Growth and Planning
Hamilton City Council

From: Section 7 (2) (a) @parliament.govt.nz
Sent: Monday, June 10, 2024 10:05 AM
To: Nicky Swan <Nicky.Swan@hcc.govt.nz>
Cc: Hannah Windle <Hannah.Windle@hcc.govt.nz>
Subject: RE: TO ACTION FW: INV23-159 PERSONAL: Hamilton City Council collaboration on new initiatives

Hi Nicky

Hon Simeon Brown is holding a series of meetings at the Department of Internal Affairs on the afternoon of 12 June 2024. To not inconvenience him and avoid him arriving late to his meetings due to the travelling time between the Council Chambers and the Department of Internal Affairs, he has requested that the meeting with Blair Bowcott, General Manager Strategy, Growth and Planning, Hamilton City Council and Ryan Hamilton MP at 3pm is held at OIA, Level 2, 430 Victoria Street, Hamilton.

Would you kindly confirm attendees and agenda items too, please. Thank you for your understanding and flexibility.

Kind regards

Sec



Section 7 Secretary (Office of Hon Simeon Brown)
Minister of Transport, Minister of Local Government, Minister for Energy, Minister for Auckland

Section 7 (2) (a) @parliament.govt.nz
Website: www.parliament.govt.nz
Phone: 06 324 8600 | Parliament Buildings, Wellington 6140, New Zealand

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From: Nicky Swan <Nicky.Swan@hcc.govt.nz>
Sent: Thursday, June 6, 2024 10:04 AM
To: Section 7 (2) (a) @parliament.govt.nz
Cc: Hannah Windle <Hannah.Windle@hcc.govt.nz>
Subject: FW: TO ACTION FW: INV23-159 PERSONAL: Hamilton City Council collaboration on new initiatives

Kia ora Sec

Our team are putting the final detail into our meeting preparation and look forward to seeing Minister Brown meet Wednesday, 12th June – I will confirm the attendees and agenda items ASAP (noting we are in the final day of LTP Deliberations currently)

Thank you for your patience.

Ngatahi

Nicky Swan
Executive Assistant to Blair Bowcott | General Manager | Strategy, Growth and Planning
Hamilton City Council

From: Section 7 (2) (a) @parliament.govt.nz
Sent: Wednesday, April 10, 2024 11:18 AM
To: Blair Bowcott <Blair.Bowcott@hcc.govt.nz>
Subject: RE: INV23-159 PERSONAL: Hamilton City Council collaboration on new initiatives

Hi Blair

Thanks for confirming your meeting. I look forward to hearing from Nicky in due course.

Kind regards

Sec



Section 7 Secretary (Office of Hon Simeon Brown)
Minister of Transport, Minister of Local Government, Minister for Energy, Minister for Auckland

Section 7 (2) (a) @parliament.govt.nz
Website: www.parliament.govt.nz
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From: Blair Bowcott <Blair.Bowcott@hcc.govt.nz>
Sent: Wednesday, April 10, 2024 10:55 AM
To: Section 7 (2) (a) @parliament.govt.nz
Cc: Nicky Swan <Nicky.Swan@hcc.govt.nz>
Subject: RE: INV23-159 PERSONAL: Hamilton City Council collaboration on new initiatives

Kia ora Sec

Thank you very much for reaching out and advising of the Minister Brown's time and availability in Hamilton. Yes I would be very pleased to meet him on Wednesday 12th June at 3.00pm.

My EA Nicky Swan (copied) will provide you with attendee names and agenda/talking points ASAP.

Kind Regards

Blair Bowcott
General Manager | Strategy, Growth and Planning
Manahautuu Raukaki, Whakātupu, Whakamahere

From: Elena Hood <Elena.Hood@parliament.govt.nz>
Sent: Wednesday, April 10, 2024 10:23 AM
To: Blair Bowcott <Blair.Bowcott@hcc.govt.nz>
Subject: RE: INV23-159 PERSONAL: Hamilton City Council collaboration on new initiatives

Hi Blair

Hon Simeon Brown is planning to be in Hamilton on Wednesday, 12 June 2024 for Fieldays and to hold a number of stakeholder meetings from the Hamilton City Council Offices.

The Minister is available to meet with you at 3pm in the Committee Room, Level One, Hamilton City Council, 26 Anglesea Street for a 30-minute discussion on strategic growth plans such as Future Proof and the Hamilton Urban Growth Strategy.


Would you kindly advise your availability, please?

If you are accepting the Minister's offer of a meeting, would you kindly list the names of any attendees accompanying you to the meeting. Would you also please send me a brief summary or agenda, listing the points you would like to raise in your discussion.

I look forward to hearing from you.

Kind regards

Sec



Section 7 Secretary | Office of Hon Simeon Brown
Minister of Transport, Minister of Local Government, Minister for Energy, Minister for Auckland

Section 7 (2) (a) **Sec** Website: www.parliament.govt.nz
Section 7 (2) (a) **Sec** Parliament Buildings, Wellington 6160, New Zealand

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From: Blair Bowcott <Blair.Bowcott@hcc.govt.nz>
Sent: Wednesday, February 14, 2024 3:38 PM
To: **Section 7 (2) (a)** **Sec** Parliament.govt.nz
Subject: RE: INV23-159 PERSONAL: Hamilton City Council collaboration on new initiatives

Kia or **Sec**

Thank you for your response - we will await further contact from you with a view to secure a date with Minister Brown in May but yes if he is in Hamilton at any stage we would be keen to welcome him and meet.

Regards

Blair Bowcott
General Manager | Strategy, Growth and Planning
Manahautuu Raukaki, Whakātupu, Whakamahere

Section 7 (2) (a) | Email: blair.bowcott@hcc.govt.nz


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From: **Section 7 (2) (a)** **Sec** Parliament.govt.nz
Sent: Tuesday, February 13, 2024 1:41 PM
To: Blair Bowcott <Blair.Bowcott@hcc.govt.nz>
Subject: RE: INV23-159 PERSONAL: Hamilton City Council collaboration on new initiatives

Hello Blair


Thank you for your patience as Hon Simeon Brown firms up his diary for 2024.

On behalf of Hon Simeon Brown, MP for Pakuranga, Minister of Transport, Minister of Local Government, Minister for Energy and Minister for Auckland, thank you for your correspondence.

The Minister has tentatively accepted your request and I will be in touch with you again closer to the time as Hon Simeon Brown's commitments are confirmed. An appointment has been tentatively scheduled for a time in May 2024. There is a possibility that Hon Simeon Brown may make a visit to Hamilton and, should the visit eventuate, meet with you to discuss Hamilton's strategic growth plans.

Kind regards

Sec



Section 7 Secretary | Office of Hon Simeon Brown
Minister of Transport, Minister of Local Government, Minister for Energy, Minister for Auckland

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Section 7 (2) (a) **Sec** Parliament Buildings, Wellington 6160, New Zealand

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From: Blair Bowcott <Blair.Bowcott@hcc.govt.nz>
Sent: Tuesday, December 5, 2023 3:23 PM
To: Simeon Brown <Simeon.Brown@parliament.govt.nz>
Cc: Tama Potaka <Tama.Potaka@parliament.govt.nz>; Ryan Hamilton <Ryan.Hamilton@parliament.govt.nz>
Subject: INV23-159 PERSONAL: Hamilton City Council collaboration on new initiatives

Hi Simeon,

MP Ryan Hamilton has acknowledged my email to Chris Bishop earlier today and suggested that I also send you a copy, given your portfolios and areas of interest – see below.

Hamilton City Council, as you will be aware, is a high growth area and has a proven track record of partnering with the Government to deliver outcomes aligned with our strategic growth plans such as Future Proof and the Hamilton Urban Growth Strategy.

I understand you will be getting out and visiting Councils in the near future, I welcome the opportunity to meet with you and continue the conversations I have had with Chris Bishop.

Regards

Blair Bowcott
General Manager | Strategy, Growth and Planning
Manahautuu Raukaki, Whakātupu, Whakamahere

Section 7 (2) (a) | Email: blair.bowcott@hcc.govt.nz


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From: Blair Bowcott
Sent: Tuesday, 5 December 2023 11:13 am
To: chris.bishop@parliament.govt.nz
Cc: Tama Potaka <Tama.Potaka@parliament.govt.nz>; Ryan.Hamilton@parliament.govt.nz; Mark Davey <Mark.Davey@hcc.govt.nz>
Subject: PERSONAL: Hamilton City Council collaboration on new initiatives

Hi Chris,

Congratulations on your election win. It will be great to see how the many housing and infrastructure matters we canvassed on your visit to Hamilton earlier this year can be progressed.

We note Nationals commitment to change the compulsory MORS requirements on tier 1 Councils within your first 100-days of office. We would welcome the opportunity to contribute to workable solutions as to what this might look like. We think that flexibility to councils is a pragmatic way forward given the infrastructure servicing challenges in brownfield areas and the development feasibility at the moment.

Mark Davey (mark.davey@hcc.govt.nz) in my team, who you have met, is happy to help in this area.

Our current Long-Term Plan development is showing how hard brownfield intensification will be in the absence of new funding levers for local government – in a greenfield context, a larger proportion of infrastructure costs can be recouped from the developers and overall higher housing yield achieved (with more certainty).

Going forward, we're happy to act as a sounding board regarding the implementation of Nationals wider housing and infrastructure policy, and in the progression of the City Deal partnership structures. You may be aware we have recently shared with your National Party colleagues a Hamilton-Waikato Metro Prospectus for what a City Deal may incorporate, to help start that conversation.

All the best with your work as the new Government in the coming days.

Kind regards

Blair Bowcott

General Manager | Strategy, Growth and Planning
Manahautuu Raukaki, Whakātupu, Whakamahere

Section 7 (2) (a) | Email: blair.bowcott@hcc.govt.nz

(Please note - this email was written at a time that worked for me. I understand that it may not work for you, and do not expect you to respond outside your working hours)


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From: [Nicky Swan](#)
To: [Section 7 \(2\) \(a\)](#)
Cc: [Section 7 \(2\) \(a\)](#)
Subject: RE: TO ACTION FW: INV23-159 PERSONAL: Hamilton City Council collaboration on new initiatives
Date: Monday, 12 June 2024 2:37:57 pm
Attachments: [Section 7 \(2\) \(a\)](#)
[Section 7 \(2\) \(a\)](#)
[Section 7 \(2\) \(a\)](#)

Good afternoon [Sec](#)

Thank you for the update re change of location – we are happy to accommodate to maximise Hon Simeon Brown’s time. Also to confirm the other details of the meeting please see below,

Attendees

- Blair Bowcott – Hamilton City Council, General Manager, Strategy Growth and Planning
- Andrew Parsons – Hamilton City Council, General Manager, Infrastructure and Assets
- Hannah Windle – Hamilton City Council, Unit Director, Strategic Planning and Advocacy
- Robert Broadbent – Future Proof, Implementation Advisor

Agenda Points

- A discussion about Hamilton and the opportunities it presents, noting it is New Zealand’s fastest growing city, is strategically located as part of the golden triangle between Auckland and Tauranga, and is aligned and ready to negotiate a City Deal with the Government.
- We will speak to growth opportunities in and around the city, including those related to Southern Links (a road of national significance), and others that may be progressed through fast-track legislation.
- These opportunities, if delivered, will provide significant the potential for business and residential growth.

Thank you again for your assistance in preparing for this meeting. If there are any queries, please don’t hesitate to contact me or Hannah (copied above)

Regards

Nicky Swan

Executive Assistant to Blair Bowcott | General Manager | Strategy, Growth and Planning
Hamilton City Council

From: [Section 7 \(2\) \(a\)](#) <[@parliament.govt.nz](#)>
Sent: Monday, June 10, 2024 9:55 AM
To: Nicky Swan <[Nicky.Swan@hcc.govt.nz](#)>
Cc: Hannah Windle <[Hannah.Windle@hcc.govt.nz](#)>
Subject: RE: TO ACTION FW: INV23-159 PERSONAL: Hamilton City Council collaboration on new initiatives

Hi Nicky

Hon Simeon Brown is holding a series of meetings at the Department of Internal Affairs on the afternoon of 12 June 2024. To not inconvenience him and avoid him arriving late to his meetings due to the travelling time between the Council Chambers and the Department of Internal Affairs, he has requested that the meeting with Blair Bowcott, General Manager Strategy, Growth and Planning, Hamilton City Council and Ryan Hamilton MP at 3pm is held at DIA, Level 2, 410 Victoria Street, Hamilton.

Would you kindly confirm attendees and agenda items too, please. Thank you for your understanding and flexibility.

Kind regards

[Sec](#)



Section 7 (2) (a) Secretary | Office of Hon Simeon Brown
Minister of Transport, Minister of Local Government, Minister for Energy, Minister for Auckland

Section 7 (2) (a) <[@parliament.govt.nz](#)>
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From: Nicky Swan <[Nicky.Swan@hcc.govt.nz](#)>
Sent: Thursday, June 6, 2024 10:04 AM
To: [Section 7 \(2\) \(a\)](#) <[@parliament.govt.nz](#)>
Cc: Hannah Windle <[Hannah.Windle@hcc.govt.nz](#)>
Subject: FW: TO ACTION FW: INV23-159 PERSONAL: Hamilton City Council collaboration on new initiatives

Kia ora [Sec](#)

Our team are putting the final detail into our meeting preparation and look forward to seeing Minister Brown next Wednesday, 12th June – I will confirm the attendees and agenda items ASAP (noting we are in the final day of LTP Deliberations currently)

Thank you for your patience.

Ngaia mihi

Nicky Swan

Executive Assistant to Blair Bowcott | General Manager | Strategy, Growth and Planning
Hamilton City Council

From: [Section 7 \(2\) \(a\)](#) <[@parliament.govt.nz](#)>
Sent: Wednesday, April 10, 2024 11:19 AM
To: Blair Bowcott <[Blair.Bowcott@hcc.govt.nz](#)>
Subject: RE: INV23-159 PERSONAL: Hamilton City Council collaboration on new initiatives

Hi Blair

Thanks for confirming your meeting. I look forward to hearing from Nicky in due course.

Kind regards

[Sec](#)



Section 7 (2) (a) Secretary | Office of Hon Simeon Brown
Minister of Transport, Minister of Local Government, Minister for Energy, Minister for Auckland

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From: Blair Bowcott <[Blair.Bowcott@hcc.govt.nz](#)>
Sent: Wednesday, April 10, 2024 10:55 AM
To: [Section 7 \(2\) \(a\)](#) <[@parliament.govt.nz](#)>
Cc: Nicky Swan <[Nicky.Swan@hcc.govt.nz](#)>
Subject: RE: INV23-159 PERSONAL: Hamilton City Council collaboration on new initiatives

Kia ora [Sec](#)

Thank you very much for reaching out and advising of the Minister Brown’s time and availability in Hamilton. Yes I would be very pleased to meet him on Wednesday 12th June at 3.00pm.

My EA Nicky Swan (copied) will provide you with attendee names and agenda/talking points ASAP.

Kind Regards

Blair Bowcott

General Manager | Strategy, Growth and Planning
Manatūhau Raukawa, Whakataupū, Whakamāhere

From: [Section 7 \(2\) \(a\)](#) <[@parliament.govt.nz](#)>
Sent: Wednesday, April 10, 2024 10:21 AM
To: Blair Bowcott <[Blair.Bowcott@hcc.govt.nz](#)>
Subject: RE: INV23-159 PERSONAL: Hamilton City Council collaboration on new initiatives

Hi Blair

Hon Simeon Brown is planning to be in Hamilton on Wednesday, 12 June 2024 for Fieldays and to hold a number of stakeholder meetings from the Hamilton City Council Offices.

The Minister is available to meet with you at 3pm in the Committee Room, Level One, Hamilton City Council, 26 Anglesea Street for a 30-minute discussion on strategic growth plans such as Future Proof and the Hamilton Urban Growth Strategy.

Would you kindly advise your availability, please?

If you are accepting the Minister’s offer of a meeting, would you kindly list the names of any attendees accompanying you to the meeting. Would you also please send me a brief summary or agenda, listing the points you would like to raise in your discussion.

I look forward to hearing from you.

Kind regards

[Sec](#)



Section 7 (2) (a) Secretary | Office of Hon Simeon Brown
Minister of Transport, Minister of Local Government, Minister for Energy, Minister for Auckland

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From: Blair Bowcott <[Blair.Bowcott@hcc.govt.nz](#)>
Sent: Wednesday, February 14, 2024 3:38 PM
To: [Section 7 \(2\) \(a\)](#) <[@parliament.govt.nz](#)>
Subject: RE: INV23-159 PERSONAL: Hamilton City Council collaboration on new initiatives

Kia ora [Sec](#)

Thank you for your response – we will await further contact from you with a view to secure a date with Minister Brown in May but yes if he is in Hamilton at any stage we would be keen to welcome him and meet.

Regards

Section 7 (2) (a) | Email: klaire.kowcott@hcc.gord.net



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Sent: Tuesday, February 13, 2024 1:41 PM

To: Blair Bowcott <Blair.Bowcott@hcc.govt.nz>

Subject: RE: INV23-159 PERSONAL: Hamilton City Council collaboration on new initiatives

Hello Blair

Thank you for your patience as Hon Simeon Brown firms up his diary for 2024.

On behalf of Hon Simeon Brown, MP for Pakuranga, Minister of Transport, Minister of Local Government, Minister for Energy and Minister for Auckland, thank you for your correspondence.

The Minister has tentatively accepted your request and I will be in touch with you again closer to the time as Hon Simeon Brown's commitments are confirmed. An appointment has been tentatively scheduled for a time in May 2024. There is a possibility that Hon Simeon Brown may make a visit to Hamilton and, should the visit eventuate, meet with you to discuss Hamilton's strategic growth plans.

Kind regards



Section 7 Secretary | Office of Hon Simeon Brown
Minister of Transport, Minister of Local Government, Minister for Energy, Minister for Auckland

Section 7 (2) (a) 187 Website: www.Boshia.org.nz

[illegible]

From: Blair Bowcott <Blair.Bowcott@hcc.govt.nz>

Sent: Tuesday, December 5, 2023 3:23 PM

To: Simeon Brown <Simeon.Brown@parliament.govt.nz>

Cc: Tama Potaka <Tama.Potaka@parliament.govt.nz>; Ryan Hamilton <Ryan.Hamilton@parliament.govt.nz>

Subject: INV23-159 PERSONAL: Hamilton City Council collaboration on new initiatives

Hi Simeon,

MP Ryan Hamilton has acknowledged my email to Chris Bishop earlier today and suggested that I also send you a copy, given your portfolios and areas of interest – see below.

Hamilton City Council, as you will be aware, is a high growth area and has a proven track record of partnering with the Government to deliver outcomes aligned with our strategic growth plans such as Future Proof and the Hamilton Urban Growth Strategy

I understand you will be getting out and visiting Councils in the near future, I welcome the opportunity to meet with you and continue the conversations I have had with Chris Bishop.

Regards

Manahautuu Rautaki, Whakatupu, Whakamahere

Section 7 (2) (a) | Email: blair.bowcott@hcc.govt.nz



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From: Blair Bowcott

Sent: Tuesday, 5 December 2023 11:13 am

To: chris.bishop@parliament.govt.nz

Cc: 'Tama.Potaka@parliament.govt.nz' <Tama.Potaka@parliament.govt.nz>; Ryan.Hamilton@parliament.govt.nz; Mark Davey <Mark.Davey@hcc.govt.nz>

Subject: PERSONAL: Hamilton City Council collaboration on new initiatives

Hi Chris,

Congratulations on your election win. It will be great to see how the many housing and infrastructure matters we canvassed on your visit to Hamilton earlier this year can be progressed

We note Nationals commitment to change the compulsory MDRS requirements on tier 1 Councils within your first 100-days of office. We would welcome the opportunity to contribute to workable solutions as to what this might look like. We think that flexibility to councils is a pragmatic way forward given the infrastructure servicing challenges in brownfield areas and the development feasibility at the moment.

Mark Davey (mark.davey@hcc.govt.nz) in my team, who you have met, is happy to help in this area

Our current Long-Term Plan development is showing how hard brownfield intensification will be in the absence of new funding levers for local government – in a greenfield context, a larger proportion of infrastructure costs can be recouped from the developers and overall higher housing yield achieved (with more certainty)

Going forward, we're happy to act as a sounding board regarding the implementation of Nationals wider housing and infrastructure policy, and in the progression of the City Deal partnership structures. You may be aware we have recently shared with your National Party colleagues a Hamilton-Waikato Metro Prospectus for what a City Deal may incorporate, to help start that conversation.

All the best with your work as the new Government in the coming days.

Kind regards

Manahautuu Rautaki, Whakatupu, Whakamahere

Section 7 (2) (a) | Email: blair.bowcott@hcc.govt.nz

(Please note - this email was written at a time that worked for me. I understand that it may not work for you, and do not expect you to respond outside your working hours)



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From: [Rochelle Miller](#)
To: [Section 7 \(2\) \(a\)](#)
Cc: [Natasha Verrall](#)
Subject: RE: Visit from Minister Chris Bishop on 9 October- Confirmation
Date: Friday, 9 August 2024 4:27:00 pm
Attachments: [image002.gif](#)
[image003.png](#)

Good afternoon [Section 7 \(2\) \(a\)](#)

Thanks for your email confirming Minister Bishop's visit and the time you have set aside for him to meet with Mayor Paula and the appropriate HCC staff on 9 October 2024. I have this noted in her diary and she will certainly be available.

I have since discussed this with my Manager, Natasha and she has confirmed she will either email or phone Ryan to discuss this further.

Have a great weekend

Kind Regards

Rochelle Miller
Mayoral Functions & Events Lead | Mayor's Office

Section 7 (2) (a) | Email: rochelle.miller@hcc.govt.nz

Please note – this email was written at a time that worked for me. I understand that it may not work for you, and do not expect you to respond outside your working hours.



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From: [Section 7 \(2\) \(a\)](#) <[Section7\(2\)\(a\)@parliament.govt.nz](mailto:Section7(2)(a)@parliament.govt.nz)>
Sent: Friday, August 9, 2024 12:52 PM
To: Rochelle Miller <Rochelle.Miller@hcc.govt.nz>
Subject: Visit from Minister Chris Bishop on 9 October- Confirmation

Hi Rochelle,

I am writing on behalf of Ryan Hamilton to confirm the visit by Minister Bishop on the 9 October.

We have him scheduled with visit with the Mayor from 10.30 am to 11.30am, to discuss IAF and IFF, housing, city deals, and potential fast track etc, plus any general topics.

Ryan have asked me to mention that Mayor Paula is welcome to invite any local councillors, which may include Blair Bowcott, Andre and Greg, but will leave it with you to organise who you would see best to attend.

Ryan is happy to chat further over the phone if this is helpful.

If you are able to confirm this is still suitable for the Mayor, I will send his through to Minister Bishop's office.

Kind regards | Ngā mihi,

Section 7 (2) (a) | **Senior MP Support Advisor**
Office of Ryan Hamilton MP | Deputy Chair of the Regulations Review Committee | Member of Parliament for Hamilton East
Level 2, 697c Wairere Drive, Chartwell, Hamilton 3210
Section 7 (2) (a) <[Section7\(2\)\(a\)@parliament.govt.nz](mailto:Section7(2)(a)@parliament.govt.nz)>

I work Mondays, Tuesdays, Thursdays and Fridays



From: [Natasha Yarrall](#)
To: [Ryan Hamilton](#)
Cc: [Section 7](#) [@parliament.govt.nz](#); [Hannah Windle](#)
Subject: Re: Visit from Minister Chris Bishop on 9 October- Confirmation
Date: Wednesday, 14 August 2024 7:48:27 am

Understood, thanks Ryan.

Is he flying in to Hamilton and is this the first stop for the day? If so we could just meet at airport and start there.

Will put together a plan for you to consider.

Thanks

From: Ryan Hamilton <Ryan.Hamilton@national.org.nz>
Sent: Tuesday, August 13, 2024 9:22:22 PM
To: Natasha Yarrall <Natasha.Yarrall@hcc.govt.nz>
Cc: [Section 7 \(2\) \(a\)](#) [@parliament.govt.nz](#); [Section 7 \(2\) \(a\)](#) [@parliament.govt.nz](#); Hannah Windle <Hannah.Windle@hcc.govt.nz>
Subject: Re: Visit from Minister Chris Bishop on 9 October- Confirmation

Team

We have an hour max. We could meet at Peacock's bridge from airport and have discussion etc but needs to be very focussed

I am hoping to get the Minister to bridge earlier (before official Opening) but as his wife is expecting very time challenged

Best

Ryan Hamilton
MP for Hamilton East

Ryan.Hamilton@national.org.nz

On 13 Aug 2024, at 8:36 PM, Natasha Yarrall <Natasha.Yarrall@hcc.govt.nz> wrote:

Dear [Section](#)

Thanks so much for confirmation of the visit.

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We have in mind a visit to see the new bridge at Peacocke (which wouldn't have been possible without the Government), and then connecting in with the future Southern Links, airport precinct, and huge amount of development potential out that way.
This is likely to be a prime candidate for a possible "regional deal" and think it would be a great opportunity to show the Minister what opportunities exist.

Welcome Ryan's views. Hannah and I are happy to have a chat with him (or you) as we grip up a programme.

Many thanks

Natasha Yarrall
Senior Mayoral Advisor

[Section 7 \(2\) \(a\)](#) Email: Natasha.Yarrall@hcc.govt.nz

[<image002.jpg>](#)

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[<image003.png>](#)
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From: [Section 7 \(2\) \(a\)](#) [@parliament.govt.nz](#)
Sent: Friday, August 9, 2024 12:52 PM
To: Rochelle Miller <Rochelle.Miller@hcc.govt.nz>
Subject: Visit from Minister Chris Bishop on 9 October- Confirmation

Hi Rochelle,

I am writing on behalf of Ryan Hamilton to confirm the visit by Minister Bishop on the 9 October.

We have him scheduled with visit with the Mayor from 10.30 am to 11.30am, to discuss IAF and IFF, housing, city deals, and potential fast track etc, plus any general topics.

Ryan have asked me to mention that Mayor Paula is welcome to invite any local councillors, which may include Blair Bowcott, Andre and Greg, but will leave it with you to organise who you would see best to attend.

Ryan is happy to chat further over the phone if this is helpful.

If you are able to confirm this is still suitable for the Mayor, I will send his through to Minister Bishop's office.

Kind regards | Ngā mihi,

[57\(2\)\(a\)](#) | Senior MP Support Advisor
Office of Ryan Hamilton MP | Deputy Chair of the Regulations Review Committee | Member of Parliament for Hamilton East
Level 2, 697c Wairere Drive, Chartwell, Hamilton 3210
[Section 7 \(2\) \(a\)](#) [@parliament.govt.nz](#)

I work Mondays, Tuesdays, Thursdays and Fridays
[<image005.png>](#)

From: [Natasha Yarrall](#)
To: [Section 7 \(a\) @parliament.govt.nz](#)
Cc: [Ryan Hamilton](#); [Hannah Windle](#)
Subject: RE: Visit from Minister Chris Bishop on 9 October- Confirmation
Date: Tuesday, 13 August 2024 8:35:30 pm
Attachments: [image002.jpg](#)
[image003.png](#)
[image005.png](#)

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S7(2)(a) | **Senior MP Support Advisor**
Office of Ryan Hamilton MP | Deputy Chair of the Regulations Review Committee | Member of Parliament for Hamilton East
Level 2, 697c Wairere Drive, Chartwell, Hamilton 3210
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