

Notice of Meeting:

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

Date: Tuesday 8 April 2025
Time: 9:30 am
Meeting Room: Council Chamber
Venue: Municipal Building, Garden Place, Hamilton

Lance Vervoort
Chief Executive

Strategic Growth and District Plan Committee

Te Komiti Rautaki Tipu me te Maahere Rautaki aa Rohe

OPEN AGENDA

Membership

Chairperson Cr Sarah Thomson
Heamana

Deputy Chairperson Cr Geoff Taylor
Heamana Tuarua

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

Quorum: A majority of members (including vacancies)

Meeting Frequency: Two Monthly

Amy Viggers
Mana Whakahaere
Governance Lead

31 March 2025

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

Purpose

The Strategic Growth and District Plan Committee is responsible for:

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

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

Terms of Reference:

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

The Committee is delegated the following powers to act:

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

The Committee is delegated the following recommendatory powers:

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

Recommendatory Oversight of Strategies and Plans:

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

Recommendatory Oversight of Policies and Bylaws:

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

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

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

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1 Apologies – *Tono aroha*

2 Confirmation of Agenda – *Whakatau raarangi take*

The Committee to confirm the agenda.

3 Declaration of Interest – *Tauaakii whaipanga*

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

4 Public Forum – *Aatea koorero*

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

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

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

If you have any questions regarding Public Forum please contact Governance by telephoning 07 838 6699.

Council Report

Committee: Strategic Growth and District Plan Committee **Date:** 08 April 2025

Author: Keryn Phillips **Authoriser:** Michelle Hawthorne

Position: Governance Advisor **Position:** Governance and Assurance Manager

Report Name: Confirmation of the Strategic Growth and District Plan Committee Open Minutes 20 February 2025

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

That the Strategic Growth and District Plan Committee confirms the Open Minutes of the Strategic Growth and District Plan Committee Meeting held on 20 February 2025 as a true and correct record.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Strategic Growth and District Plan Committee Open Unconfirmed Minutes of 20 February 2025.

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

Minutes of a meeting of the Strategic Growth and District Plan Committee held in Council Chamber, Municipal Building, Garden Place, Hamilton on Thursday 20 February 2025 at 9:30 am.

PRESENT

Chairperson Cr Sarah Thomson

Heamana

Deputy Chairperson Cr Geoff Taylor

Heamana Tuarua

Members

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

The meeting was opened with a karakia by Cr Maria Huata

1. Apologies – *Tono aroha*

Resolved: (Cr Thomson/ Cr Taylor)

That the Strategic Growth and District Plan Committee accepts the apologies of for absence from Cr Tauariki and Cr Naidoo- Rauf, and for partial attendance from Cr Donovan.

2. Confirmation of Agenda – *Whakatau raarangi take*

Resolved: (Cr Thomson/ Cr Taylor)

The Strategic Growth and District Plan Committee confirms the agenda, noting the late Attachment for Item 8 *Strategic Issues* (**Appendix 1 of the agenda: Waikato City and Regional Deals Mayoral Forum Update**) is accepted.

3. Declarations of Interest – *Tauaakii whaipaaanga*

No members of the Committee declared a Conflict of Interest.

4. Public Forum – *Aatea koorero*

A submission from Kate Harris, NES Boutique, was circulated to members ahead of the meeting and is included as **Appendix 2** of the minutes of this meeting.

5. **Confirmation of the Strategic Growth and District Plan Committee Open Minutes 7 November 2024**

Resolved: (Cr Wilson/Cr Pike)

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

6. **Chair's Report**

The Chair took the report as read.

Resolved: (Cr Thomson/ Cr Taylor)

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

7. **General Manager's Report**

The General Manager of Strategy, Growth & Planning and the Unit Director of Urban & Spatial Planning spoke to Wastewater capacity update that would be presented at a future meeting

Members provided the following direction for inclusion in the Wastewater capacity update:

- i. Capacity of the network;
- ii. Hierarchy of areas of concerns .
- iii. Council ability to provide input and discretion
- iv. Enderley/ Fairfield progress
- v. Fully accessible and social housing options
- vi. Investment dollars
- vii. What the plan enables
- viii. Scale of funding
- ix. Breakdown of criteria for modelling
- x. Risk profile

Staff Action: *Staff undertook to provide Members with an update on the implications of declining immigration numbers for growth projections, and whether those projections are overly optimistic*

Resolved: (Cr Wilson /Cr Thomson)

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

Cr Donovan joined the meeting (9.50 am) during the discussion of the above item. He was present when the matter was voted on.

8. **Strategic Issues**

The General Manager of Strategy, Growth & Planning spoke to the fast track process , Peacock and partnership with Iwi summary.

Regional Deals

The Unit Director of Strategic Planning & Advocacy spoke to Regional Deals Update, noting in particular funding, endorsement from the Mayoral Forum, future proof priority areas and resilience. Staff responded to questions from Members concerning, modelling , source data, high priority areas and insight into the assumptions.

City Business District (CBD)

The Central City Transformation Manager and the Unit Director Sustainable Communities provided an update on actions taken in the CENTRASL City area. Staff responded to questions from Members concerning proactive steps taken regarding the un-housed in CBD.

Staff Action : *Staff undertook to report back to Members with the feasibility and potential cost of initiatives for enhancing Central City raised by the Public Forum written submission (Appendix 1) as soon as possible.*

Staff Action : *Staff undertook to report back to Members regarding initiatives for the unhoused in Garden Place, specifically detailing the role of the Council at a future Community and Natural Environment Committee meeting.*

Resolved: (Cr Thomson/Cr Wilson)

That the Strategic Growth and District Plan Committee:

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

Cr Donovan retired the meeting (10.15 am) during the discussion of the above item. He was not present when the matter was voted on.

Deputy Mayor O'Leary left the meeting (10.50 am) during the discussion of the above item. She was not present when the matter was voted on.

The meeting was adjourned 11.03 am to 11.17 am.

9. District Plan Update - February 2025

The Unit Director of Urban & Spatial Planning spoke to the report in particular the matter of the Fonterra Plan Change, and Rototuna town centre progress. Staff responded to questions from Members concerning types of development allowed under plan Change and engagement with the community on traffic impacts.

Resolved: (Cr Taylor/Cr Bydder)

That the Strategic Growth and District Plan Committee:

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

Deputy Mayor O'Leary rejoined to the meeting (11.18am) at the conclusion of the above item. She was not present when the matter was voted on.

Cr Taylor returned to the meeting (11.18 am) at the conclusion of the above item. He was not present when the matter was voted on.

10. General Updates

The General Manager of Strategy, Growth & Planning took report as read

Resolved: (Cr Hutt/Maangai Kana)

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

11. Resolution to Exclude the Public**Section 48, Local Government Official Information and Meetings Act 1987**

Resolved: (Cr Taylor /Cr Pike)

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

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

General subject of each matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
C1. Confirmation of the Strategic Growth and District Plan Committee Public Excluded Minutes 7 November 2024	) Good reason to withhold) information exists under) Section 7 Local Government) Official Information and) Meetings Act 1987	Section 48(1)(a)
C2. Enderley-Fairfield Development Plan		
C3. Strategic Issues (Public Excluded Matters)		

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

Item C1.	to prevent the disclosure or use of official information for improper gain or improper advantage	Section 7 (2) (j)
Item C2.	to protect information which is subject to an obligation of confidence and disclosure would likely prejudice continual supply of similar information where it is in the public interest for that information to continue to be available to enable Council to carry out negotiations to prevent the disclosure or use of official information for improper gain or improper advantage	Section 7 (2) (c) (i) Section 7 (2) (i) Section 7 (2) (j)
Item C3.	to maintain legal professional privilege to enable Council to carry out negotiations to prevent the disclosure or use of official information for improper gain or improper advantage	Section 7 (2) (g) Section 7 (2) (i) Section 7 (2) (j)

The meeting moved into Public Excluded at 11.25pm.

The meeting was declared closed at 12.42pm

Item 5

Attachment 1

Appendix 1

Waikato City and Regional Deals Mayoral Forum update

17 February 2025

Clear and focused city and regional deal priorities

- **Promote economic growth and productivity**
- **Delivering connected and resilient infrastructure**
- **Improving the supply of affordable, quality housing**
- 30 year deal vision, 10 year strategic plan to deliver shared (local and central government) outcomes
- Outline economic objectives and project outcomes that will be delivered
- Actions your region will take to unlock or enable growth
- What your region needs from central government to assist in achieving deal objectives

- Not about new money
- Not about new projects
- Acceleration and alignment
- Better integrated, smarter investment

Timeline



- Letter of intent lodged 18 December
 - Indication of likelihood of lodgment, Ministry awareness
- 28 February 'light-touch' proposal
 - Brief answers to questions posed (tight and specific application form)
 - Paragraph limits ie ('what drives growth in your region?' – maximum 4 paragraphs)
 - Not prepare a full business case or deal proposition at this stage
- Tight timeline to put our best foot forward
- Facilitation of a regional response
 - Regional Chief Executives, CE oversight group, project working group, council contacts

Letter of Intent (recap)

Why the Waikato

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

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

- Regional benefits
- Highly connected, integrated, commutable region
- Move products and people to markets
- Intrinsic connection between rural and urban
- Relativities of investment impacts

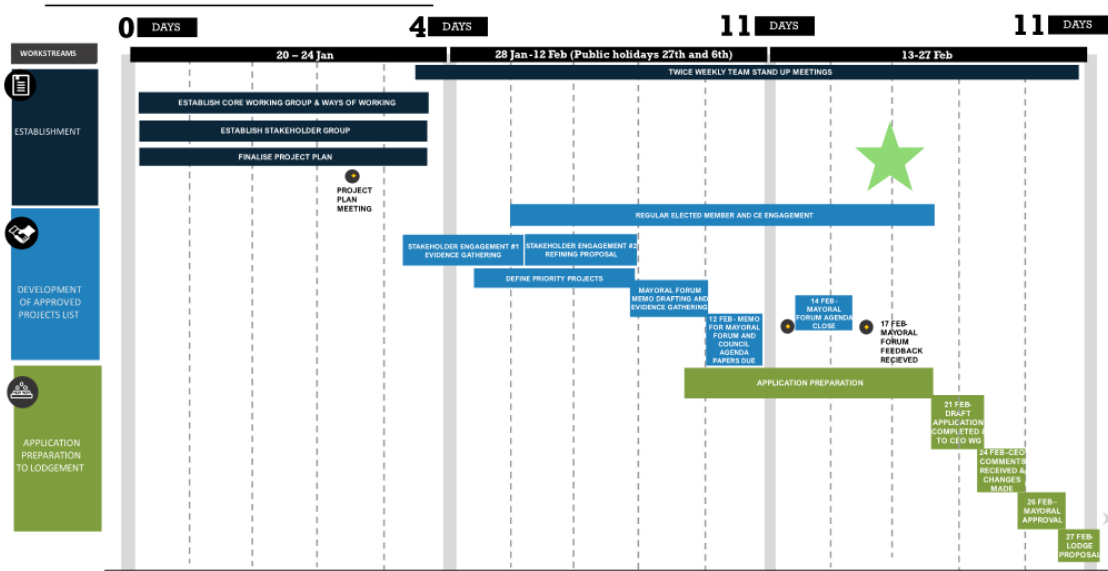
Priority projects

- Future Proof priority development areas package
 - Suite of key initiatives such as Huntly Wastewater Plant, Southern Links, North Waipa/South Hamilton, Hamilton CBD IAF, Fastrack developments
- Hamilton to Tauranga Corridor/Piarere to Tauriko
 - Will incorporate Cambridge to Piarere Expressway extension
- Roading resilience
- Infrastructure delivered that unlocks provincial growth nodes(enabling infrastructure outside wider metro area)
- Waikato Housing Initiative provision pipeline



Light-touch proposal

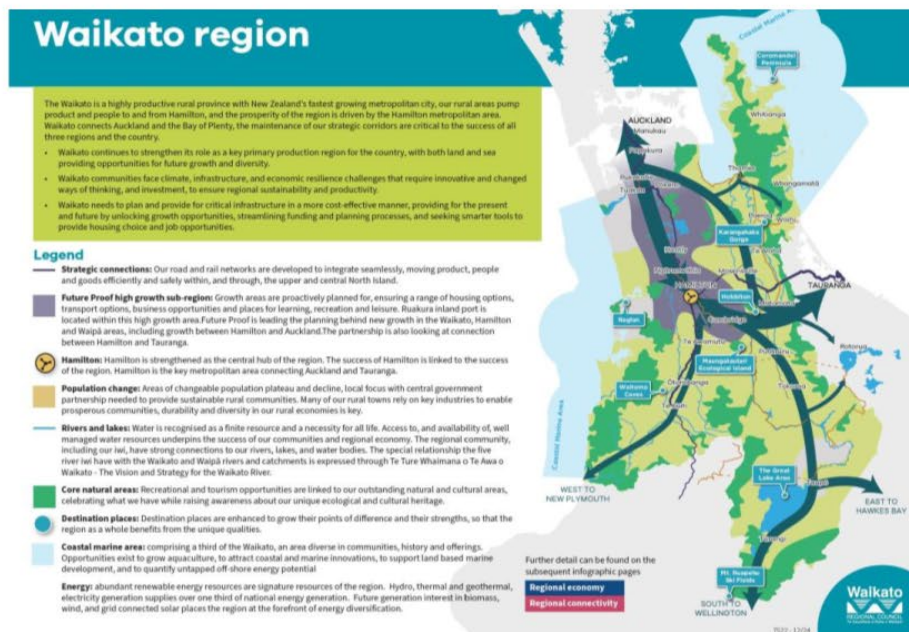
Preparing for a Waikato Deal



Realities and key risks – what is achievable in time/resources available

Key risk	Status
Truncated timeline for deep engagement with partners and strategic stakeholders - Keep partners and stakeholders informed - Opportunity for deeper engagement post May	
All expectations may not be able to be met Everyone may not see themselves reflected individually in the proposal	
External influences may put pressure on delivery - Ongoing central government announcements - Weather events - LTP and Annual Plan busy'ness, and everyday BAU	

Section	Para limit	Key tasks
1. Executive summary	4	Vision for the deal, region's economic role, economic objectives, 5 projects/initiatives and their outcomes, what region is contributing, what do we want from government
2. Alignment with the strategic framework	4	How the proposal aligns with the objectives of building economic growth, delivering connected and resilient infrastructure and/or improve the supply of affordable, quality housing
3. What drives growth in your region?	4	Areas of growth, existing and potential, in your region, key drivers, actions required to unlock or enable growth? What is the anticipated growth that would be triggered by a regional deal?
4. Central and local government partnership	6	Evidence of effective central and local government partnerships, document actions we are taking to support government priorities (Waters Done Well)
5. Commitment to regional spatial priorities	4	Confirm alignment of proposals with clear regional spatial priorities set out in regional plans, growth strategies, Future Development Strategies etc
6. Capability, capacity and readiness to implement and deliver	2-3	Outline region's readiness to deliver a regional deal. How will the projects/initiatives be successfully implemented and delivered? Provide examples where you have done this before.....What is the proposed governance arrangement? Private sector and iwi/Māori engagement?
7. Regional deal priority projects/initiative	1 page	a brief description of priority projects or initiatives that the regional deal could include and how they will contribute to your region's overall vision– including projected job and housing numbers, GDP contribution etc.
8. What will your region bring to a regional deal?	2-3	What are we doing to support the deal initiatives?
9. What are you seeking from Central Government as part of a deal?	2-3	Outline what policy, legislative or other actions the proposal requires from central government
10. Further supporting information	Insert schedule	Evidence in support of application including Infographics, references and links to reports, extracts from key strategies etc.



Stakeholder approach (priority and influence)

- Limited capacity for extensive engagement– inform as opposed to involve
- Prioritised engagement with those we are seeking letters of support from or who may be asked to evaluate proposals.
- Awareness building with Waikato business and industry leaders (those with tactical/strategic access)
- Stakeholders that we are likely to seek letters of support from:
 - Tourism Waikato and Destination Coromandel
 - Waikato and Hamilton Chamber of Commerce
 - Property Council
 - Waikato Housing initiative
 - University of Waikato
 - Sport Waikato
 - Kiwirail
- Government stakeholders who we are briefing that may be asked to evaluate proposals are:
 - NZTA, Kainga Ora, Kaanoa, Department of Internal Affairs

Framing the 'pitch' – responding to intel received

- Waikato and Hamilton are on government's radar – how do we stay there
- Focus is on economic objectives/outcomes that existing planned projects will deliver (growth and distribution)
- New infrastructure funding and financing solutions are needed to unlock the region's economic potential – capitalise on the growth of Hamilton and the Waikato
- Linkage to other government priorities – ie Local Waters Done Well
- Not the time to be getting too lyrical and tell a story wider than what is required, nor to conjure new initiatives

- Building economic growth
- Delivering connected and resilient infrastructure
- Improving the supply of affordable and quality housing

Regional benefit

- Situational/geographic advantage of region - "golden triangle to golden diamond"
- Investment in the Waikato is an investment in the powerhouse/engine room/food bowl of the country (AK/TGA/TRN/HB)
- Growth in the Waikato will support growth in Auckland (benefits for Waikato, benefits for Auckland, benefits for NZ Inc)
- Recognition that Hamilton's growth is fuelling, and is fuelled by, a growing region
- Investment secured for any part of the region will be of benefit to the region
- Dividends and benefits will ignore arbitrary boundaries, and so should we
- Innovative and provocative in regard to Crown revenue sources – an aligned programme of delivery to show 'we have a plan' for partnered distribution/investment

Priority projects (an evolving narrative)

- Future Proof priority development areas package
 - Suite of key initiatives such as Huntly Wastewater Plant, Southern Links, North Waipa/South Hamilton, Hamilton CBD IAF, Fastrack developments
- Hamilton to Tauranga Corridor/Piarere to Tauriko
 - Will incorporate Cambridge to Piarere Expressway extension
- Roding resilience
 - Including State Highways 2, 3 and 4
- Infrastructure delivered that unlocks provincial growth nodes
 - Critical infrastructure outside wider metro area, also focus on water and energy
- Waikato Housing Initiative provision pipeline

What the deal is – framing of the package

Work in progress

- Focus on deal objectives using priority projects as case studies
 - Turbo-charging economic development and housing provision through efficient inter-regional transport corridors
 - Building houses and creating communities
 - Resilient and connected rural communities
 - Fueling economic growth through investments in water and energy resources

- Building economic growth
- Delivering connected and resilient infrastructure
- Improving the supply of affordable and quality housing

Turbo-charging economic development and housing provision through efficient inter-regional transport corridors

Key Projects that form part of this initiative	We commit to....	We want the government to partner with us to.....	The Outcomes Will Be:
Network Improvements to Support the Roads of National Significance (RONS) (Hamilton Southern Links, Cambridge to Piarere and SH29 Tauriko West projects)	- Setting aside local share for network improvements in our LTPs - Aligning land use plans - Aligning other infrastructure investments (eg Water)	In the short term: - Prepare RONS network plans that identify key supporting actions on local networks - Develop a joint approach to tolling, road pricing and value capture - Refine GPS priorities to enable co-investment in supporting transport networks In the longer term: - Partner in transport investment system reform to improve role clarity and integrated delivery. - Co-invest in technology and communications to support shift to tolling, pricing.	- Efficient freight networks - New revenue streams for infrastructure investment - Improved housing supply
Golden Triangle/Diamond Road and Rail Investment Programme	- Implementing Future Proof - Developing a Hamilton to Tauranga land use strategy to inform our regional spatial strategy. - Supporting inter-regional rail business cases - Ongoing investment in Te Huia	Develop an integrated road and rail strategy for the upper north island Co-investing in inter-regional passenger rail subject to business cases.	- Efficient freight networks - Reduced GHG emissions

Building houses and creating communities

Key Projects that form part of this initiative	We commit to....	We want the government to partner with us to.....	The outcomes
Delivery of the Futureproof Priority Development Areas - Ruakura - North Waipa/Southern Hamilton - Hamilton Central City - Fairfield Enderley - Huntly-Raahui Pookeka - Northwest Hamilton-Horotiu	- Enabling planning frameworks - Investing in infrastructure (roads, water, community facilities) - Working closely with the Fast Track applicants in the subregion to finalise their applications	- Improve our funding and financing tools to increase revenue diversity (were regional/subregional benefit, revolving credit structures etc) - Re-visit GPS Transport priorities to co-invest in infrastructure to enable our PDAs (eg Ruakura Eastern Transport Corridor, PT improvements on key corridors) - Waikato Medical School business case - Regulatory support for the Southern WWTP - Facilitate agreed district boundary changes	- Increase housing supply - Economic development - Well functioning urban communities - Significant job growth and increases in housing supply (Modelling for 3 of the Futureproof PDAs estimated >20,000 local jobs, 13,000 houses over 30 years)
Supporting our growing rural centres programme Eg Paeroa, Putaruru, Thames Coromandel, Matamata etc	- Planning for housing growth in our rural communities - Creating enabling planning frameworks - Investing in infrastructure to support growth (especially 3-Waters)	- Identifying funding and financing tools that work in smaller communities - Direct International Visitor Levy funding core infrastructure where there is a tourism benefit	- Increase housing supply - Economic development - Well functioning urban communities - Improved tourist experience leading to improved revenues

Resilient and Connected Rural Communities

Key Projects that form part of this initiative	We commit to....	We want the government to partner with us to.....	The outcomes
Resilient transport corridors for our rural communities - Thames Coromandel Resilience Programme - SH3 to Taranaki - SH1 Taupo to Desert Road	- Co-funding resilience studies for all of our corridors on a prioritized basis - Setting aside local share in our Long Term Plans for resilient assets - Developing Adaptation Strategies for communities at risk	In the short term: - Define a staged programme for implementation of the Thames Coromandel Resilience programme - Agree investment programmes for SH3 and SH1 business cases - Prioritise and support communities to undertake adaptation planning In the longer term: - Co-invest in infrastructure to improve community resilience	- Improved resilience on key transport corridors - Increased revenue from tourism - More resilient communities
Infrastructure to support tourism destinations	- Implementing our Destination Management Plans - Investing in water and waste water infrastructure in our tourism destinations - Continuing to promote our Regional Tourism Routes (the Pacific Coast Highway, Volcanic Route and the Thermal Explorer)	- Direct International Visitor Levy funding to key facilities where there is a tourism benefit - Promoting and investing in facilities along our Regional Tourism Routes	Improved tourist experience leading to improved revenues

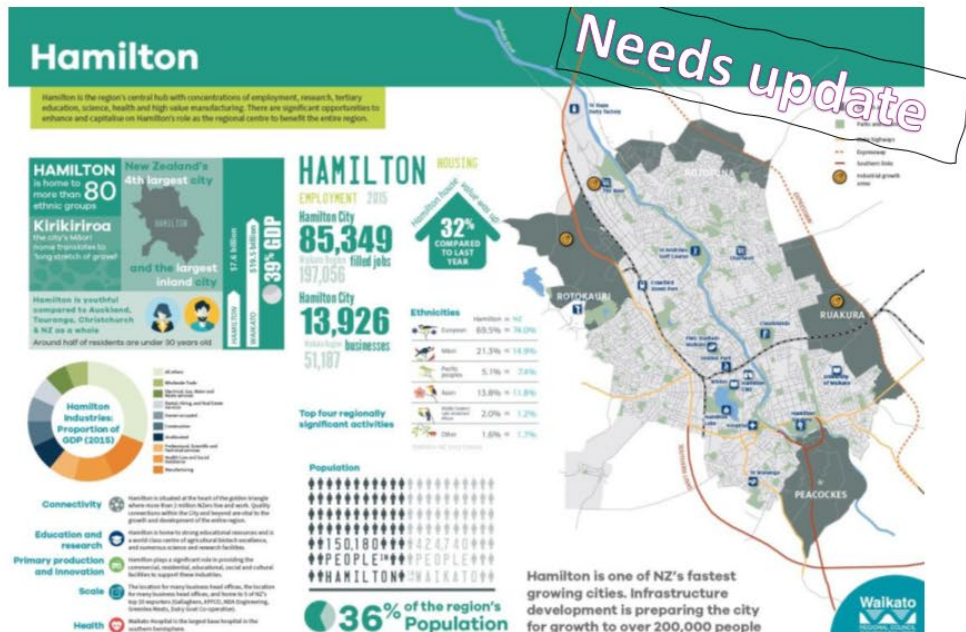
Fueling economic growth through investments in water and energy resources

Key Projects that form part of this initiative	We commit to....	We want the government to partner with us to.....	The outcomes
Grow our region's investment in solar, wind and bioenergy eg: - Off shore wind - Solar Farms (grid) - Distributed solar (networks) - Bioenergy for industrial boilers (eg Fonterra) - Production of green molecules (hydrogen and derivatives) using off -peak renewable electricity for transport, and energy dense industries - Enabling small scale hydro	- Working proactively with energy sector to enable development of new generation and transmission capacity through our Regional Energy Strategy - Removing inappropriate planning regulation	In the short term: - Prepare an inward investment strategy that targets investors in the energy sector - Remove barriers that have disincentivised investment in the region (Te Uru Rakau report for Kinleith example)	- Increased energy electricity generation close to demand sources ???? - Improved resilience of energy system - Economic diversification - Optimise existing industrial infrastructure - Transition to a low – emissions economy
Water security	- Completing a Water Security Plan - Adjusting our RMA plans to facilitate water storage - Working with water users to invest in infrastructure	- Invest in water storage infrastructure - Smarter and swifter plan making tools for energy promotion	- Increased certainty of water supply for water users - Economic growth - Energy specific plan development pathways

Collecting, building, making sense of the existing evidence base to support initiatives/case studies

Key Input Parameters	Existing Business/University, R2 and Eastern Transport Corridor ¹	SL1	Southern Link ²	Monthly WWTP	Airport ³	Total
Infrastructure Capex (\$millions)	\$415	\$245	\$530	\$102		
Residential Net Land Area (ha)	0	224				
No. Dwellings	0	7,000		2,500		
Non-Residential Net Land Area (ha)	152	182			794	
Direct Employment				2,600		
Impact Type	Total	Total	Total	Total	Total	Total
One-off (GDP and job-years)						
Total Employment Impact (Job Years)	25,000	46,400	3,400	25,000	45,000	144,800
Hamilton City	12,400	25,200	2,400	1,400	1,700	42,100
Manawatu Public District	100	400	0	0	0	500
Waikato District	100	300	100	10,000	0	11,100
Waipara District	100	400	0	0	22,300	23,800
Bay of Waikato Region	100	900	100	0	0	1,100
Rest of NZ	12,100	10,600	2,700	8,200	10,400	43,600
Total GDP Impact (\$millions)	0.8	0.9	0.6	0.7	0.2	3.2
Hamilton City	0.4	0.2	0.1	0.1	0.1	0.9
Manawatu Public District	0.0	0.1	0.0	0.0	0.0	0.1
Waikato District	0.0	0.0	0.0	0.0	0.0	0.0
Waipara District	0.0	0.0	0.0	0.0	1.7	1.7
Bay of Waikato Region	0.1	0.1	0.0	0.0	0.0	0.2
Rest of NZ	0.3	0.5	0.5	0.6	0.1	2.0
Ongoing (GDP and jobs)						
Total Employment Impact (Jobs)	10,000	10,000		2,700	26,000	48,700
Hamilton City	4,000	10,000		100	0,000	14,100
Manawatu Public District	100	100	N/A	100	700	1,000
Waikato District	100	100		4,200	400	4,800
Waipara District	100	100		100	43,300	43,800
Bay of Waikato Region	100	200		200	1,000	2,500
Rest of NZ	5,600	9,600		2,700	26,300	44,200
Total GDP Impact (\$millions)	0.0	0.0		0.0	0.0	0.0
Hamilton City	0.0	0.0		0.0	0.0	0.0
Manawatu Public District	0.0	0.0	N/A	0.0	0.0	0.0
Waikato District	0.0	0.0		0.0	0.0	0.0
Waipara District	0.0	0.0		0.0	4.2	4.2
Bay of Waikato Region	0.0	0.0		0.0	0.1	0.1
Rest of NZ	0.0	0.0		0.0	0.1	0.1

¹ The assessment area includes all residential, non-residential and infrastructure capital measures in Eastern Regional Council, R2 and Eastern Transport Corridor.
² The economic impact assessment for the Southern Link development does not include the property costs and ongoing maintenance costs. Also, the capital investment of Southern Link (Western Treatment Plant) is excluded in the above assessment due to its uncertainty and partnership complexity.
³ The economic impact assessment for the Airport development has been modelled based on high-level assumptions due to lack of detailed information. E.g., extra investment, residential use etc.
⁴ Job years are the total years worked by a person across multiple employers. E.g., 10 job years could mean 10 employees working for five years, or five employees working for 10 years.



Implementation governance

- Presently no single model for governing implementation of our deal
 - given spatial scope of deal package, model dependent on entire region or parts thereof
 - good examples of effective regional/sub-regional governance for specific programmes - Mayoral Forum, Regional Transport Committee, Futureproof (are there others)
- Use Programme Management Model (Futureproof refresh) for how the region expects its model might work
 - Staff, external advisors, combination of both
 - Strategic partners/stakeholders
 - Central government already at the table
- Suggest that the precise governance model is developed to focus on the deal, or deal component that finds favour
 - a matter to be determined once the final form of the deal is agreed
 - Regional oversight, but directed by communities most involved is key to success
 - Consideration of post-October timing, leaning into new Triennial Agreement opportunity
 - What does the region need to best deliver the outcomes

Post 28 February

- Debrief session
 - What were we able to include/what not
 - What conversations need to continue and how
 - What did we uncover that we should not lose
- Acknowledge this is good work that should not be lost
 - Feed into the regional spatial project
 - Foundation for enduring bipartisan conversations with government
- What is needed to complement lodgement – tactics to assist with success (advocacy/messaging)
- And if we are successful
 - Comms and media management for the region
 - Funding/resourcing
 - Governance

What do we need

- Comfort with the regional proposal
- Are the right messages are captured
- Can't include everything, but what are you obviously not seeing
- Support with your connections – collateral to assist
- Thinking about a post lodgement game plan

Endorsement for Chair of Mayoral Forum and Chair of WRC to be co-signatories on behalf of region's local government

Minister visit 25 February



Appendix 2: Written Submission Kate Harris, NES Boutique**1. Barton Street & Casabella Lane as a Boutique Fashion & Lifestyle Destination**

- The area is home to locally designed and NZ made fashion brands, such as **NES and Kilt**, which support New Zealand manufacturing.
- Home to Rocket Coffee, True international designer store, Soul gallery, Sills fashion store, The rock shop, Renting with SB, Rosies vegan eatery to name a few
- We want to **position Barton Street & Casabella Lane as a go-to destination** for boutique fashion, lifestyle, and dining experiences.

2. Safety Concerns & Trading Hours

- At times, **safety is a concern** for business owners and customers, impacting confidence in the area.
- While **City Safe** is a great initiative, sole traders can find it hard at times to call for help when needed due to solo trading.
- Many businesses would love to trade later, but safety concerns make this difficult.

3. Improving Street Appeal to Attract Foot Traffic & Businesses

- The street needs aesthetic improvements to create an inviting atmosphere:
- Remove rubbish bins from key areas – to improve street appeal.
- Add greenery and trees to soften the space.
- String fairy lights to enhance the ambiance and encourage later trading.
- Business owners are invested in maintaining the street, already taking care of weeding, sweeping, and general upkeep. A visually appealing street will attract more customers and fill vacancies.

4. Traffic Flow & Safety

- **Speeding cars** on Barton Street are a significant concern.
- Consider making Barton Street one-way to control traffic flow.
- Angled parking is crucial—we support this as long as the **TOTAL** number of car parks is not reduced.
- Judder bars could help slow down vehicles and improve pedestrian safety.

5. Monitored Parking Rollout – Business Impact

- The introduction of monitored parking was poorly communicated and impacted business revenue.
- Proper consultation with business owners beforehand would have helped mitigate issues – which retailers drew the short straw to handling customer frustrations. We offered to pay for parking to help close a sale..

6. Attracting Businesses & Increasing Foot Traffic

- The street has **huge potential**, but vacancies need to be filled to drive foot traffic.
- **A well-presented and safe environment** will not only attract new businesses but also encourage more visitors to the central city.

Would love to hear how we can work together to improve Barton Street for the benefit of businesses, customers, and the wider city.

Many thanks,

Kate Harris, Creative Director & Designer | NES Boutique

Council Report

Item 6

Committee: Strategic Growth and District Plan Committee

Date: 08 April 2025

Author: Keryn Phillips

Authoriser: Michelle Hawthorne

Position: Governance Advisor

Position: Governance and Assurance Manager

Report Name: Chair's Report

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

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

Attachments - *Ngaa taapirihanga*

Attachment 1 - Chair's Report.

Chair's Report



8 April 2025

Welcome to our April strategic growth meeting.

There's a lot happening right now with a busy workload. We're working on multiple plan changes, Fast Track, regional deals, and responding to more government policy changes including reforms to resource management and development contributions. But today, I'll largely focus on the issue of wastewater constraints.

The next two wastewater reports are incredibly important, and I encourage everyone to take the time to get their heads around the issue.

I want to thank the infrastructure team who have worked hard on gathering this information. It's been a big job, and I appreciate the effort.

The extent of wastewater constraints across the city is huge. Importantly, the constraints are in older parts of the city which have larger sections and older houses, where redevelopment is usually more likely to stack up financially.

There was little warning before parts of the city were 'turned off' for development, leaving some developers holding properties with no certainty as to when they will be able to develop. This has been a big point of frustration, including for developers trying to deliver accessible, affordable and social housing, where their business model is based on redeveloping within brownfield areas.

There have been good developments turned down that are exactly the kind of thing we want more of in the city, such as townhouses on key transport routes, close to central city, next to parks and near suburban centres. From the feedback I've received, the constraints and the way we've handled them have severely dented the confidence of people investing in Hamilton.

The lack of past investment in infrastructure is a big issue. We, including the joint water Council Controlled Organisation (CCO) if it's established, will need to work hard to play catch up. When the district plan was changed to allow duplexes and medium density housing, this wasn't matched with enough investment in water infrastructure. While these plan changes helped increase housing supply and affordability, particularly during a downturn in the housing market, it has left us with a large infrastructure deficit, particularly in older parts of the city.

Government policy which is pushing for growth on all fronts is also making it more difficult to target investment in a way that aligns with our growth strategy.

We need to know exactly what our current investment program in the Long-Term Plan will deliver, which includes \$1b of investment in wastewater. We've got some big projects to address wastewater overflows in parts of the city, such as the four bulk wastewater storage tanks going in on Collins Rd which, combined, will be able to hold up to two million litres of wastewater and return it to the network at off-peak times. Bulk storage tanks are planned for several other areas over the next 10 years.

We also have \$400m going into upgrading the Pukete Wastewater Treatment Plant. How many houses will these projects create capacity for and when? And what further investments are needed to open up areas where we're wanting to encourage townhouses and apartments?

The joint waters council-controlled organisation, if established, would help increase investment in water infrastructure over time through greater purchasing power and greater borrowing capacity to spread costs more fairly.

There are projects to support targeted infill development beyond the central city walkable catchment which are currently unfunded in the Long-Term Plan. Some of these projects form part of the proposed Waters CCO 'Enhanced Investment Programme' which aims to provide additional investment in the wastewater system to support growth from 2028 onward.

We know we can't afford to continue with intensification all across the city and will need to be targeted. Plan Change 12 gives a good steer as to where our priority areas should be (i.e. areas where we've increased the ability to intensify, subject to infrastructure capacity overlays) along with the Fairfield/Enderley area where there's a significant opportunity to achieve affordable housing. What's important is that we provide certainty regarding which areas we intend to invest in and when, and which areas will likely not be developable in the foreseeable future.

We need a map which visually shows the impact that the planned Long Term Plan investment and the CCO enhanced investment programme will have on wastewater constraints across the city, and in which years these interventions will likely relieve constraints.

We've already provided certainty to developers regrading the strategic infrastructure for the Stage One area (central city and walkable catchment) which was agreed as the city's first priority for intensification.

However, I'm also questioning if there's more we could do in the immediate future to alleviate the situation. I'm troubled by how quickly and unexpectedly large parts of the city were closed off for development, and the lack of visibility elected members have had regarding how these decisions were made.

It's crucial that elected members have greater oversight on this going forward. Some areas are experiencing actual overflows in wet weather—I think we can all agree this isn't acceptable and it's appropriate to put development on hold while the issue is resolved. However, in other areas decisions have been based on modelling. Elected members need to understand what assumptions are being used for wastewater constraints modelling, and sign these off going forward, because this modelling ultimately determines whether an area is open for development or not. The implications of these decisions are clearly huge.

From the feedback I've received to date, I'm concerned that we may be taking a very conservative approach to modelling the risk of wastewater overflows that carries with it large costs and trade-offs.

We need to ask and determine as elected members, are our current risk settings right or could we allow more housing in some areas of the city if we accepted a slightly higher level of risk? Do we have the balance right when we weigh everything up, including the need to build enough homes and create jobs?

We may ultimately decide that our current approach is right—I don't want to jump to conclusions right now. But what's important is that elected members have all of the facts and set the direction on this.

We also need to better understand how the network is being managed in terms of reserving capacity for future growth.

My concern is that we might be turning down feasible developments now—projects with real investment behind them that would benefit the city during an economic downturn—while reserving capacity for future growth in other parts of the city that won't be feasible for years. We need to be pragmatic and focus on

developments that are here and ready to go today, and receive a return on the investment in infrastructure we've already made.

We also need to decide how open we want to be to alternative solutions, including onsite solutions could help reduce demand on the wastewater networks like low water-use fixtures and grey water recycling, or temporary measures like holding tanks that retain wastewater and release it to the network at off-peak times.

These are the kinds of questions I'd like us to explore, and it may take some time—so I can't promise we'll finish by lunch!

Regardless of what conclusions we come to, I think the scale of the constraints across the city, and the economic and social impact, calls for this issue to be elevated for elected members to give clear direction on once we have the full information before us.

I look forward to reading the April report and working with you all to ensure the June report has the information we need to give this direction.

Fire and Emergency New Zealand

On 26 March we had an excellent presentation from FENZ and I want to thank them again for taking the time to walk us through some of the challenges they face.

The data painted a concerning picture, the growth of the city is leading to significant increases in their response rates, but for a number of years there hasn't been extra resourcing to match this. They spoke about the risk of concurrent emergencies and the fact that, with only 4.5 crews for the whole of the city, they are quickly stripped of resources. Also that the city needs a fourth station, potentially in Ruakura, which would help with response times but also ensure access if we had a natural disaster that prevented access across the bridges (given there's only one station on the east).

As a council, it's important we are aware of these challenges so that we can advocate for appropriate resourcing to keep up with growth wherever we get the opportunity.

Growth and schooling

On a related note, I'm keen for us to have a representative from the Ministry of Education come to an upcoming meeting to speak with us about how they are ensuring local schools have enough capacity in fast growing areas of the city. I know some schools are really struggling with growing rolls and a lack of classroom space and further intensification will keep putting pressure on these schools.

Cr Sarah Thomson

Chair

Strategic Growth and District Plan Committee

Council Report

Item 7

Committee: Strategic Growth and District Plan Committee

Date: 08 April 2025

Author: Blair Bowcott

Authoriser: Blair Bowcott

Position: General Manager Strategy, Growth and Planning

Position: General Manager Strategy, Growth and Planning

Report Name: General Manager's Report

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

1. To inform the Strategic Growth and District Plan Committee on the recent Government announcements regarding reform of the Resource Management Act (RMA) and of infrastructure funding and financing tools. It also informs the Committee on the Consents Working Group.

Staff Recommendation - *Tuutohu-aa-kaimahi*

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

Executive Summary - *Whakaraapopototanga matua*

3. This report covers the Government's announcement on 24 March 2025 regarding its approach to resource management reform and its plan to replace the Resource Management Act (RMA) with two new pieces of legislation – an environmentally focused act (a Natural Environment Act) and a land use development focused act (a Planning Act). We expect these bills to be introduced later this year.
4. The stated intent of the reforms is to liberalise and standardise the planning system to enable development to occur more easily and reduce system costs. What this is likely to mean in practice is standardisation of zones and planning rules nationwide, combined district plans regionwide, less resource consenting (more permitted activities), reduced appeal rights, and strengthening of private property rights. At the same time, the reforms will seek to better protect the environment through a dedicated act that will improve monitoring nationwide and strengthen enforcement.
5. The report also covers the recent Government announcement on reform of infrastructure funding and financing tools, which includes replacing the development contributions regime with a development levy regime. It summarises the key changes announced.
6. Senior Council staff were invited to advise the Department of Internal Affairs on aspects of the reforms leading up to the announcement, and may have further involvement. The current timeframe is for legislation to be introduced to the House in September 2025.
7. It also provides an update on the Consents Working Group, which was established to focus on reducing time across the planning, building and development process.

8. Staff consider the decisions in the report is of low significance and that the recommendations comply with Council's legal requirements.

Discussion – *Matapaki*

Resource Management Act (RMA) reform

9. On 24 March 2025, the Government announced its intentions regarding RMA reform and that this would take the form of two new Bills to be introduced later this year, with the aim they would be passed by mid-2026. Some of the key changes are:
 - i. Standardised zones and associated rules nationally to reduce the time and cost of plan-making processes, avoid unnecessary customisation across the country and reduce the overall number of zones;
 - ii. Stronger and clearer national direction to local government;
 - iii. Upholding of Treaty Settlements and Crowns obligations to these;
 - iv. A single land use development plan per region, which will have chapters for each local authority – this attempts to simplify planning regionally while retaining democratic decision making at a local authority level;
 - v. The single land use development plan will include spatial plan chapter for the region, which will identify sufficient future urban development areas, development areas that are being prioritised for public investment and existing and planned infrastructure corridors and strategic sites. This plan will take a 30-50 year view;
 - vi. An emphasis on private property rights where the intended land use is permitted as of right if it is 'zoned or owned';
 - vii. A narrower approach to effects management, where what occurs within a site, for example internal design and layout of an apartment, the provision of balconies, or outdoor courtyard design is not controlled;
 - viii. A clearer legislative basis for setting environmental limits for the natural environment which will provide more certainty around where development can and should be enabled, whilst protecting the environment. Environmental off-setting will be recognised in the new system;
 - ix. Environment monitoring and enforcement will be shifted to a new regionally based national entity tasked with environmental monitoring and enforcement;
 - x. Introduction of the concept of a double bottom line – requiring councils to provide for essential human needs such as housing, food production, drinking water and sanitation within environmental limits;
 - xi. Corridor protection – a more efficient and streamlined process for councils and infrastructure operations to design the location of current and future infrastructure;
 - xii. Reduction of appeal rights and public participation in resource consenting – except for major projects to increase system efficiency and avoid single objectors holding up projects for multiple years.
10. The Government is seeking a rapid transition to the new regime, as opposed to the 10-year transition contemplated under the 2023 reforms. We do not have specific details on the pace of transition yet and what this will specifically mean for Hamilton City Council; new legislation will first need to be passed before any formal transition can take place.
11. In general, there appears to be some similarity to what the previous Government introduced in 2023.

12. Staff will keep the Committee informed as and when there is more detail on the substance of the changes and the impacts on Council. As with any other legislative changes, staff will actively participate in the select committee submission phase.

Reform of Infrastructure Funding and Financing Tools

13. The Minister of Housing and Minister of Local Government announced key decisions on 9 March 2025 regarding the second stage of the Going for Housing Growth Programme (GfHG), aimed at improving infrastructure funding and financing to support housing development.
14. The government is focused on improving infrastructure funding and financing tools to address the housing crisis and support economic growth. These efforts are designed to make the infrastructure delivery process more efficient and equitable for all stakeholders. Key changes announced are outlined below.
15. **New Development Levy System:** Replaces Development Contributions with a regime that relies more heavily on averaging and will provide more flexibility as to how councils use the levy revenue stream. The levies will be calculated based on aggregate infrastructure growth costs across broad areas over the long term. The new levy regime dilutes the 'causal nexus' test in the current Development Contributions regime, which requires that only developments that benefit or cause the need for new infrastructure are charged. The new levy regime may be equivalent in Development Contributions terms as charging one 'citywide charge' to all development of the same type across the city, except for a small number of selected 'high-cost zones' like, for example in Hamilton's case, Peacocke or Rotokauri.
16. The proposed levy regime will allow flexibility to allocate levy revenue anywhere in the city regardless of where it was collected, including to unplanned areas of the city. This differs from the Development Contributions regime where funds must be allocated to the catchment in which they were collected. The exception to this flexibility is in 'high-cost zones' where levy revenue must be allocated to growth infrastructure costs in that zone. Further, the levy regime is focused to a greater extent on ensuring that 'growth pays for growth' which is intended to address the widespread under-recovery of growth costs under the Development Contributions regime.
17. The new developer levies will be used by other infrastructure providers, such as water council-controlled organisations (CCOs) such as the proposed Waikato District – Hamilton CCO. From a developer perspective, and depending on location, there will be winners and losers as compared to the current Development Contributions charges. In the aggregate, the new developer levies may potentially be higher than current Development Contributions.
18. **Regulatory Oversight:** A new regulatory body will oversee the new development levies and, if required, cap levies for fairness and prevent monopolistic pricing by councils. It is not clear on what basis this will be achieved or how the resulting under-recovery will be funded.
19. **Targeted Rates Flexibility:** Councils will be able to set targeted rates that apply only to new developments to more easily allow the funding of new infrastructure in brownfield areas, or to apply to developable land to incentivise it to come to market, providing an alternative funding mechanism.
20. **Infrastructure Funding & Finance (IFF) Act Improvements:** Streamlined IFF levy approval process and broadened scope enabling developer-led proposals, streamlining processes, fast-tracking where impacted landowners support, and will be available to agencies like NZTA and new water entities.
21. **Value Capture Tools:** Expanded mechanisms to capture a share of appreciating land values which are benefitting from public infrastructure investments and up-zoning. That captured value could be re-directed to fund that infrastructure and reduce the overall burden on the community.

22. **Indicative key dates:**

September 2025:	Legislation introduced to the House
Q4 2025-Q1 2026:	Select Committee submission opportunities
Mid-2026:	Enactment
2027:	Implementation.

23. Senior staff have been invited to advise the Department of Internal Affairs (DIA) in the development of aspects of these reforms leading up to the announcement and potentially going forward. The DIA held workshops on 11-12 March 2025 with development contributions practitioners and local government sector bodies and there will be further opportunities for input and feedback next year through the Select Committee Process.
24. These reforms are part of a broader strategy to enhance New Zealand's infrastructure system, including the development of a 30-year National Infrastructure Plan. This plan aims to provide a comprehensive view of the country's long-term infrastructure needs and planned investments, ensuring greater stability and better planning for future projects. Further updates will be provided as more information comes to hand.

Consents Working Group

25. The Consents Working Group (CWP) was established following a resolution of Council as part of the Long-Term Plan deliberations.
26. The first meeting was held on 25 February 2025. The CWP agreed:
- i. a purpose statement to identify and examine efficiency and process improvements across the development process that will deliver tangible savings in time and cost;
 - ii. Term of Reference (TOR), including confirming the developers to engage;
 - iii. draft focus areas across the planning, building and engineering process.
27. The next meeting will be confirmed following testing and agreement of the focus areas with developers.

Financial Considerations - *Whaiwhakaaro Puutea*

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

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

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

Climate Change Impact Statement

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

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

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

Risks - *Tuuraru*

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

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

36. Staff have considered the key considerations under the Significance and Engagement Policy and have assessed that the matter(s) in this report has/have a low level of significance.
37. Given the low level of significance determined, the engagement level is low. No engagement is required.

Attachments - *Ngaa taapirihanga*

There are no attachments for this report.

Council Report

Committee: Strategic Growth and District Plan Committee **Date:** 08 April 2025

Author: Jackie Colliar **Authoriser:** Andrew Parsons

Position: Technical Director Strategic Waters **Position:** General Manager Infrastructure and Assets

Report Name: Wastewater Capacity - 'State of the Nation'

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

1. To provide the Strategic Growth and District Plan Committee with a comprehensive overview and up to date status report on Hamilton City Wastewater System Performance, Challenges, and Responses.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Strategic Growth and District Plan Committee:
 - a) receives the report;
 - b) notes that a further report will be provided to either a June 2025 Committee meeting (either Strategic Growth and District Plan or Infrastructure and Transport) or as part of the Waters CCO Statement of Expectations should the Council decide to create a Waters CCO;
 - c) notes that any direction provided by Members at this meeting will be included in the June 2025 report; and
 - d) notes the proposed next step actions outlined in the staff report (paragraph 75).

Executive Summary - *Whakaraapopototanga matua*

3. Hamilton's wastewater network services more than 57,000 households and provides trade waste services to more than 5,700 commercial and industrial properties.
4. Council strives to maintain compliance and meet agreed levels of service while managing growth demands and expectations within a fiscally constrained environment. To achieve this Council has strategically planned and prioritised its wastewater investments based on its growth priorities, compliance objectives and risk.
5. The 2024-34 funded infrastructure investments are focused strategically on treatment Pukete Wastewater Treatment Plan (WWTP) and network infrastructure (primarily strategic networks) to address existing performance issues and support both greenfield and urban infill growth in priority areas. As the city population, and industry and service areas expand, Pukete WWTP capacity will continue to be managed through staged investment and demand forecasting.

6. Council has existing consents for the Pukete WWTP. The consents set limitations, including the maximum daily discharge volume into the Waikato River, and the levels and loads for nitrogen, phosphorus and E.coli. Council also has obligations under Te Ture Whaimana o Te Awa o Waikato, the vision and strategy for the Waikato River.
7. Council has achieved a high level of compliance at Pukete WWTP over the last 7-years. This is a significant achievement delivered through good planning and asset management, ongoing plant upgrades, efficient and effective operation, maintenance and renewals, network improvements including inflow and infiltration reduction programmes; and skilled staff. However, compliance with the discharge consent conditions is increasingly challenging due to nutrient contaminant load limits, requiring higher treatment performance to offset growth and seasonal variations.
8. Overflow discharges from the network are not authorised by resource consent, posing a compliance risk as the Waikato Regional Plan prohibits untreated wastewater discharges to the environment. Council has made significant investments in the network over the past 10 years to reduce network overflows. Projects have been prioritised to address the highest risk issues first.
9. The city's wastewater infrastructure must continue to evolve, to meet the demands of the future while protecting the environment and public health.
10. The existing Pukete WWTP discharge consents expire in 2027. Council is working toward re-consenting the WWTP discharges and has over \$400m funded in the 2024-34 Long-Term Plan to continue to upgrade and increase the capacity of the plant.
11. The Hamilton Urban Growth Strategy (HUGS), adopted in 2023, identified priority areas for infrastructure investment to support growth; the central city and 800m walkable catchment, and greenfield growth areas including Rototuna, Peacocke, Rotokauri-Northwest and Ruakura. These areas are unconstrained by wastewater capacity or have planned and funded investments in the 2024-34 Long-Term Plan to unlock them.
12. Significant parts of the city are not currently wastewater network constrained. However, there are some areas that are. These areas have been identified and communicated to the community as high-risk, either due to local constraints (pipes 300mm diameter or smaller) or strategic constraints (pipes larger 300mm diameter). These areas are:
 - i. South- Western Suburbs: Bader, Melville, Deanwell, Glenview, Fitzroy;
 - ii. South – Eastern Suburbs: Hamilton East (outside Stage 1), Claudelands, Fairfield, Hilcrest, University area; and
 - iii. Pockets of St Andrews, Rototuna, and Nawton.
13. The 2024-34 Long-Term Plan includes funding to address some of the strategic constraints in the South-Western and South–Eastern Suburbs. While many of the projects in these areas are targeted at reducing wet weather overflows, they also include a component to support growth. Some of these projects are in construction while others are in the planning phases or programmed to commence part way through the 10-year Long-Term Plan period. In many cases, these projects are complex, with significant lead in times (i.e. 3 years or more) to deliver.
14. There is a high level of awareness amongst developers of these constrained areas, which has significantly impacted the number of proposed developments taken forward to the consenting stage in those areas.
15. Since March 2023, Council has received over 1,600 wastewater capacity queries for brownfield development areas. Of those, 46% (754) have been advised of network constraints, and subsequently no development has taken place. No resource consents have been granted in

constrained areas in this time, beyond those Council had previously committed to. In the same period, Council has consented over 2,150 new lots/dwellings in other parts of the city, with around two-thirds of those being infill developments.

16. The 2024-34 Long-Term Plan includes over \$1 billion in funded wastewater projects. These projects aim to improve network performance and support growth. As noted earlier, the projects include significant upgrades to Pukete WWTP to provide capacity to meet projected growth for the next 15 years and beyond (noting that some component of the upgrade programme will meet the needs of the City for much longer, and construction of the Southern WWTP will increase the overall system capacity beyond these timeframes).
17. The wastewater network upgrades are prioritised to support prioritised greenfield areas, central city + 800m walkable catchment, and to address areas with high-risk network overflows. In addition to this, there are significant lead times associated with major construction and delivery. It takes time to design, purchase land, secure easements, procure construction and physically build and commission major infrastructure.
18. Unfunded capex for wastewater projects is significant at approximately \$133 million. In addition to this, significant investment in wastewater projects was deferred outside the 10-year Long-Term Plan window. It is important to note that historic shortfalls, deferments and lack of investment in wastewater infrastructure has been documented in successive Long-Term Plans.
19. Projects to support targeted infill development beyond the central city and walkable catchment are currently unfunded. These include network improvements in Enderley/Fairfield, and larger budgets for upgrades to support local network upgrades to support infill and intensification across the city.
20. These projects are part of the proposed Waters Council Controlled Organisation (CCO) Enhanced Investment Programme that Council is consulting on. This enhanced programme aims to provide additional investment in the wastewater system and support growth from 2028 onward.
21. The proposed Connections Policy will explore criteria for identifying "Unique Developments" that would align with Councils Vision for the City, and what would be required to enable a unique development.
22. Staff propose to bring a revised Connections Approval process report to the appropriate committee in June and to seek endorsement of key criteria for that process.
23. Staff are developing a public-facing wastewater network constraint viewer to increase visibility for developers on constrained areas.
24. Levers Council could explore to reduce the extent of constrained areas include:
 - i. reprioritising areas for investment (noting that some infrastructure has significant lead times);
 - ii. re-considering risk settings for network capacity and performance;
 - iii. providing additional funding for unfunded projects; and
 - iv. accepting we can't afford to intensify everywhere, and being very clear with the market regarding where intensification will be enabled, when, and matched with the required investment.
25. Council's decision on water reform and the proposed CCO would improve this outlook. While it will take time to establish a joint waters company, the benefits include having greater purchasing power, being able to build/upgrade infrastructure faster, meet growth demands, and spread costs fairly.

26. While this paper focuses on wastewater servicing, it's important to recognize other critical infrastructure services, including water allocation, water supply, stormwater management, natural hazard mitigation (e.g., flood risk), and transportation are needed to enable development.

Background - *Koorero whaimaarama*

27. Members requested a “State of the Nation” report on Wastewater Servicing Challenges at the February 2025 Committee meeting.
28. This paper is a scene setting piece to provide a comprehensive summary of information related to Hamilton’s Wastewater system, including:
- i. An overview of Hamilton’s Wastewater System;
 - ii. A summary of strategic drivers and challenges associated with the managing wastewater system capacity;
 - iii. An outline of Hamilton’s responses to these challenges along with commentary on how these responses align with Councils current risk appetite; and
 - iv. We take a deep dive into four key topics in **Attachment 1**:
 - a) Growth;
 - b) Wastewater Network Constraints;p
 - c) HCC responses including:
 - I. Citywide and Sub-regional Infrastructure Planning
 - II. Capital and operational investment (past, present and future)
 - III. Interim and Innovative Services Solutions
 - IV. Three Waters Connection Policy Review & Connections Approval Process
 - d) Impacts of Wastewater Network Constraints on Development.
29. **Attachment 1** provides a comprehensive summary of wastewater management activities as it relates to growth.
30. While this paper focuses on wastewater servicing issues and their impact on urban development in some areas, it's important to recognise that wastewater is just one aspect. To realise development potential, we must also consider other critical infrastructure services, including water allocation, water supply, stormwater management, natural hazard mitigation (e.g., flood risk), and transportation. These services must be considered in an integrated manner to unlock land for development.
31. Members have requested a further paper be provided to the 10 June 2025 Committee to explore additional levers that Members have available to respond to wastewater challenges. However, should the Council decide to create a Waters CCO in June 2025, any additional levers to respond to wastewater challenges may best be considered as part of the CCO Statement of Expectations.

Hamilton's Wastewater System

32. Council provides Hamilton's residents and businesses with a sustainable, reliable and cost-effective wastewater service.
33. Hamilton's wastewater services have evolved from the early 1920s when the first community septic tanks were constructed, discharging primary treated wastewater into the Waikato River and its tributaries. Today, these services include the collection, conveyance, and treatment of wastewater and trade waste discharges, ensuring the city's environmental and public health standards are met. Investment is prioritised to meet agreed levels of service, maintain compliance with relevant regulations and support growth and development across the city.
34. The engine room of Hamilton's wastewater system is the Pukete Wastewater Treatment Plant (WWTP), a centralised facility that has evolved significantly since its commissioning in 1975/76. Initially designed to meet the regulatory requirements of the time, the Pukete WWTP has undergone several substantial upgrades to keep pace with higher treatment standards and the city's growth. Today, it can provide primary treatment for up to 2,000 litres per second of wastewater and secondary treatment for up to 600 litres per second. The WWTP relies on the Waikato River as the receiving environment for the final treated effluent.
35. Hamilton's wastewater network is extensive, comprising over 130 pump stations and more than 800 kilometres of connecting pipework. This network services over 57,000 households and provides trade waste services to over 5,700 commercial and industrial premises.
36. The city's wastewater network includes five main interceptors—Western, Far Western, Central, Eastern, and Far Eastern. These interceptors operate primarily by gravity, except for the Western Interceptor, which has two on-line pump stations at Dinsdale and Lorne Street. The pumped system from the Peacocke Development to the Far Eastern Interceptor has recently been commissioned. These interceptors receive wastewater from local gravity trunk pipelines and satellite pump stations within the trunk network, ensuring efficient conveyance to the Pukete WWTP.
37. An overview map of the wastewater network is included as **Attachment 2**.

Resource Consents

38. Hamilton City Council has a suite of resource consents authorising treatment and discharge activities at the WWTP. The primary wastewater discharge consent was granted in 2007 and expires in 2027. The discharge consent includes several conditions such as maximum daily limits on discharge volume to the Waikato River and mass load limits on key parameters including total suspended solids, total nitrogen, total phosphorus, and E.coli.
39. While there were significant operation and compliance challenges in the Pukete WWTP during the 2000's, Council has, through good planning and asset management, invested in plant upgrades; operated the plant efficiently and effectively; carried out maintenance and renewals programmes; carried out inflow and infiltration reduction programmes; and invested in upskilling skilled staff. This has enabled the WWTP to consistently meet its resource consent conditions over the past 7 years.

Table 1: Summary of Pukete Wastewater Treatment Plant Consent Compliance 2014 – 2024

		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24
OVERALL SITE COMPLIANCE RATING		PC	PC	PC	FC	HLC	HLC	FC	LRNC	LRNC	FC
108788	Water take	FC	HLC	FC	FC	FC	FC	LRNC	FC	FC	
145391	Water take										LRNC
111029	Biosolids	FC	FC	FC	FC	FC	FC	FC	LRNC	FC	FC
114674	Disch to water	PC	PC	PC	FC	HLC	HLC	FC	LRNC	LRNC	FC
114675	Outfall structure	FC	FC	FC	FC	HLC	DA	FC	LRNC	FC	FC
114676	Disch to air	FC	FC	FC	FC	FC	FC	FC	FC	LRNC	FC
134278	SW discharge	HLC	HLC	HLC	HLC	HLC	FC	LRNC	LRNC	LRNC	LRNC

*Full Compliance (Green), High level of compliance (Blue), low risk non-compliance (eg) late report (Yellow), Partial Compliance (Orange), significant non-compliance (Red), Not Applicable (e.g. consent not in place) (Grey)

40. In addition, Council employs policy and planning instruments to manage demand on the network and treatment plant, especially in areas where the system is or could become constrained, prior to making the necessary infrastructure investments. These instruments include Bylaws, the Three Waters Connection Policy, District Plan, education programmes, Infrastructure Technical Specifications, and master planning.
41. Maintaining compliance with the current treatment plant and consent conditions is increasingly challenging, in part due to the nutrient contaminant load limits of the discharge to water consent which require an increasing level of treatment performance to offset increasing influent loads arising from growth and seasonal variations.
42. Overflow discharges from the Hamilton City Council wastewater network to the environment are not currently authorised by a resource consent. The Waikato Regional Plan currently prohibits the discharge of untreated wastewater to the environment. This situation presents a significant compliance risk to Hamilton City Council, as Waikato Regional Council can prosecute Hamilton City Council for these discharges.
43. As Hamilton continues to grow, the city's wastewater infrastructure must also continue to evolve, ensuring it can meet the demands of the future while protecting the environment and public health. Substantial investment in the wastewater system is planned and funded to upgrade and expand the Pukete WWTP, address existing network performance issues, protect public and environmental health, and support growth in priority development areas while contributing to the restoration and protection of the Waikato River.
44. In addition, Council uses policy and planning instruments to manage demand on the network, where the system is constrained ahead of the infrastructure investment needed to address the constraint being delivered.
45. Looking ahead, the Council is focused on securing a new resource consent for the Pukete WWTP, consenting the new Southern WWTP, and continuing to deliver the significant capital investment programme funded through the current Long-Term Plan and future funding plans. The proposed Waters CCO business case goes further and includes a boundaryless approach with Waikato District Council and greater investment to support growth.

Strategic Drivers & Challenges

46. Key outcomes that Council looks to achieve through the operation, maintenance and investment in the wastewater network are:
 - i. **Public Health and Safety:** Ensuring protection and improvement through appropriate sanitary services and hazard management;
 - ii. **Growth Demands:** Meeting future anticipated and planned growth;
 - iii. **Climate Change:** Planning for and adapting to climate change;

- iv. **Best Practice:** Making decisions based on best practices, research, and knowledge;
 - v. **Sustainable Infrastructure:** Ensuring quality, efficient, and sustainable infrastructure; and
 - vi. **Iwi and Hapu Involvement:** Involving iwi and hapu in wastewater management and reflecting Tangata Whenua values and interests.
47. Council's wastewater management strategies are influenced by central government legislation, regional and district plans and strategies, and community feedback. Key pieces of legislation and regulatory instruments include Health Act, Resource Management Act, Local Government Act, Water Services Act, Te Ture Whaimana, National Policy Statement – Urban Development (NPS-UD) (See **Attachment 3** for high level outline of these key documents).
48. Te Ture Whaimana o te Awa o Waikato (Waikato River Vision and Strategy) is the primary direction setting document for activities in the Waikato River Catchment and compels council to act in a manner that restores and protects the health and wellbeing of the Waikato River. Council's obligations under Te Ture Whaimana are a key driver for planned investment in three waters infrastructure.
49. Other important activities and documents that influence and direct planning and management of the wastewater system include:

Spatial Planning & Growth

- i. Hamilton Urban Growth Strategy: HUGS guides where, when and how Hamilton Kirikiriroa will grow over the next 50 year, and its outcomes are to Grow up and out from the central city; Grow along transport corridors; Support the development of quality greenfield neighbourhoods;
- ii. Hamilton City District Plan: Governs land use and development in Hamilton, ensuring sustainable growth and resilience to environmental challenges; and
- iii. Hamilton City Growth Projections: Uses national, regional, and city demographic data and modelling to predict where, when and by how much the population will change overtime.

Wastewater Infrastructure Strategy and Planning

- i. Wastewater Activity Management Plan (AMP): Outlines the management, operation, and maintenance of wastewater infrastructure, ensuring it meets current and future demands while aligning with strategic goals;
- ii. Wastewater Master Plan: Details investments for the next 30 years, including the wastewater interceptor and trunk network; and
- iii. Three Waters Connections Policy 2020: Manages water efficiently and ensures clarity about service connections and charges. The policy gives Council the right to decline applications to connect to the network where there is inadequate capacity.

Funding

- i. 2024–34 Long-Term Plan: The plan confirms substantial funding for both operational needs and capital projects to ensure the wastewater system remains efficient and reliable. Due to financial constraints, some recommended projects have been deferred; and
- ii. 2024–54 30 Year Infrastructure Strategy: Outlines key opportunities and challenges for infrastructure investments from 2024-54.

Strategic Challenges & Responses

50. A key wastewater challenge for Hamilton City is maintaining compliance and agreed levels of service while managing growth demands and expectations within a fiscally constrained environment.
51. This challenge is not unique to Hamilton City, with other NZ Metros and provincial towns also facing similar challenges (See **Attachment 4** for other NZ Metro examples).
52. Hamilton City's three waters systems were designed and constructed to service development densities and to provide levels of service that were considered appropriate at the time that each key investment decision was made. Hamilton's wastewater network has generally performed as it was designed to, however today's environmental, social, and cultural expectations and regulatory obligations require levels of service and performance that are significantly higher than delivered historically.
53. Most of the city's wastewater networks were designed to cater for development densities (typically 16 dwellings/ha or less) and to meet levels of service (such as wastewater treatment, frequency and location of overflows). Modern development is significantly more intensive (between 35 – 50 dwellings/ha) and looking to adopt development typologies that Hamilton has not typically seen (e.g. multi-story, multi-unit developments). As land development densities have increased and new greenfield development areas brought online, Council has maximised use of existing infrastructure, which has enabled growth but depleted the "spare capacity" intended to enhance system resilience. This is often referred to as "sweating" the assets.
54. In addition to increased growth pressures, surface and groundwater infiltration and ingress into the network following wet weather events, and increased frequency and intensity of wet weather events results in causing wastewater network overflows to the environment.
55. Through good land use planning decisions, capital investment and operational improvements, the current network has adequate capacity to manage dry weather flows. This is critical to meeting Council's legislative obligations. During wet weather, Hamilton experiences several known network overflows that need addressing. If left unmitigated, the number, frequency, and severity of these overflows are expected to increase over time.
56. The [Three Waters Performance Assessment Report](#) (also called the Traffic Light Assessment Report) was created to support Plan Change 12 (PC12). This report showed the challenges in Hamilton's current three waters systems. It helped shape PC12's approach to meet the government's Medium Density Residential Standards. This included using an Infrastructure Capacity Overlay, planning provisions, and the Three Waters Connections Policy and approval process to manage demand on the three waters networks before key infrastructure for growth is built.
57. Significant ongoing capital investment is essential to addressing current network performance issues and accommodate future growth. This includes both asset investments, such as treatment and network upgrades, new storage solutions, infiltration and ingress reduction programmes, asset renewal programmes as well as non-asset investments like education and policy interventions that promote holistic water planning and encourage behavioural change.
58. The council's current financial limitations mean that not all growth infrastructure can be funded. The Long-Term Plan factors in that a significant portion of growth costs will not be funded through development contributions (and therefore will be funded over the long term by general rates). This further constrains Council's ability to fund infrastructure for growth. These financial limits make it necessary for Council to strategically plan and prioritise its investment based on its objectives and risk appetite. The 2024-34 Long-Term Plan incorporates an appropriate level of investment based on Council's appetite for risk.

59. Council's Risk Management Policy requires staff to take a holistic view to risks by analysing a wide range of causes and consequences to ensure that the full picture is well understood and ensuring that the right controls are in place. There are several strategic and organisational risks that are particularly relevant to the approach that Council is taken to manage the wastewater network. These are discussed in the risk section of this report. Of particular relevance are the risks in Table 2.

Table 2: Key Strategic and Organisation Risks relevant to Wastewater Management

Risk	Risk Appetite	
SR2: Significant impact on financial strategy	Cautious	While, the Council is committed to undertaking growth initiatives that will benefit our community and meet their expectations, it will balance this with financial sustainability.
SR3: Failure to meet compliance standards	Neutral	The Council is committed to ensure compliance with the regulatory requirements and expectations of the central government and regional council however, it has limited control over external factors which may cause incidents for e.g. wastewater treatment plant overflows. The Council has a 'Cautious' appetite for not meeting its obligations and duties covered by the Te Tiriti o Waitangi.
SR5: Failure to deliver growth outcomes	Neutral	The Council has a 'Neutral' risk appetite for not delivering growth outcomes.
OR3: Failure of critical assets	Averse	The Council has an 'Averse' risk appetite for failure of critical water assets. It recognises that water-related assets are essential to the delivery of water services to the community and that failure of these assets could result in significant disruption and delays.

60. Definitions of Risk Appetite are included as **Attachment 5**.
61. The 2024-34 Long-Term Plan includes over \$1B of investment in the wastewater network and treatment plants. While this level of investment is significant, a number of recommended wastewater investments were not funded in the 2024-34 Long-Term Plan. Staff note that the proposed Waters CCO business case includes some of the projects not previously funded.
62. Significant assumptions, including growth assumptions and priorities that Council has used for to determine what is funded in the Long-Term Plan are documented in pages 134 – 149 of the plan ([2024-34 Long-Term-Plan](#)). Staff consider that, based on the growth assumptions in the 2024-34 Long-Term Plan and Council's risk appetite, the funding in the 2024-34 Long-Term Plan is appropriate.
63. The funded infrastructure investments are focused strategically on treatment plant headworks and bulk reticulation to address existing performance issues and support both greenfield and urban infill growth. From a growth perspective, the council is prioritizing infrastructure investment to support development in the central city and walkable catchment areas (Stage 1). Future public and private investments will be needed locally to support individual development sites, infill and intensification across other brownfield areas of the city, and out-of-sequence, unplanned, and out-of-district growth proposing to be serviced through the council's wastewater system. As the city population, and industry and service area expands Pukete Treatment Plant capacity will continued to be managed through forecasting and investment.

64. Key growth area assumptions made for the 2024-34 Long-Term Plan include:

- i. **Rototuna (Northeast):** Strategic infrastructure is substantially completed, with residential development largely completed within 10 years;
- ii. **Peacocke (South):** Stage 1 residential development will continue, with Stage 2 now serviced with strategic infrastructure. Strategic WW network investment to service approx. 20,000 people in place. In-cell trunk infrastructure will be built as development progresses;
- iii. **Templeview:** No substantial growth due to infrastructure capacity limitations, with no funding included in the Long-Term Plan;
- iv. **Rotokauri (Northwest):** Growth in Stage 1 is limited by the need for strategic stormwater and transport infrastructure, however this is now unlocked through innovative developer partnerships. Strategic wastewater network capacity in place. In-cell trunk infrastructure will be built as development progresses;
- v. **Te Awa Lakes and Rotokauri Stage 2:** These areas are live zoned, primarily for residential development. Existing Private Developer Agreements provide for all strategic infrastructure;
- vi. **Te Rapa North:** Potential plan change for industrial land release, with substantial growth forecast requiring significant new strategic infrastructure investment. Growth projections used for Pukete WWTP programme include for development of Te Rapa North, however no funding is included in the proposed Long-Term Plan for Council investment in other three waters infrastructure (conveyance, reservoirs, bulk water mains, etc) to support development of the Te Rapa North area;
- vii. **Ruakura:** This growth cell area is enabled through the district plan and an associated Private Developer Agreement which sets out infrastructure requirements and funding. This growth cell provides for residential homes, the Ruakura Superhub (industrial and logistics) and other non-residential land use activities;
- viii. **Emerging areas (HTI, R2, WA, SL1 & SL2)** have strategic boundary agreements with Waikato and Waipā District Councils for boundary extensions. **Fast-track** consents for some of these areas (and others) are also being pursued. There is currently no infrastructure allowance (both physical capacity or consented allocation of potable water or wastewater) for these areas. Developers will need to meet Council's Hamilton Urban Growth Strategy (HUGS) out-of-boundary principles including provision of infrastructure and the associated treatment plants and their new consents to ensure any out of boundary emerging areas contribute positively to achieving the city's vision. In the public excluded section of the 7 November 2024 Strategic Growth and District Plan Committee meeting, the Committee approved the staff recommendation to engage with successful Fast-track applicants within the city boundary and on the periphery of the city. Note: The potential creation of a Waters CCO will enable consideration of Fast-track consents within the combined Hamilton City and Waikato district boundaries; and
- ix. **Enderley / Fairfield:** The growth projections used for infrastructure master planning included a moderate population increase of approx. 300 dwellings in the Enderley/Fairfield area. Wastewater and water supply network investment recommendations to meet this increase was put forward for consideration through the Long-Term Plan process. The recommended projects were not funded in the 2024-34 Long-Term Plan. However, they are included in the Waters CCO business case. If the area was prioritised for growth and infrastructure capacity was available, over 2,000 additional dwellings may be feasible in this area in the long term. The infrastructure investment needed to service that level of infill is not currently understood, however those investigations could be undertaken.

Discussion - *Matapaki*

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65. Council employs a structured approach to wastewater infrastructure planning, aligning with regulatory and technical requirements, land-use, and growth projections. Each planning cycle involves confirming management objectives, system performance, and compliance with policies and standards.
66. Growth projections and land-use assumptions are critical, influencing project form, timing, and sequencing. Hamilton City Council conducts technical analysis and system performance modelling to develop and update our Wastewater Master Plans, which recommend investment programs for consideration through Long-Term Plan and 30-year Infrastructure Strategy processes.
67. Over the past decade, Hamilton City Council has made significant capital investments to improve the wastewater network's performance and capacity, including upgrades to the Pukete WWTP, interceptor duplications, pump station diversions, and emergency storage installations. These investments, along with agreements with private developers, has delivered significant growth enabled land capacity across the city, particularly in greenfield areas. This investment has met and will continue to meet growth demand for several decades to come. Additionally, Hamilton City Council maintains a significant operating budget for wastewater asset operation and maintenance.
68. The 2024-34 Long-Term Plan includes over \$1 billion in funded wastewater projects, identified through the Wastewater Master Plan and other strategic documents. These projects aim to improve network performance and support growth, particularly in greenfield and prioritised development areas, namely CBD and walkable catchment (Stage 1). These investments place Hamilton in a strong position for meeting projected growth demands.
69. However, Hamilton City Council faces significant future funding challenges, with over \$4 billion in unfunded capital projects, including approximately \$133 million in unfunded wastewater projects. Noting there is also significant investment in wastewater projects that was deferred outside the 10-year Long-Term Plan window (e.g. Southern WWTP construction).
70. Key projects not in the current Long-Term Plan include the Southern WWTP construction, network improvements in Enderley/Fairfield, and larger budgets to support local and trunk network upgrades to support infill and intensification across the city. These projects are part of the proposed Waters CCO Enhanced Investment Programme that Council is consulting on. This enhanced programme aims to provide additional investment in the wastewater system and support growth from 2028 onward.
71. It is also assumed that known fast-track consents in the Hamilton City Council or Waikato District Council jurisdictions will be funded by the developers both within the development areas and including any strategic connections or infrastructure required to enable the fast track-track development area.
72. By June 2025, the Council will have made a decision on whether to create a waters CCO, or not. Part of the recognised benefits of a waters CCO are:
 - i. critical infrastructure faster (but it will take time for the CCO to establish itself);
 - ii. improving the health of the Waikato River;
 - iii. spreading cost fairly;
 - iv. greater purchasing power; and
 - v. securing expertise
73. All of these benefits are applicable to the provision of wastewater services.

74. While the Council has delivered or funded infrastructure to support planned and prioritised growth, developers are presenting infill development plans in areas with existing network constraints. These areas are either not prioritized for investment or will take several years to complete the funded projects needed to resolve the capacity issues.
75. Council has a track record of working with developers to find innovative servicing solutions that align with the organisations risk appetite and deliver sustainable outcomes. There are several 'live' discussions occurring for major developments within the eastern constrained network. Staff will continue to work on opportunities to use new technology, utilise existing network capacity, or advance fund key infrastructure. These opportunities will be brought back to Council as part of our usual approach to development agreements.
76. The proposed Connections Policy will explore criteria for identifying "Unique Developments" for which the Council may be willing to accept higher levels of risk to facilitate their development. Staff will be seeking elected member input to this definition.
77. Staff propose to work through the revised Connections Approval process report to the appropriate committee in June on the revised connection approval process and to seek endorsement of key criteria for that process.
78. Fast-track consents are being pursued for areas within and on the periphery of the city. Servicing these areas using the city's water and wastewater consents and through the city's infrastructure is not currently planned or funded. This Committee directed staff to engage with successful Fast-track applicants to evaluate potential servicing solutions. Updates and any recommendations will be brought back to elected members for decision. Funding to service these areas will be challenging given Councils financial constraints and other priorities. the potential creation of a Waters CCO could facilitate fast track consents located within the combined Hamilton City Council and Waikato District Council boundaries.
79. Proposed key next steps from this report (including matters outlined in **Attachment 1**) are:
 - i. Prepare for Waters CCO Decision: By June 2025, the Council will decide on creating a Waters CCO. This decision will influence the levers Council may have to enable development in areas outside the city and/or currently not prioritised for infrastructure investment;
 - ii. Consider directing staff to re-prioritise master planning funding to focus on understanding investment needed to support intensification in areas not currently prioritized for development (e.g., Enderley – Fairfield);
 - iii. Report to the appropriate committee in June 2025 to seek approval of the revised connection approval process and the key criteria (including "unique developments") and provisions for that process, including any additional direction provided to staff by Members at this meeting;
 - iv. Maintain engagement with developers on the wastewater constraints, and where appropriate continue to work with developers to look for innovative servicing solutions that align with the Council's risk appetite and deliver sustainable outcomes;
 - v. Continue looking for innovative servicing solutions for major developments within the eastern constrained network. Staff will bring these opportunities back to Council as part of the usual development agreement approach;
 - vi. Continue monitoring wastewater capacity queries and provide guidance to developers, particularly in brownfield development areas with existing network constraints;
 - vii. Continue developing the public-facing wastewater network capacity constraint viewer, with a target availability of mid-late 2025; and

- viii. Establish a panel of contractors to respond to physical connections requests faster, aiming to have this in place by the end of 2025.

Options

- 80. No options are available for Committee to consider as this paper is a summary of information only.

Financial Considerations - *Whaiwhakaaro Puutea*

- 81. This recommendation of this report has no financial implications.

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

- 82. Staff confirm that recommendations in this report complies with the Council's legal and policy requirements.

Climate Change Impact Statement

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

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

Risks - *Tuuraru*

- 87. There are no known risks associated with the decisions required in this report.
- 88. Staff have evaluated the wastewater servicing challenges, potential responses and impacts on growth against Councils adopted risk appetite for the most relevant strategic and organisational risks:
 - i. SR2: Significant impact on financial strategy;
 - ii. SR3: Failure to meet compliance standards;
 - iii. SR5: Failure to deliver growth outcomes;
 - iv. SR7: Failure to deliver our work programmes; and
 - v. OR3: Failure of critical assets.

89. Councils overall risk appetite for the above risks and their relevance to wastewater system management is summarised below:

RISK	RISK APPETITE	EXCERPTS FROM RISK STATEMENT	RELEVANCE TO WASTEWATER MANAGEMENT
SR2: Significant impact on financial strategy	CAUTIOUS	The Council recognises that effective management of funds and financial sustainability are essential to achieving its growth objectives and long-term regional plans. It will adopt a rational approach to prioritising financial stability and security. While, the Council is committed to undertaking growth initiatives that will benefit our community and meet their expectations, it will balance this with financial sustainability.	Council cannot afford to invest in wastewater infrastructure required to service plan enabled development, or address all existing performance challenges. Council must prioritise its investment to those most critical to the overall city (e.g. wastewater treatment plant), address priority performance issues and to service priority development areas
SR3: Failure to meet compliance standards	NEUTRAL	The Council is committed to ensure compliance with the regulatory requirements and expectations of the central government and regional council however, it has limited control over external factors which may cause incidents for e.g. waste water treatment plant overflows. The Council has a 'Cautious' appetite for not meeting its obligations and duties covered by the Te Tiriti o Waitangi.	Council is committed to ensuring compliance with regulatory requirements including resource consent conditions and regional planning instruments. The current regional plan prohibits the discharge of untreated wastewater to the environment. Accordingly, HCC has prioritised an investment programme to reduce network overflows based on risks and benefits. Council is also utilising the Connection policy to control demand on the network ahead of capacity being available. These responses align with meeting the obligations to Te Ture Whaimana which requires appropriate management and investment into the wastewater system to contribute toward restoring and protecting the health and wellbeing of the Waikato River
SR5: Failure to deliver growth outcomes	NEUTRAL	The Council has a 'Neutral – Receptive' risk appetite for not delivering growth outcomes. The Council acknowledges the considerable challenge of planning and delivering the growth outcomes as laid out in the current Long-Term Plan. Despite the potential constraints of capacity, supply chain, and economic factors that could impact delivery, the Council is committed to achieving these goals and is willing to take on a higher level of risk to do so.	Council invests in infrastructure and operations to meet planned and prioritised growth across the city. Growth in areas that are not prioritised for infrastructure investment rely on existing infrastructure capacity being available. Where capacity is not available, Council uses other planning instruments to manage development until investment occurs to address capacity constraints.

OR3: Failure of critical assets	AVERSE	The Council has an 'Averse' risk appetite for not appropriately planning investment in critical assets. It is not willing to accept significant risks that could lead to the failure of critical assets, as this could have a significant impact on the delivery of services to the community, and result in negative publicity and loss of confidence in the Council's activities. The Council has an 'Averse' risk appetite for failure of critical water assets. It recognises that water-related assets are essential to the delivery of water services to the community and that failure of these assets could result in significant disruption and delays. As a result, the Council is committed to identifying and mitigating risks that could compromise the integrity of critical water-related assets, and to continuously improving its approach to managing these risks.	Wastewater conveyance and treatment systems are critical assets. Council are averse to accepting risks that could lead to failure of these assets. Allowing development in areas where there is inadequate system capacity, or failing to invest in these critical assets could lead to system failure. Accordingly, appropriate planning and delivery of investment to meet the needs of existing customers and prioritised growth is critical.
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90. Staff consider that Councils response to prioritise wastewater infrastructure investment in wastewater treatment, and in network upgrades to service prioritised development areas and to address existing performance challenges aligns with Council's risk appetite while also utilising the Connections Policy and district plan mechanisms to control development ahead of network capacity being in place is appropriate.

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

91. Staff have considered the key considerations under the Significance and Engagement Policy and have assessed that the matter(s) in this report has/have a low level of significance.
92. Given the low level of significance determined, the engagement level is low. No engagement is required.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Waste Water State of the Nation Deep Dive.

Attachment 2 - Overview of Strategic Wastewater Network.

Attachment 3 - Key Legislative and Regulatory Instruments Influencing HCC Wastewater Management.

Attachment 4 - Examples of Other NZ Areas Wastewater Challenges and Responses.

Attachment 5 - HCC Risk Framework - Risk Appetite Definitions.

Attachment 6 - Attachment 1 -A - Timeline of Engagements with Elected Members on Wastewater Constraints.

Attachment 7 - Attachment 1 -B - Modelled Wastewater Network Performance.

Attachment 8 - Attachment 1 -C - Key Wastewater System Investments 2017-2024.

Attachment 9 - Attachment 1 -D - Summary of Key Funded Wastewater projects in 2024-34 LTP.

Attachment 10 - Attachment 1 -E - Summary of Key Unfunded WW Projects in 2024-34 LTP.

Attachment 11 - Attachment 1 -F - Outline of Proposed Connections Approval Process.

Item 8

ATTACHMENT 1 - WASTEWATER 'STATE OF THE NATION' DEEPDIVE

1. This document provides comprehensive summary of wastewater management activities in Hamilton City as it relates to growth. It takes an in depth look at four key areas
- a) Growth

b) Wastewater Network Constraints

c) HCC responses including:

a. Citywide and Sub-regional Infrastructure Planning

b. Capital and operational investment (past, present and future)

c. Interim and Innovative Services Solutions

d. Three Waters Connection Policy Review & Connections Approval Process

d) Impacts of Wastewater Network Constraints on Development
2. This information in this document is critical to fully understanding the context in the main body of the report.

Growth

3. The purpose of this section is to provide a high-level description of HCC's growth projections for Hamilton, including:
- Historical growth in Hamilton

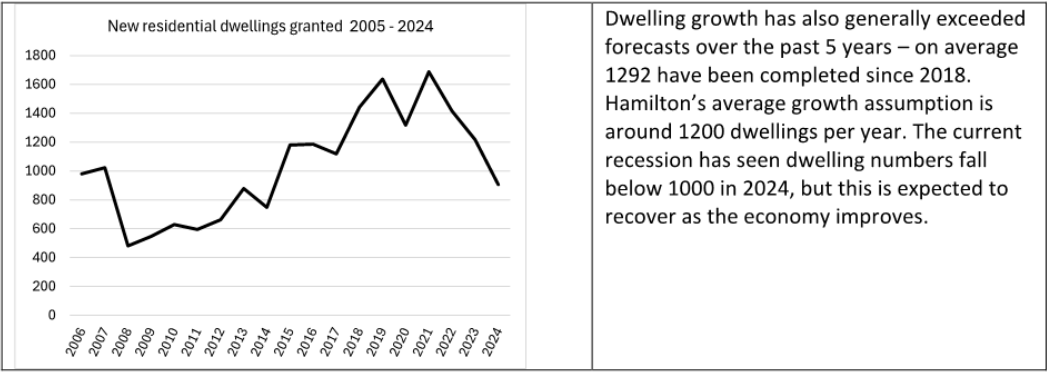
• When and where growth is anticipated to occur

• How the growth model takes account of infrastructure constraints

• Unplanned growth – Emerging & Fast Track Areas

Historical growth in Hamilton

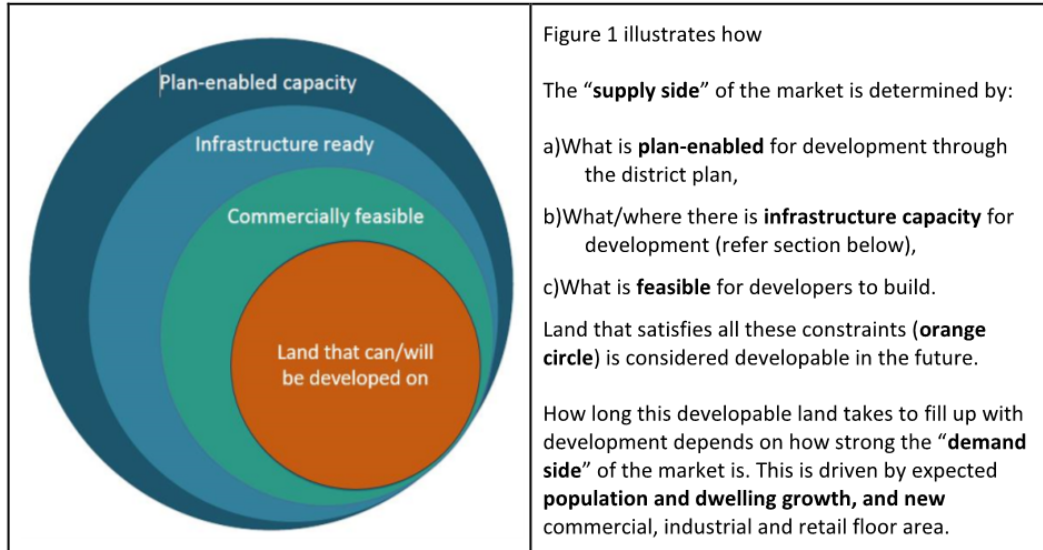
4. Growth, in the context of this report broadly speaking, means increase in demand for wastewater services from new dwellings, and new commercial, industrial and retail buildings or extended floor area, based on population and job increase
5. With the exception of during Covid when the country's borders were closed, Hamilton has seen population growth above its population projections for a number of years. On average, population growth projections have been around 3300 people per year since 2017, but the actual growth averaged 3900.



6. There has also been close to 2 million square meters of new non-residential floor space constructed over the past 20 years, worth nearly \$3 billion to the economy. Significantly, a portion of this includes unplanned new 'wet' industry which has consumed wastewater capacity in the many 1000's of household unit equivalents.
7. The current reduction in construction activity is driven by economic conditions rather than a decrease in demand for housing. The change in the economy is also causing a slowdown in migration, however, when economic conditions improve, so too should migration.

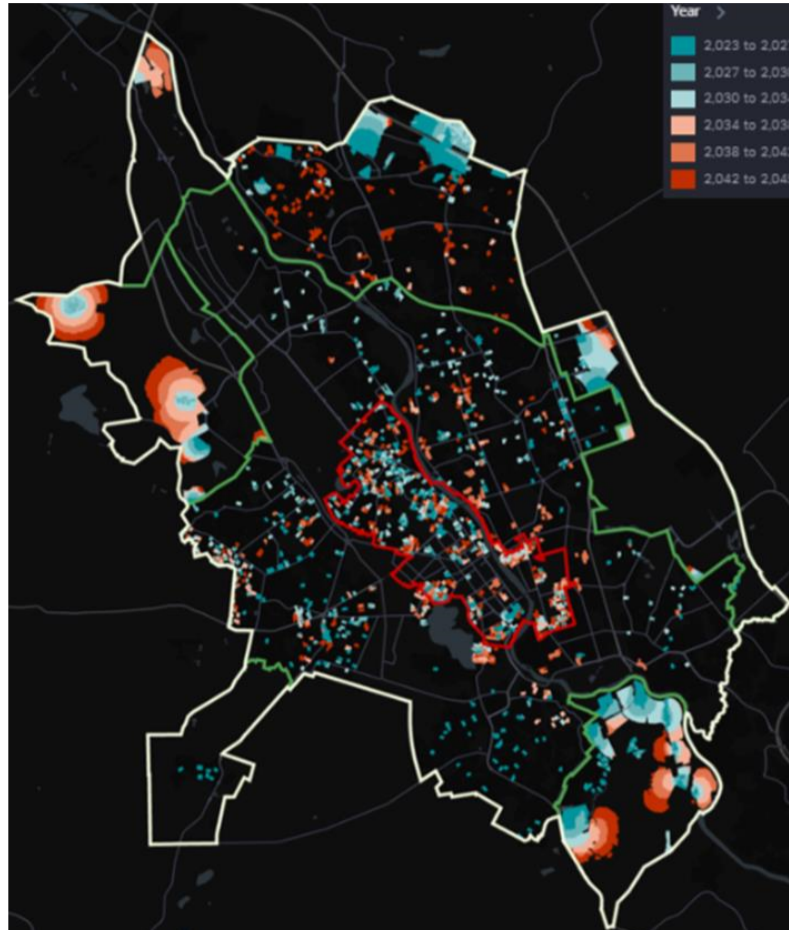
HCC Growth Projections

8. The purpose of the Hamilton City Council growth model is to project when, where and how much growth will occur. While all modelling has limitations, quality modelling is a powerful tool for planning a city.
9. The growth projections are important inputs at Hamilton City Council to the development contributions model, rates and financial modelling, transport modelling, 3-waters modelling, and to inform District Plan changes.
10. Growth projections can guide long-term investment and planning strategies by displaying how, for example, benefits accrue based on investment in one area versus another.
11. Hamilton City Council's growth model determines the land that we expect will be developable in the future (called the "supply side"). This will change with time as, for example, infrastructure services expand and more density is allowed. The other side of the equation is how many new people or businesses actually want to develop here in the future (the "demand side").
12. It is important to note that simply zoning does not create a demand for services. The demand only arises when the land is or can be developed as per Figure 1.
13. Modelling both the demand and supply side generates a generally reliable picture of where development both can occur and will occur.
14. Infill development is guided by the limitations of existing infrastructure, and the size and progress of council or developer upgrades. Greenfield development is guided by Council's timing of infrastructure construction, and developer intentions as to when projects will get underway.

Figure 1. Bubble Diagram illustrating demand for service**When and where growth is anticipated to occur**

15. The heat map (Figure 2) shows the Hamilton City Council growth projections that underpin the 2024-34 Long-Term Plan:
 - Dark blue: areas of the city the growth model predicts will be developed in the near future (next three years),
 - Lighter blue: areas of the city the growth model predicts will be developed in approximately the next decade,
 - Dark red: areas of the city the growth model predicts will be developed in 20 years and beyond.
16. Note that there is a divergence from the general Long-Term Plan projection and the growth projection that is in the 3-waters model and used for long term infrastructure planning. Infrastructure planning considers a longer timeframe than those typically used for the Long-Term Plan. This is because infrastructure assets typically have a 50 – 100-year life. Accordingly, where appropriate, the design of those assets looks at what may be required (based on expected development densities over the life of the asset). An example of this is the wastewater model includes growth in the Stage 1 area inflated above NIDEA High by 30%.

Figure 2: Heatmap showing growth projections that underpin 2024-34 Long-Term Plan



*Area outlined in red is Stage 1 Priority development Area. Green is the boundary between infill and greenfield development areas. Dark blue: areas of the city the growth model predicts will be developed in the near future (next three years). Lighter blue: areas of the city the growth model predicts will be developed in approximately the next decade, Dark red: areas of the city the growth model predicts will be developed in 20 years and beyond.

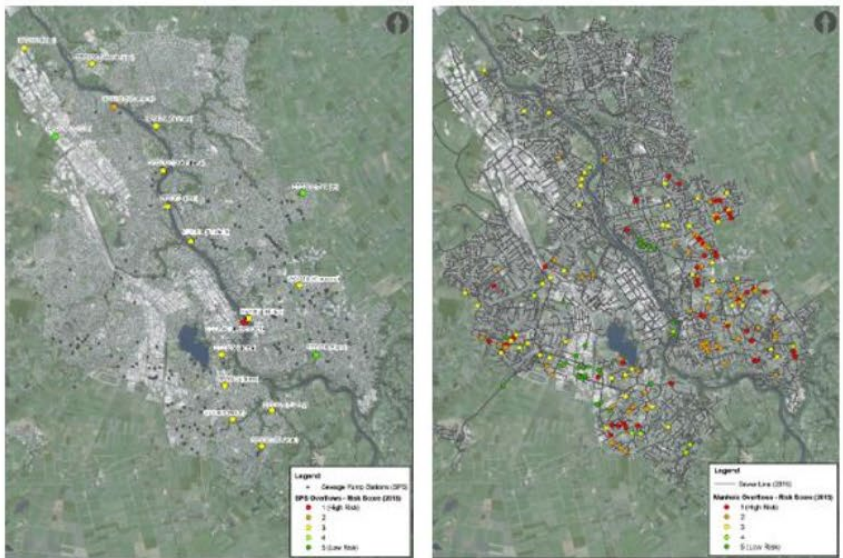
Wastewater Network Capacity Constraints

17. The wastewater system capacity constraints, and in particular network constraints to service infill and intensification have been well traversed with elected members over the past 5 years. A summary of engagements with Elected Members is included as **Attachment A**.
18. Like most conventional wastewater networks, Hamilton's is subject to overflows. Overflows occur for a variety of reasons including stormwater infiltration during wet weather, wastewater flows that exceed design capacity, and blockages.
19. Through investment and operational improvements, the network has adequate capacity to manage dry weather flows. However, under wet weather conditions, Hamilton has a number of existing known network overflows that require intervention. These overflows have been categorised by level of risk. The risk assessment considered a range of criteria including public health, ecosystem health, aesthetic and cultural/maori parameters. The number, frequency,

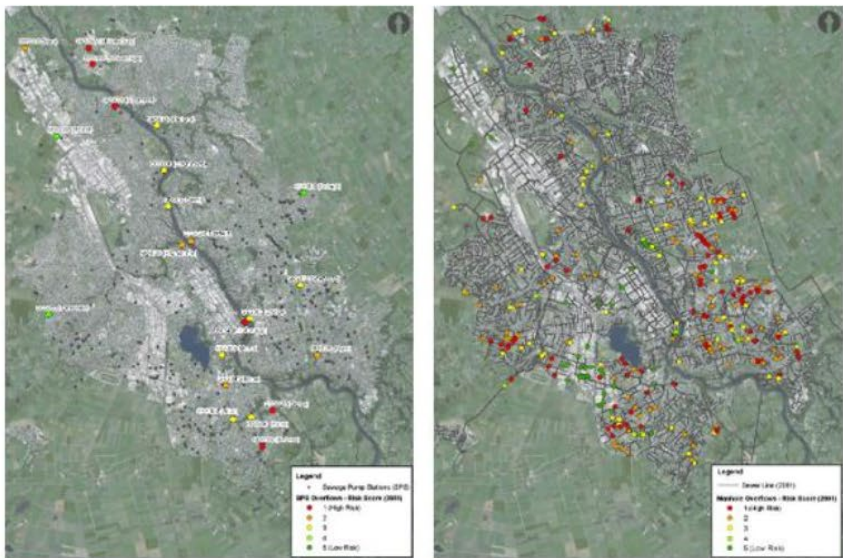
volume and extent of network overflows are predicted to increase overtime if left unmitigated.

20.
- Modelled wet weather pumpstation and manhole overflows (using a 1 in 2-year rainfall event) for 2015 and 2061 horizons are in Figure 3 and in **Attachment B**. The risk categories for these overflows are also mapped. While these maps are from an earlier version of the Wastewater Master Plan and use older, and typically lower, population projections, many of the high-risk overflows remain. Current and programme network investment seeks to resolve this over time.

Figure 3: Modelled Wastewater Network Performance
Modelled 2015 Network Wet weather (1 in 2-year return period) performance and associated risk assessment
(Wastewater Master Plan V2, 2018)



Modelled 2061 Network Wet weather (1 in 2-year return period) performance and associated risk assessment without mitigations (Wastewater Master Plan V2, 2018)



21. Overflow discharges from the HCC wastewater network to the environment are not currently authorised by a resource consent. The Waikato Regional Plan currently prohibits the discharge of untreated wastewater to the environment. This situation presents a significant compliance risk to HCC, as WRC is able to prosecute HCC for these discharges.
22. While the need to managing wastewater network overflows is not new to HCC, the associated risks of these events has become more acute as development densities have increased and infill and intensification of brownfield areas has occurred, as the frequency and intensity of wet weather events increases, and as recognition and commitment to achieving Te Ture Whaimana has evolved. In recent times WRC have increased their level of scrutiny of network overflows, and reduced their level of tolerance to overflows in known problem areas of the network.
23. Council's responses to those challenges have been outlined as part of regular reporting on Plan Change 12 that occurred between late 2022 and 2024 and as part of reporting on the Connections Policy and updated approval process. Specific briefings and reporting on the network capacity challenges and Councils response to those challenges were provided in March, April and June 2023. This reporting described (amongst other things):
 - i. Existing and anticipated three waters servicing challenges in Hamilton City, including HCCs statutory obligations to deliver 'betterment' to the Waikato River alongside a range of other regulatory drivers and obligations, including NPS-UD and MDRS.
 - ii. The impacts and risks of wastewater overflows including:
 - a. Public health and environmental
 - b. Financial – through prosecutions, fines, resources diverted to managing and responding to overflow events
 - c. Relationship and reputational
 - iii. Councils' response to the servicing challenges:
 - a. Prioritised development areas targeting increased densities in an identified Stage 1 priority development area;
 - b. applying a citywide infrastructure capacity overlay through PC12 to control residential development outside of the Stage 1 area;
 - c. increasing densities in greenfield areas where infrastructure can respond; new medium density zones in the proximity of local centres;
 - d. reliance on a revised three waters connections process to safeguard against unacceptable effects on a site-by-site basis.
 - e. Targeted and prioritised three waters infrastructure investment programme to address existing level of service issues that will be delivered overtime
24. In March 2023, Council advised the public about the pressing challenges our three waters networks face in certain areas and our approach to managing those challenges (["What's the Story"](#)).
25. The key messages provided to the community include:
 - The three waters networks are facing capacity challenges, and steps are being taken to address these.
 - Developers should approach early for comprehensive information.
 - Connections will continue for developments with granted consents in high-risk areas.

- New development proposals in high-risk areas may face delays in service connections until infrastructure capacity improves.
26. The identified high-risk areas with existing wastewater network constraints (either strategic and/or local) currently are:
- South- Western Suburbs: Bader, Melville, Deanwell, Glenview, Fitzroy.
 - South – Eastern Suburbs: Hamilton East (outside Stage 1), Claudelands, Fairfield, Hilcrest, University area.
 - Pockets of St Andrews, Rototuna, and Newton
27. A map and public facing viewer showing constrained areas and programmed investment to address those constraints (where applicable) is currently being prepared. This will be discussed further in Public Excluded section of this meeting.

Hamilton City Council Responses to Wastewater challenges

Infrastructure Planning Processes

28. Hamilton City Council (HCC) follows a structured approach to planning and investing in wastewater infrastructure, aligning with regulatory and technical requirements, land-use, and growth projections.
29. Each wastewater infrastructure planning cycle involves confirming management objectives, system performance, and compliance with national and regional policies, standards, and strategies. Growth projections and land-use assumptions are critical for the planning cycle, influencing the form, timing and sequencing of projects.
30. HCC conducts technical analysis and system performance modelling to develop and refresh the Wastewater Master Plan. The master plan recommends short, medium, and long-term investment programs, including capital investments and operational improvements. Recommended programmes from the master plan are put forward for consideration through Long-Term Plan and 30-year Infrastructure Strategy processes.

Capital Investments in the past 10 years

31. While not all recommended wastewater projects have been funded in the past, HCC has made significant capital investments to improve the performance and increase the capacity of the wastewater network over time.
32. A summary of some of the key system investments made in the last 8 years is included in **Attachment C** and include:
- Pukete 3 WWTP Upgrade
 - Interceptor duplications
 - Pump station diversions
 - Major pump station upgrades
 - Pump station diversions
 - Contributions to delivery of new interceptors to unlock greenfield development areas
 - Trunk and local pump station upgrades and emergency storage installations
 - Investment in foundation work to support the Southern WWTP
 - Commencing the bulk wastewater storage programme.
 - Asset renewals and replacement
 - Infiltration and Ingress reduction programmes.

33. These investments along with negotiated agreements with private developers have delivered adopted levels of service and enabled significant growth across the city, particularly in planned greenfield areas.
34. In addition to the capital investment programme to support growth and improve levels of service, Council also has a significant operating budget to operate and maintain wastewater assets.

2024-34 Long Term Plan – Wastewater Projects

35. Over \$1B capital investment in wastewater projects has been funded in the 2024-34 LTP. The majority of these projects have been identified through the Wastewater master plan, the Metro Wastewater Detailed Business Case (specifically the Pukete WWTP Upgrades), and through the Wastewater AMP. A summary of key funded projects/programmes is included in **Attachment D**. These investments will improve overall network performance and enable growth across the city, particularly in planned greenfield areas and the Stage 1 development area and address prioritised system performance challenges. The projects/programmes include:
 - Major upgrade, expansion and renewals at Pukete WWTP
 - Bulk Wastewater Storage Facilities to address Eastern and Southwestern Capacity constraints
 - Flow diversions, pump station and conveyance upgrades to improve network performance and provide for growth
 - Funding to support upsize contributions to developer funded infrastructure in Peacock, Rotokauri and Ruakura
 - Reactive upgrade fund to support growth across the city
 - Reactive upgrade fund to support network upgrades within Stage 1 development area
 - Proactive upgrade fund to support intensification in the Stage 1 area.
 - Significant asset renewals and compliance programme
36. While the funded programme is considerable, HCC faces significant future funding challenges, with over \$4 billion in unfunded capital projects in the first 10 years of the 2024- 54 Infrastructure Strategy, of which ~\$200M relates to unfunded wastewater projects.
37. A summary of some of the key unfunded projects is included in **Attachment E**, and includes:
 - Southern WWTP construction and pipeline diversions
 - Wastewater network improvements to support modest growth in Enderley/Fairfield
 - Seddon WW PS diversion to support intensification of the Stage 1 development area
 - Investment to support development of R2
 - Strategic Infrastructure Fund to support network improvements to enable affordable housing
 - Proactive upgrade fund to support network upgrades across the city.

Note: Most of these projects are included in the Waters CCO business case.

Enhanced Investment Programme

38. The key “unfunded” wastewater projects listed above (alongside other water and stormwater projects) have been included in the proposed Enhanced Investment Programme developed to support the proposed Waters CCO that HCC and Waikato DC is consulting on. These key projects will provide significant additional investment in the wastewater system and provide for further growth across the city and the broader Waikato Metro Area from 2028 onward.

39. Some budget provision is included to support potential servicing of current out of district developments in partnership with Waikato District Council. Although this provision is made on the basis that the costs will be fully recuperated from developers.

Interim and/or Innovative servicing solutions

40. Innovative solutions to capacity challenges and growth demands are tested through both master planning and when working through specific land development proposals. For large development proposals Council often enters into Memorandums of Understanding with developers setting out how Council will work with developers to identify and evaluate potential servicing solutions. A key objective including in such MoUs in relation to wastewater servicing for the development is *No increase in extent, frequency and volume of wastewater overflows*
41. Specific examples where these have been implemented include (but are not limited to):
- For significant industrial / commercial activities approving the use of privately owned and operated onsite buffer storage facilities with discharges to the constrained network based on receiving network water level.
 - Flow diversions across the network to maximise the use of available network capacity. In recent times this has included Snell Pump Station diversion (providing relief to the eastern network), designing the Peacock N4 pump station to accept flows diverted from Fitzroy, Te Anau and Split pumpstations (located in the constrained southern network).
 - Interim servicing solutions to allow initial development stages to be delivered, following confirmation and agreement of the triggers and private funding of the permanent servicing solution (e.g. temporary servicing for RDL in Rotokauri ahead of the permanent solution being installed. In this case, there was certainty on the permanent solution being delivered. This included developer funded and delivered infrastructure, funding and timing of the strategic network projects needed for the permanent solution, clear agreement on operation, maintenance and decommissioning of the temporary infrastructure).
 - Supported augier conditions for resource consents for development requiring public infrastructure upgrades to be completed. In these cases, there was certainty on the permanent solution being delivered within a reasonable timeframe (typically within 2 years of granting the consent).
42. Other solutions that have been explored but either not supported (due Council assessment of risk and benefit to the ratepayer) or not implemented by the developer (due to their assessment risks and benefits) include:
- Use of private and public low-pressure sewer systems for large development areas to manage network constraints.
 - Use of individual on-site wastewater buffer tanks with controlled discharge back to the network.
 - Temporary onsite wastewater storage and transport solutions
 - Interim privately owned and operated onsite wastewater treatment and discharge
43. Any interim servicing solutions must be acceptable to Council's appetite for risk and compliance with resource consents.
44. The use of individual onsite buffer tanks is often proposed as a solution to wastewater network capacity constraints. However, this carried significant risk to both the landowner and

council. This option was discussed at the 14 February 2024 Elected Member briefing and it was agreed that the use on onsite wastewater storage facilities to manage wastewater network capacity challenges carries unreasonable risk, should only be the exception, and that they should not be a solution for residential developments. It was also agreed that senior management would make these decisions.

45. The FutureProof Sub-Regional Three Waters Project has also looked at innovative servicing solutions at the household, neighbourhood, a sub-regional level to contribute toward achieving Te Ture Whaimana, "Best for River" project objectives and deliver more integrated and sustainable land and water management.

Sub-Regional Wastewater Planning

46. The Metro Wastewater Detailed Business Case (DBC) project has identified preferred wastewater treatment solutions for the broader metro area, including Hamilton City.
47. The preferred wastewater servicing solution for Hamilton includes:
- Minimum treated wastewater quality standards for all plants at the time of consenting.
 - Significant upgrade and expansion of the Pukete WWTP to meet quality standards and accommodate existing and future demand.
 - Diverting wastewater flows from Taupiri, Ngaaruawaahia, and Te Kowhai to Pukete WWTP and decommissioning the Ngaaruawaahia WWTP.
 - A new WWTP to serve Hamilton South, the Airport, and surrounding areas.
48. The Council, along with Waipa DC, Waikato DC, and Waikato-Tainui, committed to minimum treatment standards for new and re-consented facilities through a Memorandum of Understanding (MoU). These outcomes from the DBC project has informed the Council's investment programme, particularly the Pukete WWTP and Southern WWTP Resource Consenting.
49. Taumata Arowai is currently engaging on draft wastewater treatment standards for New Zealand, with specific engagement with Iwi with relevant treaty settlement mechanisms. Feedback from Iwi including Waikato-Tainui will inform final recommendations to the Minister of Local Government. Staff are preparing briefing and draft Elected Member submission on the draft wastewater standards for Council to consider.

Pukete Wastewater Treatment Plant Upgrade

50. The Pukete WWTP upgrade programme (Pukete 4) has been developed to service projected growth within Hamilton City, and the northern metro communities, meet the minimum treatment standards, and meet the objectives of the project.
51. The growth projections (residential and non-residential shown in Population Equivalents) used to develop the upgrade programme are below:

Table A: Population projections for Pukete WWTP Upgrades

Total Population Equivalent Projections (Residential and Non-residential)						
Area	2021	2031	2041	2051	2061	Ultimate (2120)
Waikato District	Taupiri	632	2,473	4,344	6,215	7,950
	Ngaaruawaahia (incl Hopuhopu)	5,700	9,008	11,637	13,478	23,143
	Horotiu	1,309	3,135	6,538	6,548	6,930
	Te Kowhai	1,012	1,677	2,017	2,248	4,250
Hamilton City	Hamilton	233,415	276,479	319,308	360,693	543,338

52. Council has included over \$400M (uninflated) for the Pukete WWTP upgrade in the 2024-34 LTP. Note the Pukete 4 upgrades are programmed over 15 years to 2039. This budget is based on P50 cost estimates. The total P50 cost estimate for the Pukete 4 programme is \$480M. Due to funding constraints, the full Pukete 4 upgrades are programmed to be delivered over 15 years with around \$80M deferred beyond the current LTP. The upgrade projects and the purpose of the upgrades is summarised below. Key process upgrades required to improve the efficiency, safety, and capacity of the Pukete, regardless of the adopted treatment standards, processes and site configurations, are highlighted (blue) in the table.

Table B: Key Pukete 4 WWTP Upgrade Projects

Pukete 4 WWTP Upgrade Projects (programmed from 2024 – 2039)	Purpose of upgrades
Consenting	• Augment for existing additional capacity requirements
Admin & Maintenance Buildings	
Site Redevelopment	• Improve WWTP treated wastewater quality
Second River Outlet	
New Storage Pond	• Provide additional capacity for growth and diversion of the northern communities
Inlet works and grit removal	
Primary Sedimentation tank	• Improve energy recovery
Interstage pumping	
Secondary screening	• Replacement of unsafe or 'end of life' assets or asset components.
Bioreactor 6	
Existing Bioreactor modifications (x2)	• Facilitate the transition process to MBR configuration.
Membranes	
UV System	• Facilitate improved flow through plant and implementation of codesigned outfall/discharge
2 new digesters	
Modify digester roofs	
Biogas conditioning and combined heat engine	

53. Further upgrades are required beyond the listed projects to provide additional buffer capacity for wet weather on influent nitrogen, provide capacity for growth, provide flexible biosolid reuse options or more efficient energy extraction. These are not included in the Pukete 4 programme and are unfunded.

Southern Wastewater Treatment Plant

54. The proposed Southern Wastewater Treatment Plant (WWTP) is crucial for the future wastewater management of the Metro Area. It will not only increase treatment capacity for Hamilton city but also offer a sustainable solution for the broader Metro Area. Over time, and

subject to financial agreements, the Southern WWTP is expected to service parts of Hamilton, the Airport Industrial Area, Tamahere and Matangi Villages, Tauwhare Pa, and Rukuhia. Additionally, it could provide the necessary wastewater services to support out-of-district developments like SL1.

55. Due to space constraints at the Pukete WWTP site, the Southern WWTP will allow for the diversion of wastewater from areas of Hamilton, including Peacock and Hamilton South, away from Pukete and the existing network. This diversion will enable the northern metro areas to be serviced through Pukete, as outlined in the Metro DBC. These diversions will alleviate pressure on the current networks and create capacity for urban intensification across the city.
56. The Council has invested in land for the Southern WWTP project and is funding the necessary technical investigations, assessments, and community engagement to support the notice of requirement and resource consent applications for the plant and its associated activities.
57. Although the construction of the plant is not included in the 2024-34 LTP, funding to provide capacity for up to 18,000 Population Equivalent (PE) is part of the enhanced investment program associated with the proposed Waters CCO.

Three Waters Connection Policy Review & Connections Approval Process Recap and Update

58. Use of the Three Waters Connections Policy and Connections approval process to manage demand on 3 Waters networks ahead of key infrastructure needed to accommodate growth being delivered has been discussed and endorsed by Elected Members over the past 3 years. These discussions have been both in relation to Councils response to the Medium Density Residential Standards through Plan Change 12, and directly to work through specific policy provisions and options.
59. A significant programme is being progressed to deliver an updated Connections Policy and the processes and tools to support both the Infrastructure Capacity Assessments required in the District Plan (as a result of PC12) and a refreshed Connections Approval Process. Key work streams and their status are below:

Connections Policy Review

60. Staff have considered options and developed proposed policy settings around network capacity assessments and revised connections approvals process over the past 2 – 3 years. Staff have worked with Elected Members over that period to test many of the proposed settings and to align them with the approved provisions in PC12. A stocktake of policy provisions and the endorsements received to date is available. Staff have also taken the opportunity to engage with Mana Whenua and Waikato-Tainui on some of the proposed policy settings.
61. These policy provisions include:
 - Policy Principles
 - Who is required to have an assessment
 - Who is eligible for a network capacity certificate
 - Information requirements
 - Technical assessment Criteria
 - Network extent to be assessed and provision for enablement
 - Lapse periods
 - Greenfield capacity management
 - Interim solutions

62. An Issues and Options Report has been drafted to support the updated policy. Communications collateral has been prepared to support the formal consultation process.
63. This material is ready, and staff are waiting for the opportunity to workshop the remaining policy provisions with Elected Members. These include:
- Confirming who the capacity assessment process should apply to
 - How “unique” developments should be defined in practice for consideration of interim solutions
 - Seeking direction on how reactive network upgrade funding should be prioritised.
 - Refinements to existing water allocation policy
 - Delegations
 - Elected members may also want to re-test those policy provisions that have previously been endorsed and consider how cross boundary servicing should be managed in light of fast track consenting developments and regional tankered waste.
64. The recommendation to the Infrastructure and Transport Committee to approve the draft policy for consultation has not been progressed because of other significant matters that Council has been engaging with the community on. These matters include:
- 2024-34 LTP
 - Annual Plan Amendment and
 - Local Waters Done Well
65. Repealed, new and amended Legislation has been ongoing since the coalition government came into power. These changes are also being considered for impacts on proposed policy positions.
66. Staff are now conscious of the decision Council will make around the Waters CCO later this year, as well as local body elections and have pivoted to relying on the existing policy to give effect to the revised connections approval process. Staff propose to report to the relevant committee to seek endorsement and approval of the revised connections approval process and associated decision-making criteria.

Network Capacity Assessment Tool (NCAT)

67. The NCAT is intended as an internal tool for Development Engineers and Duty Planners to use to support the network capacity assessment process.
68. The NCAT tool relies on the outputs from Councils Wastewater Network Hydraulic Model. Councils WW model is currently being converted to InfoWorks CS platform and being re-calibrated. Dry weather calibration is complete, with Wet weather calibration programme for completion in June 2025. The brief for the NCAT tool was to design it to be compatible with our new Hydraulic Model and to receive modelling results from the InfoWorks CS platform.
69. The NCAT platform is largely complete. Alpha and Beta testing has occurred, and proposed reporting templates have been produced. However, the tool will not be available for use until the calibrated model is completed.
70. In the meantime, Staff are utilising the results from the existing hydraulic model to advise developers and the planning guidance unit on network performance.

Public Wastewater Network Capacity Viewer

71. A public facing wastewater network capacity constraint viewer is under development. Staff are engaging with Watercare Services Ltd to gain knowledge and learnings from the approach they have adopted. Watercare have produced a [Network capacity map and table](#), as well as a

filtering tool to help the public understand the implications of the capacity constraints. The Watercare Services Ltd viewer can be accessed [here](#). The Watercare Services information does not include information on local network capacity.

72. The HCC public capacity constraint viewer is currently under development, and will incorporate:

- Map of known constrained areas
- Information on programmed network upgrades
- Advice on whether network capacity is available to support development.

73. The online viewer is programmed to be available mid-late 2025.

Revised Connections Approval Process

74. Considerable progress has been made to develop the capacity assessment and certification process. The artefacts necessary to support this process such as Webforms, communication templates, certificates, internal processing and tracking systems are developed. Some details of the proposed approval process are included in **Attachment F**.

75. A practice note is being prepared to support the roll-out of the updated connection approval process.

76. Staff could arrange a briefing or drop-in session with Elected Members to step you through the proposed process if requested.

Physical Connections Panel

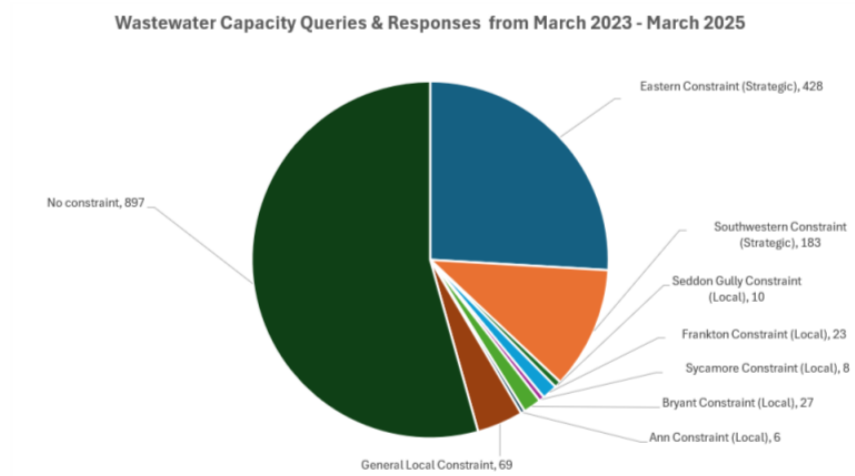
77. Good progress is being made to establish a panel of contractors able to respond to physical connections requests so these works occur faster. We are on track to have this in place by the end of 2025.

Impacts of wastewater constraints on development

78. Since March 2023, Council has received over 1600 wastewater capacity queries across **brownfield** development areas. Of those queries 46% have been advised of network constraints, and 54% advised that there is no known constraint.

79. A breakdown of the inquiries is below:

Figure 4: Wastewater Capacity Queries & Responses from March 2023 – March 2025



80. Strategic network constraints are typically those that involve pipelines greater than 300mm diameter. Local network constraints are typically those associated with pipelines 300mm diameter or less.
81. No queries have been received for residential development within greenfield areas, namely Rototuna, Ruakura, Rotokauri and Peacock growth areas, as these areas are enabled from a strategic wastewater network perspective and internal infrastructure requirements to service these greenfield areas are known.
82. The advice provided on network constraints has undoubtedly impacted on the developments taken forward by developers to consenting stage, and there is a reasonable level of awareness of these constraints within the development community.
83. Since March 2023, a number of developments within the constrained areas have been granted consents. This has occurred where applications were already lodged with Council prior to the change in approach to the assessment of wastewater capacity.
84. Of the 754 enquiries for properties located in constrained areas, no development has proceeded where advice has been given that there is a wastewater capacity constraint. On receiving advice on capacity constraints, the development response has been to not proceed with a resource consent application and either hold or sell land in constrained catchments.
85. Only one resource consent application has been declined as a result of wastewater capacity constraints, with this being the only application to progress as far as receiving a decision.
86. It is unknown what the impact of the approach to the wastewater capacity constraints has been on the potential development yield/dwellings foregone as a result of developments not proceeding in these areas. However, we do know that over 2,150 new lots/dwellings have been consented in other areas of the city from 2023, with around two thirds via infill development.
87. Between 1 January 2022 and 25 March 2025, 4151 new lots/dwellings were consented in Hamilton (Table C below). Both infill and greenfield are well below both the 5yr and 10yr consenting averages, with residential development across the city being around 45% lower in 2024 than in 2022.

Table C: Granted sub-division consents from January 2022 – 31 March 2025

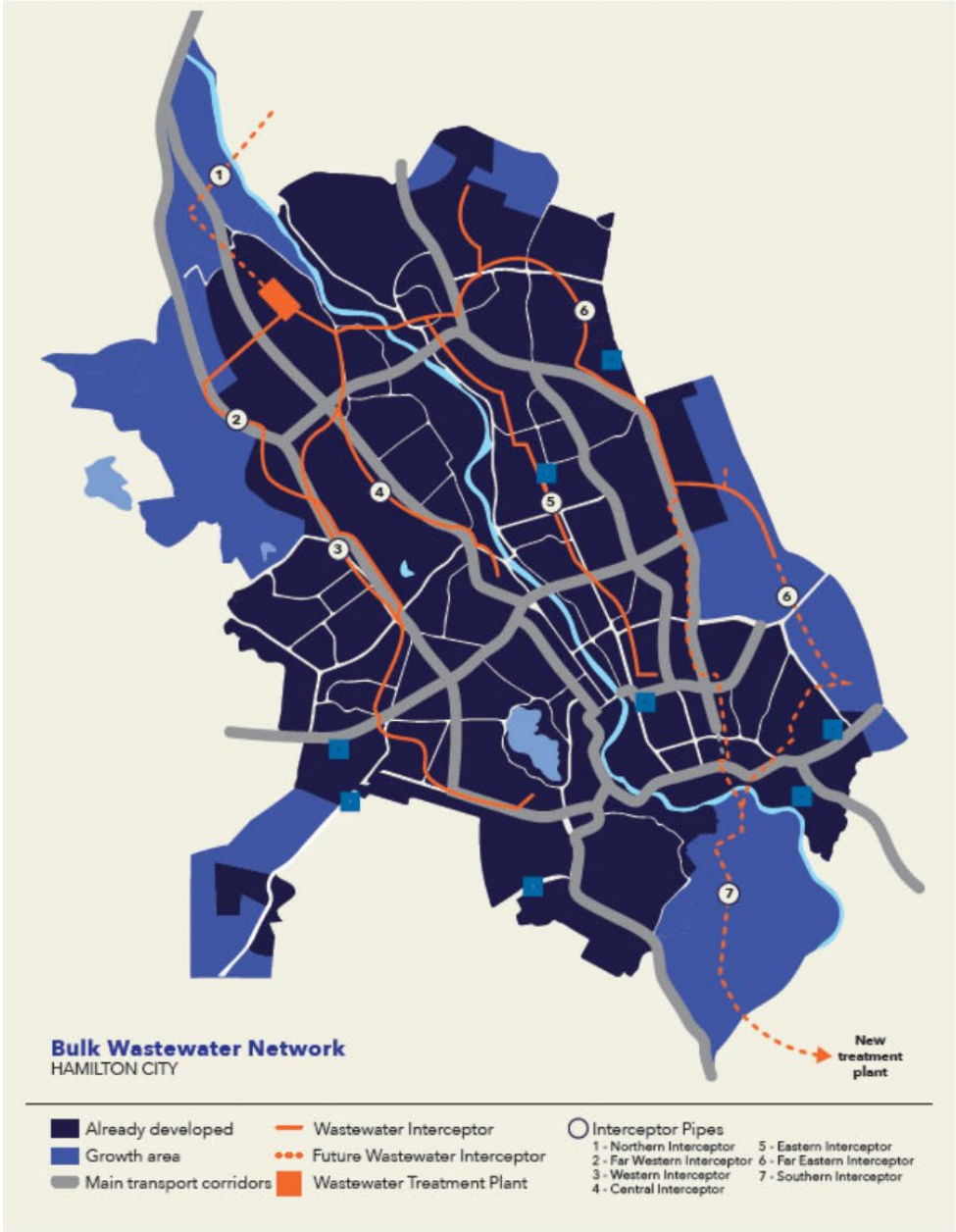
# Lots in granted sub-division consents					
Calendar year	2022	2023	2024	2025*	Total
Infill	1,299	725	695	9	2,728
Greenfield	796	157	457	13	1,423
Total	2,095	882	1,152	22	4,151

*31/3/2025

88. Falling house prices, high interest rates, infrastructure capacity constraints, and difficulty securing finance for new build projects have made 2023 and 2024 tough years for developing both in Hamilton, but also across the country.
89. The impact of capacity constraints will continue as infrastructure solutions and required funding lag development aspirations. The effects should be offset at an all of city level to some extent, as economic conditions improve. Developers in constrained areas who have the flexibility to shift their development plans or wait for connections to become available should be able to adjust and continue to investment, whereas those who cannot are likely to be compromised.

90. Residential consenting activity also has a strong link to house prices. When house prices go up faster than building costs, consenting goes up too. Conversely, when house prices are falling and construction costs are increasing, consenting falls. Throughout 2023 and 2024, feasibility and profit margins have been squeezed, particularly for development funded through debt finance. Our development community have reported challenges getting finance from banks for new projects, even for the potential buyer of a single standalone dwelling. This has delayed projects and seen some not go ahead at all. HCC projections are for a slow but steady recovery in residential development over the next 24-36 months, as economic conditions and confidence recover.
91. There are several 'live' discussions occurring for developments within the eastern constrained network. Staff are exploring innovative and interim servicing options for these developments for Elected Member consideration.

ATTACHMENT 2 – OVERVIEW OF STRATEGIC WASTEWATER NETWORK



ATTACHMENT 3: Key legislative and regulatory instruments influencing HCC WW management

1. Council's wastewater management strategies are influenced by central government legislation, regional and district plans and strategies, and community feedback. Key pieces of legislation and regulatory instruments include Health Act, RMA, LGA, Water Services Act, Te Ture Whaimana, NPS-UD (See Attachment X for high level outline of these key documents). :

- a) **Health Act 1956:** This Act provides for the protection of public health. It includes provisions for the management of wastewater to prevent health hazards and ensure sanitary conditions.
- b) **Resource Management Act 1991 (RMA):** This is the primary legislation governing environmental management in New Zealand. It sets out the framework for managing natural and physical resources, including water quality and wastewater discharges
- c) **Local Government Act 2002:** This Act provides the framework for local authorities to manage wastewater services. It requires councils to develop long-term plans and asset management plans for infrastructure, including wastewater systems. It also empowers councils to regulate trade waste and ensure effective and efficient wastewater infrastructure
- d) **Water Services Act 2021:** This Act establishes the regulatory framework for water services, including wastewater. It sets out requirements for water service providers to ensure safe and reliable wastewater services
- e) **National Policy Statement for Freshwater Management (NPS-FM):** This policy statement provides direction on how freshwater resources should be managed under the RMA. It includes objectives and policies for maintaining and improving water quality, which directly impacts wastewater management
- f) **Waikato-Tainui Raupatu Claims (Waikato River) Settlement Act 2010:** This Act acknowledges the historical grievances of Waikato-Tainui and provides for co-management of the Waikato River. The overarching purpose of that settlement is to restore and protect the health and wellbeing of the Waikato River for future generations. The purposes of the Settlement Act are multifaceted, including to give effect to the settlement, to recognise the significance of the Waikato River to Waikato-Tainui, and to recognise Te Ture Whaimana o Te Awa o Waikato (Vision and Strategy for the Waikato River).
- g) **Te Ture Whaimana o Te Awa o Waikato (Vision and Strategy for the Waikato River):** This document is the primary direction-setting framework for the Waikato River. It aims to restore and protect the health and wellbeing of the Waikato River, which includes managing wastewater discharges to prevent further degradation.

Te Ture Whaimana sets the following vision from which flow thirteen objectives and twelve strategies to achieve those objectives: *Our vision is for a future where a healthy Waikato River sustains abundant life and prosperous communities who, in turn, are all responsible for restoring and protecting the health and wellbeing of the Waikato River, and all it embraces, for generations to come.*
- h) **National Policy Statement on Urban Development (NPS-UD):** This policy statement provides direction on urban development under the RMA. It includes provisions for

infrastructure planning and development, which impact wastewater management by ensuring that urban growth is supported by adequate infrastructure.

2. **Waikato Regional Plan and Policy Statement:** Provides an overview of resource management issues and sets policies for managing natural and physical resources in the Waikato region
- i) **Future Proof Growth Strategy 2024:** A 30-year growth management plan incorporating seven transformational moves for change.

ATTACHMENT 4: OTHER EXAMPLES OF WASTEWATER NETWORK CONSTRAINTS AND HOW THEY ARE BEING MANAGED:

Examples of other Metro and Provincial areas facing wastewater network and servicing challenges and their impacts on growth are outlined here:

- Watercare Services Ltd (Auckland Metro)
- Wellington Water (Wellington Metro)
- Waikato District Council (Pokeno – Tuakau)
- South Wairarapa District (Martinborough)
- South Wairarapa/Wellington Water (Greytown)

WATERCARE SERVICES LTD

Watercare in Auckland is facing significant challenges with its wastewater infrastructure due to rapid population growth and urban development. Their key challenges are

1. **Population Growth:** Since the regional integration of water services in 2010, Auckland has experienced unprecedented population growth, putting immense pressure on existing infrastructure
2. **Urban Intensification:** The implementation of the Auckland Unitary Plan in 2016 has led to increased urban development, further straining the wastewater systems
3. **Aging Infrastructure:** Many areas have outdated pipes and systems that are not equipped to handle the current demand

Watercares response to these challenges includes:

1. **Infrastructure Upgrades:** Watercare is investing heavily in upgrading and expanding its infrastructure. Over the next decade, they plan to invest \$13.7 billion, with \$6.8 billion dedicated to projects supporting growth
2. **Capacity Mapping:** They have developed detailed maps and tools to identify areas with capacity constraints, helping developers and property owners plan their projects more effectively
3. **Major Projects:** Significant projects include upgrades to treatment plants and network expansions, scheduled for completion between 2025 and 2040

These efforts aim to ensure that Auckland's wastewater infrastructure can meet the demands of its growing population and urban landscape.

In areas identified as having wastewater infrastructure constraints, Watercare is indeed placing restrictions on new developments. Here are some key points:

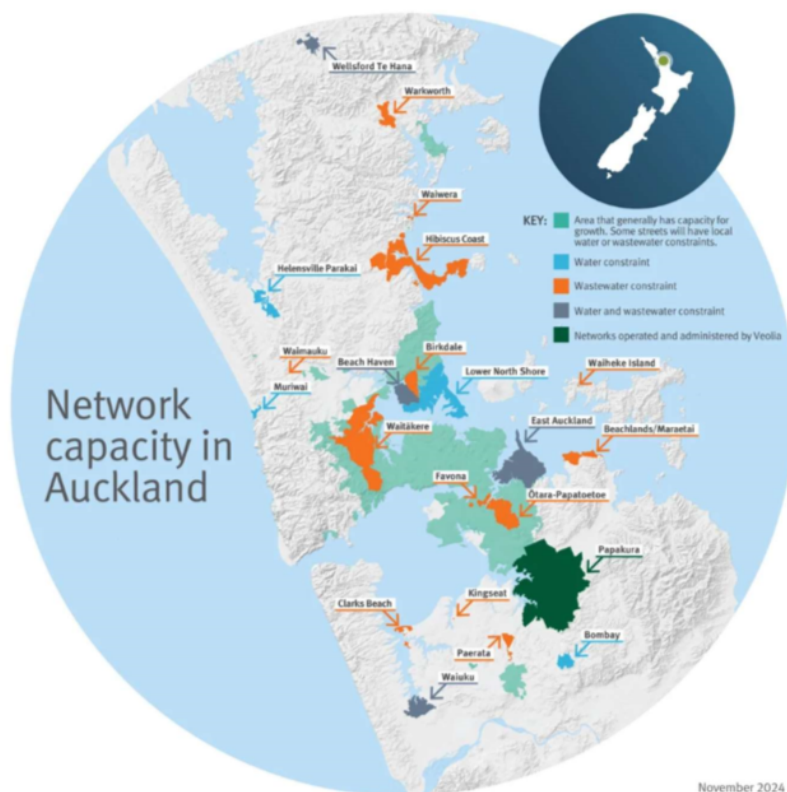
Development Restrictions:

1. **No New Connections:** In areas with severe constraints, Watercare may not approve new connections to the wastewater system

Item 8

- Affected Areas:**

- Ōtara/Papatoetoe
- Favona
- Beachlands/Maraetai
- East Auckland
- Parts of Waitākere
- Beach Haven/Birkdale
- Lower North Shore
- Hibiscus Coast
- Warkworth



WASTEWATER STATE OF THE NATION REPORT	8 APRIL 2025 STRATEGIC GROWTH & DISTRICT PLAN COMMITTEE	ATTACHMENT 4: EXAMPLES OF SERVICING CONSTRAINTS IN OTHER AREAS
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Future Upgrades:

Watercare has plans to upgrade the infrastructure in these areas, but the timelines vary significantly, with some upgrades not expected until as late as 2045.

There are some areas in Auckland where Watercare does not currently have plans to upgrade the wastewater infrastructure. These areas typically have historic constraints that were inherited when Watercare took over the region's water and wastewater services in 2010

Areas with No Planned Upgrades:

- Some rural areas have long-standing infrastructure constraints and are not prioritized for upgrades due to lower population density and development pressure

Implications:

- **Development Restrictions:** In these areas, new developments may face significant challenges in obtaining approval due to the lack of planned infrastructure improvements
- **Alternative Solutions:** Developers in these regions might need to explore alternative solutions, such as on-site wastewater treatment systems, to proceed with their projects

FURTHER INFORMATION:

<https://www.watercare.co.nz/builders-and-developers/consultation/network-capacity-in-auckland>

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Wellington Water

Wellington Water is facing several significant challenges with its wastewater infrastructure, primarily due to aging systems and increased demand.

Challenges:

- **Aging Infrastructure:** Many of Wellington's water pipes are over 50 years old, leading to frequent bursts, leaks, and contamination events. This aging infrastructure is a major concern, as it requires constant maintenance and emergency repairs.
- **Population Growth:** The growing population in Wellington has increased the strain on the existing wastewater systems, exacerbating the issues caused by aging infrastructure
- **Deferred Maintenance:** Years of underfunded upgrades and deferred maintenance have left the infrastructure in a vulnerable state

Response:

- **Infrastructure Upgrades:** Wellington Water is investing in targeted pipe replacement projects and upgrading wastewater treatment technology to handle overflows and improve system capacity
- **Increased Investment:** The Wellington City Council has committed significant funds to renew, upgrade, and build new three waters infrastructure. This includes a \$2.4 billion investment over the next decade
- **Collaboration and Consultation:** Wellington Water is working closely with local councils and the community to address these challenges. They are also consulting on various water service delivery models to ensure sustainable and efficient management of water resources.

In areas with known capacity issues, Wellington Water may require developers to implement mitigation measures to avoid or minimize the impact on the downstream network. This helps prevent surcharging, flooding, and overflows. In areas where the infrastructure is severely constrained, Wellington Water may place restrictions on new developments. Developers are required to consult with Wellington Water to ensure that the infrastructure can support new connections without compromising the system's integrity

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Pookeno-Tuakau Water (Waikato District Council)

Waikato District Council has an outline on the Council website that they are experiencing rapid growth and that while that was bringing exciting new opportunities for local development, business expansion, and community growth, that growth presented challenges for managing the capacity of their wastewater systems. They stated that they had reached their contractually agreed capacity limit for wastewater services for our Pookeno and Tuakau communities sooner than anticipated. They also stated that the wastewater trunk main, which conveys flows from these areas, was also approaching capacity limits, and that this posed a challenge for future developments in these areas, as the system needs to accommodate both current residents and new growth.

The Council stated confidence for sufficient capacity for developments that have been granted consent or being processed prior to 1 February 2025 and that they were actively exploring all available options to address these constraint issues, including investigations into potential infrastructure upgrades and other solutions to ensure the long-term resilience of our wastewater network in Pookeno and Tuakau.

Key statements to the community include:

- If your property is under construction, or you have an approved subdivision or a building consent issued before 1 February 2025, there is no need to worry. There is enough capacity in the current wastewater network for these properties.
- If you have an approved resource consent for your subdivision, the development can continue as planned. Each lot will be granted a wastewater connection, and capacity has been set aside for your project.
- If your consent was issued before February 1 2025, there is capacity for your project in the current wastewater network. For commercial or industrial developments, contact us via info@waidc.govt.nz to confirm how this might impact you.
- If you have not applied for consent yet, the current wastewater constraints may impact your ability to develop.
- Having land zoned for residential use or being part of an appeal in the Proposed District Plan does not guarantee that Council services, like wastewater, are available for your property. Development of Future Urban Zoned land also depends on available infrastructure. Seek more specific advice while Council works on finding solutions.
- There are no new environmental risks beyond those we already manage. If the wastewater system reaches capacity, there may be a higher risk of overflows. However, as the population grows, we will continue to manage wastewater discharge within the existing consent for the Pukekohe Wastewater Treatment Plant (PWWTP), ensuring we protect the environment and stay within safe limits
- Council will consider wastewater system capacity when considering approval of future developments to ensure that new growth does not put too much strain on the network beyond it's capability. This ensures that we continue to protect the environment and manage growth responsibly, without overloading the system.
- Council is actively exploring all available options to address these constraint issues, including investigations into potential infrastructure upgrades and other solutions to ensure the long-term resilience of our wastewater network in Pookeno and Tuakau.
<https://www.waikatodistrict.govt.nz/services-facilities/water/building-development-and-tradewaste/waters-capacity-assessment/pookeno-tuakau-wastewater-capacity>

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South Wairarapa District Council

Announcement on Martinborough Wastewater Treatment Plant Connections (May 2023) (Summarised from Website)

The Council posted that applications for new wastewater connections in Martinborough are being put on pause in Martinborough for the time being because the town's wastewater plant has failed to meet performance and compliance standards. This is effective immediately.

The plant has also reached its design capacity as population growth and annual connections have far exceeded expectations. Significant performance and compliance issues resulted in Greater Wellington Regional Council (Greater Wellington) issuing an Abatement Notice for the plant in August 2022.

Specialist advice from Council's water services provider, Wellington Water Limited (WWL), is that additional connections would further compromise the plant's performance, increasing the risk to the environment, public health and safety. There is also the possibility of more severe enforcement action from Greater Wellington.

All permits, resource management and building consents that have been received and approved by Council will be honoured and a connection to the wastewater network made.

Key statements to the community included:

- As a responsible territorial authority, we cannot risk further strain on the plant, with the consequential risks to mana whenua interests, the health of the waterways, public health, environmental impacts and legal action against the Council.
- Greater Wellington issued this Abatement Notice due to the frequency of non-compliance discharges from the plant to land and water. Council has been instructed by Greater Wellington through the Abatement Notice to cease and be prohibited from commencing all unauthorised discharges from the MWWTP by 15 August 2023 and continue to comply thereafter.
- The MWWTP has been in operation since the 1970's. The plant has not had the levels of investment needed over its lifetime to maintain its treatment capacity and operational resiliency. The MWWTP requires new pumps, Ultraviolet (UV) systems, screening and treatment systems, among other things. We have also seen higher than expected growth, both in terms of population and new service connections, since the resource consent was renewed in 2016. This has put extra pressure on the plant, pushing it beyond its capacity limits.

In addition, we have the impact of ageing infrastructure across the whole water network. A key issue is Inflow and Infiltration. This occurs when groundwater and stormwater find its way into the wastewater pipes, often due to leaky pipes underground or cross-connections. This increases the volume of water entering the treatment plant, particularly during periods of high rainfall, again pushing the treatment plant beyond its operational capacity.

- Council had prepared a draft Compliance Delivery Plan that sets out how Council plans to address the issues with the MWWTP, which was paused while Greater Wellington commissioned a risk assessment. A further draft of the Compliance Delivery Plan is expected

to be submitted to Greater Wellington by the end of May 2023 and, assuming it is accepted by them, funding will be secured, and work will begin.

- The draft wastewater compliance plan includes a range of operational upgrades and improvements, which are still being finalised. Our estimate is that this will take up to two years and then will be followed by a second stage of work to increase capacity which will take several years to deliver. Growth studies to support the second stage of work will be carried out simultaneously with the compliance work over the next two years to fully inform design.
- Funding for both components of the staged plan is not yet confirmed, although some initial funding to start work is included in our proposed 2023/24 Annual Plan. Significant additional funding from either Council's 2024-34 Long-term Plan or via the new Entity post-Water Reform will be required.
- We will keep the community updated on key milestones as we and Wellington Water work together towards making the plant fully compliant.
- We hope to have the plant back to a compliant state within 24 months. At the same time, we will be working on a plan to increase the capacity of the plant to accommodate future growth.
- South Wairarapa District Council appreciates the impact this decision will have on developers and people seeking to build new homes in the town. We regret having to make this decision which we know will temporarily slow growth in the region. We will pause new connections for only as long as needed.
- Companies and individuals considering new development, and who are currently preparing to make an application, should contact the Council and discuss their situation. All permits, resource management and building consents that have been received and approved by Council will be honoured and a connection to the wastewater network made.

<https://swdc.govt.nz/news/announcement-on-martinborough-wastewater-treatment-plant-connections/>

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Grey Town Connections Advice (Memo, 27 June 2024)

Extract - Wellington Water recommends to South Wairarapa District Council that:

- An immediate stop to approving all new connection applications to the public wastewater network in Greytown, until treatment plant capacity is increased.
- A programme of improvements are completed before new connections are accepted. This requires a range of testing and studies, including influent monitoring, pond capacity analysis and a treatment plant growth study to be completed in advance. This programme of improvement works is also dependant on council funding and may require variation to GWRC consent.
- The scheduled desludging the treatment ponds is undertaken, to allow the plant to perform more reliably with the current number of connections (i.e. operating beyond its design capacity).
- Continuing to accept any new connections (this includes both new applications, and existing applications approved, but not yet physically connected) without undertaking the above recommendations continues to increase the risk of enforcement action from Greater Wellington Regional Council and negative environmental impacts

<https://swdc.govt.nz/wp-content/uploads/Memo-Greytown-Connections-Advice-27-June-2024.pdf>

ATTACHMENT 5: HCC Risk Appetite Framework Definitions

Risk Appetite Framework

	AVERSE	CAUTIOUS	NEUTRAL	RECEPTIVE	OPEN
Philosophy	Preference for exercising appropriate controls to avoid risk and uncertainty Risk is controllable at lower levels. Investment in mitigations is justified.	Preference for very safe options that have a low degree of inherent risk.	Preference for safe options that have a low degree of residual risk.	Preference for considering all options and choosing the one that has some risk but is likely to result in a successful delivery.	Eager to be innovative and pursue opportunities based on potentially high benefits despite greater risk. Speed may be a priority. Risk may also not be controllable at higher levels.
Tolerance for uncertainty	Extremely low tolerance for uncertainty. Controls are comprehensive, well designed and effective.	Low tolerance for uncertainty. Controls are well designed and effective.	Limited uncertainty expected. Controls are adequately designed and generally effective.	Some uncertainty expected. Controls in place, may be inadequate or ineffective.	Uncertainty fully anticipated. Controls may be absent, inadequately designed or ineffective. 'Good enough' practice sufficient.
Choice	Will always take the lowest risk option	Will accept risk only if essential with limited possibility/ impact of failure	Will accept risk if limited and heavily outweighed by potential benefit	Will take risk with outcomes and will manage impact	Will choose options with highest overall return and accept the possibility of failure
Trade-off	Never	Will trade off with extreme reluctance	Prefer to avoid any trade offs	Willing to trade off under the right conditions	Willing to trade off

Note: This framework is similar to the previous page and can be helpful to have a common language around risk appetite

WASTEWATER STATE OF THE NATION REPORT	8 APRIL 2025 STRATEGIC GROWTH & DISTRICT PLAN COMMITTEE	ATTACHMENT 5 HCC Risk Appetite Framework Definitions
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ATTACHMENT A:

Timeline of Engagements with Elected Members on Wastewater Constraints

Staff have continuously briefed and informed EMs on wastewater challenges, planned responses and funding requirements. Over the last 10 years, this includes but is not limited to:

Date	Report/Briefing/Update	Title	Content
28 May 2019	Briefing		Wastewater Servicing Challenges
16 March 2020	Briefing		Wastewater Servicing Challenges
August 2022			Traffic Light Assessment Report showing areas of city that have or will eventually have network constraints. Notification of PC12. Advice that a revised Connections Policy was currently being drafted to provide transparency on the criteria and method that will be adopted to make decisions on connection applications not managed by PC12 and that a practice note and triaging tools are in development.
8 March 2023	Briefing		Three Waters Infrastructure challenges, emerging issues and risks associated with infill and intensification. Advice on the approach that staff were taking to manage these risks ahead of PC12 being in place.
20 April 2023	SG&DP Report	Strategic Issues (PX)	Design history of Hamilton City’s Three Water systems, changes required by new Policy and Standards, and increased environmental, social and cultural expectations and regulatory obligations. Weather impacts on Three Water systems. Impending increased densities and network performance issues due to plan-enabled intensification, and need for a cautious approach. Obligation to deliver “betterment” to the Waikato River.

Date	Report/Briefing/Update	Title	Content
			Traffic Light Assessment Report, need for further investment, and PC12 approach to growth. Future tools to manage adverse outcomes, reliance on a revised three waters connections process to manage unacceptable effects. Infrastructure Capacity Overlay, and potential changes to rules and activity status in District Plan Change 12 to address wastewater challenges (ie) consenting pathways to for 1-3 dwellings within the ICO. Connections Policy update including proposed Practice Note, triaging tool to assess capacity and when an application would be declined unless the infrastructure investment is secured. Current Wastewater Challenges in the Upper Western Wastewater Network, and other areas. Intention to use of connection approvals as a way of managing capacity if developments in some areas are looking to proceed ahead of infrastructure investment. Advice being given to applicants in various stages of consent applications, and the planned infrastructure investment programme.
3 May 2023	Briefing		Challenges and proposed use of network technical capacity assessments and connection approval to respond to intensification. Process and how an application to connect to Council's network would be assessed, including aspects such as assessment criteria and thresholds.
14 June 2023	SGDP Report	Strategic Issues (PX)	Decision to retain proposed rules and activity status in Proposed District Plan Change 12 and the reasons for that decision (RMA legal directives, proposed connections policy, and approval process, statistical analysis of number of applications). Signalled intent to carry out future remodelling work to inform the Housing Business Capacity Assessment (HBA) 2024
20 July 2023	I&T Report	Council Policy/Bylaw Review Update	Update on briefings held, mana whenua engagement

Date	Report/Briefing/Update	Title	Content
30 August 2023	Briefing	Wastewater bulk storage	Bulk storage program
10 October 2023	SG&DP Report	Three Waters connection Review	Key policy settings being progressed including: principles; thresholds to determine what developments should require network capacity assessments; Network Capacity Certificates validity; information requirements; and extent of network to be assessed for development within the Stage 1 area. Procurement status for the development of an online GIS based Network Capacity Assessment.
15 November 2023	Executive Update	Connection Policy	Request for Connection Policy direction - proposed changes to the approval process, specifically which developments would require a network capacity assessment. Proposed policy that reflected a likely increase in demand on water and wastewater services , provided for reasonable social needs, aligned with existing policy, rules and legislation as much as possible for efficiency and customer experience, and considered staff burden – (i.e.) assessments of small developments with minor demand.
22 November 2023	Executive Update	Connection Policy	Request for Connection Policy direction on network capacity allocation and certificate lapse periods. Proposed policy that provided for development timeliness, avoids network capacity banking, aligns with existing regulatory legislation, business practices and models, is evidence based, and promotes efficient use of infrastructure and a thriving city
6 December 2023	Executive Update	Connection Policy	Request for Connection Policy direction - proposal on how capacity will be managed for developments located in greenfield growth areas. Proposed policy that would ensure the right infrastructure is put in at the right time, meet ongoing levels of service, and avoid compliance issues.
3 May 2024	Briefing		Revised Connections Policy Principles, Interim Infrastructure Solutions, Update on approval process

WASTEWATER STATE OF THE NATION REPORT
ATTACHMENT 1

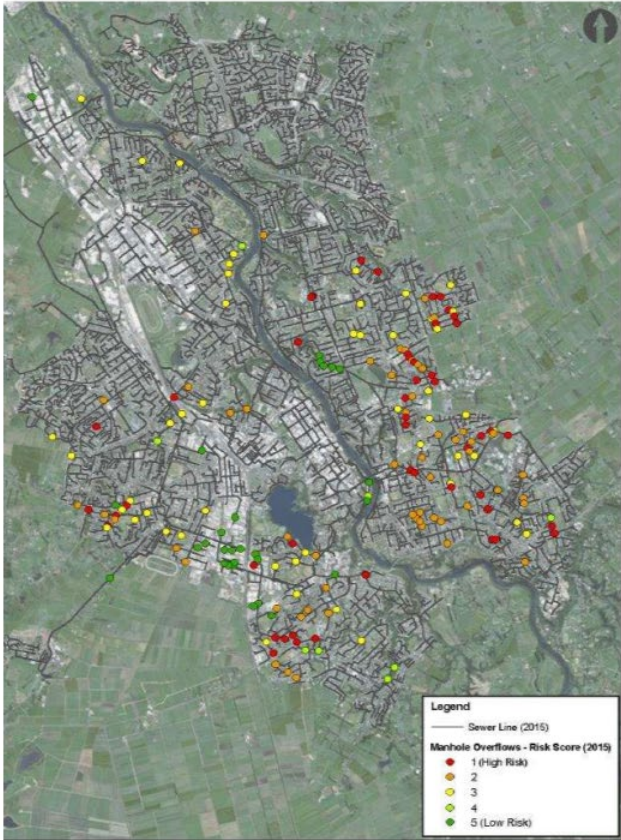
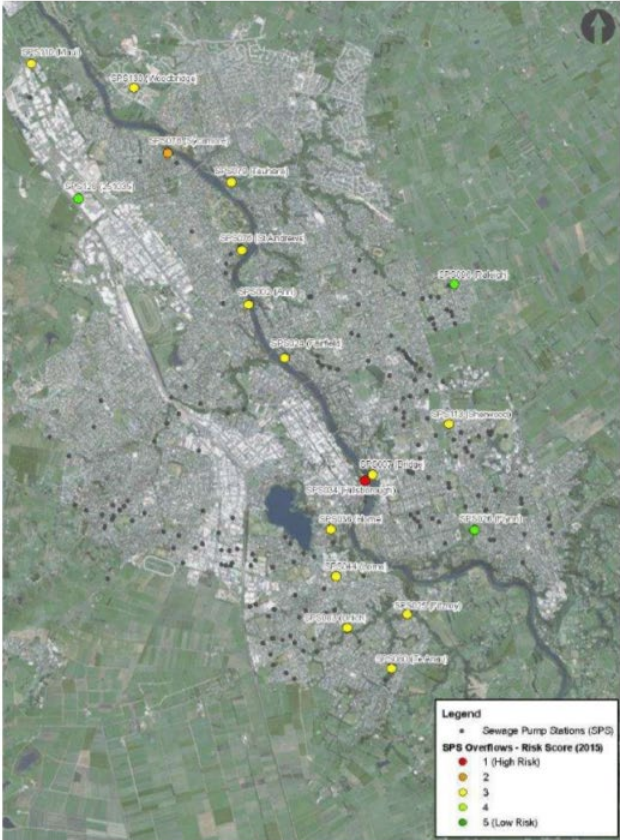
8 APRIL 2025 STRATEGIC GROWTH & DISTRICT
PLAN COMMITTEE

ATTACHMENT A:
Timeline of Engagements with Elected Members on
Wastewater Constraints

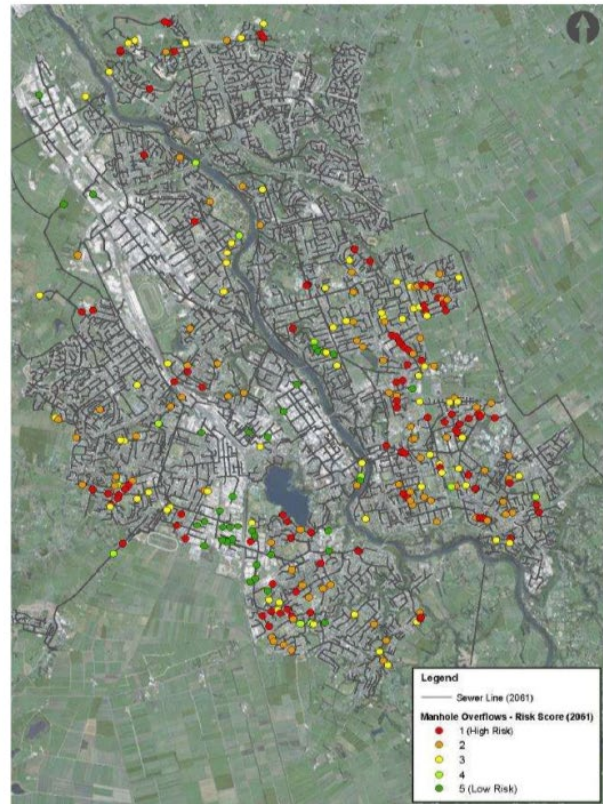
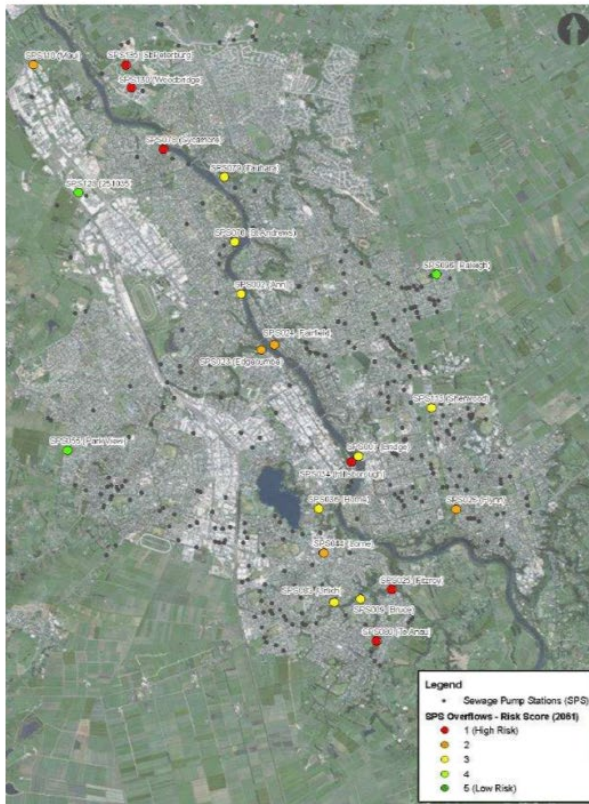
Date	Report/Briefing/Update	Title	Content
8 August 2024	I&T Report	Council Policy/Bylaw Review Update	Update that staff have a watching brief on coalition government announcements on fast track consenting, and proposed housing policy to understand three Waters Connection Policy and approval process implications.

ATTACHMENT B: Modelled Wastewater Network Performance

Modelled 2015 Network Wet weather (1 in 2-year return period) performance and associated risk assessment
(Wastewater Master Plan V2, 2018)

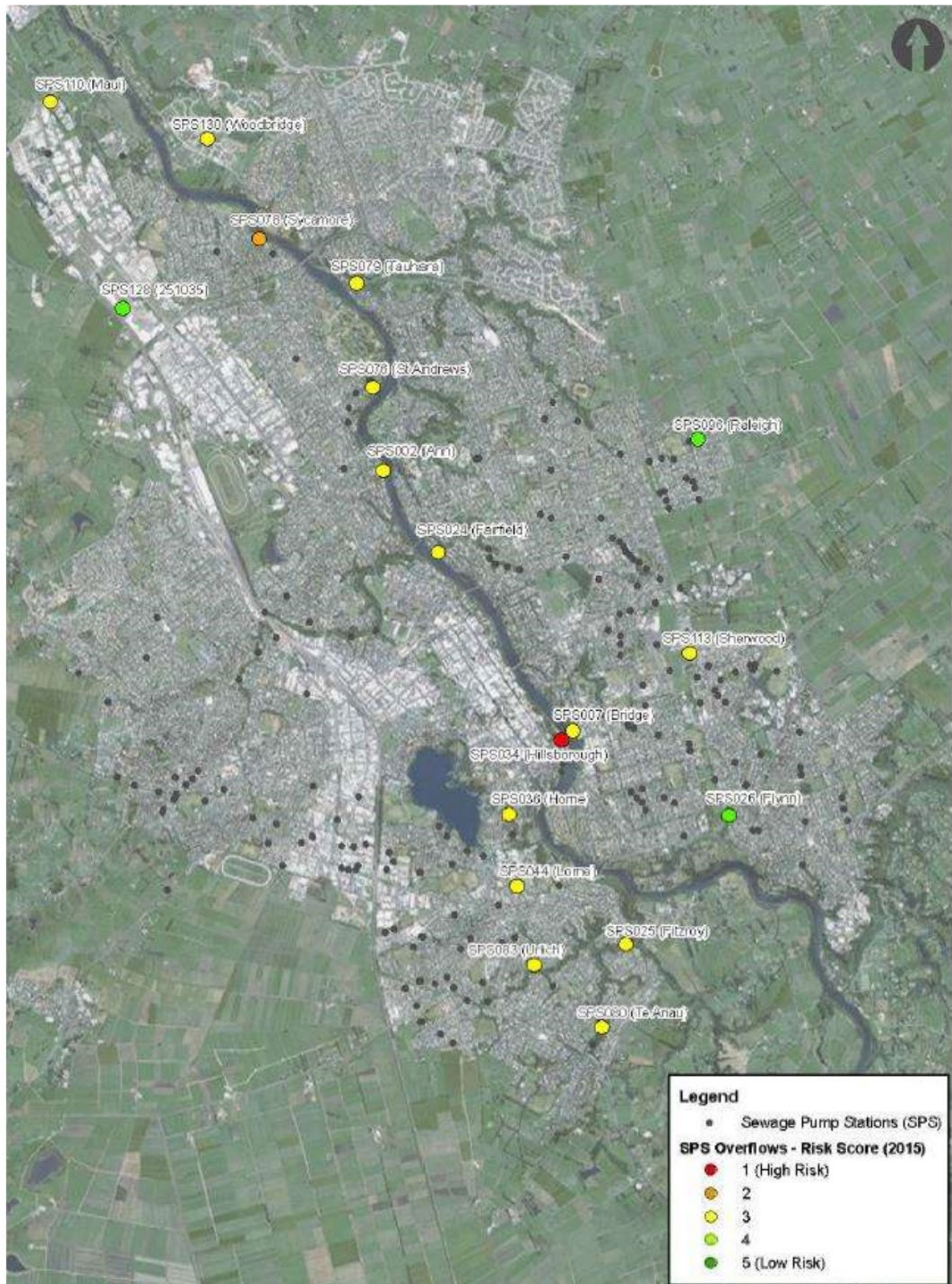


Modelled 2061 Network Wet weather (1 in 2-year return period) performance and associated risk assessment without mitigations (Wastewater Master Plan V2, 2018)



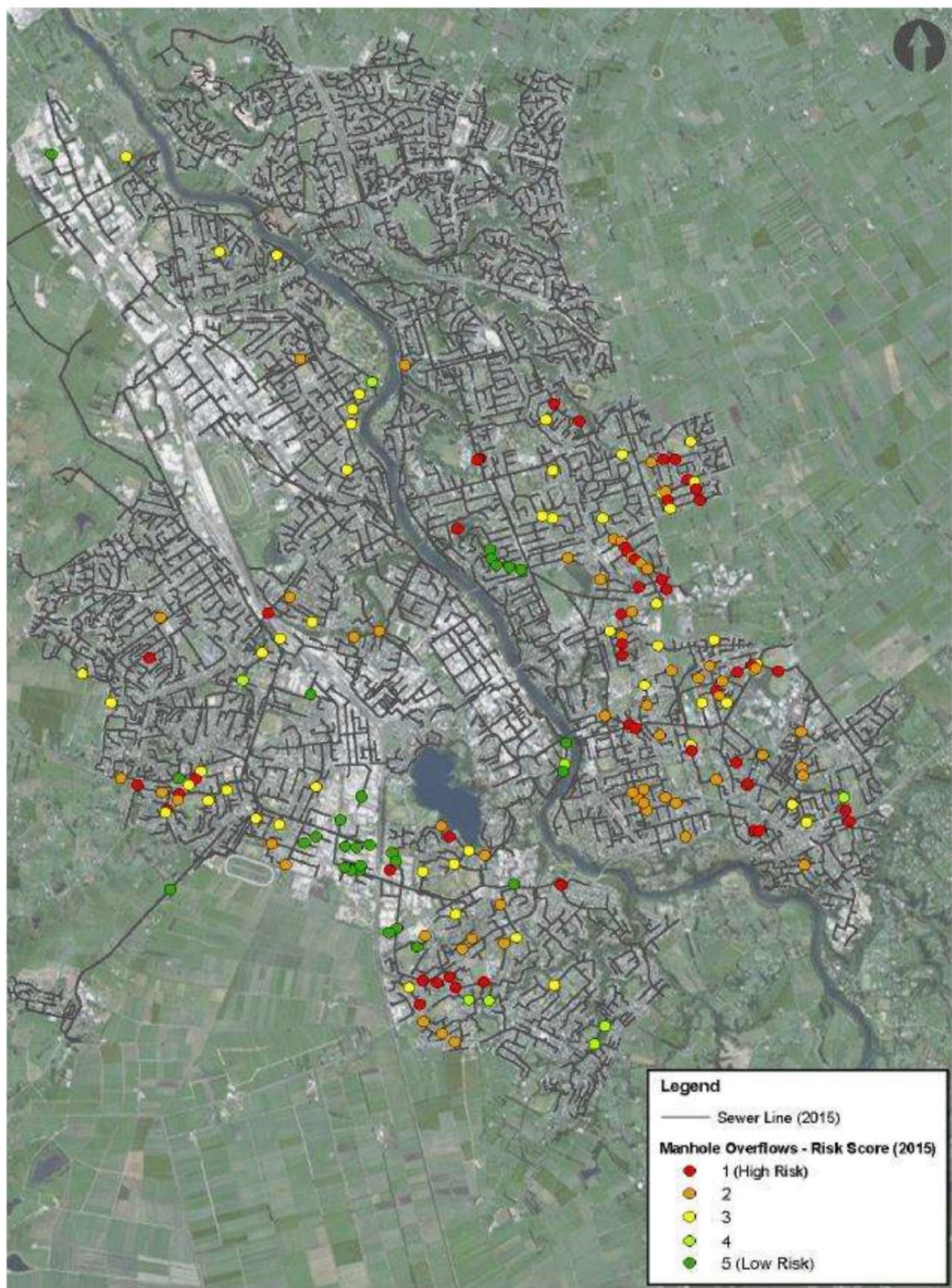
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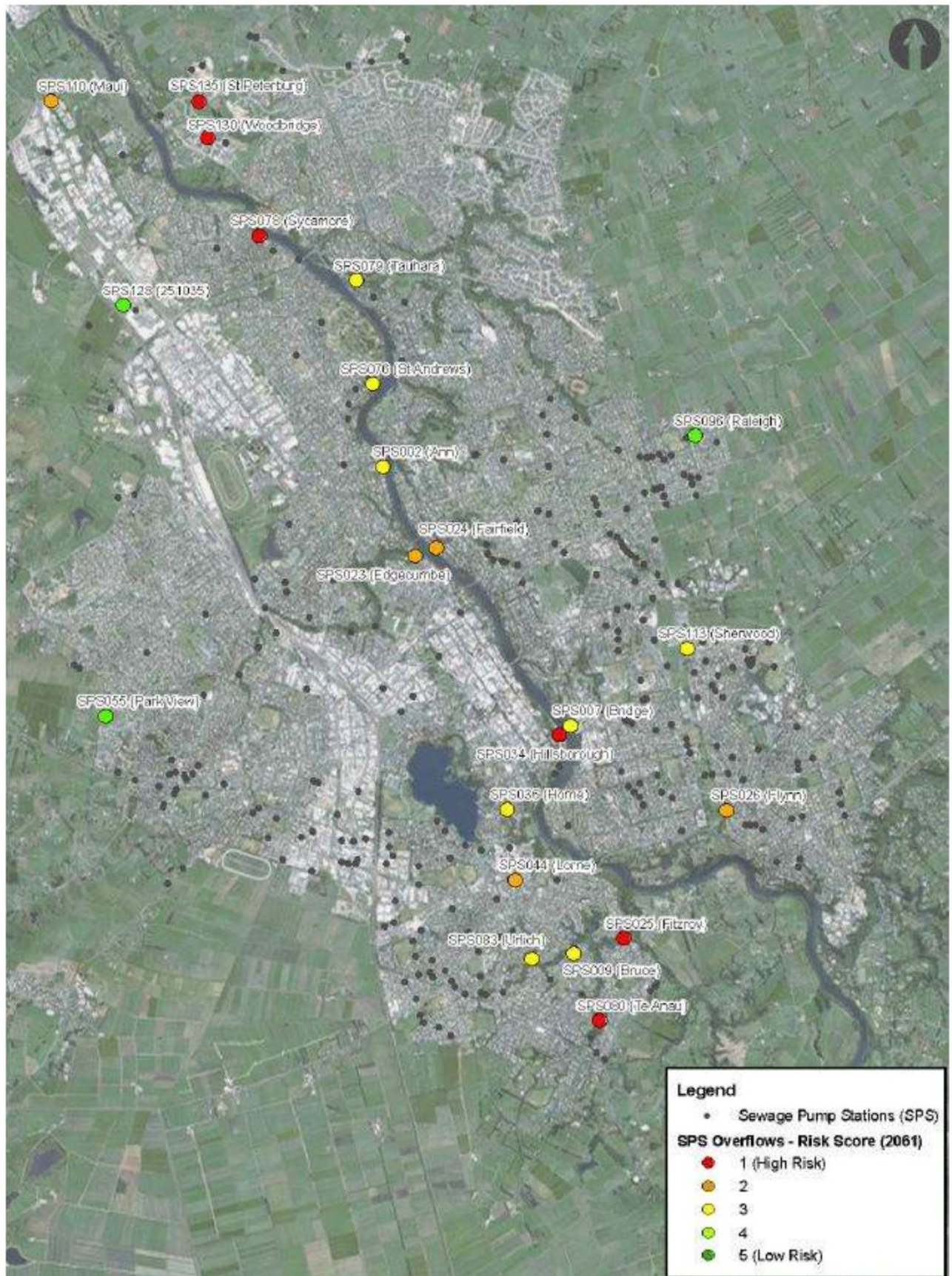
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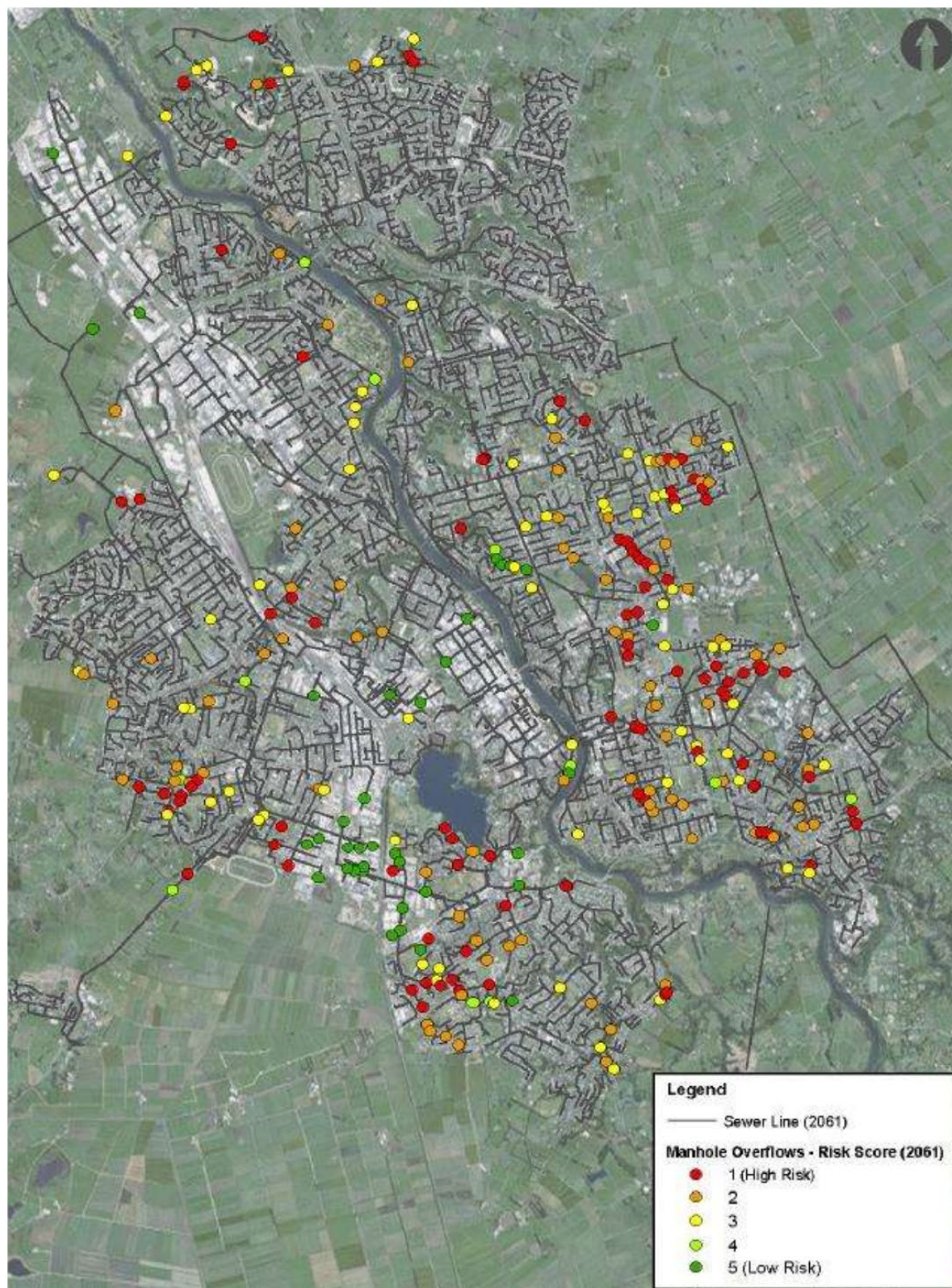
Modelled 2015 Network Wet weather (1 in 2-year return period) performance and associated risk assessment (Wastewater Master Plan V2, 2018) – SPS Overflows

Modelled 2015 Network Wet weather (1 in 2-year return period) performance and associated risk assessment (Wastewater Master Plan V2, 2018) – Manhole Overflows





Modelled 2061 Network Wet weather (1 in 2-year return period) performance and associated risk assessment (Wastewater Master Plan V2, 2018) – SPS Overflows



Modelled 2061 Network Wet weather (1 in 2-year return period) performance and associated risk assessment
(Wastewater Master Plan V2, 2018) – Manhole Overflows

ATTACHMENT C – KEY PAST WASTEWATER SYSTEM INVESTMENTS FROM 2017 – 2024

Project	Physical Works Value (if complete) / Total Budget	Status	Benefit
	(if ongoing)		
Western Interceptor – Mid Section Duplication	\$17M	Completed in 2018	Increased strategic wastewater servicing capacity for the mid-western catchment, including Dinsdale, Nawton, Forest Lake, Rotokauri Areas.
Hillsborough Pump Station Upgrade	\$5M	Completed in 2023	Reduced high risk wastewater overflows to the Waikato River and provides for development within part of the Stage 1 development area.
Snells SPS Upgrade and Diversion	\$7M	Completed in 2023	Relieved pressure off the eastern interceptor which has wastewater overflows, and provides for some strategic network capacity for growth in the Enderley/Fairfield area
Far Eastern Interceptor Upsizing	\$5M	Completed in 2021	Upsize contribution to provide strategic wastewater servicing for the Ruakura Growth Cell
Peacocke N4 Pumpstation, Strategic Storage and Pressure Mains, Southern In-Cell System (excl bridges).	\$80M	Completed in 2024	Strategic wastewater servicing for the Peacocke Growth Cell. Infrastructure also provided to support Fitzroy PS Diversion, and planned Te Anau/Splitt PS Diversion
Fitzroy Pump Station Diversion	\$6M	Completed in 2024	Designed to relieve pressure on the South Western network in order to provide for consented developments ahead of broader strategic network upgrades.
Ranfurlly Gully Wastewater Project	\$17M	Under construction	Designed to reduce network overflows to the Ranfurlly Gully and Waikato River.
Collins Road Bulk Wastewater Storage	\$12M	Under construction	Designed to reduce wastewater network overflows from the South Western network. Part of a programme of work to improve level of service, increase network capacity and system resilience
Trunk and local pump station upgrades and emergency storage installations	\$29M	On going	Designed to increase system capacity, and improve overall system resilience and reduce the risks of wastewater spill. Programme has delivered emergency storage at Fairfield, Sycamore and Matipo Pumpstations. Bruce pump station is next.
Pukete Wastewater Treatment Plant - Pukete 3	\$50M	On going	
Wastewater Network Renewals	\$132M	On going	Replace the failed or very poor conditioned asset to maintain the level of service
Infiltration & Ingress Reduction Programme – Citywide	\$600 K	Completed 2022	Targeted programme to reduce I&I in leaky part of the network and raising gully traps

Item 8

Attachment 8

ATTACHMENT D - SUMMARY OF KEY FUNDED WASTEWATER PROJECTS/PROGRAMMES IN 2024-34 LTP (UNINFLATED)

Project	Budget 2024/25	Budget 2025/26	Budget 2026/27	Budget 2027/28 to 2033/34	Total	Description and considerations
Ranfurly Gully Wastewater Pipe realignment	\$5,400,000	\$3,100,000	\$5,000,000	\$0	\$ 13,500,000	Critical upgrade needed to provide sustainable, long-term solution to ongoing network overflows and address abatement notices for wastewater overflows in Ranfurly Gully. The Ranfurly Gully is a Significant Natural Area with very challenging ground conditions for locating wastewater infrastructure. This project is to construct a new public wastewater pump station outside the gully, relocate the piped network and provide several private pump stations for the properties that are located lower in the gully.
Upper Western Wastewater Network (Kahikatea/Greenwood) - Capacity Increases	\$200,200	\$299,600	\$3,939,600	\$31,330,040	\$ 35,769,440	This project is to evaluate and confirm the preferred solution to resolve existing capacity constraints in the upper western network (Kahikatea/Greenwood) and to form part of the network to divert areas of Hamilton to the new Southern Wastewater Treatment Plant in the future. This project is part of a wider improvement programme on the western network. The effectiveness of this project is reliant on the full programme being delivered. Years 1 - 3 is to complete design, investigations, planning, preparatory works, and procurement with construction commencing in Year 4.
Upper Western Wastewater Network (Lorne/Normandy) - Capacity Increases	\$200,200	\$299,600	\$4,243,400	\$17,423,000	\$ 22,166,200	This project is to confirm the preferred solution to resolve existing capacity constraints in the upper western network (Lorne/Normandy) and to form part of the network to divert areas of Hamilton to the new Southern Wastewater Treatment Plant in the future. This project is part of a wider improvement programme on the western network. The effectiveness of this project is reliant on the full programme being delivered. Years 1 - 3 is to complete design, investigations, planning, preparatory works, and procurement with construction commencing in Year 4.
Upper Western Network - New Storage, Pre-Treatment and Controlled Discharge (Lorne/Normandy)	\$499,800	\$3,501,400	\$6,000,400	\$2,501,800	\$ 12,503,400	New wet weather storage, pre-treatment and controlled discharge in the vicinity of Lorne Street wastewater pump station. Includes receiving environment restoration works. This project is to reduce the frequency of, and manage the impacts of, wet weather overflows in the upper western network. Investigations are currently underway, with resource consent applications programmed for lodgement in FY 23/24. Year 1 is to complete design, investigations, planning, preparatory works, and procurement with construction commencing in Year 2.
Wastewater Network Upgrade - Growth	\$850,000	\$850,000	\$850,000	\$5,950,000	\$ 8,500,000	Funding to support network up sizing opportunities, including those associated with development, renewals, and in priority growth areas.
Wastewater Network Master Plan	\$146,410	\$146,410	\$439,230	\$1,610,510	\$ 2,342,560	To continue developing a holistic plan for the wastewater network which caters for growth and compliance in a sustainable and realistic manner while looking after and maintaining existing infrastructure.
Flynn Wastewater Pump Station Diversion	\$0	\$198,000	\$1,892,000	\$19,000	\$ 2,109,000	Wastewater pump station and rising main diversion to resolve existing network performance issues and provide for future growth.
Wastewater Bulk Storage - Eastern Interceptor Hillcrest (Stage 1)	\$0	\$0	\$0	\$23,052,000	\$ 23,052,000	Project to construct underground wastewater storage facilities and pipelines and pump stations to connect to existing network. This project is to improve network performance under wet weather conditions, reduce network overflows, reduce risks of enforcement action, and improve system resiliency.
Wastewater Bulk Storage - Eastern Interceptor Mid-Section (Stage 1)	\$0	\$0	\$5,714,000	\$35,709,000	\$ 41,423,000	Project to construct large underground wastewater storage facilities, pipelines and pump stations to connect to existing network. This project is to improve network performance under wet weather conditions, reduce network overflows, support regulatory compliance (including with Te Ture Whaimana), reduce risk of enforcement action, and improve system resiliency.
Wastewater Bulk Storage - Eastern Interceptor Upper- Section (Stage 1)	\$1,000,000	\$5,819,800	\$19,968,000	\$15,001,000	\$ 41,788,800	Project to construct large underground wastewater storage facilities, and pipelines and pump stations to connect to existing network. This project is to improve network performance under wet weather conditions, reduce network overflows, support regulatory compliance (including with Te Ture Whaimana), reduce risks of enforcement action, and improve system resiliency. This is a critical investment to support development in the central city priority development area alongside other investments.
Te Anau/Split Wastewater Pump Station Upgrades & Diversion	\$4,400,200	\$2,601,200	\$0	\$0	\$ 7,001,400	Wastewater pump station and rising main diversion to resolve existing network performance issues and provide for growth in currently constrained area.
Wastewater Bulk Storage - Western Interceptor Mid-Section (Stage 1)	\$0	\$0	\$0	\$27,932,500	\$ 27,932,500	Project to construct large underground wastewater storage facilities, pipelines and pump stations to connect to existing network. This project is to improve network performance under wet weather conditions, reduce network overflows, support regulatory compliance (including with Te Ture Whaimana), reduce risks of enforcement action, and improve system resiliency.
Wastewater Treatment Plant Master Plan	\$0	\$100,000	\$100,000	\$500,000	\$ 700,000	To continue developing a holistic plan for the treatment plant which caters for growth and compliance in a sustainable and realistic manner while looking after and maintaining existing infrastructure.
						Pukete Wastewater Treatment Plant upgrades to maintain compliance with existing wastewater discharge consent, provide for growth and deliver appropriate levels of resiliency.

Upgrade Pukete Wastewater Treatment Plant	\$21,291,155	\$24,931,639	\$52,433,867	\$311,281,638	\$ 409,938,299	Future plant and facility upgrades include relocating the administration building, preparing site for major upgrades needed to meet higher performance standards expected as part of renewing the discharge consents (as agreed through the Memorandum of Understanding entered into as part of the Metro Wastewater Detailed Business Case). Timing is driven by site constraints and the need to manage upgrades around an operational plant and maintain compliance with existing consent conditions.
Rotokauri Wastewater Upsize Programme	\$0	\$1,500,000	\$0	\$3,997,500	\$ 5,497,500	Funding allowance for a wastewater pump upsize in year two to work with developer. Budget required to work with Developers in the Rotokauri Rise area. This upsize programme will ensure wastewater pipes delivered by developers have sufficient size to allow for upstream development.
PEACOCKE - Wastewater Strategic Pumpstation Storage and Pressure Main	\$1,850,400	\$0	\$0	\$0	\$ 1,850,400	Links to complete Peacocke bikes on pipes -to enable direct off-road active mode access from the existing network to central and south Peacocke, support safe access, mode shift, emissions reduction and healthy communities.
PEACOCKE - Wastewater Strategic Pumpstation Storage and Pressure Main	\$15,698,102	\$4,645,177	\$405,061	\$1,116,946	\$ 21,865,285	Defects period for main transfer pump station N4 and completion of the north-south wastewater pipeline and bikes on pipes - necessary wastewater connection to enable development in central and south Peacocke.
Rototuna Wastewater Upsize Programme	\$0	\$0	\$0	\$2,726,250	\$ 2,726,250	This is budget set aside to contribute to developer-led projects to ensure infrastructure built by developers is the most appropriate for the community now and into the future. These projects are all built by developers and the budget is only used when the developers are ready to build the infrastructure. Budget to upgrade wastewater in vicinity of River Road including a pump station.
IAF - Wastewater Investigation	\$857,200	\$857,200	\$453,600	\$0	\$ 2,168,000	Project to complete design investigations and wastewater network blueprints, needed to service growth and meet levels of service for planned development densities. Committed through the IAF Funding Agreement. Necessary to inform a proposed wastewater investment programme needed to unlock 4000 central city homes by 2035 and the Stage 1 development area. Committed through the IAF Funding Agreement. Understanding what changes may be needed to the wastewater network to unlock 4000 central city homes by 2035 and enable development in the broader Stage 1 area out to 2061.
IAF - Wastewater Network Upsizing & Improvements	\$0	\$0	\$1,848,250	\$5,544,750	\$ 7,393,000	Committed through the IAF Funding Agreement. Improving the wastewater as required to unlock around 4000 central city homes by 2035.
Wastewater Network - Proactive Upgrades for Intensification (Central City)	\$499,996	\$7,600,600	\$2,650,000	\$28,800,000	\$ 39,550,596	Project to establish and implement a long-term programme to proactively upgrade local wastewater network throughout the Central City/Stage 1 development area. Programme is to support planned and prioritised intensification and comply with relevant standards and meet agreed levels of service.
RENEWALS AND COMPLIANCE PROGRAMME	\$ 18,082,218	\$ 15,068,334	\$ 28,195,268	\$ 236,591,922	\$ 297,937,742	
TOTAL					\$ 1,027,715,372	

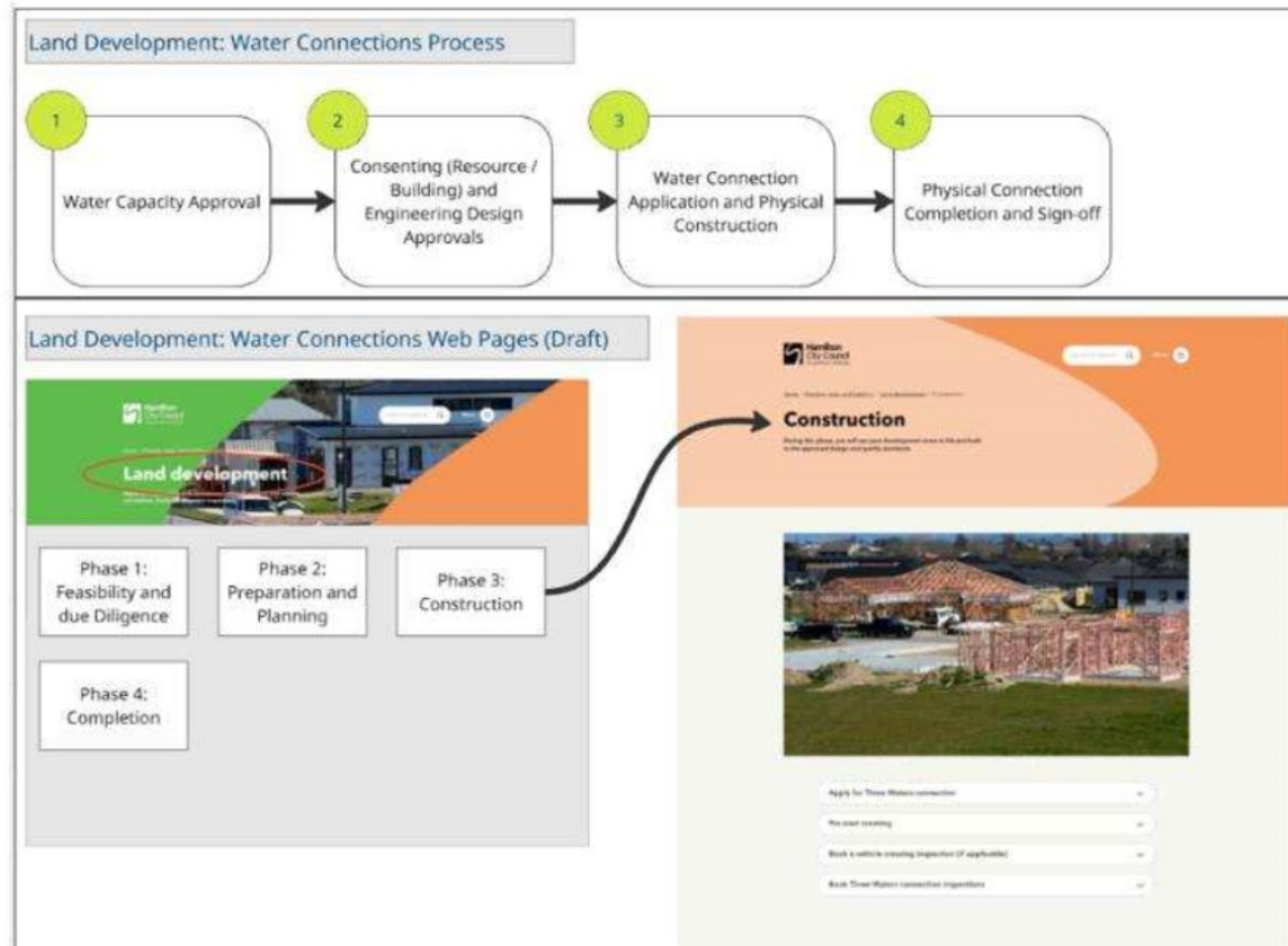
ATTACHMENT E - SUMMARY OF KEY UNFUNDED WASTEWATER PROJECTS/PROGRAMMES IN 2024-34 LTP (UNINFLATED)						
Project	Budget 2024/25	Budget 2025/26	Budget 2026/27	Budget 2027/28 to 2033/34	Total	Description and considerations
Enderley Trunk Wastewater Main Upgrade	\$0	\$0	\$665,280	\$5,382,720	\$ 6,048,000	Funding for wastewater trunk pipeline upgrade to support growth and development in the Enderley/Fairfield Area.
Enderley / 5th Ave -Wastewater Trunk Main Diversion	\$0	\$110,000	\$295,000	\$3,898,000	\$ 4,303,000	Trunk wastewater network diversion to resolve existing network performance issues, support regulatory compliance (including with Te Ture Whaimana), and provide for future growth.
R2 Wastewater Infrastructure	\$0	\$1,000,000	\$5,000,000	\$0	\$ 6,000,000	Funding to contribute toward upsizing wastewater interceptor extension at the time of the R2 greenfield development.
Subregional Wastewater Treatment Plant - Implementation	\$4,000,000	\$3,000,000	\$6,000,000	\$68,400,000	\$ 81,400,000	The project is to deliver a new sub-regional Wastewater Treatment Plant to meet the current and future needs of areas south of Hamilton, and the southern parts of Hamilton city.
Subregional Wastewater Treatment Plant - Land	\$0	\$5,000,000	\$0	\$0	\$ 5,000,000	This project, alongside the Pukete Wastewater Treatment Plant upgrade, is critical to the medium and long-term wastewater servicing of the Metro area.
Southern Wastewater Diversions	\$0	\$0	\$0	\$19,557,300	\$ 19,557,300	Pump station diversion and new conveyance system to divert initial southern areas of Hamilton to the new Southern Wastewater Treatment Plant.
Strategic Infrastructure Fund	\$0	\$10,000,000	\$10,000,000	\$20,000,000	\$ 40,000,000	This is a budget proposed by elected members to facilitate the delivery of affordable housing through incentivising infrastructure delivery cost which would normally be the responsibility of the developer.
Rotokauni Wastewater Upsize Programme	\$0	\$0	\$91,000	\$4,372,750	\$ 4,463,750	Budget to work with developers to upsize the wastewater network to allow for upstream development. Mostly located along the North-South arterial road network.
Seddon Wastewater Pump station diversion to Western Interceptor	\$0	\$714,000	\$5,100,000	\$0	\$ 5,814,000	Project to upgrade and divert Seddon Wastewater Pump station to available capacity at the Western Interceptor. This is a medium-term solution to relieve pressure on the existing central interceptor and provide capacity for intensification in the Central City/Stage 1 development area.
Anglesea Street Wastewater Interceptor - Upper Section	\$0	\$0	\$0	\$12,820,000	\$ 12,820,000	Project is to construct new gravity and pumped wastewater network along Anglesea Street. Council has prioritised funding the strategic network investments to service intensification of the Stage 1 area through Plan Change 12 and the proposed connection approval process. This investment is needed provide for prioritised growth and to support regulatory compliance (including with Te Ture Whaimana), reduce risks of enforcement action, and improve system resiliency.
CBD Wastewater Side Trunk Main Upgrades	\$0	\$0	\$0	\$7,500,000	\$ 7,500,000	Project is to upgrade trunk mains within the CBD to provide for growth and to connect to the upgraded Anglesea Wastewater Interceptor. Council has prioritised funding the strategic network investments to service intensification of the Stage 1 area through PC12 and the proposed connection approval process. This investment is needed to provide for prioritised growth and to support regulatory compliance (including with Te Ture Whaimana), reduce risks of enforcement action, and improve system resiliency.
Gwynne Wastewater Pump Station new	\$0	\$0	\$0	\$21,432,000	\$ 21,432,000	Project is to relocate and upgrade the Gwynne Wastewater Pumpstation and rising main to discharge into the Central Interceptor. This upgrade is a medium-term solution to provide capacity for intensification in the Central City/Stage 1 development area. Council has prioritised funding the strategic network investments to service intensification of the Stage 1 area through Plan Change 12 and the proposed connection approval process. This investment is needed to provide for prioritised growth and to support regulatory compliance (including with Te Ture Whaimana), reduce risks of enforcement action, and improve system resiliency. Investigations and detailed design have commenced and are being delivered through IAF - Wastewater Investigations project.
TOTAL					\$ 214,338,050	

ATTACHMENT F: Outline of Proposed Connections Approval Process

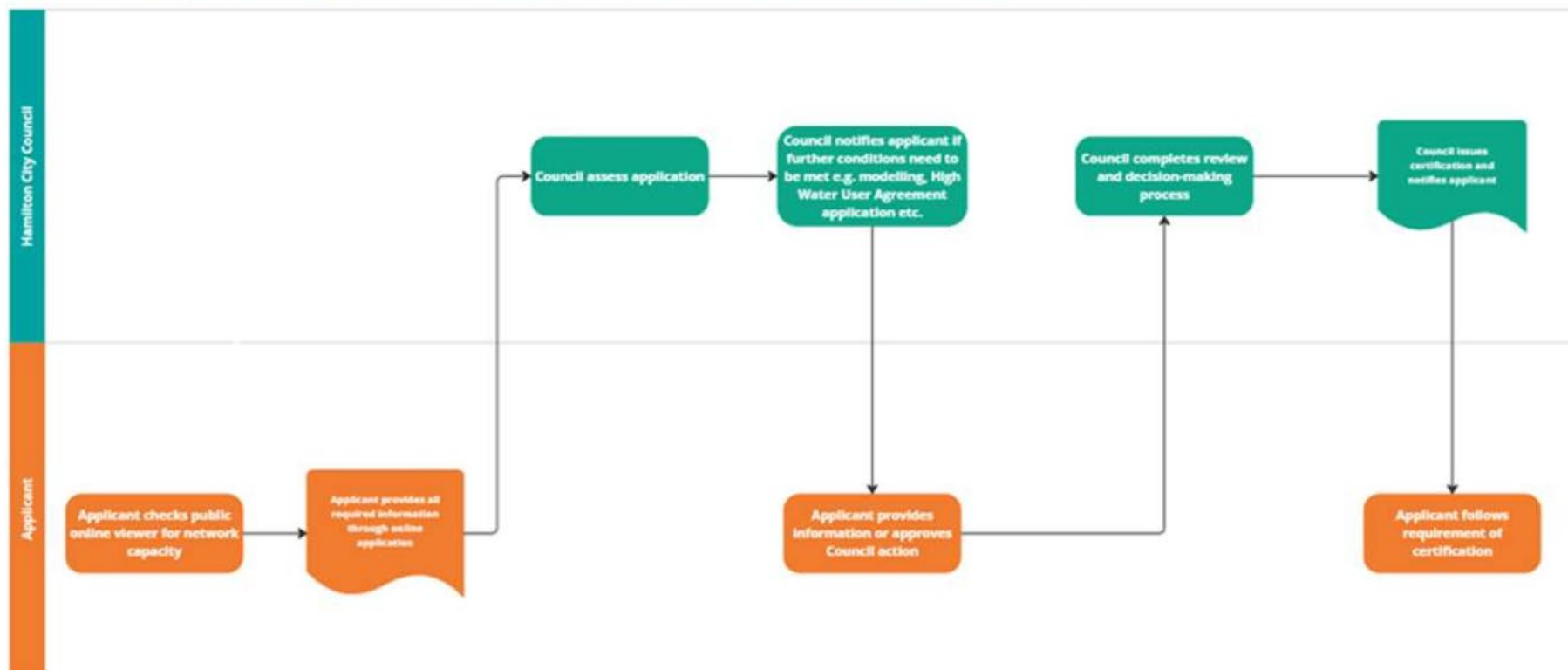
Water Connections Improvement Programme

#	Stream	What it covers	Status
0	Programme Level	Water Connections Programme Governance, Programme Management, Change & Comms (Internal and External)	
1	Policy	Revised Three Waters Connection Policy to manage development impacts on the network and LOS. Includes support of revised connection approval process, policy principles, assessment criteria and decision-making. Key Policy themes include network capacity management, wastewater treatment plant capacity, and water allocation.	In Progress. Elected Members briefed on eight new policy matters. A further four policy matters are to be engaged on prior to decision to publicly engage.
2	Connections Process	Improve standardisation, efficiency and quality across the connections process. This includes 'Land Development' web pages to support customers through their development journey giving them step-by-step guidance and access to forms and information at the right stage of their development.	In Progress. Some systems built, forms developed, process changed
3	Connection Approval and Management	Develop a system and process to manage water capacity connection approvals providing certainty to developers. Includes a <u>high level</u> capacity web map for customers, a Network Capacity Assessment Tool (NCAT) for Development Engineers to assess and register capacity requests, and a system to manage applications and the approved capacity.	In Progress. NCAT Built, awaiting updated WW model results. Public facing viewer also under development
4	Physical Construction	Establish a process for implementing physical connections including the use of pre-qualified contractors for certain connections and a robust Quality Assurance process to support implementing quality connections into the HCC network.	In Progress.

High level overview of Waters Connection Process and concept layout of Council Web-page



Overview of proposed high level Network Capacity Assessment and Certification Process



Council Report

Committee: Strategic Growth and District Plan Committee

Date: 08 April 2025

Author: Blair Bowcott

Authoriser: Blair Bowcott

Position: General Manager Strategy, Growth and Planning

Position: General Manager Strategy, Growth and Planning

Report Name: Strategic Issues

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

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

Staff Recommendations - *Tuutohu-aa-kaimahi*

- That the Strategic Growth and District Plan Committee:
 - receives the report; and
 - notes that staff will commence investigation and consultation with the landowners within the Percival Road large lot residential area regarding its future land use and report back to a future Committee with options for proceeding.

Executive Summary - *Whakaraapopototanga matua*

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

Land Use Planning	- Update on overall development and future intentions within Ruakura - Update on Fast-track Approvals Act - Update on Future Proof workstreams: - South Hamilton-North Waipā Concept Plan - Hamilton to Tauranga Corridor Study
Strategic Infrastructure	- Eastern Transport Corridor – update on Business Case - Southern Links – update on NZTA Investment Case
Sustainable Communities	Central City Transformation Programme

- This report focuses on Ruakura, including the Eastern Transport Corridor (ETC) business case, and the Hamilton Southern Links investment case, and provides an update on Fast-track matters that have arisen since the Committee last met on 20 February 2025.

5. Within Ruakura, there are a range of interrelated investment and planning processes underway or soon to commence. These include:
 - i. the re-zoning of a block of industrial activities in Ruakura (Private Plan Change 15 – Tuumata) to residential to allow additional 1,300 homes (sought by Tainui Group Holdings);
 - ii. the fast-track proposal by Tainui Group Holdings to create a new large format retail centre alongside Tuumata; and
 - iii. the potential change to the nighttime operating noise limits of the in-land port.
6. Ruakura East, to the east of the Waikato Expressway in Waikato District, owned by Tainui Group Holdings, is due to be enabled for development within three years, as per the Waikato Regional Policy Statement, and is required in order to make up for the loss of industrial land as a result of Tuumata re-zoning. Full build-out of Ruakura is contingent upon the Eastern Transport Corridor (ETC) which is progressing through a business case with New Zealand Transport Agency (NZTA) and for which Council has set aside funding in the 2024-2034 Long-Term Plan. This report explains in more detail the status of this business case.
7. The stage of development in Ruakura now necessitates the need to address the future of large lot residential uses within the industrial precinct of Ruakura – referred to as Percival Road. This is a legacy land use dating back to when this land was in the control of Waikato District Council. Transitioning this land to industrial, which the District Plan already signposts, and which the Board of Inquiry directed in 2014, will mean the full economic potential of the precinct can be realised and the reverse sensitivity effects on the large lot residential properties can be addressed.
8. These various projects represent a programme of investment, led primarily by Tainui Group Holdings, to unlock economic and housing opportunities within Ruakura.
9. Work with fast-track developers in and around Hamilton is progressing, along with work as part of Future Proof to take a broad view of future potential development in North Waipa, South Hamilton, in and around the Airport and Southern Links. A similar Future Proof project is underway related to the Hamilton-Tauranga Corridor. This report explains in more detail the status of the Hamilton Southern Links (HSL) Investment Case, and provides the Committee the key messages regarding HSL as agreed by Future Proof.
10. NZTA has commenced investment cases for a number of the Roads of National Significance projects, which are to be reported back to the NZTA board mid-2025 for decisions. The investment cases are working to a very short timeframe and the scope is tight, reflecting the Government Policy Statement (GPS) on Transport. Staff from the Future Proof councils have been actively working with NZTA and their consultant team to support the preparation of the investment case.
11. Staff consider the decisions in the report are of low significance and that the recommendations comply with Council's legal requirements.

Discussion – Matapaki

LAND USE PLANNING

Ruakura

Background

12. The Ruakura Structure Plan area was introduced into the Hamilton City boundary in 2011 and was subsequently subject to a Board of Inquiry decision that saw the wider precinct zoned for a mix of activities, ranging from residential in the northern part, to industrial, logistics and the in-land port itself. The Ruakura Superhub (the southern portion) is being developed by Tainui

Group Holdings to create New Zealand's largest integrated commercial hub, which includes the 30 hectare Ruakura Inland Port and a 263 hectare industrial and logistics park. The Superhub is majority owned by Tainui Group Holdings, the commercial arm of Waikato-Tainui.

13. The Ruakura Precinct is connected by John Webb Drive in the North, connecting into Pardoa Boulevard. John Webb Drive will ultimately connect into the Eastern Transport Corridor on a north-south alignment, connecting with Fifth Avenue Extension from the west from Wairere Drive and Five Cross Roads (see **Attachment 1**).
14. The Ruakura precinct still holds some legacy land uses which include:
 - i. large lot residential around Percival Road;
 - ii. the AgResearch block which includes offices, research and development and associated activities; and
 - iii. Innovation Park (collectively referred to as the Knowledge Zone) to the south of the North Island East Coast Trunk Line.
15. The balance of the undeveloped precinct remains in rural/pastoral uses.
16. Most of the residential component of Ruakura, Greenhill Park, has already occurred in the north, led by Chedworth Properties Limited. Most of the logistics south precinct and in-land port is now built out, led by Tainui Group Holdings with anchor tenants including Maersk and Kmart.

Current state

17. There are now several changes being contemplated by Tainui Group Holdings to what was initially confirmed through the Board of Inquiry decision in 2014, which will necessitate changes to the Operative District Plan. These proposed changes, along with current development intentions and infrastructure investment needs, should be seen together as one programme.
18. In 2023 Tainui Group Holdings lodged Private Plan Change 15 – Tuumata (PPC15), which seeks to rezone land currently zoned as Industrial to enable residential, open space, and commercial uses. The plan change applies to a 68-hectare portion of the Ruakura Structure Plan, accessed off the future Fifth Avenue extension. This plan change was notified on 18 April 2023, with submissions closing on 17 May 2023. Submissions and further submissions were summarised and published on Council's website (see [here](#)). The project went on hold after that.
19. Since the plan change was notified, Tainui Group Holdings has been working with Hamilton City Council and Waikato Regional Council on issues raised in their submissions to Private Plan Change 15. While both submissions support the project, several technical issues have been raised, including stormwater management and the economics of the development. Council has recently sought an extension of time for this plan change from the Minister for the Environment to enable this plan change to proceed.
20. The residential zoning of Tuumata and the loss of industrial land necessitates the need to offset this loss of industrial land use to maintain the economic benefits of the wider Ruakura industrial precinct and meet overall market demand for industrial land. Accordingly, Ruakura East was identified through the 2021 Future Proof Strategy and consequently identified in the Waikato Regional Policy Statement for urbanisation within three years.
21. In 2024, Tainui Group Holdings sought and had the Tuumata project scheduled under the Fast-track Approvals Act 2024. This included the residential component of PPC15 plus an adjacent Large Format Retail centre. This inclusion provides the opportunity to obtain resource consent for the project more quickly. However, it does not remove the need to rezone the land through PPC15 to ensure it has the appropriate zoning framework to support the proposed activities.

The fast-track process has influenced the delays in PPC15 as Tainui Group Holdings has been working to align the project with the requirements and opportunities provided by the Act.

22. Staff are working with Tainui Group Holdings as they begin to commission technical work on the large format retail aspect, including traffic effects, retail distribution, stormwater, and ecology. This is anticipated to take around six months to complete. Meanwhile, staff are shortly expecting lodgement of resource consents for the last remaining industrial stage of scale south of the rail line, north of Ruakura Road, abutting the Waikato Expressway.
23. Tainui Group Holdings has also been working to obtain further certainty on the commitment to funding for the construction of the ETC (outlined in more detail below). The ETC is critical to unlocking the development potential of the balance of the land at Ruakura. A business case has been prepared and is due to go the NZTA board in March for approval to move to detailed design. Council has also included partial funding for the ETC in the 2024-34 Long-Term Plan.
24. Tainui Group Holdings are currently preparing a private plan change seeking to change noise control limits to allow the inland port to operate 24 hours. The plan change will seek a review of night noise limits for the inland port that exist in the Operative District Plan. This plan change is expected to be lodged with council in the next few months. It will likely lead to noise effects that will need to be mitigated. The neighbouring land uses that these will have greatest nuisance for is the remaining large Lot Residential Zone on Percival Road.
25. The need to rezone Percival Road land has been signalled since 2014 due to its proximity to industrial zones and the potential for increased noise levels from the nearby Inland Port, which is seeking to operate 24 hours a day. The Board of Inquiry stated that the Percival Road area required re-zoning in the future and in the District Plan it has an industrial overlay – signposting the future use for this area. The proximity of this area to industrial activities has raised concerns about noise, traffic, and overall quality of life for the residents.
26. Tainui Group Holdings is seeking to rezone and develop 85 hectares of rural land for logistics purposes (referred to as Ruakura East, see **Figure 1**), connecting it to the Ruakura Superhub via the Waikato Expressway. This project is essential for maintaining strategic industrial land supply as the Tuumata area is developed for residential and commercial purposes. Although this area falls under the jurisdiction of the Waikato District Council, it has a direct impact on Hamilton, as discussed in paragraph 20. This Committee passed resolutions at the 27 August 2024 meeting relating to staff actively working with Tainui Group Holdings to enable Ruakura East (see [minutes](#)).

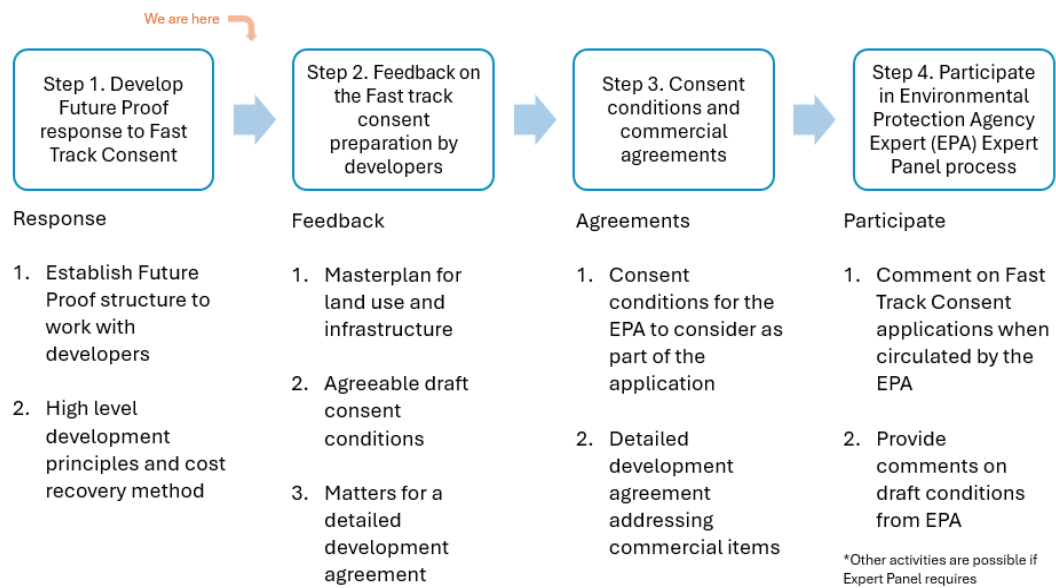
Next steps

27. Staff will continue to work with Tainui Group Holdings in an integrated manner across the above-noted projects to enable the full economic potential of Ruakura to be realised. Staff will commence investigations into and start consulting with residents regarding Percival Road, and its future use, and will report back to a future Committee regarding next steps for this area.

Fast-track Approvals Act

- Page 102 of 142

31. The process is summarised below.



32. We are now entering Step 2 where we will be working with applicants on the following:

- i. Finalising a Planning and Infrastructure Brief (P&I Brief), which articulates mutually agreed outcomes we would like to see realised across the application area. This will also include a schedule of engagement, main topics to be addressed during this engagement, and a schedule of costs. This P&I Brief sets out the 'roadmap' for interaction, and will be spatially translated into a Structure Plan, which will guide development and against which conditions of consent will be attached;
- ii. The P&I Brief will need to be supported by a considerable body of work around infrastructure and modelling the impacts of the proposed developments on the city's infrastructure networks – whether there is capacity, and if there isn't whether any interim solutions are viable until capacity is available, taking into account water take allocations, bulk infrastructure capacity and environmental limits;
- iii. If viable solutions are available that are mutually acceptable, these will be translated into conditions that can be attached to the consent; and
- iv. In parallel Fast-track triggers a number of legal questions around process and implementation, which we are starting to identify and accumulate. As the process is new, we are navigating our way through these questions and will shortly be sharing these with the applicants for their input. Once resolved we will adjust the process accordingly to ensure it is robust as possible.

33. An update on each Fast-track area since the last meeting is provided below. The map at **Attachment 2** identifies the locations of each project.

Applicant	Project Name	Sector	Update
Within the boundary			
Tainui Group Holdings Limited	<u>Tuumata</u> Ruakura Tuumata Residential and Commercial	Housing and Land Development	Likely to be dealt with as a Plan Change.
Partially within the boundary			
Te Awa Lakes Unincorporated Joint Venture	<u>TAL</u> Te Awa Lakes	Housing and Land Development	Preparatory discussions proceeding.
Outside the boundary			
CDL Land New Zealand Limited	<u>R2</u> CDL - Ruakura 2 Growth Cell	Housing and Land Development	Discussions well advanced, with workshops on Urban Design and Infrastructure commencing shortly, working towards finalisation of the P & I Brief.
Malcolm's Rest Limited, Lloyd Seeney and Kathryn Seeney	<u>WA</u> Wallace Road Stage 1A and 1B subdivision and land use consent with associated roading and infrastructure.	Housing and Land Development	Limited discussions to date.
Colliers Project Leader is the client representative for the SL1 Consortium	<u>SL1</u> Southern Links 1	Housing and Land Development	Discussions are advancing, with infrastructure workshops underway.
New Zealand Transport Agency Waka Kotahi	Hamilton Southern Links	Infrastructure	HCC Staff have been involved in detailed workshops on the form and function of the road, and the interaction of the road with surrounding land.

Next Steps

34. Overall, the process is now transitioning from planning to operation. A series of meetings have commenced and will continue with Future Proof applicants (i.e. developers) to:
- get agreement on cost recovery – very shortly;
 - finalise planning and infrastructure briefs which set out the planning and infrastructure outcomes that developers will work to. To be expressed as structure plans that will be the guide for consenting and development;
 - clarify resourcing;
 - agree on the level of detail developers will go to in their applications; and
 - detail the process of getting to Environmental Protection Agency consent and implementation.

35. Importantly, while the developers will carry out the work, this will require close and intensive involvement of Council and Future Proof partners over the next several months.

Future Proof South Hamilton – North Waipā Concept Plan and Hamilton to Tauranga Concept Plans

36. In response to a number of submissions on the Future Development Strategy in 2024, it was decided the more appropriate method to deal with these sometimes large applications was to consider them within the scope of an integrated planning process. This would avoid looking at the areas in isolation and instead consider them as part of a wider area.

South Hamilton-North Waipā Concept Plan

37. The goal of the South Hamilton-North Waipā Concept Plan is to develop a high-level study that helps Future Proof understand the relationships between already planned development in the South Hamilton/North Waipā area and other proposed but not yet agreed development proposals (see **Figure 2** below).
38. The South Hamilton project management plan describes the following drivers:
- i. We have a concentration of developers in this area i.e. developer pressure. To date, this has ranged from informal discussions to resource consent applications (including Fast-track applications) to private plan changes;
 - ii. Plan changes are currently underway that would benefit from a cohesive and strategic approach to development and infrastructure investment planning for this area;
 - iii. Fast-track – the Southern Links roading project and the first stage of the Southern Links housing developments have been approved for consideration under the new Fast-track Consenting legislation;
 - iv. Due to the location of the South Hamilton/North Waipā area on the boundaries of multiple Territorial Authorities (TAs) and its significant connection to central government projects, particularly Hamilton Southern Links, there is a strong need for coordinated cross-boundary and cross-agency collaboration; and
 - v. The recent emphasis on the Southern Links area through Central Government Regional Deals highlights the importance of strategically prioritising this corridor. This focus serves as a driver in aligning development efforts to maximise regional growth opportunities and connectivity.
39. The South Hamilton project management plan identifies the following key matters to be addressed:
- i. Demand for land use change and strategic integration;
 - ii. Responding to unanticipated or out of sequence development proposals;
 - iii. Infrastructure demands and funding challenges;
 - iv. Value capture and strategic infrastructure staging;
 - v. Agglomeration benefits around Southern Hamilton periphery and Hamilton Airport and integration with Mystery Creek;
 - vi. Competing land uses; and
 - vii. Environmental constraints and opportunities for environmental benefits.

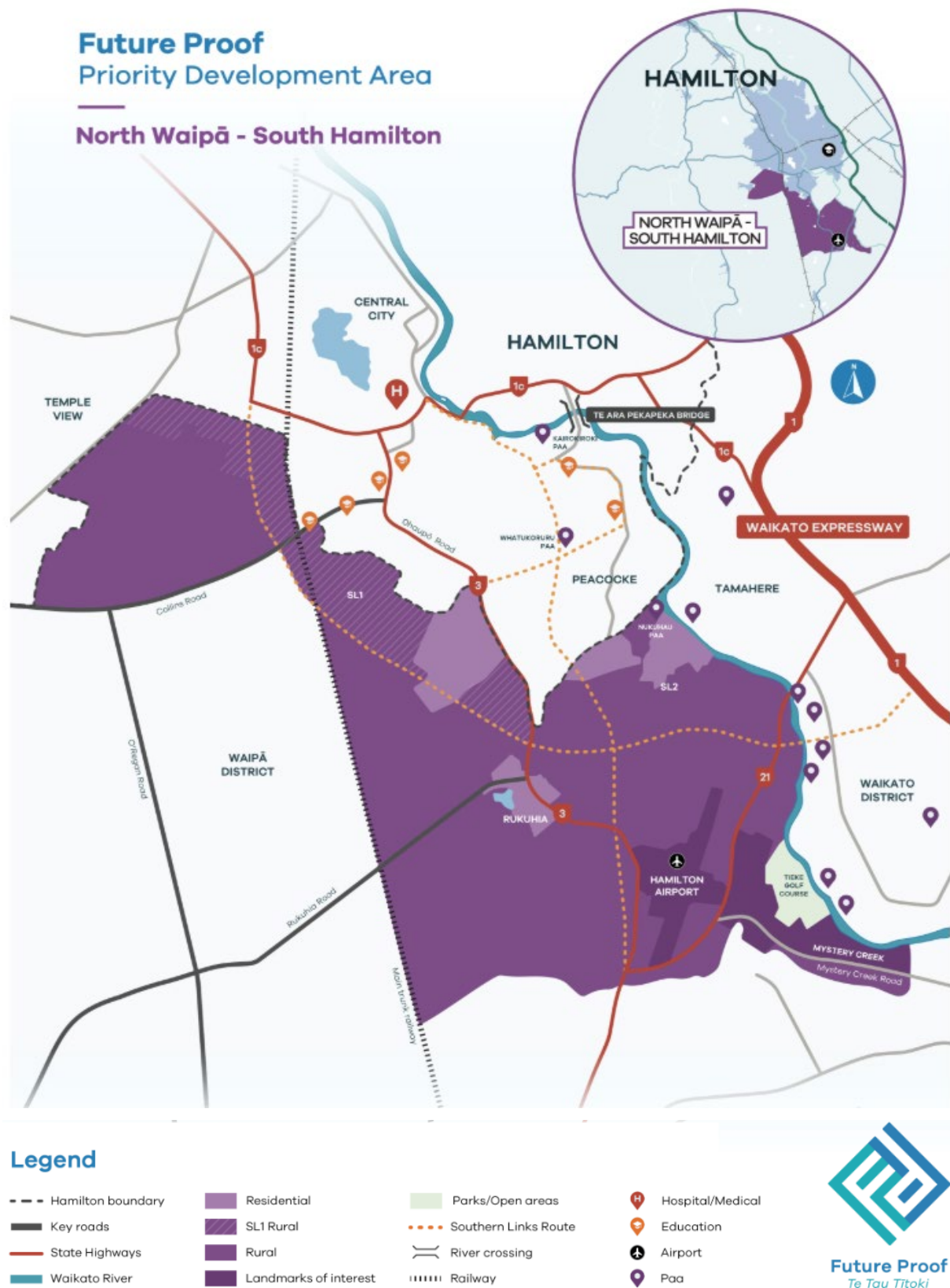


Figure 2: South Hamilton-North Waipā Concept Plan study area

40. Work has begun and is expected to be completed by January 2026. There is a strong opportunity to integrate this piece of work with the Hamilton Southern Links Investment Case currently underway, and also the Fast-track applications.

Hamilton to Tauranga Corridor study

41. The objective of the Hamilton to Tauranga Corridor study is to ensure that future economic growth is well-coordinated, and that the necessary transport infrastructure decisions are made with a clear understanding of a potential growth area's unique needs and potential.
42. The key drivers for the project are outlined below:
 - i. Issues were raised in the most recent Future Development Strategy review, where we required more information on the risks and opportunities for the Matamata-Piako District to inform the next Housing Business Assessment (HBA);
 - ii. Industrial growth (sub regional in nature);
 - iii. Change expected as result of corridor's proximity to both Hamilton and Tauranga, and expected decrease in travel times arising from transport improvements;
 - iv. Understanding the potential demand for future renewable energy in this area, considering proposed fast track solar farm at Hinuera and windfarms on Kaimai Ranges, solar farms in Te Aroha, Hauraki wind farm;
 - v. Need to understand social / community impacts, e.g. tolling conversation (Cambridge to Piarere) – included in the Roads of National Significance project and underway. Implications around Lake Karapiro and reflected in Ahu Ake; and
 - vi. Recent announcements on Regional Deals, which include a focus on the Ruakura East area at the western end of this corridor.
43. The study will be running in parallel to the South Hamilton-North Waipā study and is expected to conclude in January 2026.

STRATEGIC INFRASTRUCTURE

Eastern Transport Corridor – update on Business Case

44. Updates on the Ruakura Eastern Transport Corridor are reported to the Infrastructure and Transport Committee, most recently to the 11 March 2025 meeting (see [agenda](#), p 110).
45. Since the last update to this committee in August 2024, the Infrastructure and Transport Committee approved the macro-scope of the Ruakura Eastern Transport Corridor (ETC) at its 26 September 2024 meeting to advance discussions on a potential delivery and funding plan. Central to this delivery plan is understanding the potential funding opportunities from the National Land Transport Programme through the New Zealand Transport Agency. Any NZTA funding is determined through a Business Case process.
46. The Infrastructure and Transport Committee was also advised that the Business Case was in progress and needed to be informed by the macro-scope. The Business Case has now been refined and updated based on Council's macro-scope decisions and has been subject to an independent review of the cost estimates and economics as required through the NZTA process.
47. The reviewed Business Case has now been provided to NZTA, which is considering it in the context of a decision to provide co-funding for the pre-implementation (design and consenting) phase of the project.
48. The Business Case will also then be used to support co-funding for construction. It is expected that a funding plan will be developed and agreed in parallel with the pre-implementation work as costs and risks are refined. Any delivery and funding plan would then be an integral part of any co-funding application to NZTA.

49. In accordance with the resolutions of the 26 September 2024 Infrastructure and Transport Committee meeting, staff will report back to the 24 July 2025 Infrastructure and Transport Committee meeting once the outcome of the pre-implementation funding request is known together with the initial views of potential funding partners including NZTA and Tainui Group Holdings.

Southern Links – NZTA investment case

50. The Government's Roads of National Significance (RoNS) programme includes Hamilton Southern Links. The State Highway Investment Proposal 2024-2034 sets aside funding for some RoNS but not sufficient money for all. The NZTA Board is running an investment case process for all RoNS where they will be presented to the NZTA Board mid-2025 for decision on which RoNS are funded or partly funded based on a set of criteria.
51. We know the NZTA Investment objectives (project priorities) relate to improving travel times for freight and general traffic, and improving access to enable more housing and land for employment consistent with the Government Policy Statement on Transport. We can also speculate that the deliverability and timing of delivery will be important factors. The scope of RoNS is also being tightly managed by NZTA. This means RoNS will not have provision for walking and cycling, public transport infrastructure and, will need to meet the 110km/h speed requirements, so greater design speeds than previously investigated and designed for as part of the 2016 corridor designation.
52. It is important to note that the Hamilton Southern Links RoNS project is only for the state highway portion shown in red in Figure 3 below, not the local network components which reach back into the city's roading network and Peacocke, and does not include Cobham Drive Bridge widening or duplication.

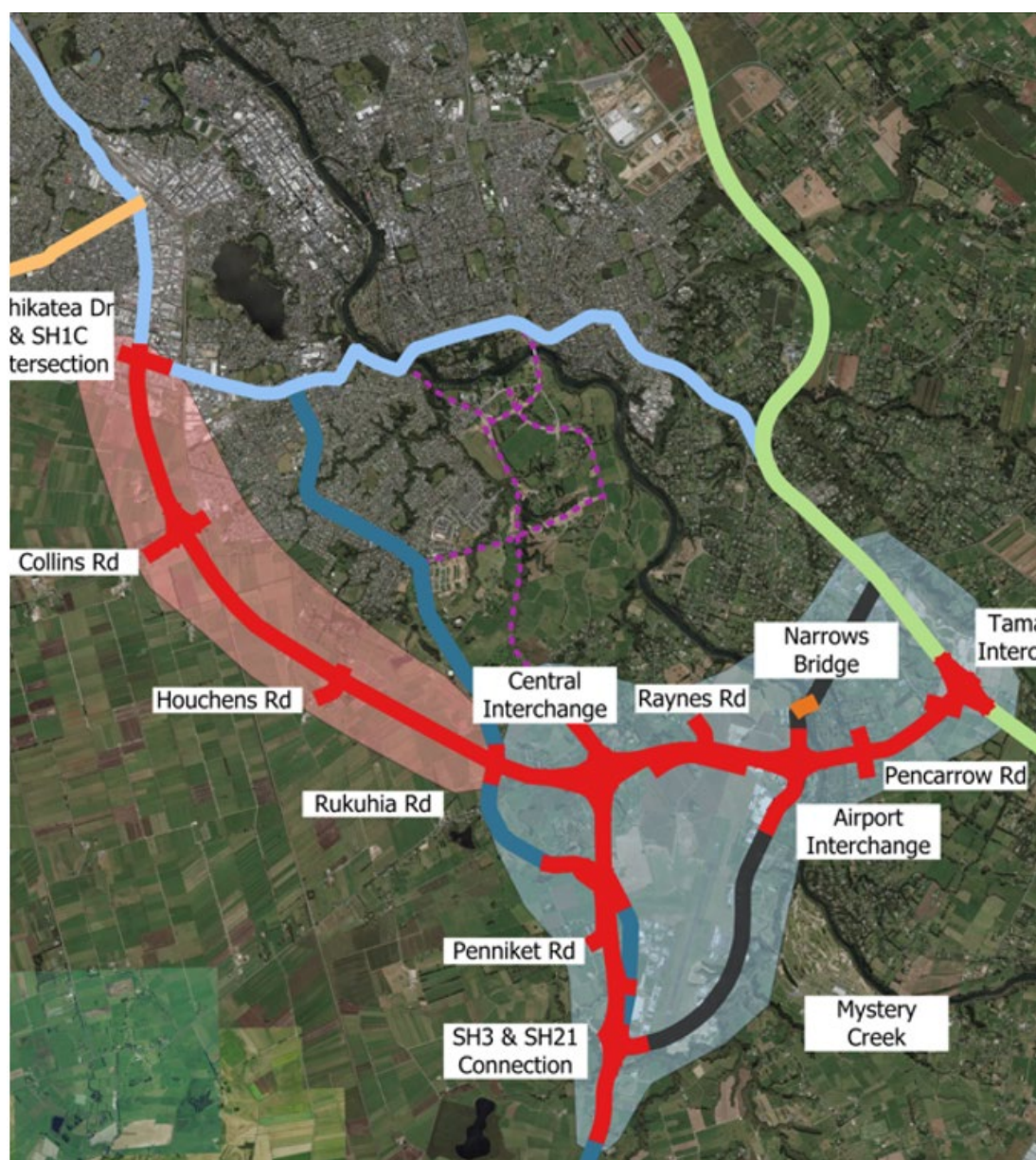


Figure 3: HSL network map

53. Future Proof staff have taken the position that we need to work constructively to ensure the best possible investment case for Hamilton Southern Links can be put forward. Accordingly, we understand the government's direction to apply a "no frills" approach to design of the RoNS – and note that by implication walking and cycling networks necessary to support housing development are likely to be required on local networks instead of the RoNS. We will work with them collaboratively on this basis. Staff recommend seeking support long-term from NZTA on how the wider transport network works efficiently for all modes post any motorway implementation.
54. As such the following key messages have been agreed by Future Proof:
- i. We understand and support the Government's policy direction for Roads of National Significance (RoNS) and how this relates urban development;
 - ii. The Hamilton Southern Links is a critical enabler of houses and industrial land in the sub-region;

- iii. We are committed to co-investing with the government and the private sector in the other infrastructure (transport, water, community facilities) required to support urban growth around Southern Links and the airport;
 - iv. We need to be clear and aligned as partners on the wider benefits that Hamilton Southern Links will deliver - it is more than just a road. It is a network and a community;
 - v. NZTA and the Future Proof partners need to work closely with the SL1 developers in particular to develop the agreed design – there are important co-investment opportunities to be realised;
 - vi. A network plan that details all of the transport projects across the network that are necessary to deliver the anticipated houses and travel time efficiencies is essential and needs to be approved alongside the Investment Case. This will then inform co-investment discussions around revocation of the existing state highways;
 - vii. We're keen to collaborate and support innovative delivery models to unlock the potential this corridor offers; and
 - viii. There might be some trade-offs required due to the new RoNS standards and government's desire for speed of delivery etc, the benefits of getting the project underway will outweigh the disadvantages if the government is able to commit to coinvesting in the supporting projects over time.
55. In addition to the above, several technical related matters have been identified by Future Proof and are worth noting:
- i. the potential changes in width of the bridge over the Waikato River to accommodate six lanes are less than would be necessary if a no-frills approach was not being applied as a consequence of removing provision for walking and cycling access;
 - ii. the emerging preferred option for the North South Corridor means that the central interchange (near the Airport) will not be a clover leaf design but be more aligned with what was originally designated;
 - iii. if the existing Tamahere interchange is to remain fully open then additional lanes will be required for the Waikato Expressway and potentially Tamahere Drive will become grade separated to maintain RoNS standards;
 - iv. model testing will be required to explore consequences of these changes for Tamahere residents access (particularly if the Narrows Bridge is to be closed or have traffic restrictions in place);
 - v. further discussions are required on integration with land use at Southern Links (western section – near Glenview and Greenwood Street) and network plan responses required along with joint engagement with the SL1 developers over the appropriate solution and timing;
 - vi. work will be needed to explore implications of grade separated interchange at Houchens Road (and what land use pressure this might generate for development to the West of Southern Links) and the point at which speed reductions will occur to integrate traffic safely into the urban network – this would lead to a departure from the RoNS standard and potentially would not fit within the existing designation footprint; and
 - vii. there are a number of issues on the broader network that arise as a consequence of changing to the RoNS standards and changes in connectivity to facilitate housing provision which will need to be explored and addressed in a Network Plan – for example potentially additional local trips on Ohaupo Road and through Glenview.

56. Future Proof partners have sought that NZTA consider Hamilton Southern Links as a multi-utility corridor where bulk infrastructure e.g. water pipes could also be run to enable surrounding land use. Unfortunately to date NZTA has chosen not to adopt this approach. This is, in our view, a lost opportunity given the link between one of NZTA's key investment objectives – promoting urban development – and the benefits that could arise in this particular case of a multi-utility corridor supplying water, wastewater, power and other key lifeline utilities infrastructure services within the existing designation to enable land use surrounding it. This reflects a narrow RoNS scope which does not allow wider network area implications (design or cost related) to form part of the option development process, whether this be water or transport related.
57. Overall, Future Proof's support for Hamilton Southern Links, given NZTA's tight timeframes and scope means that there will be trade-offs, such as the nature of the effects on the receiving networks and who pays for this mitigation, the need for local networks to cater to public transport and walking, cycling. Given the likely desire by NZTA to deliver RoNS at pace, we are largely tied to the existing designation corridor as deviating from this will add greater complexity, regulatory hurdles and therefore increase times and cost of delivery. In practice, this means any changes to original designation corridor, to for example add new or different interchanges to enable land use within SL1 might not be possible.
58. Staff are feeding into the design sprint process the Investment Case is following, noting that NZTA has already stated any feedback in this process from any of the Future Proof partners may well not be considered in options being developed and presented to the NZTA Board in April.
59. Observations at this stage of the Investment Case process is that HCC and other Future Proof staff will have most relevant input into this process via two tasks within the Investment Case:
 - i. the development of a Network Plan; and
 - ii. the commencement of discussions around future revocation matters.
60. The Network Plan is where all additional transport work to support the potential future motorway is collated e.g. upgrades to local road network infrastructure, public transport requirements and walking and cycling infrastructure. It will also give direction on funding and sequencing and will be a "living document" that will continue to be developed with NZTA after any mid-year decisions on funding and delivery. This work has commenced and will need to incorporate our own longer-term strategic transport aspirations.
61. Revocation matters are programmed to commence in late March 2025.

SUSTAINABLE COMMUNITIES

Central City Transformation Programme

62. The vision for the Central City Transformation Programme is to create a central city where people love to be.
63. Key changes to programme activity since February 2025 include:
 - i. Street furniture improvements are happening and due to be completed in the next quarter;
 - ii. Central City Transport package approval at the Transport and Infrastructure Committee on 11 March 2025;
 - iii. Elected Member briefing was held on 19 March 2025 to discuss a way forward to address anti-social behaviour and Streeties in Garden Place;
 - iv. Boon Street Art Festival in March 2025, with several murals completed;

- v. Engagement with the community for the Infrastructure Acceleration Fund (IAF) Reservoir (refer to the IAF programme update below for more information);
- vi. Infrastructure Acceleration Fund (IAF) variation contractually confirmed;
- vii. More homes completed in the central city and surrounds – see **Attachment 3** for an update on development activity including a map of developments; and
- viii. Staff are investigating low-cost rentals planned for the city and will report back at a later committee meeting on their findings.

64. Summary of projects across various workstreams currently underway:

Strategic Growth and District Plan Committee	
IAF Programme	Delivery of strategic infrastructure in central city to enable development of around 4000 homes for up to 10,000 people in the central city and surrounds (see update below).
Plan Change 12	Now operative, this will support growing up and out from the central city by making it easier to develop in the 'stage 1' central city area.
Development Contributions Remissions	Development Contributions remissions in place to reduce barriers for developers and encourage new investment in the central city, particularly for big, tall buildings.
Community and Environment Committee	
Central City Play	Play elements included in Garden Place (beside fountain and in new garden) and Boyes Park.
Garden Place Improvements	A number of low cost, high impact improvements underway including returning the gravel pit to a garden, reading room tidy up, new street furniture, lighting and maintenance of trees.
Safety	An Elected Member working group is being established to coordinate across agencies and identify actions Council can take, for example activation and safety.
Parks and open spaces	Upgrade of Embassy Park and Sapper-Moore Jones place alongside the Waikato Regional Theatre development. Improvements to Hinemoa park and Boyes Park.
Transport and Infrastructure Committee	
Street Furniture Replacements	Street furniture and bin replacements, with a priority focus on areas close to Waikato Regional Theatre along Victoria Street and Garden Place.
Lighting	Impactful lighting options to improve central city streetscapes for vibrancy and safety.
Streetscape improvements	Reprioritisation of transport funding into a Central City transport package to do a low-cost high-impact tidy up of some key streets.
Economic Development Committee	
HCBA Activation Fund	Funding to support Hamilton Central Business Association (HCBA) to deliver activation and events to bring more people into the central city.

Central City Strategic Infrastructure - IAF Programme

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

Central City Transformation Programme Risks

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

Financial Considerations – *Whaiwhakaaro Puutea*

73. The Fast-track Approvals Act includes provisions for cost recovery. Refer discussion in the [20 February 2025 Strategic Issues report](#) (see p25).

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

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

Climate Change Impact Statement

76. Climate change presents risks and opportunities for our city and the way we grow. Climate change is a risk that needs to be integrated into decision making to mitigate the future impacts on community wellbeing and the cost of responding to extreme weather events and adapting in the future. Some of the changes in government policy and funding, like the Fast Track legislation, impact on Council's ability to make climate change informed decisions, and require us to look at alternative ways to influence outcomes.

77. Strategic risk 9 (SR9) – Failure to respond to climate change outlines the potential impacts on Council and the community if we are unable to effectively address climate change in decision making. We report on how we are addressing SR9 to the Strategic Risk and Assurance Committee quarterly and have commenced annual disclosure reporting of our climate change risks and opportunities.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

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

Social

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

Economic

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

Environmental

87. As the city grows, it is important to balance the need for housing alongside the need to protect and enhance our biodiversity. It's also important that we make the best use of our limited natural resources such as water.
88. The Nature in the City strategy outcomes is a key consideration for growth. Access to nature, parks and open spaces and protection and restoration of significant natural areas key outcomes alongside delivering new homes and jobs.

89. The Waikato River is at the heart of Hamilton Kirikiriroa. It supports life throughout the city and region, it is central to the culture and has shaped the form of the city. As Hamilton continues to grow, the health and wellbeing of the River must remain a central focus in all activities
90. As the city grows, it is essential to promote investment that protects and restores the Waikato River and delivers on our obligation under Te Ture Whaimana o Te Awa o Waikato. This includes targeting growth areas services by, or planned to be serviced by, high quality three waters infrastructure. An example of this is stream daylighting, which is seen as the preferred approach to achieving capacity for future development and reducing existing drainage issues and flood hazards.
91. The approach to growth must enable the city to reduce carbon emissions while adapting to the changing climate to improve resilience. This means enabling growth of homes and jobs in areas that can easily access public and/or active transport modes. It also means guiding growth that builds our resilience to climate change impacts, such as avoiding areas where there are flooding and other natural hazards.

Cultural

92. Effective partnership with iwi is integral to the success of the growth programmes. The special status of tangata whenua is respected, and there is a commitment to the principles of Te Tiriti O Waitangi and further Maaori aspirations through building mana-enhancing partnerships.
93. Iwi partners, Waikato-Tainui, are engaged under the Joint Management Agreement (JMA), with a shared responsibility to achieve the vision and strategy for the Waikato River.
94. Staff place a high level of importance on the Vision and Strategy for the Waikato River when planning projects that impact the river and tributaries and staff consider relevant sections of the Waikato-Tainui Environmental Plan when planning growth projects.
95. The Council continues to meet its legislative responsibilities under the Resource Management Act by providing opportunities for iwi and hapuu to contribute to local government decision-making processes and exercise of kaitiakitanga over the natural and physical aspects within growth programmes areas.

Risks - *Tuuraru*

96. There are significant risks and opportunities posed by Fast-track:
 - i. **Up-front financial costs:** Council's funding capacity is significantly constrained as evidenced through the 2024-34 Long-Term Plan cycle. Council does not have the funding identified in the Long-Term Plan to contribute to upsizing networks to support these new growth areas. Capital investment to support growth in existing areas within the city boundary were significantly reduced;
 - ii. **Long-run financial costs:** as identified through the 2024-34 Long-Term Plan, long-run operating and maintenance costs of servicing new growth areas need to be better understood and reflected in how Council's charging models are applied in these new growth areas to ensure costs are being equitably distributed;
 - iii. **Three waters servicing:** Council does not have the capacity to integrate all Fast-track's currently. Additional funding, upgrades and consents are needed. For example, the City will need additional water-take consents;
 - iv. **Climate change:** allowing development to proceed without Council input risks poor long-term urban form outcomes which are costly to manage, lock in high emission growth and are not climate resilient;

- v. **Affordable housing:** affordable housing is a critical matter for Council, through proactive engagement now, before the leverage point dissipates later in the process there;
- vi. **Infrastructure delivery:** the question of who delivers infrastructure will need to be considered;
- vii. **Resource allocation:** There is insufficient staff resourcing to focus on Fast-track Areas along with existing committed work programmes. The consequence of pausing existing work programmes (due to their nature) would cause significant legal risk;
- viii. **Cannibalising growth:** Addition of new Fast-track Areas may divert market interest away from committed areas, affecting Council's sunk investment in those areas; and
- ix. **3-waters reform:** the advent of a Council-Controlled Organisation for waters as the entity might assist with Fast-track development will likely operate in a 'boundaryless' manner extending past territorial boundaries.

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

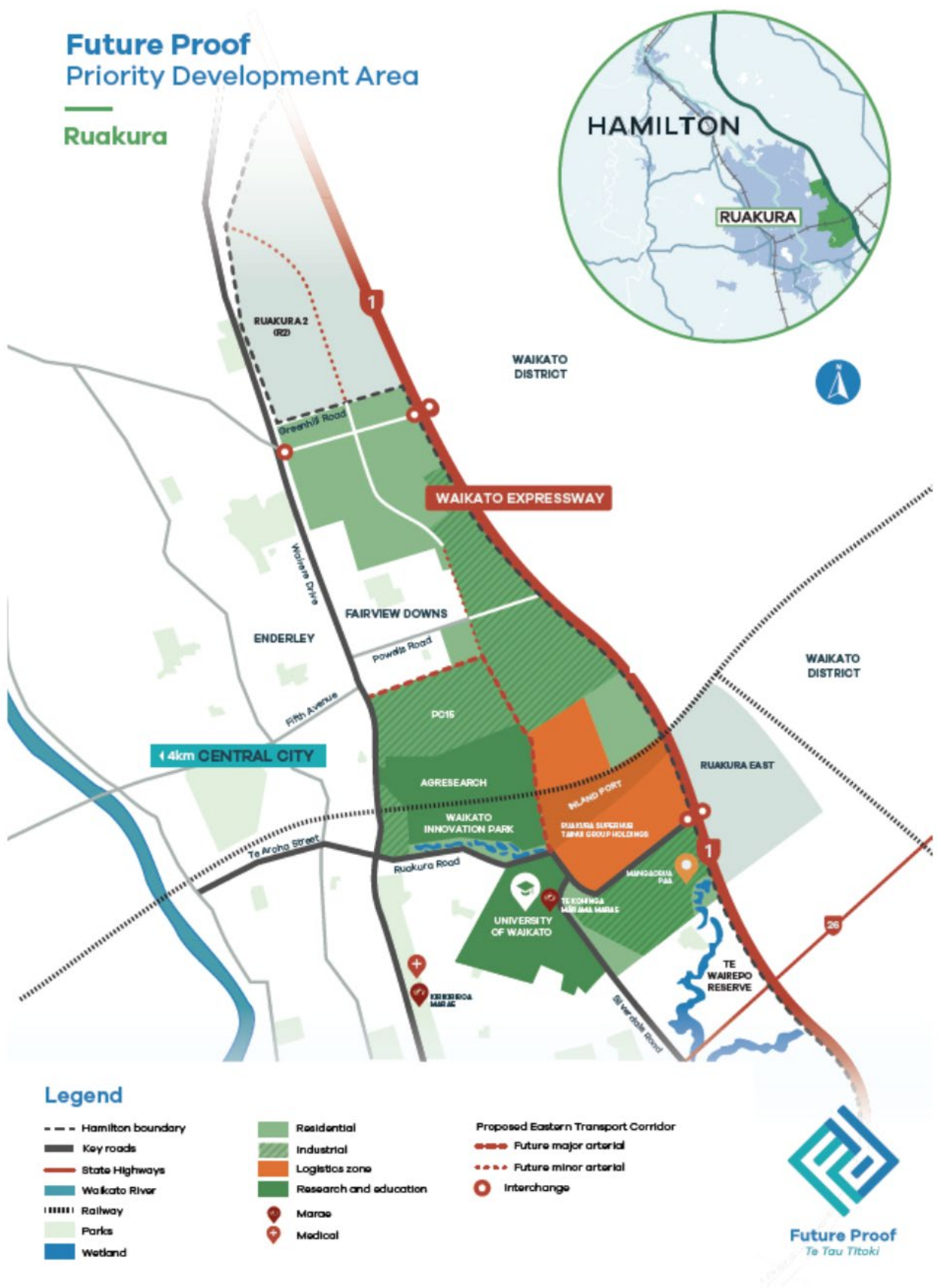
- 97. Staff have considered the key considerations under the Significance and Engagement Policy and have assessed that the matter(s) in this report has/have a low level of significance.
- 98. Given the low level of significance determined, the engagement level is low. No engagement is required.

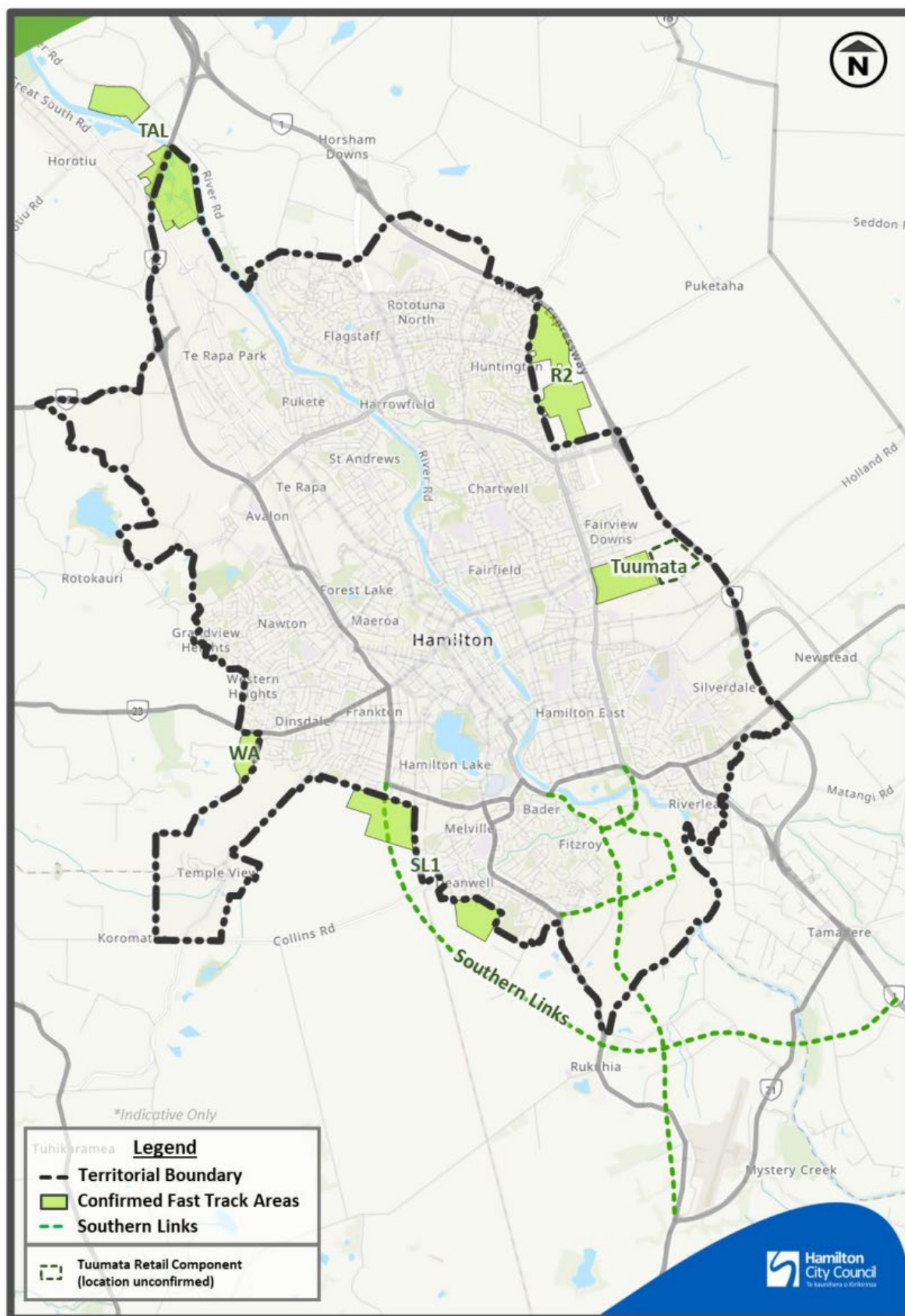
Attachments - *Ngaa taapirihanga*

Attachment 1 - Ruakura Priority Development Area Map

Attachment 2 - Fast-track Applications in and around Hamilton

Attachment 3 - Central City Development Activity and Maps - March 2025





Central City Transformation Programme

Development Activity Snapshot and Map – March 2025

Snapshot:

- Residential development continues in central city challenging market conditions, including construction costs and economic uncertainty. However, there are quality developments under way or planned that will add to the vibrancy of central city.
- The Bridge Housing Trust has commenced work on the Hinemoa Apartments (see #26 on the map overpage) with some demolition starting, these are due to be completed late 2026 and aim to provide low-cost housing options.
- Non-residential developments and refurbishments are happening across the city with many due to be completed this year (2025). The upcoming Northbloc development on London Street will provide the city with more high-grade office space and ensure large corporates stay in the central city, in this case Fonterra who will be the main tenant of this site.
- Both cranes have been taken down from the Waikato Regional Theatre with work commencing indoors on the fit-out stage of the build process, this is a significant milestone for this project.

Development Activity Summary since Jan 2022:

Construction stage:	Central City IAF Area*	Central City Stage One Area (PC12) (includes IAF Area)
Homes under construction	65	105
Homes completed (granted Code of Compliance)	265 (on track)	590

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

Recent non-residential developments:

Building	Developer / Owner	Completion date (actual or expected)
18 London Street <i>Refurbishment</i>	Stark Property	Mid 2025
Pascoes Building, 357 Victoria Street (Corner Victoria Street) <i>Refurbishment</i>	Point Resolution Flats Ltd.	Mid to Late 2025
Victoria Street (old Housing Corp Building) <i>Refurbishment</i>	Primeproperty Group (PPG)	Late 2025
Waikato Regional Theatre	Momentum Waikato / Fosters	Late 2025
Hotel, 42 Ward Street	Mistry Centre	Late 2026
Northbloc – 193 London Street	Stark Property	Late 2026



Council Report

Item 10

Committee: Strategic Growth and District Plan Committee

Date: 08 April 2025

Author: Mark Davey

Authoriser: Blair Bowcott

Position: Unit Director Urban & Spatial Planning

Position: General Manager Strategy, Growth and Planning

Report Name: District Plan Update - April 2025

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

1. To inform the Strategic Growth and District Plan Committee of District Plan matters that need to be brought to the Members' attention.
2. To seek a recommendation from the Strategic Growth and District Plan Committee that the Council approves Plan Change 5 – Peacocke Structure Plan to become operative.

Staff Recommendation - *Tuutohu-aa-kaimahi* (Recommendation to the Council)

3. That the Strategic Growth and District Plan Committee:
 - a) receives the report; and
 - b) recommends that the Council approves Plan Change 5 – Peacocke Structure Plan to be operative as of 9 May 2025, in accordance with clause 20 of Schedule 1 of the Resource Management Act 1991.

Executive Summary - *Whakaraapopototanga matua*

4. This report focuses on matters of significance in the planning space and provides an update to the wider work programme.
5. Council has received a decision from Minister Bishop on Plan Change 12 to accept the Independent Hearing Panel's recommendation to not include the residential amenity financial contribution within the District Plan. However, Plan Change 12 still introduces a financial contribution for Te Ture Whaimana initiatives as well as addressing impacts on infrastructure.
6. The final step in the Plan Change 5 – Peacocke Structure Plan process is for the Council to make the plan change operative, which completes the statutory requirements of the Resource Management Act. Only the Council can resolve to make a plan change operative.
7. The Rototuna Structure Plan needs to be updated to address a number of issues that have arisen regarding the integrated development of the town centre. This report provides an update on progress and next steps relating to Plan Change 20 – Rototuna Town Centre, in particular the options for the roading network and a revised location for the public transportation hub.

8. Plan Change 14 – Flooding received 58 submissions between 21 January and 28 February 2025. Staff are currently summarising submissions.
9. Staff are now working through appeals to Plan Change 9, including on the final decision relating to built heritage and historic heritage areas..
10. Staff consider the decisions in the report are of low significance and that the recommendations comply with Council's legal requirements.

Discussion – *Matapaki*

Plan Change 12 – Decision from Minister

11. Council wrote to the Minister Responsible for RMA Reform on 18 December 2024 seeking a decision on Council's rejection of the recommendation made by the Independent Hearings Panel to not include the residential amenity financial contribution within the District Plan.
12. The rationale for retaining the residential amenity financial contribution was that it supported a high level of residential amenity needed to support the anticipated intensification and infill development enabled through Plan Change 12 by:
 - i. enabling the procuring and planting of street trees, and
 - ii. funding the design, construction and landscaping of upgrades to neighbourhood parks.
13. Minister Bishop made a decision on 20 March 2025 to reject Council's request and accept the Independent Hearing Panel's recommendation. The reasons for his decision are:
 - i. proposed financial contribution adds an additional barrier to intensification and may impact on achieving greater intensification and housing affordability;
 - ii. proposed financial contribution is too blunt an instrument, and that it has not been rationally worked through or calibrated to the 'costs' of density and amenity; and
 - iii. financial contribution could cause confusion within the development community, particularly regarding 'double dipping'.
14. Although the Minister has not supported including the residential amenity financial contribution, Plan Change 12 still introduces a financial contribution for Te Ture Whaimana initiatives. In addition, it introduces a financial contribution on any development that may have an impact on the three waters or transport infrastructure network that cannot be managed on-site or is funded via Council's Development Contributions Policy. Implementing these financial contributions will be advanced in the next 12 months through the development of a Financial Contributions Policy as part of the Annual Plan process.
15. As per the Resource Manage Act (RMA) requirements, staff will now publicly notify the Minister's decision.

Making Plan Change 5 – Peacocke Structure Plan operative

16. The purpose of [Plan Change 5](#) was to review the structure plan and the land use planning framework for the Peacocke growth cell to optimise the Housing Investment Fund (HIF) investment and give effect to the wider Peacocke Programme.
17. Plan Change 5 has been through the RMA Schedule 1 process, including being heard by independent commissioners in September 2022. The Hearings Panel issued decisions, which were notified in March 2023. The five appeals to the decisions have been resolved.

18. To complete the process, Plan Change 5 must be made operative, which requires the Council's approval and affixing the Council Seal to the plan change. Council is required to publicly notify the date on which a plan change will become operative five working days before it is made operative. Based on the matter being approved at the 30 April 2025 Council meeting, the public notice will appear on 2 May 2025 and Plan Change 5 will become operative on 9 May 2025, providing the community with certainty about the planning framework for Peacocke.

Plan Change 20 - Rototuna Structure Plan

19. As reported to the [20 February 2025 Strategic Growth and District Plan meeting](#), while development within the Rototuna Structure Plan area has occurred in general accordance with the vision for the area, a plan change is needed to update the District Plan to reflect current roading, land use and stormwater activities. This includes a new master plan for the town centre to inform the process.
20. This update focuses on options for the roading network and a revised location for the public transportation hub.

Roading and Public Transportation Hub Option

21. As part of the master plan work, staff have workshopped options for the roading network and a revised location for the public transportation hub. The overall goal is to develop an integrated land use, public transport and stormwater solution.
22. The land and space requirements were also explored to ensure an appropriate area is provided to future proof the facilities to be delivered (noting that Council has previously purchased land for the public transportation hub in the current location and that securing the revised location would need to be negotiated with landowners).
23. The proposed concept is described and illustrated in Figure 1, and Table 1 sets out the details:

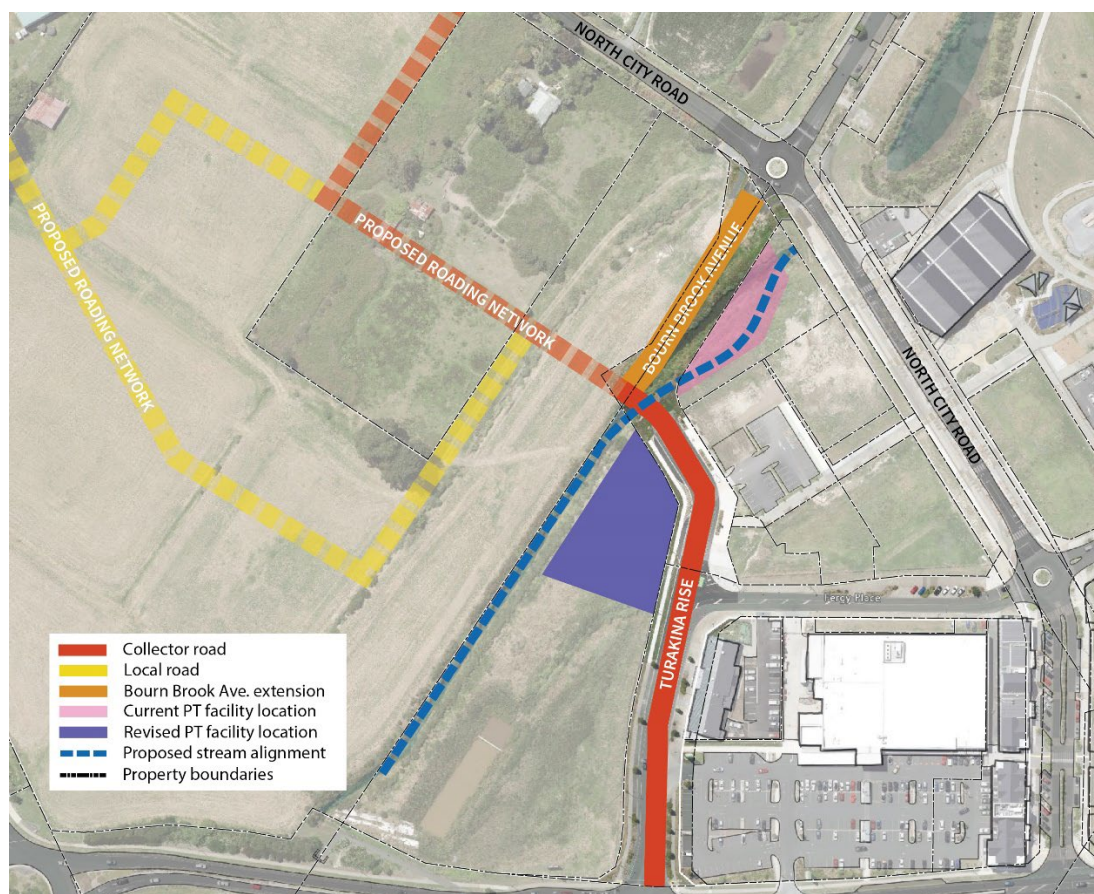


Figure 1. Concept showing proposed public transportation facility location and roading network

Table 1. Details of the proposed public transportation facility

Overview
The existing stream along the western boundary of the Council consented Comprehensive Development Plan (CDP) made it difficult to extend Turakina Rise - specifically the ability to cross the stream and provide the public transport facility in its consented location. Changes to the National Policy Statement for Freshwater Management require that the stream remains open and un piped. As a result, Council paused the construction of the road. Following discussions with Waikato Regional Council, there is a possible solution where Turakina Rise is extended to cross the stream and connect with an extended Bourn Brook Ave, while realigning the stream further east. This option would, however, impact the current location of the Public Transportation hub. Staff have undertaken an optioneering process where it was determined that the hub could potentially be relocated to a site further south along Turakina Rise. This would still allow direct access to the pedestrian focused activities along the main street whilst improving the efficiency of a potential bus route, coming in through Turakina Rise and to the north of the town centre.
Advantages
<u>Public Transportation Hub and associated roading</u>
i. Joining Turakina Rise with Bourn Brook Ave would provide an alternative route to the main street, alleviating the current congestion along North City Road and reducing the load on Fergy Place. ii. Provides a direct route to the planned employment land uses to the west. iii. Will help enable additional retail development along North City Road including the development of the aquatic centre. iv. A portion of the land identified for the original Public Transportation hub has the potential to be used for future community facilities.
<u>Consenting environment</u>
i. Enables the transport corridor to be completed with Turakina Rise crossing the stream and joining Bourn Brook Avenue under the existing consent.
Disadvantages
i. Previously land was purchased for the public transportation hub, however with the revised public transportation hub location the purchase of additional land will be required, this will require a revised Private Developer Agreement (PDA) with Kirkdale (as the main landowner). ii. The Turakina Rise Extension will likely cost more than the previous layout. While some allowance is made in year 3 of the Long-Term Plan to progress a revised transport layout, costings cannot be confirmed until a revised PDA is agreed. iii. An additional landowner to the west may create delays in delivering the wider roading network.
Next Steps
i. Explore potential re-configuration of the stream to respond to an updated roading layout to achieve the overall vision for the town centre. ii. Establish the needs of an aquatic centre and available land requirements. iii. Undertake further work to understand the option for the wider transport network. iv. Negotiate with key landowners to amend the existing PDA to enable the extensions of Turakina Rise and Bourn Brook Ave and secure a new public transportation hub. v. Continue developing a new master plan for the town centre in support of the vision and outcomes for the town centre and wider structure plan area.

24. Staff will report back to the 10 June 2025 Committee meeting on the likely costs and implications of the need to revise the Turakina Rise extension and to relocate the public transportation hub, together with any other implications of a revised Private Development Agreement (PDA) with the existing landowner.

Plan Change 14 – Flooding

25. Plan Change 14 was publicly notified on 21 January 2025, with the submission period closing on 28 February 2025. Council received 58 submissions.
26. The community was informed of the submission period through various channels, including public notices, social media, newspaper, and the Hamilton City Council website. The Plan Change 14 webpage received significant traffic, indicating strong community interest and engagement.
27. During the consultation period there were 19,062 visits to the Plan Change 14 webpage, with 8,183 unique visitors. It was the most visited webpage on Council's whole site during this period (apart from the homepage and property search, which are always at the top). This significant traffic indicates strong community interest and engagement.
28. The submissions highlighted several key points and concerns. These included (but are not limited to):
- i. requests for specific amendments on some provisions;
 - ii. recommendations to retain flood mapping in the District Plan; and
 - iii. suggestions to assess the wider costs associated with Plan Change 14 implementation.
29. There were also calls for collaboration with the private sector for more permissive approaches to hazard mitigation, amendments to definitions, and support for regulatory hazard mapping with the inclusion of climate change projections in the plan.
30. Staff are currently summarising the submissions, which will then be published and a further submissions period will open.
31. David Hill has been appointed Commissioner Chair of the hearing panel to hear the plan change.

Plan Change 9 – Historic Heritage and Natural Environment

32. Given final decisions have now been made by the Hearings Panel and notified, staff are in the process of working through the appeals that have been lodged with the Environment Court. These are summarised in the table below.

Appellant	Topic	Details
Ray and Wendy Pickett	Built Heritage	Remove built heritage protection, 13 Hammond Street (item #H217, Appendix B, Schedule 8A
Edward Hardie	Significant Natural Areas	Remove/reduce SNA on specific property
Bicknell	Historic Heritage Area	Remove/reduce Historic Heritage Area – Te Aroha Street.
Kainga Ora	Built Heritage	Remove built heritage protection at 11-13, 15-17 and 19-21 Pinfold Avenue.

	Historic Heritage Area	Against the identification and subsequent protection of the following Historic Heritage Areas (HHAs): i. Chamberlain Place ii. Sare Crescent iii. Wilson Street and Pinfold Avenue iv. Matai, Hinau and Rata Streets v. Fairfield Road vi. Frankton East vii. Claudelands viii. (viii) Te Aroha Street (East)
	Built Heritage	Against the definition of ‘Surroundings (in relation to Volume 1, Chapter 19: Historic Heritage)’.
	Built Heritage (19.3.1p) Historic Heritage Area (19.3.2n)	Against the insertion of rules 19.3.1p and 19.3.2n, relating to the demolition of a building associated with a Certificate of Compliance.
David and Barbara Yzendoorn	Significant Natural Areas	Remove/reduce SNA on site specific property
Fonterra	Significant Natural Areas	Remove/reduce SNA on specific property
Te Awa Lakes	Significant Natural Areas	Remove/reduce SNA on specific property

33. The next step from here with respect to working through Appeals to the Environment Court is initially to seek mediation with appellants and any parties to the appeal on the matters raised. This will help in understanding the nature of the appeal and will determine if settlement is possible prior to proceeding to a Court hearing. If settlement is not possible then a hearing timetable will be issued by the Court, the parties will prepare evidence and proceed to a hearing. Even if settlement is reached between the parties prior to hearing, the Environment Court still makes the final decision and will need to be satisfied that the position reached by the parties is evidentially sound.

Wider work programme

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

Plan Change/project	Status	Commentary
Plan Change 5 (Peacocke)	All appeals to PC5 have been settled	Staff now seek Council’s approval to make Plan Change 5 operative.
Plan Change 9 (Historic Heritage and Natural Environment)	The final decision on the remaining topics (Built Heritage and Historic Heritage Areas) was received	<u>Final Decision</u> The final decision was notified on 7 February 2025 and the appeal period closed on 21 March 2025. Three appeals have been received relating to

Plan Change/project	Status	Commentary
	on 20 December 2024	Historic Heritage Areas (HHA) and Built Heritage matters.
Plan Change 12 (Enabling Housing)	Council received the decision on financial contributions from the Minister on 20 March 2025.	See discussion in body of report.
Private Plan Change 13 (Te Rapa Racecourse private plan change)	Pending outcome	Court-assisted mediation has now been completed, and parties are continuing to engage with the aim of settling the appeals in early May.
Plan Change 14 (Flood Hazards)	Submissions closed on 28th February	Plan Change 14 was notified on 21 January and submissions closed on 28 February. A total of 58 submissions were received. Staff is currently summarising submissions.
Private Plan Change 15 (Tuumata private plan change by Tainui Group Holdings)	Pending response from Minister	Tainui Group Holdings has been successful in having this area approved for a Fast-track application. HCC and TGH have written to the Minister seeking an extension of PC15 and are awaiting their response.
Private Plan Change 17 (Te Rapa North - Industrial)	PPC17 has been formally accepted and is progressing to notification.	Private Plan Change 17 (PPC17) was formally accepted by the CE under delegation. Staff are now progressing towards the full notification of the plan change April/May 2025.
Private Plan Change 19 (Ruakura - Transpower)	Progressing to notification	The purpose of the plan change is to ensure the National Grid Corridor matches the relocated section of 220kV transmission line at the Ruakura Inland Port. The private plan change was limited notified on the 21 February with the submissions period closing on 21 March. Following the closing of the submission period no submissions have been received.
Plan Change 20 - Rototuna Town Centre	Progressing	Staff are progressing work on a Masterplan, to inform a plan change that will update aspects of the Rototuna Structure Plan, as discussed in the body of this report.
Enderley -Fairfield Development Plan	Progressing	Staff continue to collaborate with Kāinga Ora to scope the necessary investigations aimed at defining the re-development opportunity for this locality.
Rotokauri Strategic Infrastructure Designation (Previously Known as Rotokauri Arterial Network Designation)	Progressing	Staff have begun preparing a report regarding the designation requirement and the 18 submissions received on it. Consultants have been engaged to provide specialist advice to inform the report and the hearing to be held late 2025.

Risks - Tuuraru

35. The risk of not proceeding with the Plan Change 20 – Rototuna Town Centre master planning and subsequent plan change, is that development in the area may be delayed. The work is intended to ensure integrated planning for the proposed public transportation hub, communal pool facility, roading network and appropriate land uses to achieve the objectives set out in the District Plan.
36. A further risk relating Plan Change 20 is that existing Long-Term Plan funding may not be sufficient or available at the right time to meet obligations Council may have in relation to the updated structure plan and a revised Private Developer Agreement.
37. The risk of not resolving the Public Transportation hub and associated roading would impact on the ability to address current traffic congestion within the areas and enable the continued development of the centre as well as securing an ideal location for the Public Transportation Hub within the town centre
38. At both project and programme level, risks are tracked, reviewed and updated regularly with the wider team and key stakeholders. Key risks to the Urban & Spatial Planning programme are outlined below.
39. We note the changing policy landscape as a result of the Going for Housing Growth Policy that will impact Council's regulations under Resource Management (Enabling Housing Supply and Other Matters) Amendment Act (HSAA) (2021) and The National Policy Statement for Urban Development (NPS-UD) 2020.

Risk ID	Risk Description	Likelihood (residual)	Consequence (residual)	Risk rating
1	Funding The work programme is fully funded but there is no contingency, any new work or any change to work programme (e.g. scope change, timing change or new work) would require re-allocation of funding and re-prioritisation of work.	Certain	Major	Extreme
2	Resourcing Planned workload relative to resource capacity is full. There is no contingency, any increase in work would exceed capacity. Any loss of staff or unfilled position would reduce capacity and result in delay of work. Situation cannot be remedied by external resource due to set unit budget. Mitigation requires delaying non-mandatory work. Fast-track Approvals Act costs has increased demand for resources, taking staff away from business as usual (BAU) projects. Costs associated with Fast-track approvals act can be largely offset through cost-recovery.	Certain	Major	Extreme
3	Political (Local) Elected Members may make changes to prioritise or work programme. This affects program delivery. Any response/mitigation is constrained by Risks ID 1 and 2	Likely	Major	Extreme
4	Political (National) Central Government has confirmed Schedule 2 projects of the Fast-track Approvals Act, however additional	Certain	Major	Extreme

Risk ID	Risk Description	Likelihood (residual)	Consequence (residual)	Risk rating
	projects may be added to schedule 2. Central Government continue refining policy direction, changes expected early 2025.			
5	Legal Challenge to the RMA Legal challenge to the Resource Management Act processes	Possible	Major	Very high
6	Retention and Recruitment Retention and recruitment issues could lead to impact on service delivery and people. Burnout of staff from increased work pressure could affect retention.	Likely	Major	Very high

Financial Considerations - *Whaiwhakaaro Puutea*

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

FY24	YTD Actuals (as at 17 March 2025)	Sum of Annual Budget (FY2025)
Unit Programme	\$795,134	\$2,157,297

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

41. Staff confirm that these matters comply with Council's legal and policy requirements. Staff operate within the Resource Management Act 1991 for these plan changes and comply with the relevant processes.
42. Staff confirm that the District Plan Programme responds to the National Policy Statement on Urban Development (NPS:UD) (2020) and the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act (HSAA) (2021).

Climate Change Impact Statement

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

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

Social

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

Economic

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

Environmental

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

Cultural

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

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

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

Attachments - *Ngaa taapirihanga*

There are no attachments for this report.

Council Report

Item 11

Committee: Strategic Growth and District Plan Committee

Date: 08 April 2025

Author: Hannah Windle

Authoriser: Blair Bowcott

Position: Unit Director Strategic Planning & Advocacy

Position: General Manager Strategy, Growth and Planning

Report Name: General Updates

Report Status

Open

Purpose - *Take*

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

Staff Recommendation - *Tuutohu-aa-kaimahi*

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

Executive Summary - *Whakaraapopototanga matua*

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

Theme	Topic
Collaborative relationships	Regional, National and Central Government round-up
Funding / financing	City and Regional Deals update
Sustainable Communities	Greenfield Growth Programme
Data and Analytics	Staff action regarding implications of declining immigration numbers for growth projections

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

Discussion - *Matapaki*

COLLABORATIVE RELATIONSHIPS

6. Members and staff continue to participate in collaborative forums across the sub-region, region, and at a national level.

7. These meetings consider a range of topics, including central government reform, opportunities for shared work programmes, cross-boundary issues and opportunities, and information sharing.
8. The groups in which Council participates include:
 - i. Waikato Mayoral Forum;
 - ii. Upper North Island Strategic Alliance (UNISA);
 - iii. Zone 2;
 - iv. Metro Sector;
 - v. National Council;
 - vi. Cross-boundary discussions with Waikato District Council, Waipā District Council and Waikato Regional Council (WRC); and
 - vii. engagement with other growth councils.

Latest meetings

9. Two cross-boundary collaborative meetings have occurred since the last Strategic Growth and District Plan meeting on 20 February 2025:
 - i. Waikato District Council – 4 February 2025 (occurred post-February agenda finalisation);
 - ii. Waikato Regional Council – 2 April 2025;
 - iii. Waipā District Council – 4 April 2025; and
 - iv. UNISA – 24 March 2025.
10. Several topics were discussed at these meetings including:
 - i. ‘Local Waters Done Well’ and the progress being made on the potential for Hamilton and Waikato District to form a joint CCO;
 - ii. the fast-track areas in and around Hamilton and the need to work collaboratively as these progress;
 - iii. progress being made on the Waikato Regional Deal proposal (subsequently submitted to Government on 28 February 2025);
 - iv. public transport (as part of the meeting with Waikato Regional Council);
 - v. Upper North Island priorities with the Hon Minister Bishop (UNISA).

Upcoming Meetings

11. There are several upcoming collaborative meetings:
 - i. Waikato District Council – 20 May 2025;
 - ii. LGNZ Zone 2 – 23 May 2025;
 - iii. Waikato Regional Council – 2 April 2025;
 - iv. National Council – 21 March 2025;
 - v. UNISA – 6 June 2025;
 - vi. Waipā District Council – 4 April 2025.

FUNDING / FINANCING

City and Regional Deals Update

12. The New Zealand government’s significant initiative to address the country’s infrastructure challenges through City and Regional Deals was discussed at the 20 February 2025 Strategic Growth and District Plan meeting (see [Strategic Issues report](#), p 25) through a verbal update.

13. At that meeting, the Committee delegated the Chief Executive to work with other Waikato Mayoral Forum Council Chief Executives to incorporate feedback and finalise the proposal. The Waikato Regional Deal 'light-touch' proposal was lodged with Department of Internal Affairs on 28 February 2025 by Waikato Regional Council on behalf of the Waikato Mayoral Forum.
14. The Waikato proposal builds on the good work happening in the region, and looks to integrate, align and accelerate investment. The key initiatives included in the proposal are grouped under the following themes:
 - i. Turbo-charging economic development and housing provision through efficient inter-regional transport corridors;
 - ii. Building houses and creating communities (linked to Future Proof Priority Development Areas);
 - iii. Resilient and connected rural communities to drive regional tourism and support efficient freight journeys; and
 - iv. Fuelling economic growth through harnessing our water and energy resources.
15. The timeframes and sequencing of the Regional Deals process are outlined in Table 1 below.

Table 1. Regional and City Deals Timeframes and Sequencing

Milestone	Date
Regions submit light-touch proposals to DIA	28 February 2025
Cabinet decisions on first regions to progress into MOUs	May 2025
First regional deal finalised	December 2025
Two additional regional deals finalised	By October 2026
Process for future rounds of proposals and deals (TBC)	2026 onwards

SUSTAINABLE COMMUNITIES

Greenfield Growth Programme

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

Changes since February 2025

17. There has been an increase in development activity in greenfield growth areas compared to this time last year. Refer to **Attachment 1** for an update on Greenfield Growth Development Activity.

Greenfield strategic infrastructure updates

Rotokauri-Northwest

18. Rotokauri Strategic Infrastructure Designation – This was publicly notified on 7 October 2024. The public submissions period has now closed, and a hearing is proposed for October 2025.

Ruakura

19. Eastern Transport Corridor – see the Strategic Issues (Open) report for an update on this matter.

Peacocke

20. All of the \$472 million Peacocke Network Infrastructure programme associated with Housing Infrastructure Fund (HIF) is now complete or in construction. Over \$400 million of construction is complete or due for completion in the next few months.
21. Property – Council has acquired all 39 properties required to deliver the Peacocke Network Infrastructure. Of the 39 properties, 37 have reached full and final settlement. Council is waiting for the Land Valuation Tribunal (LVT) decision from the second LVT hearing in 2024. The remaining LVT hearing is scheduled for mid-2025 where final settlement and any additional compensation will be determined. Disposal processes for potentially surplus land are under way. Staff continue to receive development enquiries with some consent applications also lodged, enabled by the upcoming availability of this essential strategic infrastructure. Collaboration with developers to deliver infrastructure and land efficiencies continues.
22. Peacocke Strategic Wastewater – The Peacocke wastewater transfer pump station is operational, with nearby areas connected to facilitate development previously constrained and ease pressure on the western network. Asset handover and capitalisation has commenced.
23. Waikato River bridge and surrounding transport network – The bridge is operational. Asset handover and capitalisation of the transport asset is under way.
24. Peacockes Road urban upgrade and Whatukooruru Drive – Stage 2A – The project is approaching completion, ready for final landscaping, surfacing and traffic services. The works are still on programme for 2025 completion.
25. Whatukooruru Drive – Stage 3 – Earthworks are progressing well with embankment preloading underway. The bridge piles were completed on time. This final section of Whatukooruru Drive will complete the connection through to the recently completed roundabout on State Highway 3/Ohaupo Road, due in 2026.
26. Southern Gullies/Bikes on Pipes – The project is on track for completion in the next month, including connecting the new shared path to the new path networks and to Peacockes Road at the north end. Full opening will not take place until it is safe to connect to Whatukooruru Drive.

DATA AND ANALYTICS**Declining national immigration numbers**

27. At the 20 February 2025 Strategic Growth and District Plan meeting, staff undertook to provide Members with an update on the implications of declining national immigration numbers for Hamilton's growth projections, and whether those projections are overly optimistic.
28. According to Statistics New Zealand, the country experienced a net migration gain of 27,100 in 2024, a significant drop from 128,300 in 2023. The decline was primarily due to fewer migrant arrivals of non-New Zealand passport holders and New Zealand citizens leaving. As a result, population growth in New Zealand slowed down last year.
29. However, Hamilton bucked this migratory trend with a 2.4% increase in international migration compared to the national average of 1.8%, recording the largest population increase of any New Zealand city for two consecutive years. A comparison between the national trends and Hamilton is summarised in Table 2.

Table 2. Migratory trends in Hamilton and New Zealand

	Population Increase 2024	% Population Increase 2024	International Migration 2024	% International Migration 2024
Hamilton	5,800	3.1%	4,600	2.4%
New Zealand	93,500	1.8%	73,300	1.4%

30. The Council has adopted the NIDEA High population projections as its underlying Long-Term Plan growth projection. Over the last five or more years, it has been a reliable projection when compared to actual growth levels, especially given the margin for error on growth projections. We do not consider the recent fluctuations in migration levels to be inconsistent with the NIDEA projections, especially given Hamilton's actual growth.
31. Additionally, it is important to remember that the purpose of population projections is to guide long-term growth over a 50-year period and should not be overly influenced by annual fluctuations.

Financial Considerations - *Whaiwhakaaro Puute*

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

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

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

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

Social

37. Collaborative relationships between councils and other groups enable the sharing of ideas, work programmes and the identification of opportunities to deliver better outcomes for communities.

Economic

38. Collaborative relationships between councils and other groups can identify opportunities for shared services or work programmes which save the local government sector, and therefore ratepayers, money.

Environmental

39. Collaboration between councils and other groups allows for cross-boundary and sub-regional discussions regarding big-picture issues such as inter-regional transport, water quality and allocation and emissions reduction.

Cultural

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

Risks - *Tuuraru*

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

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

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

Attachments - *Ngaa taapirihanga*

Attachment 1 - Greenfield Growth Development Activity and Maps - March 2025 .

Greenfield Growth Programme

Development Activity Snapshot and Maps – March 2025

Snapshot:

- Greenfield growth currently represents 39% of new homes in Hamilton (61% infill).
- Greenfield consenting went up 18% in the year to February 2025 with 373 new dwellings consented.
- Rototuna continues to be the busiest greenfield growth area with 191 homes (55% of greenfield) completed in the 12 months to February 2025.
- Te Awa Lakes is progressing well with sections available to purchase in addition to a fast track application. GJ Gardner have commenced building the first of 79 lots.
- Greenhill Park – Stage 21 construction is now complete; all standalone sections are sold and titles for this stage are expected in May. Works associated with the Webb Drive extension are expected to be completed in April 2025.
- Developer momentum is building in Peacocke and Rotokauri with pre app meetings and earthworks for consented sites planned to commence in September 2025.
- Ruakura SuperHub development continues with several new buildings underway or recently completed.
- Ruakura represents 16% of new non-residential floor area consented in the last 12 months, while Rotokauri represents 12%.

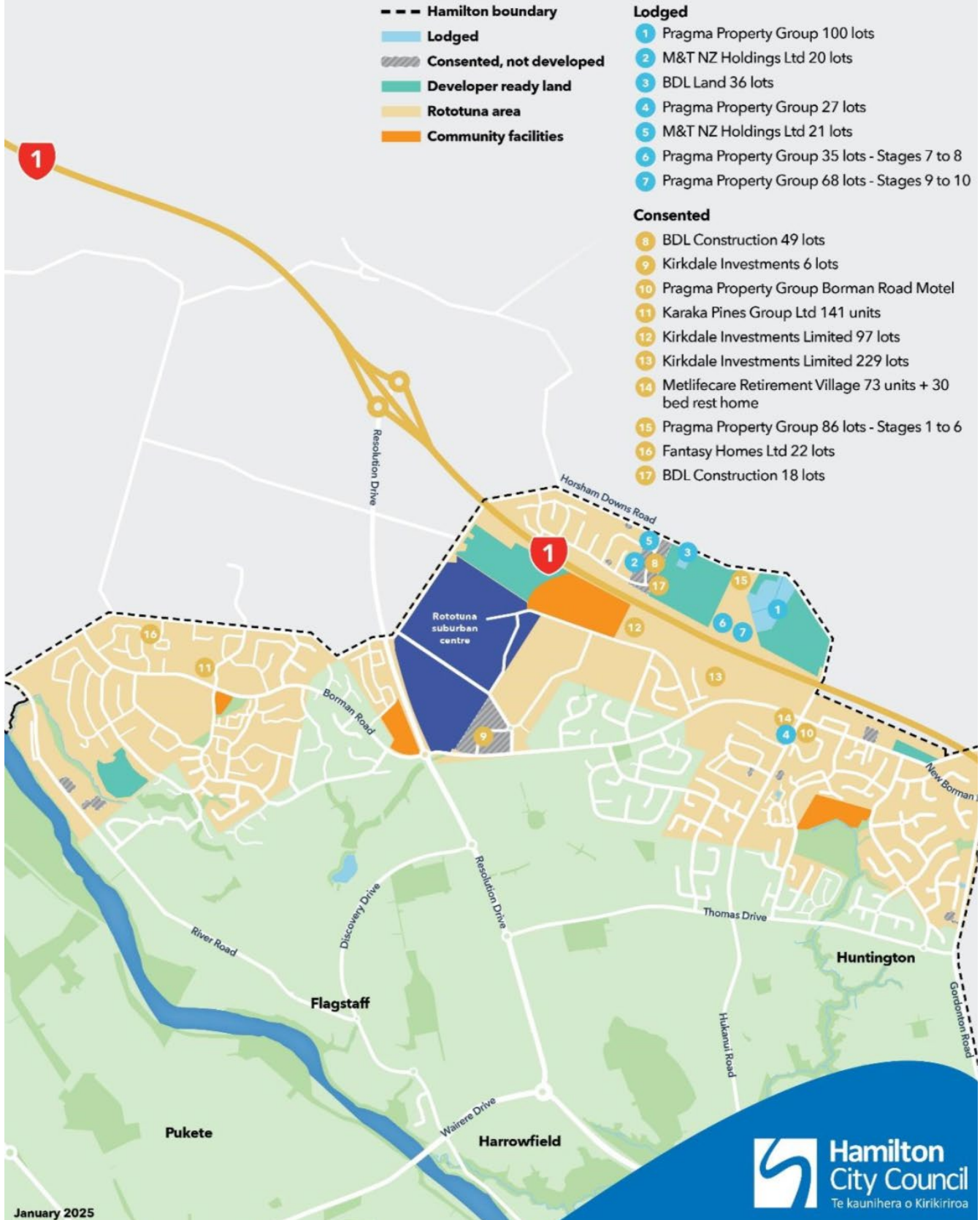
Development Activity Summary:

Stage	Rototuna (since 2005)	Rotokauri- Northwest (since 2014)	Ruakura (since 2015)	Peacocke (since 2018)
Subdivision consents in progress	276	282	0	665
Subdivision consents granted	3287	368	329	1369
Homes granted building consent (not yet built)	241	21	71	67
Homes completed (Code of compliance)	7387	255	784	383
Remaining Capacity	2000 (over 5 years)	8500 (over 50 years)	1600 (over 40 years)	7400 (over 40 years)
Developer ready land	656	47	141	167

Recent commercial developments:

Building	Greenfield area	Completion date	Gross Floor Area	No. workers
United Industries	Rotokauri	Feb 2025	6885m2	8
Sime Darby Motors NZ	Ruakura	Late 2025	2600m2	60
Ruakura Industrial Park Ltd – Indoor Asphalt Plant	Ruakura Industrial Park (Webb Drive)	TBC – consent in progress	3525m2	20

Development activity



Rotokauri-Northwest Development activity

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

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

Lodged

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

Consented

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

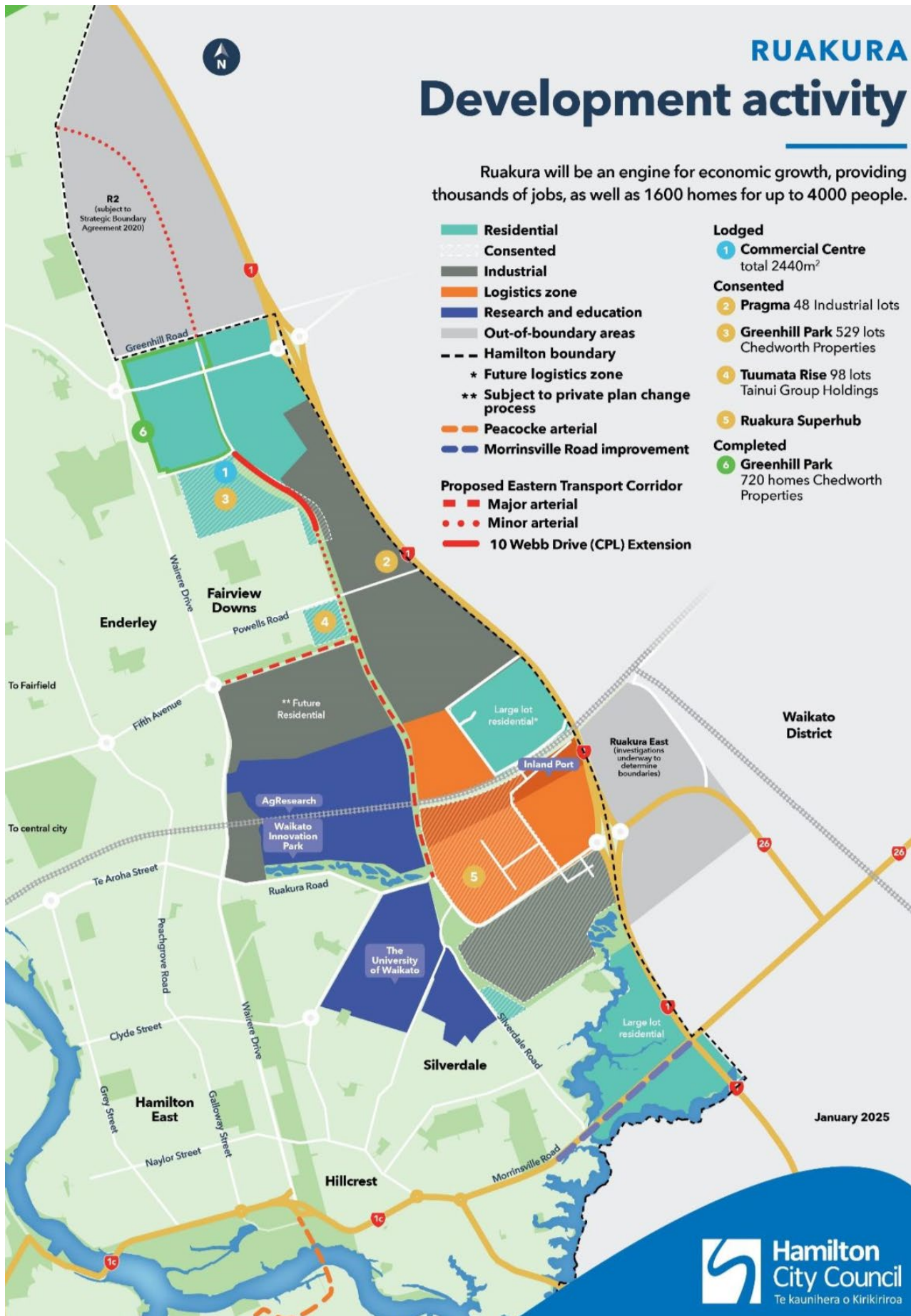
Land subdivision completed

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

January 2025 | Map is conceptual

Development activity

Ruakura will be an engine for economic growth, providing thousands of jobs, as well as 1600 homes for up to 4000 people.





Resolution to Exclude the Public

Section 48, Local Government Official Information and Meetings Act 1987

The following motion is submitted for consideration:

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

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

General subject of each matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
C1. Confirmation of the Strategic Growth and District Plan Committee Public Excluded Minutes 20 February 2025	) Good reason to withhold) information exists under) Section 7 Local Government) Official Information and) Meetings Act 1987	Section 48(1)(a)
C2. Wastewater Capacity - additional details		
C3. Strategic Issues (Public Excluded)		
C4: Chair's Report (Public Excluded)		

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

Item C1.	to prevent the disclosure or use of official information for improper gain or improper advantage	Section 7 (2) (j)
Item C2.	to enable Council to carry out commercial activities without disadvantage to prevent the disclosure or use of official information for improper gain or improper advantage	Section 7 (2) (h) Section 7 (2) (j)
Item C3.	to protect information which is subject to an obligation of confidence and disclosure would likely prejudice continual supply of similar information where it is in the public interest for that information to continue to be available to enable Council to carry out negotiations to prevent the disclosure or use of official information for improper gain or improper advantage	Section 7 (2) (c) (i) Section 7 (2) (i) Section 7 (2) (j)
Item C4.	to prevent the disclosure or use of official information for improper gain or improper advantage	Section 7 (2) (j)