Hamilton City Council
Te kaunihera o Kirikiriroa

Notice of Meeting:

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

Date:	**Tuesday 27 August 2024**
Time:	**9:30 am**
Meeting Room:	**Council Chamber and Audio-Visual Link**
Venue:	**Municipal Building, Garden Place, Hamilton**

Lance Vervoort
Chief Executive

Strategic Growth and District Plan Committee
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 Mark Donovan
	Deputy Mayor Angela O'Leary	Cr Louise Hutt
	Cr Kesh Naidoo-Rauf	Cr Andrew Bydder
	Cr Anna Casey-Cox	Cr Ewan Wilson
	Cr Maxine van Oosten	Cr Emma Pike
	Cr Moko Tauariki	Cr Tim Macindoe
	Maangai Jaydene Kana	Cr Maria Huata
Quorum:	**A majority of members (including vacancies)**	
Meeting Frequency:	**Two Monthly**	

Amy Viggers
Mana Whakahaere
Governance Lead

18 August 2024

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Purpose

The Strategic Growth and District Plan Committee is responsible for:

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

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

Terms of Reference:

4. To monitor and provide advice on the overall development and implementation of urban growth and development strategies, strategic land use, and spatial plans (e.g. Hamilton to Auckland Corridor and Hamilton-Waikato Metropolitan Spatial Plan), and long-term network infrastructure planning in line with national policy requirements.
5. To provide direction and monitor Council's approach to the levying and use of rates for growth, as well as development contributions.
6. To provide direction on and assess proposals for seeking alternative funding models, such as special purpose vehicles and infrastructure funding and financing.
7. To provide direction on strategic priorities for network infrastructure aligned to city development, and oversight of strategic projects associated with those activities.
8. To provide advice on the development and implementation of the Long Term Infrastructure Strategy.
9. To assess proposals for Private Developer Agreements that exceed the Chief Executive's delegations for Unfunded Growth Projects [1] and, if appropriate for Unfunded Growth Projects[1], 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.

1 Apologies – *Tono aroha*

2 Confirmation of Agenda – *Whakatau raarangi take*

The Committee to confirm the agenda.

3 Declaration of Interest – *Tauaakii whaipaanga*

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.

Item 5

Council Report

Committee: Strategic Growth and District Plan Committee

Date: 27 August 2024

Author: Keryn Phillips

Authoriser: Michelle Hawthorne

Position: Governance Advisor

Position: Governance and Assurance Manager

Report Name: Confirmation of the Strategic Growth and District Plan Committee Open Minutes 25 June 2024

Report Status	*Open*

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 25 June 2024 as a true and correct record.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Strategic Growth and District Plan Committee Unconfirmed Open Minutes 25 June 2024

Hamilton City Council
Te kaunihera o Kirikiriroa

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

Minutes of a meeting of the Strategic Growth and District Plan Committee held in Council Chamber and Audio-Visual Link , Municipal Building, Garden Place, Hamilton on Tuesday 25 June 2024 at 9:34am.

PRESENT

Chairperson	Cr Sarah Thomson
Heamana	
Members	Mayor Paula Southgate (via audio-visual)
	Deputy Mayor Angela O'Leary
	Cr Kesh Naidoo-Rauf (via audio-visual)
	Cr Anna Casey-Cox (via audio-visual)
	Cr Maxine van Oosten
	Cr Mark Donovan (via audio-visual)
	Cr Louise Hutt
	Cr Andrew Bydder
	Cr Ewan Wilson
	Cr Emma Pike
	Cr Tim Macindoe
	Maangai Jaydene Kana

The Chair opened the meeting with a karakia.

1. Apologies – *Tono aroha*

Resolved: (Cr Thomson/Cr van Oosten)

That the apologies for absence from Cr Taylor and Cr Donovan; and for partial attendance from Mayor Southgate, Deputy Mayor O'Leary and Cr Tauariki are accepted.

2. Confirmation of Agenda – *Whakatau raarangi take*

Resolved: (Cr Thomson/Cr van Oosten)

That the agenda is confirmed.

3. Declarations of Interest – *Tauaakii whaipaanga*

Cr Wilson declared a conflict in Item 9 (District Plan Update), in particular to Plan Change 9. He noted that he would not participate in the discussion on this matter.

Maangai Kana declared an interest in Tainui Group Holdings noted in Item 8 (Strategic Issues), Item 9 (District Plan Update) and Item 10 (General Updates). She noted that she was not conflicted and would take part in the discussion and vote on the matters.

4. Public Forum – *Aatea koorero*

No members of the public wished to speak in the Public Forum.

5. Confirmation of the Strategic Growth and District Plan Committee Open Minutes 11 April 2024

Resolved: (Cr Thomson/Cr Wilson)
That the Strategic Growth and District Plan Committee confirms the Open Minutes of the Strategic Growth and District Plan Committee Meeting held on 11 April 2024 as a true and correct record.

6. Chair's Report

The Chair spoke to her report, provided an update on the capex cost for the central city upgrade, a presentation by Tauranga City Council at the Local Government Infrastructure Funding and Financing Symposium noting the importance of deeper analysis of cost projections for significant projects. She responded to questions from Members concerning GST for councils, independence of analysis of cost projections, investment in the Southern Wastewater Treatment Plant and best value capture for projects.

Staff Action: *Staff undertook to organise an information Session on the business case for the Southern Wastewater Treatment Plant.*

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

a) receives the report;

b) requests staff report back to the relevant committee with the scope for the capex programme review requested through the 2024-34 Long-Term Plan deliberations meeting; and

c) notes that a report will be made to this committee with details regarding with the implications of the Long-Term Plan capital programme for growth in the city.

Cr Naidoo-Rauf joined the meeting (9.48am) during the discussion of the above item. She was present when the matter was voted on.

Deputy Mayor O'Leary joined the meeting (9.50am) during the discussion of the above item. She was present when the matter was voted on.

7. General Manager's Report

The General Manager Strategy, Growth and Planning spoke to his report and provided an update on a recent meeting with MP Simon Court about the Resource Management Act reform. Staff responded to questions from Members concerning Council not putting a submission in on RMA Freshwater Farm Plans.

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

8. Strategic Issues *(Recommendation to the Council)*

The General Manager Strategy, Growth and Planning and staff spoke to the report in particular fast-track applications for the Pukete and Southern wastewater treatment plants, the Future Proof Strategy: Future Development Strategy, Eastern Transport Corridor, designation of a Northern River transport corridor, the Fonterra Private Plan Change, City Regional Deals and work with future proof partners. Staff responded to questions from Members concerning matters raised by mana whenua and iwi on fast-track applications, optics of a fast-track application being at odds to council's submission on the bill and other fast-track applications, Eastern Transport Corridor in relation to the Government Policy Statement, strategic importance of Tainui Group Holdings, City deals in relation to the Eastern Transport Corridor, investigation and funding of the northern river transport corridor, development contributions in relation to central government funding.

Resolved: (Cr Wilson/Cr Macindoe)
That the Strategic Growth and District Plan Committee:

a) receives the report; and

b) recommends that the Council adopts the Future Proof Strategy: Future Development Strategy update.

Cr Donovan joined the meeting (10.33am) during the discussion of the above item. He was present when the matter was voted on.

Deputy Mayor O'Leary left the meeting (10.54am) during the discussion of the above item. She was not present when the matter was voted on.

Mayor Southgate joined the meeting (10.59am) during the discussion of the above item. She was present when the matter was voted on.

The meeting was adjourned 11.00am to 11.18am.

Cr Wilson declared a conflict in relation to the following item (District Plan Update - June 2024) in particular Plan Change 9. He did not take part in the discussion of that matter.

9. District Plan Update - June 2024

The Urban & Spatial Planning Unit Manager spoke to the report, in particular Plan Change 9 which would be heard in September 2024 and progress of Plan Change 14 and flood zone mapping. Staff responded to questions from Members concerning infrastructure and funding requirements for stage one of the central city transformation plan, expected timeframe and prioritisation of Fairfield-Enderley infrastructure development, connections policy on smaller developments, obligations to te ture whai manawa, impact of flood zones to Civil Defence, impact of development of properties with flood depression areas.

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

a) receives the report;

b) approves delaying the notification of Plan Change 14 pending further assessment of options for managing Depression Area hazards (Option 2 of the staff report);

c) notes that prior to requesting approval to notify Plan Change 14, a workshop with Elected Members will be organised to discuss proposed strategy options to manage the depression areas.

Deputy Mayor O'Leary re-joined the meeting (11.59am) during the above item. She was present when the matter was voted on.

Cr Casey-Cox left the meeting (11.40am) during the discussion of the above item. She was not present when the matter was voted on.

10. General Updates

The Urban & Spatial Planning Unit Manager took the report as read. Staff responded to questions from Members concerning levels of service in relation to developments and the opportunity to use renewal funding to improve central city streetscape.

Staff Action: *Staff undertook to provide Members with information concerning funding availability for renewing the central city streetscape.*

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

11. Resolution to Exclude the Public

Resolved: (Cr van Oosten/Cr Wilson)
That the public be excluded from the following parts of the proceedings of this meeting, namely consideration of the public excluded agenda.

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

General subject of each matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
C1. Confirmation of the Strategic Growth and District Plan Committee Public Excluded Minutes 11 April 2024	) Good reason to withhold) information exists under) Section 7 Local Government) Official Information and) Meetings Act 1987	Section 48(1)(a)
C2. Strategic Issues - Public Excluded		

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

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

The meeting moved into Public Excluded session at 12.11pm.

The meeting was declared closed at 2.56pm.

Council Report

Committee: Strategic Growth and District Plan Committee

Date: 27 August 2024

Author: Keryn Phillips

Authoriser: Michelle Hawthorne

Position: Governance Advisor

Position: Governance and Assurance Manager

Report Name: Chair's Report

Report Status	*Open*

Recommendation - *Tuutohu*

That the Strategic Growth and District Plan Committee:

a) receives the report;

b) requests staff work with TGH on solutions to leverage and realise greater returns from the existing infrastructure investment in Ruakura, in particular unlocking industrial and logistics development within the Ruakura Superhub area south of the East Coast Main Trunkline, and report back with high level information on options and potential risks and trade-offs to the 26 September Infrastructure and Transport Committee as part of the planned report on the Eastern Transport Corridor; and

c) requests staff actively work with TGH to explore solutions for enabling Ruakura East and report back to the Strategic Growth and District Plan Committee.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Joint Chairs' Report

Chair's Report

Ruakura

Recently, deputy chair Geoff and I took up the offer from Tainui Group Holdings (TGH) to take a tour around the Ruakura Superhub.

It was helpful to be 'on the ground' and orientate ourselves with the overall masterplan as well as see the investment that has gone into the development to date. The blue-green infrastructure for stormwater is especially impressive with 10ha of wetland area named Te Wairepo Reserve and 2.2km of walking tracks and boardwalks which will become a fantastic public asset and eventually link into the Mangaonua gully network. The intention is to return Te Wairepo to the native ecosystem once seen across the Ruakura landscape.

Photo credit: Cr Geoff

It's been a big achievement to secure heavyweight tenants like Maersk, Big Chill and Kmart and it would be great for the city to see the full potential of the inland port and wider Ruakura Superhub realised.

As highlighted by TGH when they presented to council last committee meeting, there are significant economic and environmental benefits to developing the inland port and surrounding logistics and industrial land. Initially the port will have a capacity of 200,000 TEU (shipping containers) per year, increasing to 1 million TEU when the port is fully developed. A report by infrastructure consultant Castalia shows that the modal shift from road to rail afforded by the Ruakura Inland Port will remove an estimated 65,000 long-haul truck journeys per year when the port is at operating capacity, and reduce carbon emissions by an estimated 600 tonnes per year.

TGH has also emphasised the wider social benefits beyond providing employment opportunities - the land came into tribal ownership as part of the Raupatu settlement between Waikato Tainui and the Crown in 1995, with the ultimate purpose of restoring economic independence and enabling the tribe to support its people to thrive.

Ruakura features strongly in Future Proof planning, which identifies Ruakura as a priority development area and as part of the 'transformational move' to establish strong economic corridors to drive productivity. The first transformational move in the Future Development Strategy speaks to supporting Iwi aspirations including the development of Ruakura. Ruakura East is also identified as future industrial land in the Regional Policy Statement, subject to planning processes.

https://www.ruakura.co.nz/explore-the-superhub/

Both council and TGH are financially constrained which makes it more important than ever for us to work closely together. TGH have asked that we work with them on a way forward to enable both parties to leverage the significant investment in infrastructure that has already been made and realise a greater return ahead of further infrastructure investment.

TGH have also asked to work in a solutions-focused way with Council to explore a potential way forward for Ruakura East which would unlock more logistics zoned land. There's thinking to be done on whether this is ultimately developed within our boundary or Waikato District and how to tackle the challenge of water allocation.

Cr Geoff and I have worked on a motion as part of this report to seek endorsement from the committee for staff to work with TGH on potential solutions to leverage and realise greater return from existing infrastructure investment, with a focus on unlocking logistics and industrial development within the Ruakura Superhub to the south of the East Coast Main Trunkline. We're asking for staff to report back with further information to the upcoming Infrastructure and Transport Committee meeting to enable fuller discussion within the context of existing commercial arrangements and potential risks and trade-offs (such as impacts on the level of service of the wider infrastructure network), along with the benefits highlighted above.

We also seek the committee's support to explore solutions for Ruakura East, and for staff to report back to this committee.

Cr Sarah Thomson, Chair, Strategic Growth and District Plan Committee

Central City

On August 6, Sarah and I and staff from various departments took part in a CBD walkabout led by Central City Transformation Manager, Lehi Duncan.

A major issue discussed was appropriate use of funding set aside for streetscapes and public amenity in the 2024-34 LTP. That amounts to annual funding of $150k and a one off $300k funding allocation over the 24/25 and 25/26 years. Staff have already had discussions with HCBA and the tour gave us all a chance to see first hand what improvements could be made.

What was pretty clear was that there are some areas in the central city that badly need some “love”. Maintaining a vibrant look and feel of the central city is an important aspect of the Central City Transformation Plan and is also an issue that attracts regular feedback from both stakeholders and city residents.

Together the team picked out some initial priorities. These included:

- Replace or add new furniture with a priority on the Garden Place area, followed by the Theatre precinct
- Remove old furniture, unnecessary signs and bins and fix things like broken grates and the tree cases on Hood St
- Identify some special project areas for the $300k spend over years 1 and 2 that are visible and also contribute to CPTED or safety outcomes

The intention is to get on with physical work as soon as possible and elected members will be regularly updated as to how the funding is spent.

Another issue discussed was whether anything can be done to progress in minor ways big projects which aren't funded in early years of the LTP. A good example of this is a multi-million dollar project such as Alexandra St where developers have invested heavily and are understandably keen that council play its part in improving amenity. How can we get some quick wins? More thinking is going into this.

Lastly, huge IAF investment of $150.6 million will go into upgrading infrastructure in the central city in the next few years and this will be augmented by construction related to private commercial projects such as Templeton and Pullman hotel projects. We as a council need to be aware of the disruption prolonged construction could cause. As a programme for how construction will unfold is completed in the next few months the council will start to develop a Central City Response Plan so we can be prepared if issues arise.

Cr Geoff Taylor, Deputy Chair, Strategic Growth and District Plan Committee

Chair's Recommendation

That the Strategic Growth and District Plan Committee:

d) receives the report;

e) requests staff work with TGH on solutions to leverage and realise greater returns from the existing infrastructure investment in Ruakura, in particular unlocking industrial and logistics development within the Ruakura Superhub area south of the East Coast Main Trunkline, and report back with high level information on options and potential risks and trade-offs to the 26 September Infrastructure and Transport Committee as part of the planned report on the Eastern Transport Corridor; and

f) requests staff actively work with TGH to explore solutions for enabling Ruakura East and report back to the Strategic Growth and District Plan Committee.

Council Report

Committee: Strategic Growth and District Plan Committee

Date: 27 August 2024

Author: Blair Bowcott

Authoriser: Blair Bowcott

Position: General Manager Strategy, Growth and Planning

Position: General Manager Strategy, Growth and Planning

Report Name: Strategic Issues

Report Status	*Open*

Purpose - *Take*

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

Staff Recommendations - *Tuutohu-aa-kaimahi*

2. That the Strategic Growth and District Plan Committee:

   a) receives the report; and

   b) notes that:

      i. for the Fast-Track Approvals Bill applications and ahead of any final Government legislative decisions, staff will prioritise resources into working with the Schedule 2A applicants and Tainui Group Holdings for Ruakura East ahead of Schedule 2B applicants to enable Council to make informed decisions around fast track proposals;

      ii. schedule 2A projects are referred to an expert panel without requiring referral by the joint Ministers while Schedule 2B projects are to be considered for referral to an expert panel thus giving Schedule 2A projects greater status and priority under the proposed legislation;

      iii. discussions around Ruakura East are prioritised as it is recognised in the Regional Policy Statement and Future Proof Growth Strategy as a future growth area, and in recognition of the Memorandum of Understanding between Council and Tainui Group Holdings;

      iv. a comprehensive update on proposed fast track developments will be reported to the 7 November 2024 Committee meeting.

Executive Summary - *Whakaraapopototanga matua*

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

Land Use Planning	i. Implications of the 2024-34 Long-Term Plan capital programme for growth in the city ii. Fast-track Approvals Bill applications iii. Future Development Strategy and Future Proof update
Strategic Infrastructure	i. Future Proof related transport projects completed over the last few months ii. Pukete and Southern Wastewater Treatment Plants (staff action)
Funding / Financing	City/Regional Deals
Housing	i. Waikato Housing Initiative 2023 Housing Stocktake Update ii. Infometrics Housing Affordability report iii. Consultation on Making it Easier to Build Granny Flats – Staff Submission iv. Going for Housing Growth programme – wider implications for Council v. Fairfield/Enderley – interim update
Other	Member requests for small-scale community development contributions remissions

4. 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

Implications of the 2024-34 Long-Term Plan capital programme for growth in the city

5. At the 25 June 2024 meeting of this Committee, a resolution was passed as part of the Chair's report that a report would be brought to the Committee with details regarding the implications of the Long-Term Plan capital programme for growth in the city.

6. Currently there is minimal capital investment planned in the Long-Term Plan to directly enable growth and development in existing growth areas. What little is planned is targeted at existing plan-enabled greenfield growth cells and specific projects within them, for example in Ruakura (Eastern Transport Corridor) and Rotokauri (Greenway). The Central City is the only example of where investment is planned to enable growth in a brownfield (in-fill) context with regards to the 3-waters infrastructure investment alongside the IAF from the Crown. Capital investments to upgrade Pukete Wastewater Treatment Plant and the new Southern Wastewater Treatment Plant will support overall future growth but not enable growth themselves.

7. In this context, it is important to consider the coalition Government policy direction regarding growth of New Zealand's major centres (outlined in more detail below). The Government has clearly outlined its express intent to "smash urban limits holding our cities back". New or amended laws are being introduced to give effect to this.

8. First has been by way of the Fast-track Approvals Bill, which intends to fast track development projects of regional or national scale. Staff are aware of several applications in and on the edge of Hamilton City – discussed below.

9. Second, Government has committed to introducing a Resource Management Amendment Bill in the second half of 2024 (first phase) to require councils to zone enough land supply for 30 years of demand. Minister Bishop has stated that the Government will "fix infrastructure funding and financing [second phase] and introduce incentives to encourage cities and regions to go for growth" [third phase].

10. Bearing in mind there is no funding to support new greenfield growth areas and there is limited funding to support those existing greenfield growth cells, it will require Council to re-consider its approach to growth planning, investment and servicing. It will also require Council to work with developers and the Government regarding alternate forms of funding, financing and infrastructure delivery.

Fast-track Approvals Bill applications

11. Council made a submission on the draft the Fast-track Approvals Bill, which is anticipated to pass into law later this year. Preceding Fast-track, Council had initiated an Emerging Areas process to address an identified shortage of business/industrial land and affordable housing in Hamilton. With the arrival of Fast-track, staff re-prioritised the Emerging Areas project resources to focus on investigating and collaborating with Fast-track applicants in and around the city to understand and work through better and more sustainable land use and infrastructure servicing outcomes.

12. We know there are approximately 7 fast-track applicants in and around the city, two of whom are seeking Schedule 2A recognition, with the balance seeking Schedule 2B recognition. Scheduled 2A projects, under the Bill, bypass ministerial referral and go straight to Expert Panels for setting conditions of consent, thus giving the Schedule 2A projects greater status and priority under the proposed legislation.

13. Tainui Group Holdings (TGH) is seeking to develop Ruakura East and this land area is recognised in the Regional Policy Statement and Future Proof Growth Strategy as a future growth area. Council has also entered into a Memorandum of Understanding with TGH over the Ruakura growth area that includes commitments to discuss the planned development of Ruakura east.

14. Initial meetings occurred with Fast-track applicants in mid-April 2024, followed by a second round of meetings which will be completed by the end of August. The purpose of these meetings is to start to understand the potential benefit/cost ramifications and impacts (positive and negative) of Fast-track proposals, should they be approved, on the city.

15. In particular, Council is developing a greenfield cost model to understand cost implications of Fast-track decisions, ie the future costs of servicing new greenfield growth areas and if our current financial levers are set appropriately to recuperate upfront and on-going servicing costs of these new areas, in response to the following 2024-34 Long-Term Plan deliberations resolution:

> requests that staff report to the Strategic Growth and District Plan Committee with a review of Council's approach to emerging areas, including analysis of:
>
> i. the whole-of-life costs of new growth areas and how these costs can be met through new or existing financial levers;
> ii. the long-run economic efficiencies of Council not actively managing urban growth in these areas and instead allowing these areas to be urbanised under the control of neighbouring Council's; and
> iii. the spatial planning and 'place making' implications benefits and disbenefits of actively managing growth in emerging areas compared to being inactive.

16. The Fast-track legislation is due to be passed in October/November 2024, at which time we will know the successful 2A and 2B applicants. A report will be presented to the 7 November 2024 meeting outlining options or addressing some of the challenges that fast-track developments might cause, such as water supply and wastewater capacity, along with recommendations as to how Council can respond to successful Fast-track applications beyond this point, including potential boundary changes and commercial agreements.

17. Staff will prioritise their resources to focus on the Schedule 2A applicants and Tainui Group Holdings proposal to develop Ruakura East.

Future Development Strategy and Future Proof update

18. At its 25 June 2024 meeting, the Committee recommended adopting the Future Development Strategy, with subsequent adoption at the 4 July 2024 Council meeting.

19. Preparation of the next Future Development Strategy (FDS) will begin shortly, pending further confirmation of Government direction, including around the need to provide for 30 years zoned supply of urban land. Other feedback from Future Proof partners for the refinement of the next strategy included the need for a crisper and more concise document incorporating sharper vision, focused more tightly on the management of urban form, clearer outcomes and clearer line of sight between outcomes and funding commitments.

20. Staff will be working to ensure such changes are made that result in more robust guidance for decision-making and more efficient use of staff and financial resources.

21. Another learning is around the timeliness of the provision of the Housing and Business Assessments (HBAs) that support the preparation of the next FDS. The production of both assessments was significantly delayed due to delays with external suppliers which impacted the timing of the FDS. Future Proof Partners are exploring a mixture of doing some of this work in-house, for example utilising to a greater extent the capability of HCC's Commercial and Analytics Unit and working with different consultants. Again, additional new direction from Government regarding the necessity and scope of HBAs is also expected shortly as part of the Going for Housing Growth policy.

22. Work is also underway on two new spatial studies, for the North Waipa to South Hamilton Corridor, and the Hamilton to Tauranga corridor. The purpose of these two studies is to provide clearer guidance to the management of urban development, under the umbrella of the Future Proof strategy. This links closely to work Council has already commenced.

23. The development of the spatial studies will emulate the Emerging Areas work carried out earlier this year. Current work is at the preliminary stage and involves the articulation of problem statements and scope, noting that detailed structure planning and fine-grained land use and infrastructure planning is out of scope and would be delegated to the relevant lead partner to carry out.

24. Updates will be provided back to this Committee as work on the spatial studies progresses.

FDS Work programme

25. The proposed FDS Work programme, summarised in **Attachment 1**, includes work on the next FDS, HBA to support the FDS, and spatial studies. Also included is the retirement industry study, which is in response to submissions received on the FDS seeking the establishment of retirement homes in rural locations. These submissions were declined but it was determined in preparation for the next FDS that a cohesive and robust position should be established by Future Proof.

26. Other supporting work includes the Water Strategy Review in response to changing Government direction on water management, and mobilising better for engagement with the utility sector, in response to submissions and presentations on the FDS.

Opportunities

27. Developing the next FDS presents several opportunities for incorporating matters of particular interest to Council, summarised as:

    i. A crisper more pointed document, focused more on urban form and less distracted by less relevant issues. Essentially just managing urban form but managing it well.

    ii. Clearer line of sight and linkages between urban form decisions and funding commitments.

    iii. Greater regional collaboration and commitment to Future Proof and FDS urban form.

    iv. Incorporation and integration of Emerging Areas and Fast-track decisions.

    v. More agile adjustment to new Government direction such as Going for Housing Growth and the requirement to supply 30 years of live zoned greenfield land. This may require partners to act in a more regional and integrated way to meet what we expect are incoming and imposed targets for housing provision.

    vi. If the FDS can be used as a tool for successfully aligning funding, infrastructure and urban form, it can also be used as a platform on which to build City and Regional Deals.

STRATEGIC INFRASTRUCTURE

Recently completed transport projects

28. Since February 2024, three projects related to the implementation of the Hamilton Waikato Metro Spatial Plan (HWMSP) Transport Programme Business Case (PBC) have been completed, with one other being finalised at time of writing:

    i. Bus Rapid Transit – Proof of Concept;

    ii. Bus Rapid Transit Funding & Financing Paper;

    iii. Freight & Logistics Strategy;

    iv. PT Pathways – due for completion in November 2024.

29. One of the key recommendations of the PBC was that a Bus Rapid Transit (BRT) system continue to be investigated and tested. With a view to longer-term implementation, the study provided technical recommendations on form and functional concepts as an input into any future planning and design.

30. The study included the development of a future bus operational concept (new bus route patterns) to support a future network with BRT at its core, included guidance on new vehicle specifications, branding and concept design options for the corridors originally discussed in the metro spatial plan and Future Proof Strategy. The findings of this work are being used by all Future Proof partners as they develop transitional bus networks to support this longer-term BRT aspiration.

31. KPMG recently completed a study for the Future Proof Transport Working Group that examined funding and financing options to support delivery of a Bus Rapid Transit system for Hamilton and the metro area consistent with the recommendations of the Hamilton-Waikato Metro Spatial Plan Transport Programme Business Case 2022. This included examining potential land value uplift that could be created to offset infrastructure and operational costs. This involved comparison with similar bus network proposals in Auckland and globally and included an analysis of potential gains based around specific Hamilton corridors identify for future rapid transit.

32. The Freight & Logistics Strategy is due for completion in mid-August 2024. This study involved both significant engagement with the industry partners and an update on current and future demands related to freight use. It has given both HCC and our Future Proof partners some key recommendations to consider over the short to long term and adds to our strategic transport

evidence base, helping us to further our understanding of key corridors for freight movements in light of recent significant land use changes and on-going enhancements to freight and logistics operations.

33. The PT Pathways project is designed to align growth and bus route enhancements with PT infrastructure requirements. These infrastructure requirements and bus route changes are being matched to the next 4 Long-Term Plan cycles to inform future decision making with an aligned approach across all Future Proof partners.

Pukete and Southern Wastewater Treatment Plants

34. At the 25 June 2024 Strategic Growth and District Plan Committee meeting, Members asked staff to organise an information session on the Pukete Wastewater Treatment Plant project.

35. The Pukete and Southern Wastewater Treatment Plants have both been reported to the 8 August 2024 Infrastructure and Transport Committee (see Item 7). A full briefing on the Pukete WWTP Upgrade Programme approved through the 2024-34 Long-Term Plan is being planned for September 2024. It will include how the Pukete WWTP project fits in with the Southern WWTP.

36. The Pukete WWTP will also be one of the significant capital projects included as part of the capital expenditure review – as per the 4 June 2024 Long-Term Plan Deliberations resolution below – and will be reported to the Long-Term Plan Amendment Steering Group.

Next steps
Resolved: (Mayor Southgate/Deputy Mayor O'Leary)
That the Council:

a) requests the following work relating to capital expenditure, concern over which was a clear theme of submissions, to feed into the 2025/26 Annual Plan and/or Long-Term Plan Amendment;

   i. develop scope statements for our significant capital projects and undertake further independent scope and cost reviews on significant projects; and

   ii. a review of capital spending, looking specifically at the underlying drivers of the cost of capital projects and options to address these;

FUNDING / FINANCING

City/Regional Deals

37. The Future Proof Chief Executive Advisory Group (CEAG) has established a sub-group to further investigate City/Regional Deals and has identified a technical team to progress this thinking. Hamilton City Council staff have been continuing to lead this work alongside representatives from Waipā and Waikato District Councils.

38. The Government has signalled its interest in working with regions who have aligned their thinking on deals, and the group will be progressing with this in mind.

39. The technical team has developed a draft framework, based on international best practice, outlining the factors that will make any Regional/City Deal successful.

40. Any deal needs to be wider than just a list of infrastructure projects that require funding. A deal needs to:

   i. encompass the principles of quality decision-making,
   ii. be supported by effective governance and relationships,
   iii. have a suite of funding and financing tools available to ensure it can be delivered, and
   iv. have fit-for-purpose policy and legislation.

41. The team has developed a prioritisation tool to test spatial areas and projects against the outcomes sought from Regional/City Deals and other government policy – specifically 'Going for Housing Growth', Infrastructure for the Future' and 'Growing the Economy'.

42. This multi-criteria tool is a way to evaluate potential spatial areas and projects on their ability to deliver outcomes, rather than creating a list of wants from each partner council. It has been socialised with the wider Future Proof partnership to gain buy-in to the prioritisation process.

43. The intent is that the Future Proof sub-region will have priorities agreed for inclusion in a deal with Central Government by the time that further national guidance and process is developed. Central Government has included taking this guidance through Cabinet as part of its Q3 Action Plan.

44. It is important to note that Regional/City Deals are unlikely to provide additional funding; rather, they will be agreements of long-term shared commitment to deliver on certain projects or development areas by multiple parties, utilising new funding and financing tools and enabling policy settings.

45. The Future Proof partners have agreed that by aligning thinking across the sub-region, councils will be in a better place to influence Central Government and the Regional/City Deals process.

46. As the Future Proof sub-group progresses its thinking, staff will continue to keep Council informed of any progress.

HOUSING

Waikato Housing Initiative 2023 Housing Stocktake Update

47. The Waikato Housing Initiative is a multi-sector group working towards a vision of every person in the Waikato region being well-housed and living in sustainable, flourishing, and connected communities. Hamilton City Council is a partner to the Initiative. The Initiative first produced a housing stocktake in 2018. In July of this year the Initiative released an updated stocktake report, which shows what has changed in the seven years since the first stocktake was published.

48. The stocktake shows that despite significant challenges from COVID-19 and extreme weather events, a record number of homes – approximately 20,000 – have been constructed in the Waikato since 2018. This is 1,000 more than the 2018 stocktake projected would be needed (~19,000 by 2023). Despite this success, greater-than-projected demand means that there is a shortfall of ~8000 homes throughout the region. House prices have also increased by ~45% in five years which highlights affordability challenges in the region.

49. The stocktake provides specific data for housing in Hamilton. Since 2018, 7,924 homes have been built within the city. However, the housing shortfall for the city was estimated to be 3,240 in 2023. This is projected to increase to 25,892 by 2043.

50. The stocktake is supported by an Affordability Scorecard. The scorecard assesses a development's contribution to housing affordability in the region. The scorecard classifies a home as affordable if it is equal or less than three times the median household income. Projects are also evaluated across three categories as follows:

    i. Homes for people – what housing outcomes will the project deliver?
        a. Location relative to need
        b. Location relative to infrastructure
        c. Size and scale
        d. Affordability – scale
        e. Affordability – price
        f. Quality of build
        g. Building sustainable and mixed communities

ii. Readiness – how ready is the project to advance, and how quickly can the project advance?
    a. Timing
    b. Land ownership
    c. Zoning
    d. Consents
    e. Community engagement
    f. Site-specific complexities
    g. Feasibility study

iii. Funding – how will this project be funded?
    a. Funding
    b. Amount of funding
    c. Attractiveness to funder.

51. The Waikato Housing Initiative recognises that there are many different measures of affordability. Figure 1 below illustrates the definition of affordable as being three times the median income as the 'south pole' of affordability. It then steps through various other definitions used in New Zealand and abroad with 90% of the local median house price being the 'north pole' definition of affordability. Based on this spectrum, the band of affordability for purchasing a home in Hamilton is between $367,455 and $729,293, based on 2023 averages.

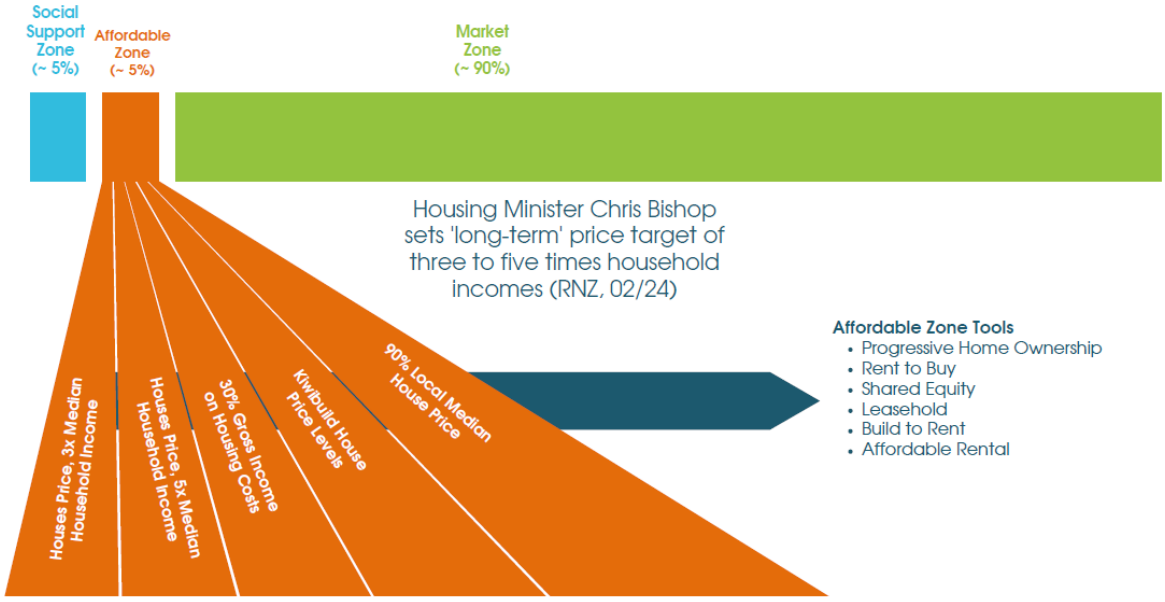


Figure 1

Infometrics Housing Affordability report

52. The Infometrics Housing Affordability Report is a two-stage piece of work into housing affordability in the Future Proof area. The work was commissioned by Waipā District Council on behalf of Future Proof Partners, including Hamilton City Council, to better understand how to measure housing affordability and to create an agreed framework for evaluating affordability.

53. The Stage 1 report established 'affordability indicators' being ways of measuring a household's ability to pay for their housing costs. These indicators included house price to income ratio, mortgage repayment to income ratio, time to save a deposit, and rent to income ratio.

54. Stage 1 then provided an overview of how these indicators compared between Future Proof and key housing trends across the region. In summary:

    i. housing costs have risen faster than incomes, based on the 10-year average;
    ii. household incomes are lower than the national average;
    iii. house value growth mirrors household growth of the New Zealand average;
    iv. housing is more affordable compared to the national average (6.5 house price to income ratio, compared to 7.0 nationally);
    v. the average house value is $781,894, compared to $797,950 in Hamilton (at September 2023), and;
    vi. mean weekly rent is lower than the national average ($497 compared to $542 nationally), Hamilton has the lowest mean weekly rent in the Future Proof area at $468.

55. Despite being more affordable than the national average, housing affordability remains a challenge in Hamilton and the wider Future Proof area. The Figure 2 below illustrates the high proportion on household income spent by first home buyers, by territorial authority.

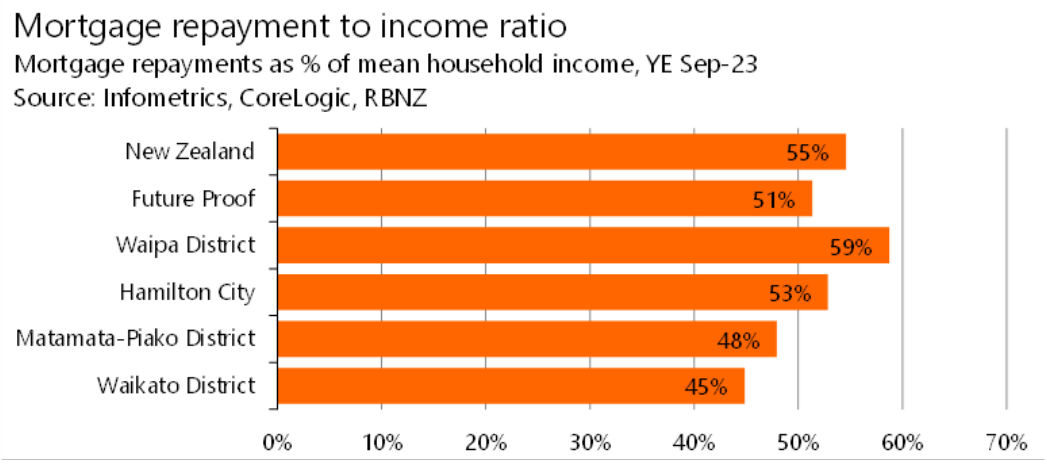


Figure 2

56. The Stage 2 report went on to detail affordability indicators within Hamilton City, and profile households who reside there. For example, the report shows that average household income is much lower among households who rent than the average income of all households. In Hamilton, renting households earned an average of $94,621, 22% less than all households which earned an average of $122,485. This leads to worse affordability indicators for renters, such as increased time to save for a deposit. The average time to save for a deposit on the average renter income in Hamilton is 11.4 years.

57. The Stage 2 report also shows differences within Hamilton. The city is split into eight groups of neighbourhoods based on geography and neighbourhood characteristics:

    i. Chartwell-Claudelands
    ii. Hamilton Central-Hospital
    iii. Hillcrest-Hamilton East
    iv. Nawton-Beerescourt
    v. Rototuna-Te Rapa North
    vi. Southern Suburbs
    vii. Whitiora-Frankton
    viii. Greenfield areas.

58. The report is useful in showing comparative affordability between these areas. Figures 3 and 4 below highlight the differences in average house values and rents in the eight areas as they compare to the Future Proof and Hamilton averages. Whitiora-Frankton[1] and the Southern Suburbs[2] are among the most affordable areas when it comes to rent costs and have the lowest house values. The Greenfield areas[3] and Rototuna-Te Rapa North[4] are among the more expensive parts of the city.

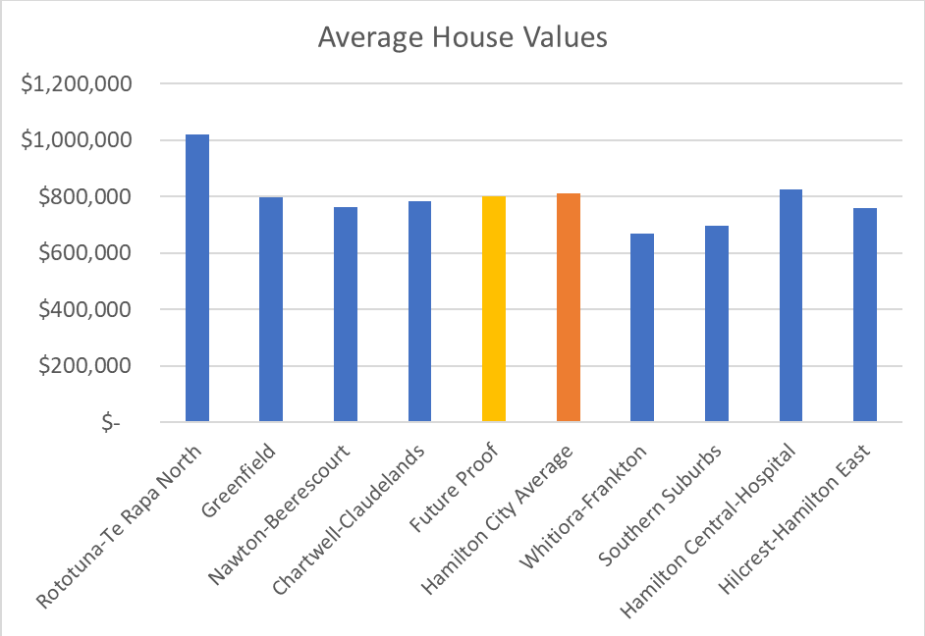


Figure 3

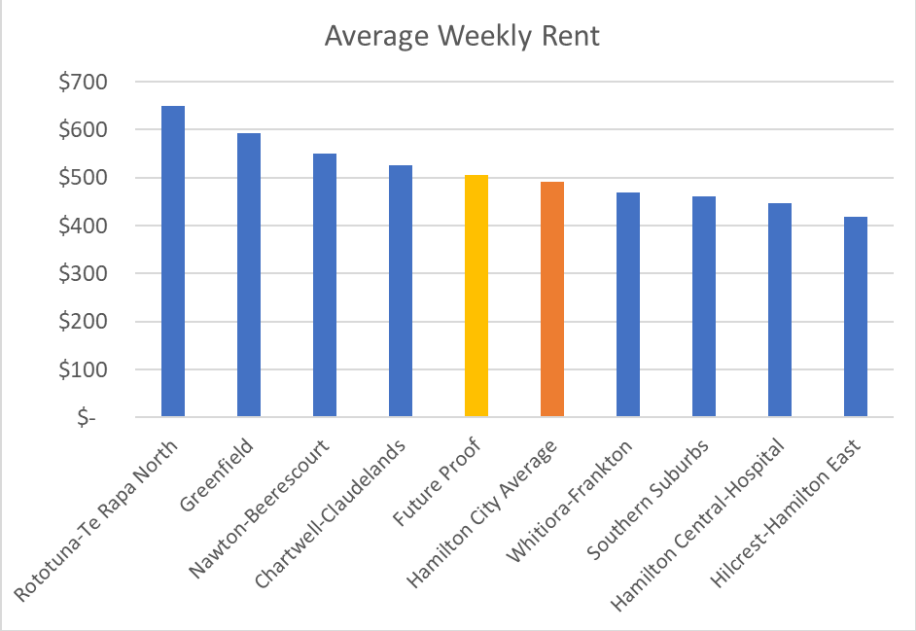


Figure 4

[1] Includes Whitiora, Dinsdale, Maeroa and Frankton
[2] Includes Glenview, Melville, Bader and Fitzroy
[3] Includes Baverstock, Peacocke, Ruakura and Temple View
[4] Includes Burbush, Chedworth, Flagstaff, Harrowfield, Huntington, Northgate, Queenwood, Rototuna North, Rototuna and Te Rapa Park

Consultation on Making it Easier to Build Granny Flats – Staff Submission

59. The Ministry of Business, Innovation and Employment (MBIE) is currently seeking feedback on options to make it easier to build small, self-contained, and detached houses up to 60m^2 in size (commonly known as 'granny flats') on a property with an existing home on it without needing a building or resource consent, as long as they meet certain criteria. The criteria that granny flats must meet under the proposed exemption are to form the checks and balances required to ensure they meet building performance and quality requirements, and appropriately manage environmental effects. See: Making it easier to build granny flats (2024) | Ministry of Business, Innovation & Employment (mbie.govt.nz)

60. The consultation focused on two key pieces of legislation that set out the rules for residential building –

    i. the Building Act (2004) and
    ii. the Resource Management Act 1991 (RMA).

61. Under the resource management system, MBIE is proposing a 'National Environmental Standard' that allows a 'Minor Residential Unit' (MRU) to be built without the need for a resource consent. The focus of the proposed policy is to enable small, detached, self-contained, single-storey houses for residential use. A set of permitted activity standards are proposed to cover aspects such as the size, coverage, setbacks, etc.

Staff Submission

62. MBIE's proposals were analysed by a number of units across Council, including Building Control; Urban and Spatial Planning; Planning Guidance; Commercial and Analytics; Three Waters; Development; and Finance. Staff then developed a submission responding to the questions posed by MBIE. Other feedback/key messaging from Council staff has also been provided throughout the submission.

63. The staff submission acknowledges and supports the Government's focus on enabling the provision of more affordable housing in New Zealand, with granny flats being but one part of the solution. However, it also notes that as New Zealand's fastest-growing city, there are numerous competing priorities and trade-offs that must be taken into consideration when planning for and ensuring Hamilton's optimal current and future residential development. The main example of such competing priorities and trade-offs primarily revolves around balancing an increase in housing density (including through an increase in granny flats) with the subsequent impact on key city infrastructure – particularly three waters infrastructure. This situation/issue will also be applicable to many other city and district councils throughout the country. The staff feedback throughout the submission is therefore underpinned by this fundamental issue of competing priorities and trade-offs.

64. Currently, a granny flat, which is comparable (by definition) to Council's 'Ancillary Residential Unit' (ARU), is a permitted activity (subject to standards) within the General Residential, Residential Intensification Zone, and Large Lot Residential Zones in Hamilton City.

65. Key points outlined in the staff submission include:

    i. Supportive in part, of enabling granny flats, noting that:

        a. Standards are proposed to ensure a quality urban environment is achieved. This submission provides a response to MBIE's discussion document Standards, Proposal and Options table. There is some misalignment between what standards are proposed and Hamilton City Council provisions which shows the need for tailored provisions within respective district plans.

b. **Staff support Appendix 2 - Option 2**, which opts for a National Policy Statement (NPS) to ensure councils take a coherent planning approach that can address local issues and provide national direction at the same time.

c. **Staff do not support Appendix 2 - Option 4**, which opts for a National Environmental Standard (NES) that has the potential to take immediate effect from a prescribed commencement date. While Hamilton City Council already provides for MRUs, the District Plan exhibits other rules/standards that must be complied with, including density-related triggers for infrastructure matters. Depending on its drafting, a nationalised regulatory approach could undermine the necessary protections already present in the District Plan.

d. Staff propose that the maximum unit size of a MRU (60m^2) is included within the definition of a MRU to ensure a clear understanding that a MRU over 60m^2 falls within the definition of a Residential Unit and therefore needs to comply with the relevant standards and not those set out for a MRU.

ii. As a high-growth city, three waters network constraints in Hamilton are an issue that need to be resolved. However, there is an oversimplification of the ease with which three waters network issues can be managed. Councils would have to fund and program infrastructure renewals, upgrades, and capital works on multiple fronts to accommodate unplanned growth. The proposal, as it currently stands, does not acknowledge the full impacts of the relaxing of land use controls and exposes councils to risks of prosecution from regional councils for unmanaged networks.

iii. From a building consent perspective, the evidence of the likely benefits of the proposal is lacking. It is not clear that these proposals will have any impact on cost and timeframes to build. This is because of the extra work that designers and contractors will need to do, i.e., to undertake due diligence for on-site conditions, with the design and the on-site construction of the building, where there are no Council inputs. Examples such as checking flooding maps, existing services, and infrastructure on-site, as well as full designs (often using the Building Control Authority – BCA, as a default plan checker) could, in reality, lead to increases in consultation and higher build costs.

iv. A Project information Memorandum (PIM) should be mandatory for granny flat developments so that development contributions, financial contributions and rates can be collected based on the increased demand they create.

66. MBIE agreed to receive the draft staff submission on 12 August 2024, with the final version being lodged on 16 August 2024. The draft staff submission was also circulated to Elected Members and Maangai Maaori for feedback.

Going for Housing Growth programme – wider implications for Council

67. Going for Housing Growth is structured around three parts that seek to implement changes to legislation to address the underlying causes of the housing supply shortage:

i. freeing up land for urban development, including removing unnecessary planning barriers;

ii. improving infrastructure funding and financing to support urban growth;

iii. providing incentives for communities and councils to support growth.

68. Together, these changes aim to improve housing affordability by significantly increasing the supply of developable land for housing, both inside and at the edge of our urban areas.

Part 1: Freeing up land for urban development

69. In July 2024 the Government announced decisions requiring councils to free up land for housing. These changes will be implemented through amendments to the Resource Management Act and the National Policy Statement on Urban Development (NPS-UD), with the requirements expected to be in place by mid-2025. Formal consultation on the detailed design of changes will occur in early 2025.

70. We are awaiting further details from Central Government on Parts 2 and 3.

Housing Growth Targets

71. Currently, the NPS-UD requires councils to plan for 30 years of housing demand. The amendments will require Hamilton to enable 30 years of feasible housing capacity in the District Plan, rather than a minimum of 3 years. This means:

    i. in the short term (0-3 years), there is adequate existing infrastructure to support land development for housing;

    ii. in the medium term (3-10 years) the existing infrastructure or infrastructure to support land development for housing is identified in a long-term plan; and

    iii. in the long term (10-30 years) infrastructure is either available, identified in the Long-Term Plan or infrastructure to support land development for housing is identified in a council's infrastructure strategy.

72. New prescriptive rules and guidance will be set for how councils calculate how much housing capacity they need (requiring councils to use Statistics New Zealand 'high' demand projections).

73. With these changes, Central Government is investigating a wider range of funding sources that can be used to meet medium-term infrastructure requirements including a levy under the Infrastructure Funding and Financing Act 2020, a development agreement, or through central government funding streams. Further details on these are expected through Part 2 and 3 of the Going for Housing Growth programme.

Enabling greenfield growth

74. Currently, Hamilton is required to prepare a Future Development Strategy (FDS), which spatially identifies locations where growth can occur in the future, the infrastructure required to service that growth, and any constraints on development, over a 30-year time period.

75. Council is also required to be responsive to private plan change proposals that would provide significant development capacity that would contribute to a well-functioning urban environment.

76. Central Government is now exploring options to improve FDSs (such as requiring councils to plan for growth over a 50-year, rather than 30-year time-period), along with looking at strengthening the responsiveness policy in the NPS-UD, to better support developers to progress private plan changes.

77. Councils won't be able to impose a rural-urban boundary line (or equivalent) in a district plan (they can still have rurally zoned land). This has little impact on Hamilton as all land within the territorial boundary of Hamilton is predominantly urban zoned or future urban zoned (Te Rapa North, Temple View and a relatively small part Rotokauri). Hamilton City Council may need to consider boundary adjustments to enable council to plan for 50 years of growth.

Intensification in the right places

78. As Hamilton is a Tier 1 council, it will be required to enable appropriate levels of density across its urban area, having regard to demand and access to different services.

79. As part of this, Hamilton will be required to deliver housing intensification not only within the walkable catchments of centres but also along 'strategic transport corridors' (e.g. key bus routes). Hamilton city – through Plan Change 12 – follows this approach of intensifying around key centres and along key bus routes. Central Government seeks to provide further direction on these matters by simplifying the definition of 'rapid transit' and by setting minimum catchment sizes rather than leaving this to council discretion.

80. Tier 1 councils must directly offset any housing capacity lost due to the use of 'unlisted qualifying matter' (such as defining an area as having special character) by a direct and corresponding increase in housing capacity elsewhere.

Mixed-use development

81. Currently Central Government does not have specific requirements for mixed-use development. However, Central Government is now proposing that a baseline level of small-scale mixed-use (such as dairies and cafes) across some of Hamilton's residential areas be permitted. Hamilton City Council allows a level of mixed use to occur within the General Residential Zone, specifically the ability to establish dairies provided they meet certain development standards. Hamilton will need to make changes to its District Plan to enable additional small-scale mixed-use to occur within all the residential zones.

82. Hamilton as a Tier 1 city will also be required to enable a specified set of small-to-mid-scale activities (such as restaurants, retail, metro-style supermarkets, and offices) in the residential areas zoned Medium and High Density.

83. Following the release of final requirements, additional work will need to be undertaken to identify locations for small-to-mid-scale activities within the proposed Medium Density and High-Density Residential Zones. In undertaking this work, it is crucial to consider the impact of these changes have on the current centres to not undermine their viability. Simultaneously, it is important to ensure that the commercial component of the mixed-use zone does not undermine the residential uses within the zone. To enable these changes a plan change will need to be undertaken.

Minimum floor area and balcony requirements

84. Hamilton City Council's proposed Plan Change 12 aims to manage minimum floor areas for residential units to ensure appropriate levels of internal space and amenity for occupiers. Neither the Operative District Plan nor Plan Change 12 requires upper floor apartments to have balconies.

85. Central Government's directions will remove the ability for Hamilton to regulate minimum floor area and balcony requirements.

86. If the proposed minimum floor area is retained under Plan Change 12, this will need to be removed once these changes to legislation become law.

Making the Medium Density Residential Standards optional

87. Central Government is proposing to make the implementation of Medium Density Residential Standards (MDRS) optional, provided Councils can demonstrate they achieve the Housing Growth Targets.

88. The new proposal will mean these councils will be required to take a ratification vote on the MDRS and subsequently notify the Minister of Housing and the Minister for the Environment of their decision in writing. Ministers have yet to make decisions on whether there will be a timeframe within which councils must take their ratification vote.

89. If councils vote to remove or alter the MDRS:

    i. Councils will be required to start working on a plan change to remove or alter the MDRS;
    ii. this plan change removing or altering the MDRS will need to also implement changes to the NPS-UD, and mixed-use provisions;
    iii. Councils will need to follow a version of the existing Streamlined Planning Process set out in the Resource Management Act 1991 (RMA) to remove or alter the MDRS.

Fairfield/Enderley

90. During the 4-6 June 2024 Long-Term Plan deliberations, the following resolution was made:

> **Fairfield/Enderley**
> **Resolved:** (Cr Thomson/Cr Casey-Cox)
> That the Council requests staff report to the Strategic Growth & District Plan Committee:
> a) consider determining Fairfield/Enderley as the second priority area for intensification behind central city/Stage One area; and
> b) scope the time, cost and resourcing of the associated work programmes to undertake the next phase of urban regeneration planning and investment required to enable development in this locality.

91. A full report addressing this resolution will be included in the 7 November 2024 Strategic Growth and District Plan Committee agenda. In the interim, staff are working closely with Kāinga Ora to firstly understand their development intentions and to undertake infrastructure modelling to determine what interventions are required and when.

OTHER

Requests for small-scale community development contributions remissions

92. Recently, some Elected Members have been approached by members of the community seeking exceptions to the Development Contributions (DC) Policy in the form of remissions or a waiver of DC charges for developments with a community-related function. Examples include a storage extension to the Hamilton Roller Skating Club, a shade canopy over an existing bowling green at Hamilton Workingmen's Club, and an industrial bike shed/storage at Melville Park.

93. Elected Members requested staff review the DC assessments, and in each instance the DC charge was consistent with the DC Policy. Following that, staff have been asked whether they can consider waiving/remitting DCs for small developments undertaken by community organisations as exceptions to the DC Policy. By design, staff do not have discretion to remit DC charges based on considerations that are outside the scope of the adopted policy provisions.

94. Staff recommend that Elected Members do not make changes to its DC policy to account for these types of development, given that the DC Policy has a three-yearly cycle and was adopted unanimously only a matter of weeks ago (5 July 2024). That Policy review process included full public consultation; community remissions were considered (and not adopted) in that process.

95. As part of the Policy review, at the 31 May 2023 workshop and the DC working group meetings (8 August 2023 and 22 September 2023), Elected Members considered options for a community-based DC remission, or as an alternative a community grant fund that would pay all or part of a qualifying DC. At the full Council 28 November Council 2023 meeting, Elected Members chose not to proceed with these options, citing budget constraints regarding a grant option and challenges containing the financial scope as key reasons.

96. If Elected Members still wish to provide financial relief for DCs for small developments undertaken by community organisations, a grant scheme could be established that would:

    i. maintain the integrity of the DC Policy;

    ii. allow elected member discretion as to what to support (or not);

    iii. have less financial exposure for Council as an amount that can be determined in advance and budgeted for;

    iv. be a fair and transparent process, as opposed to Council making ad hoc decisions for individual exemptions from DCs;

    v. not set a policy precedent for other developments or create pressure to expand the remission further.

97. There is no budget for a grant scheme in the current Long-Term Plan. If Elected Members wish to proceed with this option, then a budget would need to be agreed and the corresponding impact on financials noted.

98. Should Elected Members wish to pursue a grant option for small developments undertaken by community organisations, staff can work with the Community Grants team to create a grant purpose, outline, eligibility criteria and recommended grant fund size for consideration at the next appropriate meeting of this committee.

Financial Considerations – *Whaiwhakaaro Puutea*

99. Going for Housing Growth policy changes will require additional funding to undertake the development of a new plan change to meet requirements of Central Government. These policy changes will impact on Urban and Spatial Planning's and Commercial and Analytics' work programmes, resulting in delaying other projects identified for the 25/26 financial year and/or necessitating additional unbudgeted resource.

100. Involvement with Future Proof and the Future Development Strategy and associated work will incur cost. However, staff are keen to make efficiencies in the process and trim down the final document through a tighter focus on a narrower range of outcomes, which should deliver some savings.

101. The Fast-track legislation has potential financial implications for Council. Depending on what final obligations this legislation places on Council, these implications could include the cost of boundary adjustments, capital expenditure to upgrade infrastructure, future operational expenditure to maintain that new infrastructure, staff costs, environmental and political costs.

102. In response, Council can work with developers and the Government regarding alternate forms of funding. The Minister is already signalling that 'development should pay for growth' and pointing to alternate funding options such as Infrastructure Finance and Funding options being actively promoted by Crown Infrastructure Partners. Council's early and proactive engagement with Fast-track applicants described above is, in part, intended to fully explore these emerging funding opportunities.

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

103. Staff confirm that these matters comply with Council's legal and policy requirements.

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

105. When the Fast-Track legislation is enacted, staff will advise on what additional legal obligations this will place on Council.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

106. 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').

107. 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

108. As more people live and work in the city, we need to make sure the benefits of living in Hamilton Kirikiriroa grow alongside the new homes and businesses. While we don't determine how much growth occurs in Hamilton, we can determine what kind of city Hamilton Kirikiriroa aspires to be. We want to create a liveable city, an attractive lifestyle and improve the wellbeing of current and future residents.

109. 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.

110. A key consideration for growth is ensuring that growth is planned close to places where people can access their daily needs, with genuine travel choices.

Economic

111. 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.

112. As our city grows, so too do opportunities for expanding and attracting tourism and economic growth while continuing to raise the city's reputation and profile as a great place to live and visit.

113. In order to attract more jobs to our city, more industrial land is required. Studies are underway to determine the needs, best locations and actions required.

114. Delivery of key growth areas contributes to economic wellbeing through delivery of major infrastructure and residential and commercial construction activities.

Environmental

115. As we grow, it's important that we balance the need for housing alongside the need to protect and enhance our biodiversity. It's also important that we make the best use of our limited natural resources such as water.

116. 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.

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

118. As the city grows, this means we need to promote investment that protects and restores the Waikato River and delivers on our obligation under Te Ture Whaimana o Te Awa o Waikato and targeting growth areas services by, or planned to be serviced by, high quality three waters infrastructure.

119. Our approach to growth needs to enable our city to reduce carbon emissions while adapting to the changing climate to improve our resilience. This means enabling growth of homes and jobs in areas that can easily access public and/or active transport modes. It also means guiding growth that builds our resilience to climate change impacts, such as avoiding areas where there are flooding and other natural hazards**.**

Cultural

120. Effective partnership with iwi is integral to the success of the growth programmes. We respect the special status of tangata whenua, are committed to the principles of Te Tiriti O Waitangi and further Maaori aspirations through building mana-enhancing partnerships.

121. Our iwi partners, Waikato-Tainui, are engaged under the Joint Management Agreement (JMA), with a shared responsibility to achieve the vision and strategy for the Waikato River.

122. 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.

123. 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*

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

125. Specifically in relation to the Future Development Strategy and the Housing and Business Assessments, there is some risk this will draw on staff time and resources. However as above staff are keen to make efficiencies where possible which should result in acceptable mitigation of this risk.

126. Going for Housing Growth policy changes, including making MDRS options will require additional funding to undertake the development of a new plan change to meet the requirements of Central Government. The development of a new plan change will require the reallocation of staff resources which may require the delay to other work programs. Once further clarity is known staff will come back with further detail on the impacts.

127. Specifically in relation to the Future Development Strategy and the Housing and Business Assessments, there is some risk this will draw on staff time and resources. However as above staff are keen to make efficiencies where possible which should result in acceptable mitigation of this risk.

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

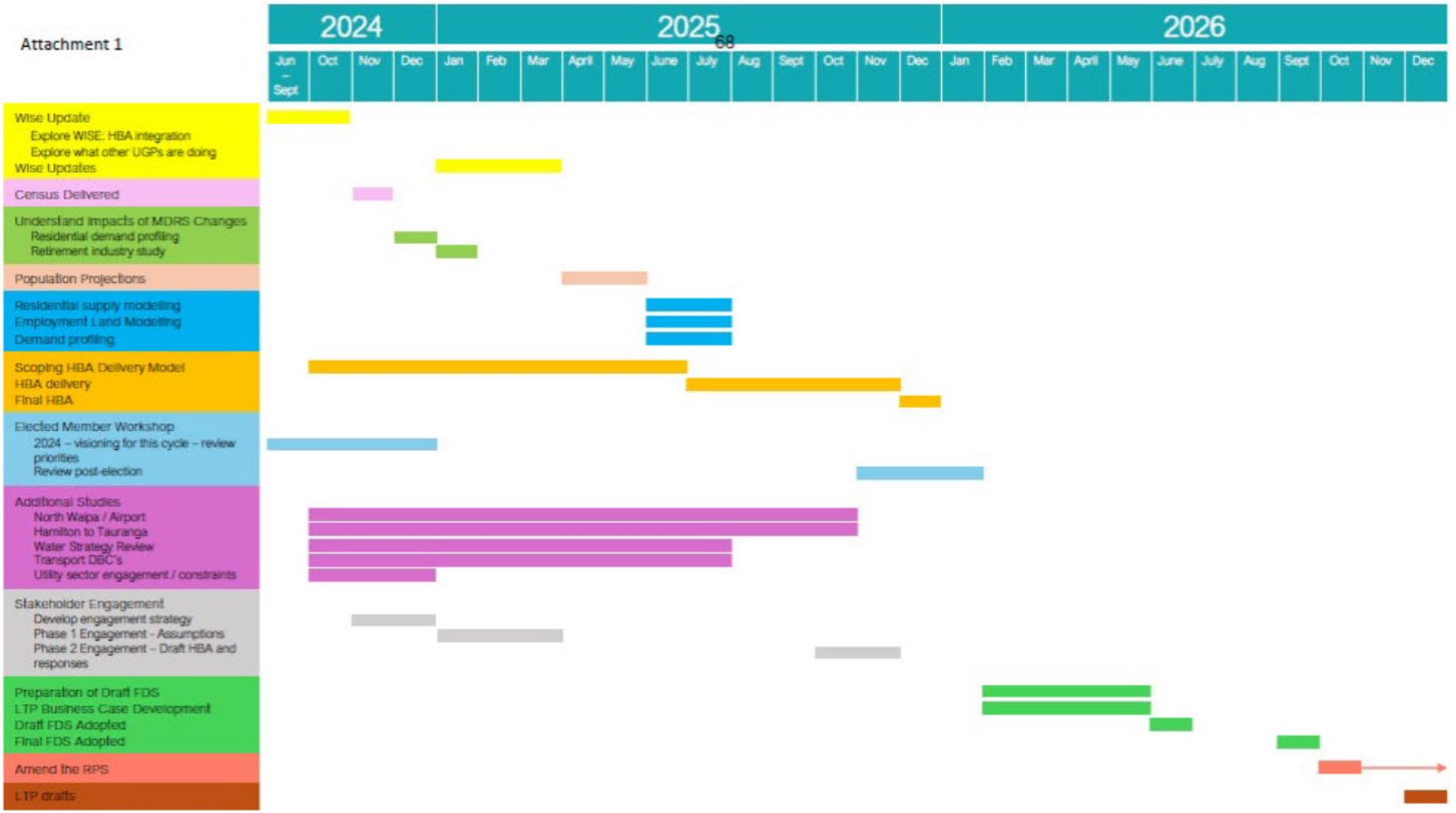
128. Staff have considered the key considerations under the Significance and Engagement Policy and have assessed that the matter(s) in this report has/have a low level of significance.

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

Attachments - *Ngaa taapirihanga*

Attachment 1 - FDS Work Programme

Attachment 1



Item 8

Council Report

Committee: Strategic Growth and District Plan Committee
Date: 27 August 2024

Author: Hannah Windle
Authoriser: Blair Bowcott

Position: Strategic Planning & Advocacy Unit Director
Position: General Manager Strategy, Growth and Planning

Report Name: General Updates

Report Status	*Open*

Purpose - *Take*

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

Staff Recommendation - *Tuutohu-aa-kaimahi*

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

Executive Summary - *Whakaraapopototanga matua*

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

4. Topics are grouped under themes as follows:

Theme	Topic
Collaborative relationships	Regional, National and Central Government round-up
Sustainable Communities	i. Sustainability and climate change ii. Central City Transformation Programme Update iii. Greenfield Growth Programme Update
Data and Analytics	Part two of a three-part series on housing in Hamilton
Other	i. Development Contributions Remissions – Q4 2024 ii. Consents Working Group

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

Discussion - *Matapaki*

COLLABORATIVE RELATIONSHIPS

6. 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
    vii. Engagement with other growth councils.

Latest meetings

9. Three collaborative meetings have occurred since the last Strategic Growth & District Plan meeting on 25 June 2024:

    i. Waipā District Council Governance – 26 June 2024
    ii. Waikato Mayoral Forum – 22 July 2024
    iii. UNISA Mayors, Chairs and CEO meeting – 9 August 2024.

10. Conversations have largely focused on 'Local Waters Done Well' and the potential options available to councils moving forward.

11. Waters work is underway at local, sub-regional and regional scales including through the Mayoral Forum. Timeframes to identify solutions are constrained due to the need to meet the requirement for having a Water Services Delivery Plan in place a year after the enactment of the relevant legislation (due in approximately September 2024).

12. The UNISA meeting on 9 August 2024 was the first in-person meeting held this year, with attendance by newly elected Tauranga Mayor Mahe Drysdale along with the mayors and chairs of all other Upper North Island Councils. An update on central government policy and legislation was provided by the Auckland Policy Office; however, it was noted that many key announcements were being held back to be announced at the LGNZ conference (21-23 August 2024).

13. The Waipa Governance meeting was the final meeting for outgoing Chief Executive Garry Dyet, with new Chief Executive Steph O'Sullivan due to start on 26 August 2024.

Upcoming Meetings

14. There are several upcoming collaborative meetings:

    i. Waikato Regional Council – 11 September 2024
    ii. Waikato District Council – 13 September 2024
    iii. Waipā District Council – 18 October 2024
    iv. National Council – 20 September 2024

v. LGNZ Zone 2 – 14 November 2024

vi. Metro Sector meeting – 22 November 2024.

SUSTAINABLE COMMUNITIES

15. The Sustainable Communities unit includes Growth Programmes, Sustainability and Climate Change. The purpose of the Sustainable Communities Unit is to weave people together to grow sustainable communities.

16. This section focuses on sustainability and climate change matters related to strategic growth and provides an update of key strategic growth areas including the Central City Programme and Greenfield Growth Areas (Rotokauri-northwest, Ruakura, Rototuna and Peacocke).

Sustainability and Climate Change

17. At the 25 June 2024 Strategic Growth and District Plan Committee meeting, staff noted that a report would be brought to this meeting on climate change and growth. Due to a number of resourcing factors staff will now bring the report to the November 2024 Committee meeting. The report will be developed by staff from across Council to provide a comprehensive view of the challenges and opportunities that climate change presents for growth.

Central City Transformation Programme

Central City Streetscape and alignment to Central City Transformation Plan Outcomes

18. At the 25 June 2024 Strategic Growth and District Plan Committee staff had an action to provide Members with information regarding what could be done with available funding to improve the central city streetscape including renewals. Staff are reviewing the approved (and limited) Long-Term Plan renewals funding for the central city to ensure alignment to central city outcomes.

19. There was also funding approved through the Long-Term Plan 2024-34 of approved $150,000 per annum for streetscapes and public amenity improvements to be delivered in consultation with the Hamilton Central Business Association (HCBA). An additional $300,000 will also be invested into upgrading streetscapes and public amenity of the central city across years 1 and 2 of the Long-Term Plan.

20. Staff have had initial discussions with HCBA to understand their priorities for spending of these funds. Following this, a central city walkaround took place on 6 August 2024 with the Chair and Deputy Chair of the Strategic Growth and District Plan Committee, and key staff. Work is now underway to develop a programme that has prioritised the spend to ensure that streetscape related renewals are aligned to central city outcomes. This will include a mixture of removal and/or replacement of tired and unnecessary furniture, street signs, bins and plantings. It will also include identification of some projects that will enhance an area and improve safety outcomes.

21. Staff will bring the prioritised central city programme to an Elected Member workshop in October 2024. The workshop aims to refresh understanding of the different considerations for growth in the central city. It will also include an update on the Central City Transformation Plan and associated Long-Term Plan investment as well as infrastructure and urban realm design considerations and practical implications.

22. The central city walkaround highlighted the importance of our whole-of-Council Growth Programme approach to maintaining and enhancing the central city, as we expect significant residential and commercial development in the coming years.

General programme update

23. The vision for the central city is *Ahuahungia te pokapuu o teetehi taaone e arohaina ai e te taangata* 'to shape a central city where people love to be.'

24. The Central City Transformation Plan (CCTP) identifies a number of key projects to deliver transformational outcomes. The Hamilton Urban Growth Strategy (HUGS) identifies the Central City as a priority strategic growth area to achieve the outcome of growing up and out from the central city.

25. $150.6 million in central government funding was provided to Council from the Infrastructure Acceleration Fund (IAF) in November 2022, to support the delivery of homes in the central city.

26. By 2035, the central city and surrounds will be home for around 4,000 residences for up to 10,800 people as well as a place for commercial, cultural and economic health. Over the coming years, this growth will change how residents, businesses, workers and visitors experience the central city.

27. While Council delivery of Long-Term Plan projects is ongoing, and a number of developments are underway, which includes both Council projects and developer-led projects, the majority of expected development activity in the central city is still some time away.

28. To prepare for this construction activity in the central city, staff are currently developing a Central City Development Response Plan. This will include identifying when and where development activity will occur, to align projects and ensure the central city continues to thrive.

29. Staff will seek Elected Member input through briefings and future updates to this Committee.

30. A number of transport, community and economic development activities have taken place or are underway in the central city and 800m walkable catchment. These are reported through the relevant committees.

31. Key Central City Transformation Programme risks include:

    i. Market conditions may impact on the timing of developers delivering homes and commercial builds in the central city. Staff are closely monitoring the growth activity and continue to regularly engage with key developers alongside seeking solutions to enable growth. Agreements are in place with key developers to support Infrastructure Acceleration Fund (IAF) housing outcomes; and

    ii. Misaligned or lack of investment into the central city may affect the timing, quality, or delivery of the Central City Transformation Plan outcomes. Staff are working to align investment to ensure the right projects are delivered at the right time.

Infrastructure Acceleration Fund (IAF) Variation update

32. Staff have provided the information to Kāinga Ora for the variation. Kāinga Ora are waiting on Ministry of Housing and Urban Development to provide support for the variation prior to the information being sent to the Minister for a decision. Staff have highlighted the urgency and continue to press for an urgent response.

Infrastructure Acceleration Fund (IAF) Infrastructure Programme

33. To help enable the central city housing outcomes, the IAF Infrastructure Programme is funded primarily by a Crown grant managed by Kāinga Ora. In summary, the overall Programme is progressing to plan, and staff meet with mana whenua representatives most months.

34. There has been a change in key IAF programme staff in both Council and Kāinga Ora. This includes the Central City Transformation Manager who leads and reports on the IAF Housing Outcomes, the IAF Programme Manager who delivers the infrastructure projects and the Kāinga Ora Senior Development Advisor (who manages the IAF Agreement and claims) has left Kāinga Ora.

35. The following provides an update on projects with notable progress, all of which are pre-construction.

Reservoir

36. Progress on preliminary design continues after geotechnical and hydraulic assessments were completed.

37. A property in Clarence Street has been procured to locate the pumpstation.

Anglesea Street Investigation and Protection – desktop project

38. Progress continues with digitising above and below ground assets in the Anglesea Corridor to inform a three-dimensional model to enable planning for future services. Strategic three waters assets and Bus Rapid Transit inputs are expected by the end of August 2024 to inform a consent strategy.

Central City Housing Outcomes

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

		Getting sections ready			Construction of homes		
Strategic Growth Area	**From date**	**Subdivision consents In Progress (sections)**	**Sections Granted Subdivision Consent**	**Sections Titled**	**Homes granted building consent but not yet completed**	**Homes granted building consent and under construction**	**Homes completed (granted Code of Compliance)**
Central City & 800m Walkable Catchment*	January 2022	99	141	82	41	86	207
Stage One Area **	January 2022	182	227	122	56	208	339

* 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.

** The wider District Plan Stage 1 area, which includes Central City and 800m walkable catchment.

Notable Central City Residential Developments

40. A land use consent has been received for a cluster of properties on Ulster Street, to redevelop the site into 58 homes. This would include 24 apartments across two three-storey walk-ups, and 33 two-storey townhouses.

41. The same developer has also lodged a land use consent application for an 11-home development on Liverpool Street in the central city.

42. The construction of *Te Hiringa*, a 10-dwelling Tainui Group Holdings development on Mary Street in Frankton, is very near completion. This is a pilot residential scheme intended for end sale to Waikato-Tainui members who are first home buyers. The development consists of eight townhouses and two duplexes, within walking distance to Lake Rotoroa and Frankton Railway Station.

43. Construction is well underway on a 16-home Kāinga Ora development located across Nixon, Cook and Coates Streets, with completion expected in the coming months. By the end of 2024, Kāinga Ora developments should contribute approximately 50 more much-needed public homes for central Hamilton, with 19 homes already completed in the first half of this year.

44. Refer to the attached central city development activity map (**Attachment 1**).

Central City Employment/Commercial Outcomes

45. Commercial developments since January 2022, as at August 2024, include:

Building	Developer / Owner	Completion date (actual or expected)	Gross Floor Area & Levels	# workers
In Progress				
18 London Street *Refurbishment*	Stark Property	Late 2024	4,200m^2 of office space across six storeys	TBC
Pascoes Building, 357 Victoria Street *Refurbishment*	Point Resolution Flats Ltd.	Late 2024	Approx 700m^2 across three storeys	TBC
Waikato Regional Theatre	Momentum Waikato / Fosters	2025	1,300 seat theatre with 2,200m^2 of commercial/retail space	TBC
Pullman Hotel, 42 Ward Street	Mistry Centre	2026	Approx. 20,000m^2 across sixteen storeys	100-120
Completed				
Westpac House, 426 Victoria Street *Refurbishment*	Westpac	July 2024	Approx 9,000m^2 across nine storeys	n/a
Surgeons on Clarence Endoscopy Clinic, 101 Clarence Street	Surgeons on Clarence Ltd	July 2024	Approx. 1,000m^2 across two storeys, with an underground carpark	7
Fonterra Office, Southbloc, 19 Knox Street *Refurbishment*	Stark Property	June 2024	Approx 2,804 m^2 across two floors	Approx 500
166 River Road *Refurbishment*	APG Architects	June 2024	Variations to existing heritage building of approx 360m^2	8
153 – 159 Victoria Street *Refurbishment*	Excel Corp	May 2024	Approx 1,900m^2 across four storeys, with three retail / hospitality tenancies on ground floor	TBC
341 Victoria Street *Refurbishment*		April 2024	Approx 1,100m^2 across three storeys, with five retail / hospitality tenancies on ground floor	TBC
Made of Hamilton East	Stark Property	Opened November 2023	5,000m^2 of retail over two storeys	Approx 200
Union Square – Building E Apex House	Fosters	Opened October 2023	4,000m^2 over five storeys	Approx 400
NZ Blood Service 109 London Street	Stark Property	Opened August 2023	2,000m^2 over three storeys	200

Building	Developer / Owner	Completion date (actual or expected)	Gross Floor Area & Levels	# workers
Basecorp Finance 467 Anglesea Street	BCD Group	Opened August 2023	300m^2 single storey	10
Panama East 469 Grey Street	Stark Property	Opened August 2023	1,500m^2 over three storeys	Approx 50
Union Square – 350 space Car Park	Fosters	Opened April 2023	2,500m^2	-
Amohia Ake – ACC 79 Collingwood Street	Tainui Group Holdings	Opened April 2023	8,500m^2 over four storeys	800
K'aute Pasifika Trust Community Hub	K'aute Pasifika	Opened January 2023	900m^2 fale, as well as staff offices and community space	-
Crest Clean 189 Collingwood Street	Fosters	Opened 2023	1,095m^2 over two storeys	Approx 50

46. As reported to the 13 August 2024 Economic Development Committee, notable commercial development activity in the central city since June 2024 includes:

    i. There are several commercial refurbishments underway throughout the central city and surrounding area. This includes work underway to refurbish the six-storey building at **18 London Street** by Stark Property. This will provide 700m^2 of A-grade office space per floor upon completion in the last quarter of 2024.

    ii. There are also several upcoming commercial developments in the central city that could commence by the end of this year, including Building B at **Union Square**, fronting Alexandra Street.

    iii. Resource consent was recently granted for the refurbishment of Hamilton's tallest building, the Mistry Centre, on Ward Street in the central city, into a hotel. It was recently announced that this will be operated by **Pullman Hotels**. Securing a new of 4- or 5-star hotel in the central city has been an economic priority for Council for some time. The Pullman Hotel would provide for two levels of underground carparking, three levels of office and retail, and 191 hotel rooms across 13 storeys. On its expected completion in 2026, it would create 100-120 new full-time jobs.

    iv. Tainui Group Holdings (TGH) have announced plans for the development of **Project Poka**, a six-storey, 20,000m^2 commercial building, the first stage of TGH and Kiwi Property's joint venture Centre Place north mall redevelopment. This is located on the corner of Ward and Victoria Streets, neighbouring the Pullman Hotel detailed above, and was consented in late 2022.

    v. A Land Use Consent application was recently received for a four-storey new build addition to a medical facility in the central city, which would feature a new operating theatre and 48 beds.

    vi. The overall structure of the **Waikato Regional Theatre** is beginning to form, giving passersby an insight into the size and scale of the facility. Internal frames and partitions have been erected, and services are currently being installed throughout the site. Non-indigenous trees and vegetation have been removed to open up views to the Waikato River and glass installation is underway for the wall overlooking the awa.

    vii. The Theatre development represents a significant opportunity to realise transformational outcomes in the central city. In light of this, Council is currently planning the work to rejuvenate the surrounding areas of the theatre precinct including the adjacent Embassy Park.

    viii. This commercial development activity across various sectors, as well as other developments such as the proposed $120 million Templeton Hotel and residential

development throughout central Hamilton, is a clear sign of confidence in the future of Hamilton and our central city.

47. A map showing locations of planned or actual development activity is in **Attachment 1**.

Greenfield Growth Programme

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

49. For greenfield communities to deliver good community outcomes they must provide increased diversity of housing typologies and local needs, and efficient high-quality transport options to support emissions reduction. Alongside delivery of key strategic infrastructure, it's important Council enables accessible, quality spaces and places for our communities including parks, green space, playgrounds, education, health, and community facilities and vibrant local centres that provide opportunities for employment and services for the community.

Greenfield Housing Outcomes

50. In the year to March 2024, Greenfield growth represented 29% of new homes (71% infill).

51. Greenfield consenting has slowed with the downturn in the residential housing market and the current economic climate in New Zealand. However, staff continue to work with several developers who are ready to move once the market improves and key strategic infrastructure projects are either completed or underway.

52. The 2024/25 Development Contributions Policy was adopted alongside the 2024-34 Long-Term Plan on 4 July 2024 and became operative from 5 July 2024. In response to developer feedback, development contributions have been moderated (phased and capped) to provide more certainty to enable development. There was an influx of resource consents lodged in greenfield areas due to the expected increase in development contributions from 5 July 2024.

53. Residential Development Activity in the greenfield growth areas as at the end of July 2024 includes:

		Getting sections ready			Construction of homes	
Strategic Growth Area	**From date**	**Subdivision consents In Progress (sections)**	**Sections Granted Subdivision Consent**	**Developer Ready land (sections)**	**Homes granted building consent but not yet completed**	**Homes completed (granted Code of Compliance)**
Rototuna	2005	274	3,103	1,905	277	7,530
Rotokauri-northwest	2014	359	359*	275	20	247
Ruakura	2015	0	321	193	75	750
Peacocke	2018	735	1,242	289	69	408

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

54. Refer to attached development activity maps for Rotokauri-Northwest, Ruakura, Peacocke and Rototuna (**Attachments 2, 3, 4 and 5**).

Greenfield Employment Outcomes

55. Commercial developments in the greenfield growth areas since 2022, as at July 2024, include:

Building	Greenfield area	Completion date (actual or expected)	Gross Floor Area and Levels	# workers
In Progress				
United Industries	Rotokauri-northwest	Late 2024	6,885m^2	8
Refrigafreighters Ltd	Ruakura	Late 2024	1,000m^2	TBC
Sime Darby Motors NZ	Ruakura	Late 2025	2,600m^2	TBC
Completed				
Maersk	Ruakura	Stage 1 completed Nov 23	16,000m^2	25
Big Chill	Ruakura	Oct 2023	13,000m^2	25
Kmart Distribution Centre	Ruakura	Sept 2023	40,000m^2	150
Waitomo Service Centre	Ruakura	Dec 2022	16,000m^2	100
PBT	Ruakura	Oct 2022	10,000m^2	20

Rotokauri-northwest

56. The vision for Rotokauri-northwest is to enable the development of connected, vibrant, attractive, and prosperous northwest community. When complete, Rotokauri-northwest will have up to 8,500 homes for up to 21,000 people in the next 50 years.

57. Overall, programme activity across Rotokauri-northwest continues to focus on working with developers to unlock new development.

Rotokauri-Northwest Strategic Infrastructure Delivery Update

58. **Rotokauri Greenway** – Hounsell Holdings is progressing well with the detailed design for this project. A significant milestone was reached on 17 July 2024, when the project received confirmation from the Environmental Protection Authority that the consents had been granted under the COVID-19 Fast Track Consent process. This is an important step towards beginning the construction phase, which will enable development by providing strategic infrastructure for stormwater and roading.

59. **Rotokauri Arterial Designation** – Public Notification of the Rotokauri Arterial designation is expected to occur toward the end of September 2024, with a hearing date in early 2025.

Ruakura

60. The vision for Ruakura is to ensure Hamiltonians enjoy a connected, vibrant, attractive, and prosperous Ruakura community. Ruakura is an engine for economic growth, providing thousands of jobs alongside approximately 1,600 homes for up to 4,000 people in the next 40 years.

61. Chedworth Properties has released the newest stage in Greenhill Park. The Stage 21 sections will have easy walking access to the future town centre, which is planned to commence in 2025/26 after consents are granted.

62. Stage One of Ruakura Superhub is well advanced, with 31 hectares of development land already committed by a range of national and international tenants spanning the inland port, large scale distribution centres and cold store facilities, logistics operators and service centre. Staff are working with Tainui Group Holdings to explore initiatives to support Ruakura to reach its full potential.

Ruakura Strategic Infrastructure Delivery Update

63. **Eastern Transport Corridor** – a briefing to seek direction on preferred concept and form of the Eastern Transport Corridor was presented to Elected Members on 7 August 2024. Outcomes from the briefing have been incorporated into the Strategic Business Case for approval, which is the subject of a separate report on this agenda.

Peacocke

64. The vision for Peacocke is to enable the development of an attractive and sustainable community. Enabled by the Housing Infrastructure Fund, Peacocke will provide up to 7,400 homes for up to 20,000 people in the next 40 years.

65. With Plan Change 5 mostly operative and construction of the new Waikato River bridge and wastewater pump station approaching completion, the programme focus is shifting to support developers through the pre-application and consent process to ensure best practice urban design and community outcomes are achieved.

66. The Peacocke Residential Urban Design Guidelines have been developed to explain to landowners and developers the foundational urban design outcome Council wants to see in Peacocke. The guide will also assist in assessing applications that come in for Peacocke and communicating with developers when seeking improvements to their application designs.

Peacocke Housing Infrastructure Fund (HIF) Strategic Infrastructure Delivery Update

67. The Peacocke wastewater transfer station project is now in its commissions and testing phase with connection into the reticulation to follow. A community event is planned to provide Hamilton residents a chance to visit and walk over the new bridge prior to eventual opening to traffic. Staff have received development enquiries with some consent applications also lodged, enabled by the upcoming availability of this essential strategic infrastructure.

68. Financial reporting continues to report on the 50th percentile estimates. Continued cost escalation pressure remains a risk on some remaining projects, particularly where escalation occurred early in the project life cycle. Staff shortages in key high-skill roles across the construction industry continues to put pressure on progress and maintaining quality. Further details are reported through the Finance and Monitoring Committee as part of the Capital Projects Report.

69. Council has acquired all 39 properties required to deliver the Peacocke Network Infrastructure. Of the 39 properties, 36 have reached full and final settlement. Council is in its second Land Valuation Tribunal (LVT) process with further LVT hearings expected in 2025 where final settlement and any compensation will be determined. Staff continue to seek agreement with the three remaining owners while awaiting LVT instructions and outcomes.

70. **Waikato River bridge and surrounding transport network** – The bridge works are now focused on completion and the necessary commissioning. Safety reviews are being undertaken ahead of planned opening events.

71. **Peacockes Road urban upgrade and Whatukooruru Drive** - Stage 2A – Gully bridge construction continues with a major milestone reached with the final concrete pours on the two bridges complete. Works are well under way along Peacockes Road with traffic switched onto partially completed carriageway to enable the existing Peacockes Road pavement to be removed so services and drainage can be installed prior to new pavement construction. Construction of the new Peacockes Road/Whatukooruru Drive intersection is also beginning. Overall, the works are still on programme for 2025 completion.

72. **Whatukooruru Drive - Stage 3** – After winning the construction tender, Schick will begin onsite in September this year. This final section of Whatukooruru Drive will complete the connection through to the recently completed roundabout on State Highway 3/Ohaupo Road. Staff and Schick will undertake pre-start community letter drops in the area to keep the residents informed of works and provide key contact information.

73. **Southern Gullies/Bikes on Pipes** – The site is largely closed up with site-wide reinstatement nearly finished. Works connecting pipework within the new bridges continues including extending the new shared path into the other wider works and new path networks.

DATA AND ANALYTICS

74. The purpose of this section is to provide Members with easily accessible strategic data and insights to enhance decision-making.

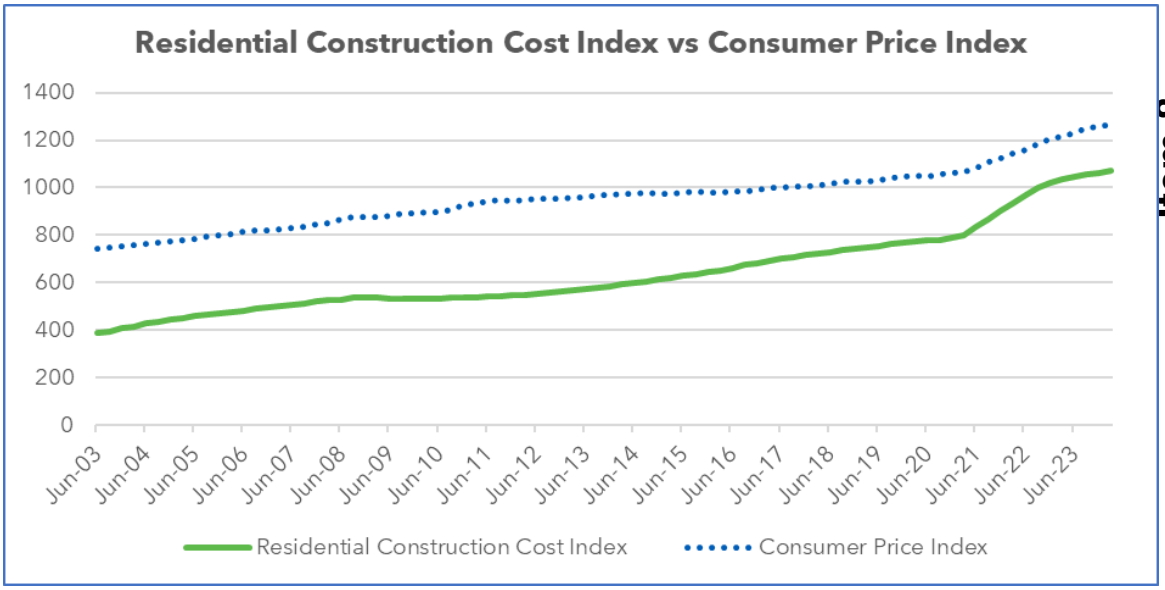
75. The commercial and analytics team has a wide range of data and analysis available on council's website, to help our Elected Members, businesses, and the community make better decisions and gain a better understanding of Hamilton's growth and economy.

Hamilton's residential construction costs

76. This item is part two of the three-part series on housing in Hamilton. Part one focused on Hamilton's residential construction sector; part two provides insights into the associated costs of constructing a dwelling and part three will cover residential sale price.

77. Hamilton City Council relies on a variety of data from multiple sources to generate insights to enhance decision making. The information below uses data received from Statistics NZ, QV Cost Builder, and Authority (Council's consenting software).

78. Construction cost trends provide a good understanding of how the costs have changed over time. The graph below compares trends between Residential Construction Cost Index (CGPI) and Consumer Price Index (CPI, the commonly used measure of consumer inflation) for the last 20 years. This data is sourced from Statistics NZ.

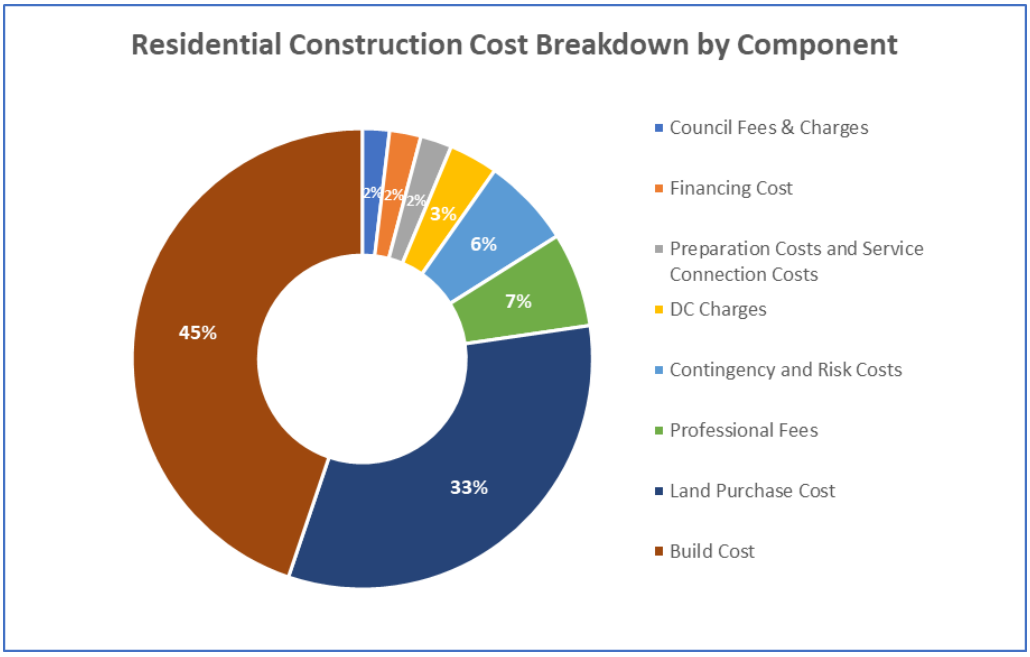


79. Over the last two decades, general inflation and construction inflation grew modestly and roughly in parallel between 2003-2020. The notable exception to this was during 2008-2010 following the financial crisis when construction inflation fell due to low housing demand. Both general inflation and construction inflation experienced a steep increase in 2021, whilst construction inflation rose at a much faster rate than general inflation. This means that the costs of constructing houses increased much more than the prices of overall goods and services, potentially impacting the feasibility of new residential developments.

80. The rise of general inflation in 2020-2022 could be driven by multiple factors, including COVID-19, the Suez Canal obstruction, and the Ukraine/Russia conflict. These factors contributed to supply chain issues, supply shortages, and rising production costs, causing an increase in overall costs.

81. Most of these factors also had a substantial impact on construction costs; in particular, during COVID-19, the stringent lockdowns in China, a big supplier in the NZ construction sector (mainly steel), had caused significant supply chain issues. Meanwhile, the housing market was also experiencing a surge in activity, so there was a huge demand for construction materials. As the demand was increasing and the supply was decreasing, companies were starting to stockpile construction materials, further contributing to the supply shortage and thus raising the price.

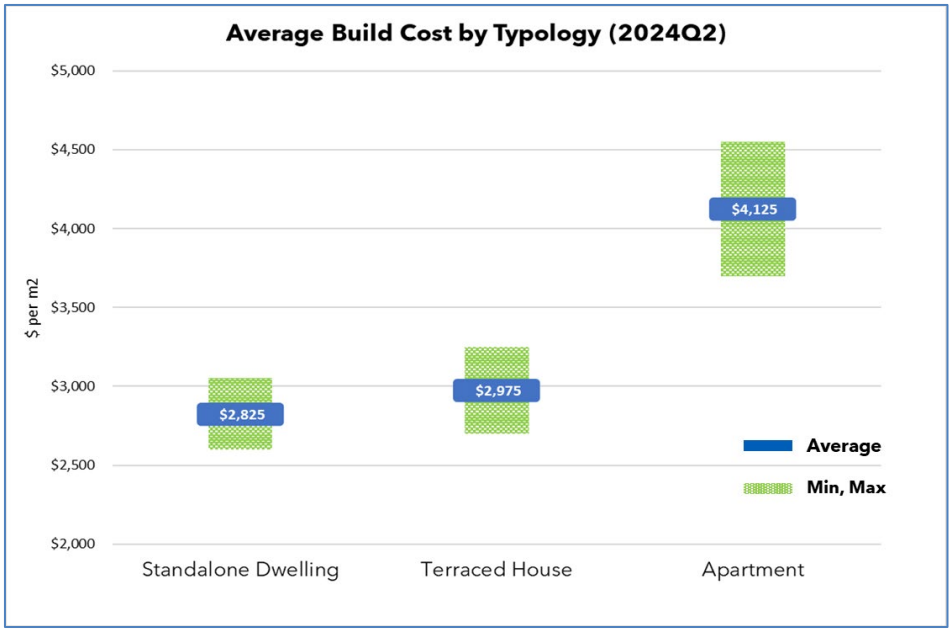
82. In terms of construction cost inflation, it is useful to understand which cost components are large proportions of total construction cost. The following graph uses output data from the HCC Commercial Feasibility Model (CFM)f and illustrates the cost breakdown as a percentage of the total construction cost for all components involved in constructing a new dwelling in Hamilton.



83. The graph shows that the largest proportion of the total construction cost comes from build cost (45%), which is the generic cost of constructing physical buildings, followed by land purchase cost (33%). Less than 7% of costs associated with the construction of a new dwelling in Hamilton comes from council (Council Fees & Charges, and Development Contribution Charges).

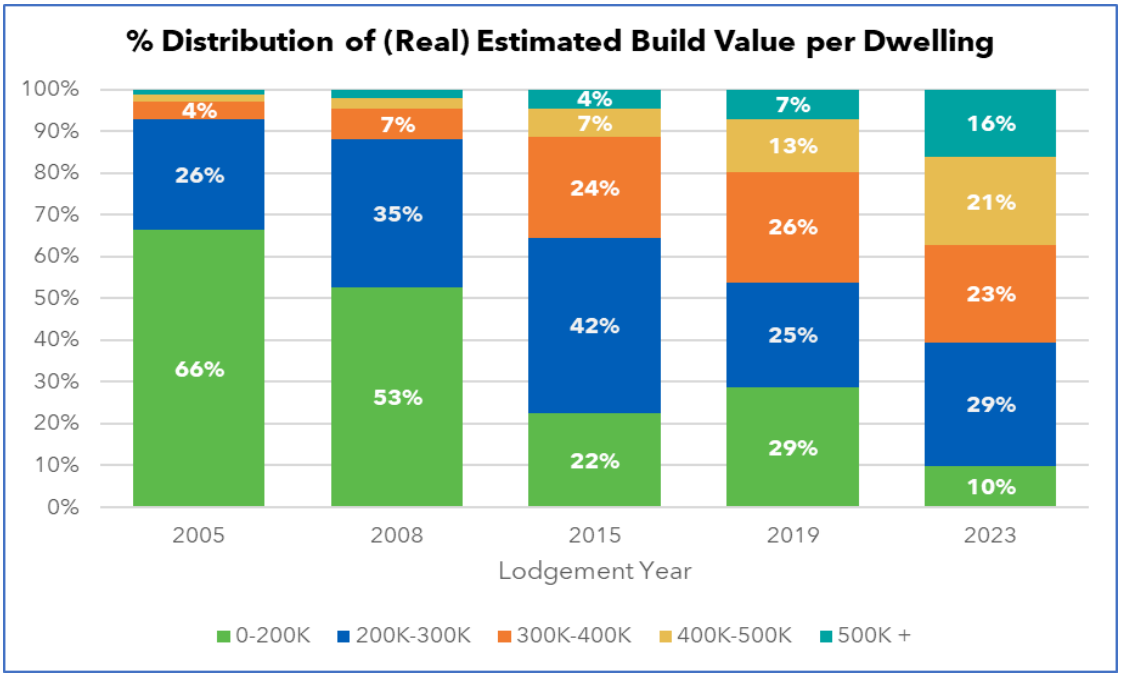
84. Because build cost is the largest proportion of the total construction cost, it plays a crucial role for developers when selecting which typology to build and finding solutions to reduce construction cost per dwelling unit.

85. The following graph provides the average build cost per m^2 (excluding land cost) across three typologies: standalone dwelling, terraced house, and apartment as at the end of the June quarter 2024. The blue line in each bar chart represents average build cost per m^2 and the green bar chart provides a range of the build cost (minimum and maximum build cost per m^2).



86. The graph shows that apartments are typically much more expensive than standalone dwellings and terraced houses in terms of a per m^2 build cost. This is because apartments tend to have complex structures and foundational needs. Despite having a higher build cost, a high-rise apartment tends to have a similar build cost on a per-unit basis compared to a standalone dwelling because the total cost of construction is distributed over a large number of units per apartment site.

87. The following graph is more difficult to understand but does provide a strong insight. It illustrates the percentage distribution of the real estimated build value per dwelling of all new dwellings lodged at five different time points. The estimated build value is provided by the applicant when lodging a building consent. The provided estimated build value includes all costs associated with the project, except the land costs as confirmed by the Building Control Unit. The estimated build values in the graph below have been adjusted for inflation and grouped into five categories.



88. Despite adjusting for inflation, build costs in the last 20 years have moved further and further up in cost. In 2005, over 60% of new dwellings had an estimated construction value of less than $200,000, compared to 10% in 2023. Over time, the four higher-value categories have become more evenly distributed. This shift is likely due to the rise in complex builds, such as terraced houses and apartments, which require more specialised consultants, and foundational and structural needs, costs developers wouldn't need to consider when building a standalone dwelling, which was the most common typology built in 2005.

89. Another factor contributing to increased estimated construction value is changes made to the Building Act, which introduced new requirements for a variety of construction materials (for example: insulation, cladding, and glazing), resulting in an increased construction cost.

90. The construction sector has faced significant challenges in recent years, including lockdowns, supply chain disruptions, and rapidly rising inflation. In response, developers have increasingly turned to building attached dwellings, such as terraced houses and apartments. While these types of builds increase construction values, developers can offset the construction costs by building more dwellings per site.

91. The next and final report in this series will focus on sale price, which is another factor in determining the feasibility of development.

OTHER

Development Contributions (DC) remission quarterly report

92. There were no DC remissions approved in Q4 2024.

Consents Working Group

93. During the deliberations discussions on the 2024-34 Long-Term Plan, the following resolution was passed:

> *That the the Council… requests the establishment of a working group consisting of the Deputy Mayor O'Leary (lead) and Cr Thomson, Cr Donovan, Cr Bydder and staff to engage with developers to address issues with development consenting and approval processes, and to report to the Strategic Growth and District Plan Committee.*

94. An initial meeting was held with the Working Group lead (Deputy Mayor O'Leary) and Chair Thomson on 6 August 2024 to discuss practical considerations around establishing the working group including the problem definition/scope, timeline, resources, engagement considerations, frequency of meetings and pre work necessary ahead of the first working group meeting.

95. Progress will be reported to the next Committee meeting on 7 November 2024.

Financial Considerations - *Whaiwhakaaro Puute*

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

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

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

98. 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*

99. 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').

100. 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

101. 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

102. 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

103. 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

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

Risks - *Tuuraru*

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

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

106. 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 - Central City Development Activity

Attachment 2 - Rotokauri-northwest Development Activity

Attachment 3 - Ruakura Development Activity

Attachment 4 - Peacocke Development Activity

Attachment 5 - Rototuna Development Activity

CENTRAL CITY

Development Activity

Larger-scale developments planned and underway

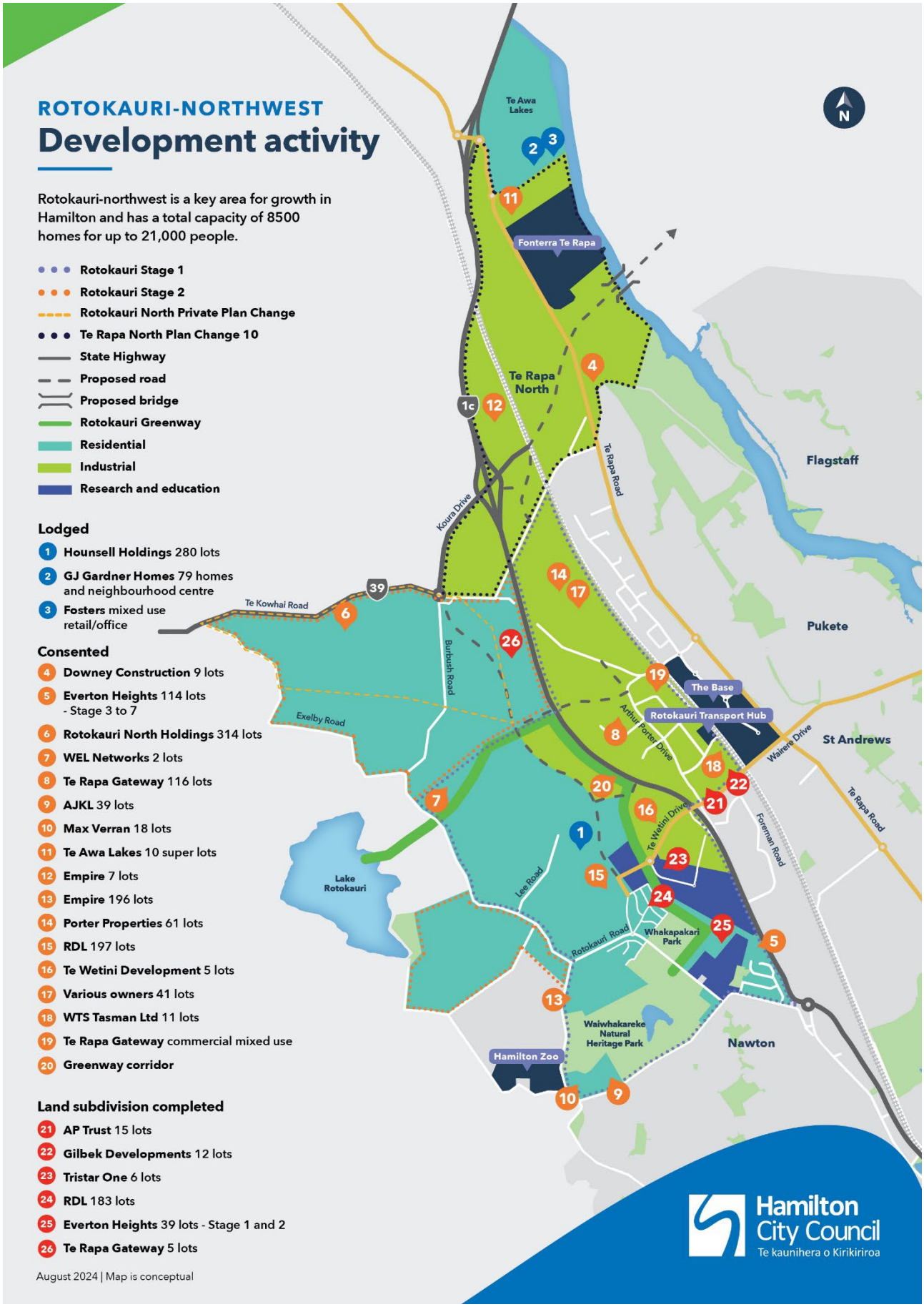
August 2024

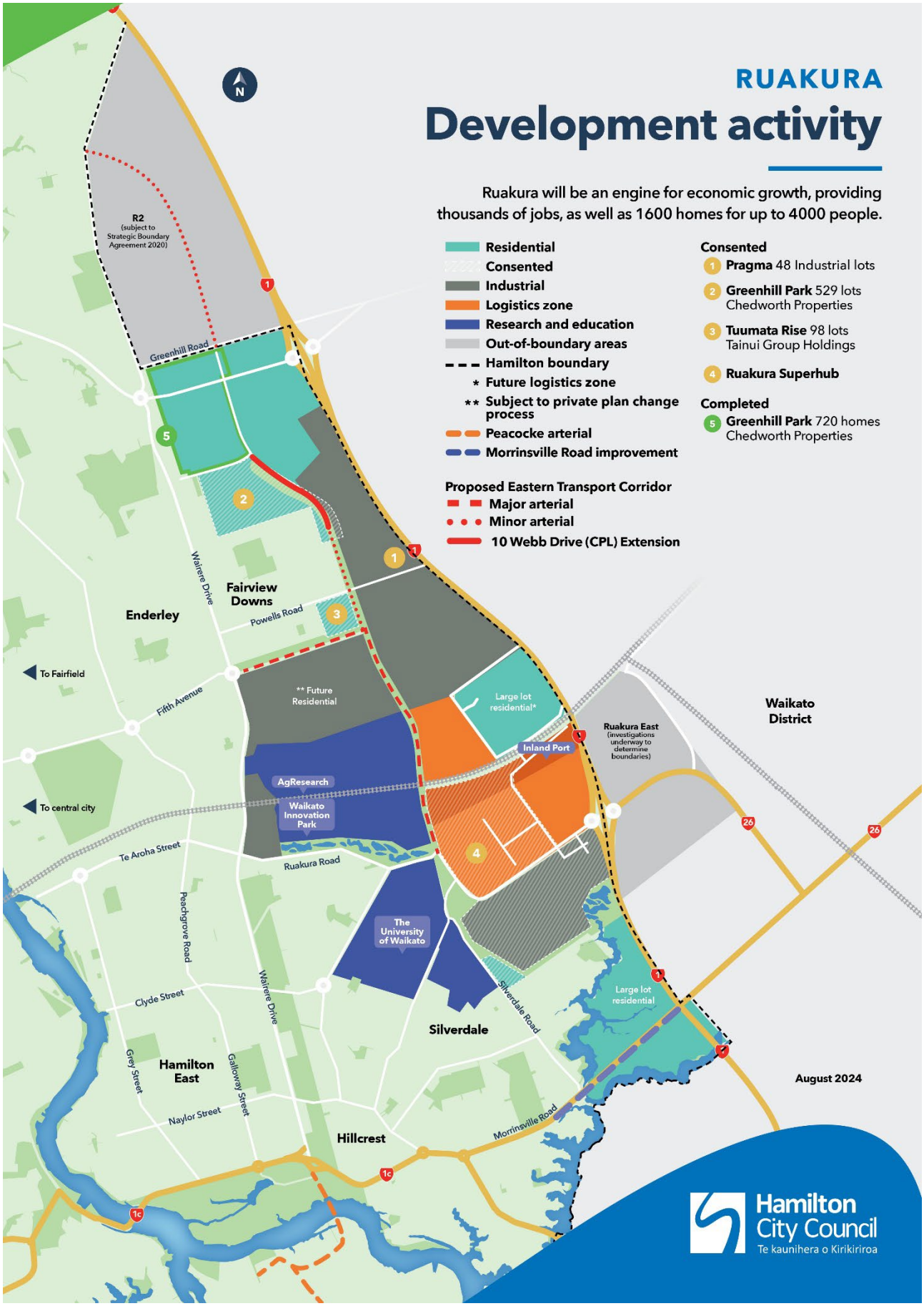
1. **River Road** Residential 30 apartments
2. **Victoria Street** Mixed use residential / commercial
3. **Opoia Road** Residential 23 apartments
4. **Clarence Street** Residential 9 apartments
5. **Northern Green** Mixed use 27 apartments / 1659 GFA
6. **Tuapapa** Mixed use residential / commercial
7. **High Street** Mixed use 98 apartments
8. **Project Pooka** Mixed use offices / retail
9. **Hinemoa Apartments** Residential / 42 homes
10. **Clarence Street** Mixed use 70 apartment
11. **Rawhiti Village Stage 2** Mixed use 34 apartments
12. **One Cook Street** Mixed use 9 apartments
13. **Union Square** Commercial / retail 24,000 GFA
14. **Waikato Regional Theatre** Community facility
15. **Waikato Regional Theatre** Commercial / retail 2200 GFA
16. **Hills Village** Mixed use 42 apartments
17. **Ward Street Hotel** 191-key hotel
18. **Puutikitiki Street** Residential 23 apartments
19. **Wellington Street** Residential 21 homes
20. **Nixon Street** Residential 16 homes
21. **Te Hiringa** Residential 10 homes
22. **Lake Road** Residential 13 homes
23. **Beale Street** Residential / 6 apartments
24. **Pembroke Motel** 50 Unit motel
25. **Hammond Street** Residential / 11 homes
26. **NZ Blood Development** Commercial / retail
27. **K'aute Pasifika Pan Pacific Community Hub** Community Facility
28. **Made of Hamilton East** Mixed use retail / commercial
29. **Collingwood Street** Commercial / retail 1000 GFA
30. **Amohia Ake** Commercial 8,500 GFA
31. **Rawhiti Village Stage 1** Mixed use 10 apartments
32. **Tisdall Street** Residential 7 homes
33. **Firth Street** Residential / 14 homes

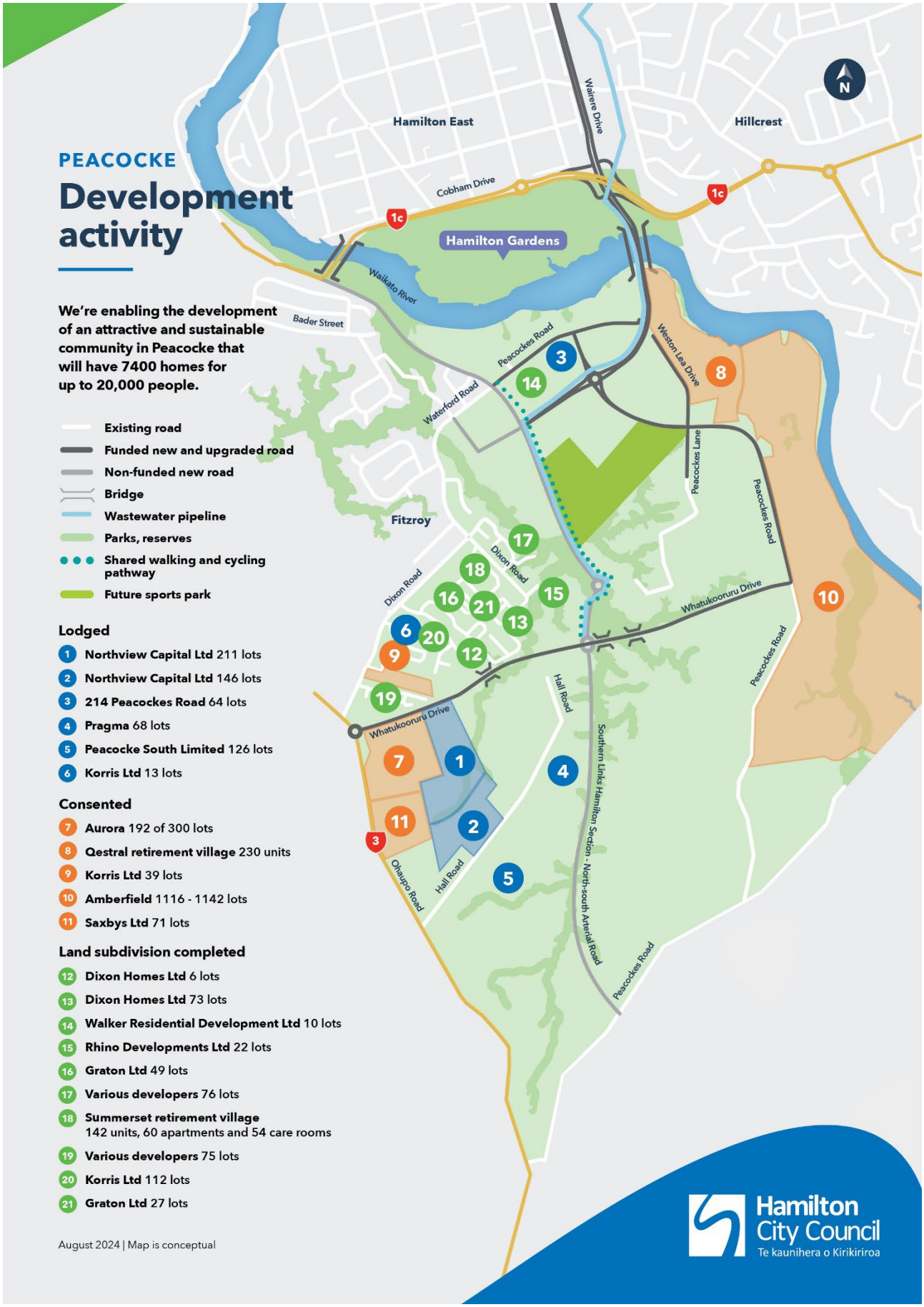
Commercial refurbishments

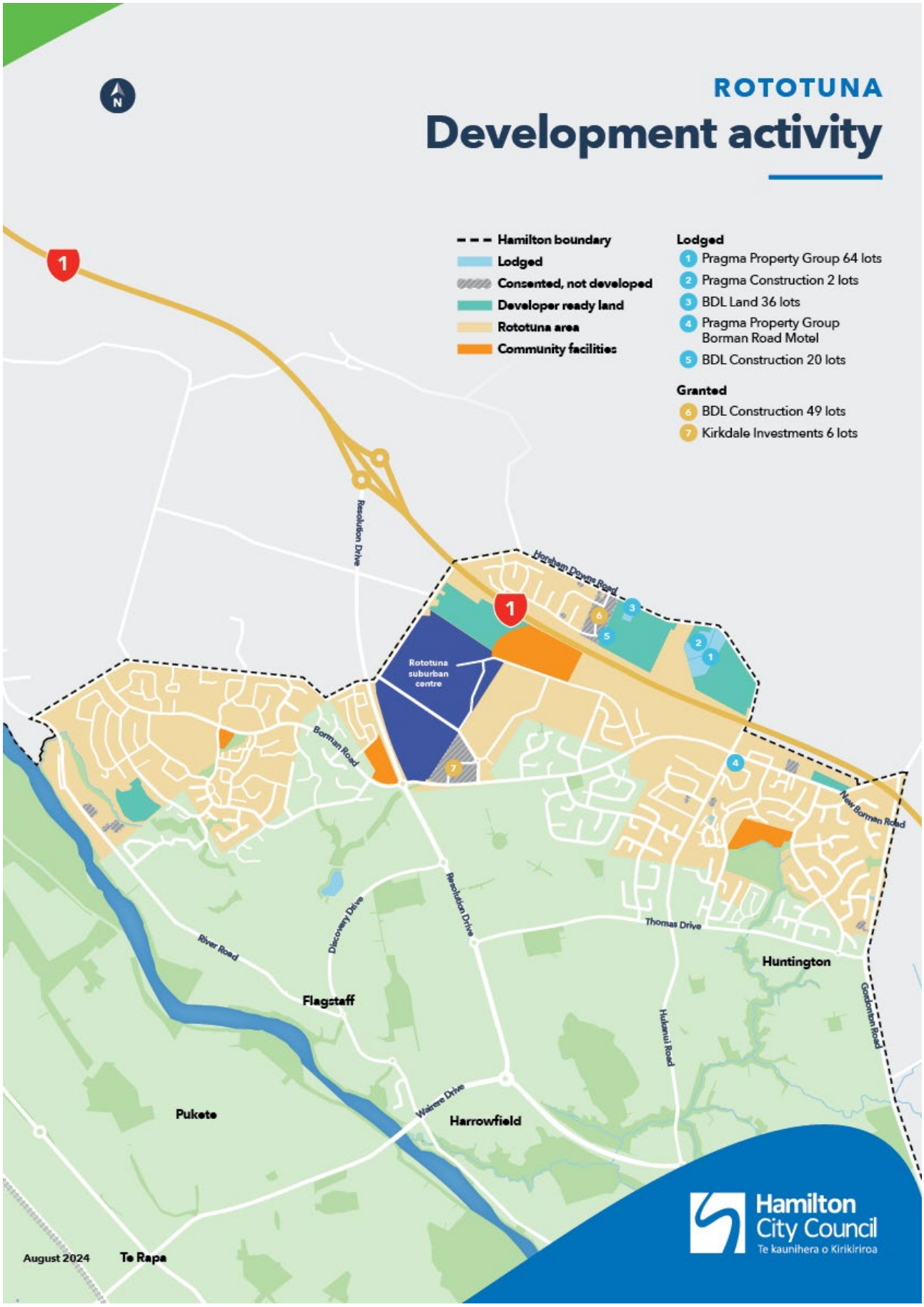
Central city area
Area within 800m from the central city
Consenting process
In construction
Complete
Commercial refurbishments

Hamilton City Council
Te kaunihera o Kirikiriroa


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 GJ Gardner Homes 79 homes and neighbourhood centre
3 Fosters mixed use retail/office
Consented
4 Downey Construction 9 lots
5 Everton Heights 114 lots - Stage 3 to 7
6 Rotokauri North Holdings 314 lots
7 WEL Networks 2 lots
8 Te Rapa Gateway 116 lots
9 AJKL 39 lots
10 Max Verran 18 lots
11 Te Awa Lakes 10 super lots
12 Empire 7 lots
13 Empire 196 lots
14 Porter Properties 61 lots
15 RDL 197 lots
16 Te Wetini Development 5 lots
17 Various owners 41 lots
18 WTS Tasman Ltd 11 lots
19 Te Rapa Gateway commercial mixed use
20 Greenway corridor
Land subdivision completed
21 AP Trust 15 lots
22 Gilbek Developments 12 lots
23 Tristar One 6 lots
24 RDL 183 lots
25 Everton Heights 39 lots - Stage 1 and 2
26 Te Rapa Gateway 5 lots
August 2024 | Map is conceptual
Te Awa Lakes
Fonterra Te Rapa
Te Rapa North
Flagstaff
Pukete
St Andrews
Nawton
The Base
Rotokauri Transport Hub
Whakapakari Park
Waiwhakareke Natural Heritage Park
Hamilton Zoo
Lake Rotokauri
Te Kowhai Road
Koura Drive
Te Rapa Road
Burbush Road
Exelby Road
Arthur Porter Drive
Te Wetini Drive
Lee Road
Rotokauri Road
Foreman Road
Wairere Drive
Hamilton City Council
Te kaunihera o Kirikiriroa


RUAKURA
Development activity
Ruakura will be an engine for economic growth, providing thousands of jobs, as well as 1600 homes for up to 4000 people.
Residential
Consented
Industrial
Logistics zone
Research and education
Out-of-boundary areas
Hamilton boundary
* Future logistics zone
** Subject to private plan change process
Peacocke arterial
Morrinsville Road improvement
Proposed Eastern Transport Corridor
Major arterial
Minor arterial
10 Webb Drive (CPL) Extension
Consented
1 Pragma 48 Industrial lots
2 Greenhill Park 529 lots Chedworth Properties
3 Tuumata Rise 98 lots Tainui Group Holdings
4 Ruakura Superhub
Completed
5 Greenhill Park 720 homes Chedworth Properties
R2 (subject to Strategic Boundary Agreement 2020)
Greenhill Road
Waitere Drive
Fairview Downs
Enderley
Powells Road
To Fairfield
Fifth Avenue
** Future Residential
Large lot residential*
Ruakura East (investigations underway to determine boundaries)
Waikato District
Inland Port
AgResearch
Waikato Innovation Park
To central city
Te Aroha Street
Ruakura Road
Peachgrove Road
The University of Waikato
Clyde Street
Waitere Drive
Silverdale
Silverdale Road
Large lot residential
Grey Street
Hamilton East
Galloway Street
Naylor Street
Hillcrest
Morrinsville Road
August 2024
Hamilton City Council
Te kaunihera o Kirikiriroa


PEACOCKE
Development activity
We're enabling the development of an attractive and sustainable community in Peacocke that will have 7400 homes for up to 20,000 people.
Existing road
Funded new and upgraded road
Non-funded new road
Bridge
Wastewater pipeline
Parks, reserves
Shared walking and cycling pathway
Future sports park
Lodged
1 Northview Capital Ltd 211 lots
2 Northview Capital Ltd 146 lots
3 214 Peacockes Road 64 lots
4 Pragma 68 lots
5 Peacocke South Limited 126 lots
6 Korris Ltd 13 lots
Consented
7 Aurora 192 of 300 lots
8 Qestral retirement village 230 units
9 Korris Ltd 39 lots
10 Amberfield 1116 - 1142 lots
11 Saxbys Ltd 71 lots
Land subdivision completed
12 Dixon Homes Ltd 6 lots
13 Dixon Homes Ltd 73 lots
14 Walker Residential Development Ltd 10 lots
15 Rhino Developments Ltd 22 lots
16 Graton Ltd 49 lots
17 Various developers 76 lots
18 Summerset retirement village 142 units, 60 apartments and 54 care rooms
19 Various developers 75 lots
20 Korris Ltd 112 lots
21 Graton Ltd 27 lots
August 2024 | Map is conceptual
Hamilton East
Hillcrest
Hamilton Gardens
Fitzroy
Cobham Drive
Waiwhakareke Drive
Walkato River
Bader Street
Peacockes Road
Waterford Road
Weston Lea Drive
Peacockes Lane
Dixon Road
Whatukooruru Drive
Hall Road
Ohaupo Road
Southern Links Hamilton Section - North-south Arterial Road
N
Hamilton City Council
Te kaunihera o Kirikiriroa


ROTOTUNA
Development activity
Hamilton boundary
Lodged
Consented, not developed
Developer ready land
Rototuna area
Community facilities
Lodged
1 Pragma Property Group 64 lots
2 Pragma Construction 2 lots
3 BDL Land 36 lots
4 Pragma Property Group Borman Road Motel
5 BDL Construction 20 lots
Granted
6 BDL Construction 49 lots
7 Kirkdale Investments 6 lots
Resolution Drive
Horsham Downs Road
Rototuna suburban centre
Borman Road
River Road
Discovery Drive
Resolution Drive
Thomas Drive
Huntington
Flagstaff
Hukanui Road
Gordonton Road
Pukete
Wairere Drive
Harrowfield
August 2024
Te Rapa
Hamilton City Council
Te kaunihera o Kirikiriroa

Council Report

Committee: Strategic Growth and District Plan Committee

Date: 27 August 2024

Author: Mark Davey

Authoriser: Blair Bowcott

Position: Unit Director Urban & Spatial Planning

Position: General Manager Strategy, Growth and Planning

Report Name: District Plan Update - August 2024 (Information Only)

Report Status	*Open*

Purpose - *Take*

1. To inform the Strategic Growth and District Plan Committee of District Plan matters that need to be brought to Elected Members' attention, but that do not need 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 updates the Strategic Growth and District Plan Committee on aspects of the District Plan Change Programme (DP Programme), private plan changes and other planning matters.
4. The decision on Significant Natural Areas (SNAs), Notable Trees, and Archaeological and Cultural Sites, released on 3 May 2024, received three appeals. Staff are working with legal support to resolve them.
5. Staff are progressing towards the final Plan Change 9 Hearings session starting on 21 August 2024. Staff lodged the Proponent Evidence on Built Heritage (BH) and Historic Heritage Areas (HHA) on 3 July 2024.
6. On Plan Change 12, staff filed evidence on 25 June with submitter evidence due on 24 July, prior to hearings re-commencing on 4 September 2024.
7. Law changes to give effect to ministerial announcements regarding making Medium Density Residential Standards (MDRS) "optional" are yet to come. Further information on MDRS is covered in the Strategic Issues report on this agenda.
8. Development of Plan Change 14 (Flood Hazards) is progressing. Staff have received feedback from Kāinga Ora, WEL Networks, the Property Council, the Insurance Association and Waikato-Tainui. Further analysis is being undertaken on the optimal approach to manage depression area data. A workshop with Elected Members to discuss options is being organised. Approval to notify Plan Change 14 will likely now be sought late 2024.
9. Staff consider the decisions in the report are of low significance and that the recommendations comply with Council's legal requirements.

Discussion – *Matapaki*

10. Council has a wide-reaching District Plan work schedule currently underway, including eight plan changes to the District Plan. All plan changes and other key District Plan related matters specific to the Hamilton District Plan are listed below, and explained in more detail in the 23 February 2023 District Plan update to Council (Item 8).

11. There are only minor changes to timeframes and deliverables since the June 2024 report. These are summarised in the table below.

Plan Change/project	Status	Commentary
Plan Change 5 (Peacocke)	Appeal period closed 14 April 2023. Commissioners' decisions and appeals received are available here. Currently developing a bat management plan.	One outstanding appeal remains, with no resolution reached. This appeal is set down to be heard by the Environment Court in December 2024. It relates to the provision and location of supermarkets in the town centre. The Peacocke Residential Design Guide **(Attachment 1)** has now been completed and is now available on our website. We have also arranged a few copies to be printed out and which will be shared with select developers and landowners in Peacocke. The content of the guide has been informed by themes in the Peacocke Structure Plan including the Purpose Statement, Objectives, Policies, and Assessment Criteria. As such, the guide is largely consistent with the District Plan. The guide has been developed for a target audience of lay people, developers, and landowners, explaining the foundational urban design outcomes Council wants to see in every development in Peacocke. The guide will also assist in assessing applications that come in for Peacocke and communicating with developers when seeking improvements to their application designs.
Plan Change 9 (Historic Heritage and Natural Environment)	The decision on Significant Natural Areas (SNAs), Notable Trees, and Archaeological and Cultural Sites, released on 3 May 2024, received three appeals. Staff are working with legal support to resolve them. Progressing towards the Hearings Session in August 2024, staff lodged the Proponent Evidence on Built Heritage (BH) and Historic Heritage Areas (HHA) on 3 July 2024. The decision on the remaining topics (Built Heritage and Historic	Historic Heritage Areas On 3 July 2024, the HCC lodged the proponent Evidence to support the next hearing session. Staff worked to improve the set of Historic Heritage Statements. Built Heritage Staff are currently working to respond to the Evidence received from Waikato Heritage Group (WHG) and all other submitters while also preparing for the next set of Hearings. Significant Natural Areas (SNAs) Staff are working with Legal Support to solve three appeals received regarding Decision #3.

Plan Change/project	Status	Commentary
	Heritage Areas) will be released following the next tranche of hearings.	
Plan Change 10 (Te Rapa Deferred Industrial land)	On hold	Staff are expecting a private plan change from one of the major landowners in this area. Until their position is known, Council will not progress this plan change.
Plan Change 12 (Enabling Housing)	Final Hearings scheduled for Sept 2024; decisions deadline is 20 December 2024.	Staff have proposed changes to Plan Change 12 in response to submissions. Council evidence was filed on 25 June with submitter evidence to be filed on the 24 July.
Private Plan Change 13 (Te Rapa Racecourse private plan change)	Under appeal to Environment Court	Four appeals from Fonterra Limited, Takanini Rentors Limited, McMac Properties and Ecostream Irrigation Limited were received against the decision. Fonterra has joined as a party to the other three appeals.
Plan Change 14 (Flood Hazards)	Progressing to notification	Staff are currently in the process of reassessing strategies to better manage depression areas. A workshop is scheduled to take place, involving elected members, which will delve into more details of these revised options.
Private Plan Change 15 (Tuumata private plan change by Tainui Group Holdings)	On hold	Staff understand TGH has lodged a Fast-track Approvals Bill application for parts of Ruakura. Whether Private Plan Change 15 is reactivated will likely depend on if their application to the Fast-track Approvals Bill is accepted.
Plan Change 16 (Inclusionary Zoning plan change)	At the 14 June 2023 Strategic Growth and District Plan Committee, resolutions sought the prioritising of an inclusionary zoning plan change.	The Council is actively collaborating with Waikato district councils to ensure alignment with the policy approach and timing of notifying a plan change. Prior to advancing any district plan change staff need to resolve the appeal against the Waikato Regional Policy Statement related to inclusionary zoning.
Private Plan Change 17 (Te Rapa North - Fonterra)	Progressing to lodgement	Council is presently working with Fonterra to determine the content of, and process for assessing Private Plan Change 17. It is anticipated that Private Plan Change 17 will be lodged in the second half of 2024.
Rototuna Town Centre Plan Change	On hold	Staff are considering a revised work programme to delay work on this plan change to ensure priority workstreams such as Plan Change 14 and Plan Change 12 advance.

Plan Change/project	Status	Commentary
Fairfield-Enderley Urban Development Partnership	Progressing	Staff are working with Kāinga Ora to assist scoping the investigations needed to better understand the infrastructure investment needed to support their regeneration aspirations for the area. Some of this information has been provided as part of the 2024-34 Long-Term Plan Deliberations Report
Central city development, including internal planning, land use and infrastructure alignment to support the delivery of the Central City Transformation Plan (CCTP).	Progressing	Discussions are underway between TGH and Council regarding the proposed redevelopment of Centre Place. This long-term project is expected to influence adjacent central city locations, including The Warehouse and the Transport Centre. Feasibility meetings with potential developers are planned but have not commenced. These meetings aim to assess the market demand for apartment living and identify any potential obstacles to delivery. Although these meetings are yet to begin, they are a pivotal step in ensuring the project's success and alignment with community needs.
National Planning Standards	On hold	The implementation of National Planning Standards into district plans are required by 2024. Staff are seeking an exemption from this deadline due to the process constraints of implementing these standards at the same time as significant changes are being made to the District Plan under Plan Change 12 and Plan Change 9.
Sites and areas of significance to Maaori	On hold	Awaiting input from Waikato-Tainui. Council will then start a review of work undertaken to date and will work with Waikato-Tainui regarding possible options for progressing.
Rotokauri Arterial Designation	Lodged, progressing to notification.	The Notice of Requirement (NOR)-Rotokauri Strategic Infrastructure designation is currently progressing with Council as Requiring Authority and Urban and Spatial Planning Unit as the processing authority. Preparation to notify the plan change is in progress with the likely date toward end of September 2024 which aligns with other major department priorities and work streams.

Risks - *Tuuraru*

12. Risks are tracked at both project and programme level and are reviewed and updated regularly with the wider team and key stakeholders.

13. Key risks to the Urban & Spatial Planning programme are outlined below. Note that at the June Strategic Group and District Plan Committee meeting we increased the risk rating on (3) “Political (Local)” as a result of potential 2024-34 Long-Term Plan decision implications.

14. Risk ID 2 has increased to “Extreme.” This reflects additional statutory work coming into the Unit and a number of existing projects reaching key milestones. Some projects are now having to be de-prioritised.

15. Risk ID 4: changing policy direction, particularly the Fast-track Approvals Bill and the possible projects this might give to poses a significant risk to resourcing. Similarly, the lack of legislative change to the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act (HSAA) (2021), despite ministerial announcements to make Medium Density Residential Standards (MDRS) optional, creates uncertainty for Plan Change 12. This remains Extreme in light of the recent Government announcements related to the Going for Housing Growth Policy (addressed in the Strategic Issues report under this agenda) and the forthcoming announcements regarding wider Resource Management reform announced as part of the Q3 2024 Action Plan for New Zealand.

Risk ID	Risk Description	Likelihood (residual)	Consequence (residual)	Risk rating	Owner
1	**Funding** Work programme is fully funded but there is no contingency, any new work or any change to 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	Mark Davey
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.	Certain	Major	Extreme	Mark Davey
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	Mark Davey
4	**Political (National)** Central Government changing policy direction	Likely	Major	Extreme	Mark Davey
5	**Legal Challenge to the RMA** Legal challenge to the Resource Management Act processes	Possible	Major	Very high	Mark Davey
6	**Retention and Recruitment** Due to tight market there is a risk we have retention and recruitment issues, which could lead to impact on service delivery and people. Burnout of staff from increased work pressure.	Possible	Major	Very high	Mark Davey

Financial Considerations - *Whaiwhakaaro Puutea*

16. The Urban & Spatial Unit's work programme is funded through the 2024-34 Long-Term Plan. Council recoups most costs incurred for processing private plan changes, after lodgement from the applicants.

17. The overall work programme indicates an approximate 15% overspend when compared to budget. The primary driver for this was the unanticipated addition of the Connections NCAT project. Spend for FY23 was $495,500 for connections review project and $56,000 in FY24. $299,300 was spent on Network Capacity Assessment Tool (NCAT) in FY24. Overspend in budget is met by savings elsewhere in the Strategy, Growth and Planning Group.

18. The NCAT work was initiated in response to Central Government's new medium density housing rules and Plan Change 12, which will overtime lead to an increase in the number of infill developments. The additional in-fill development creates a risk of network capacity exceedance on water and wastewater networks resulting leading to performance issues. Due to this, redesign of Council's water and wastewater development connections approval policy and processes was and is necessary and needs to be supported by a tool that can demonstrate current and future capacity. This piece of work is being undertaken by the Infrastructure and Assets Group.

FY24	**YTD Actuals (as at 30 June 2024)**	**Sum of Annual Budget (FY2024)**
District Plan Change Programme	$1,327,712	$855,251
FY24	**YTD Actuals (as at 30 June 2024)**	**Sum of Annual Budget (FY2024)**
Overall Unit Programme (Excluding NCAT Connections)	$2,957,874 $2,602,575	$2,507,595

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

19. 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.

20. Staff confirm that the District Plan Programme responds to the National Policy Statement on Urban Development (NPD:UD) (2020) and the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act (HSAA) (2021). Council has received an extension to the decision-making deadline on Plan Change 12 from 31 March 2024 to 20 December 2024.

21. Council, along with Future Proof partners, sought legal advice on the correct application of Te Ture Whaimana – the Vision and Strategy for the Waikato River as a qualifying matter related to Plan Change 12. Staff have considered this advice in the context of Hamilton, and this is reflected in the proposed planning approach through Plan Change 12.

22. The change in Government policy direction creates uncertainty for the District Plan programme particularly with regards to Plan Change 12.

23. Staff note that advice has still not been received from the Ministry for the Environment officials regarding the requirement to implement the National Planning Standards by 2024.

24. Two years following the notification of a plan change decisions are required to be made. Mid-2024 will be the two-year anniversary for Plan Change 9 since notification. Council is on track to enable decisions to be complete within this statutory timeframe.

25. While Minister Bishop has announced the policy changes related to Resource Management (Enabling Housing Supply and other Matters) Amendment Act 2021 the Government has not yet enacted a law change. Given the tight timeframes to make decisions on Plan Change 12, staff are needing to advance this work.

Climate Change Impact Statement

26. 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.

27. Climate change related matters form a central part of the purpose, principles and mattes 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*

28. 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').

29. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report.

30. The recommendations set out in this report are consistent with that purpose.

Social

31. 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.

32. 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

33. Economic wellbeing is defined as the capacity of the economy to generate employment and wealth necessary for present and future financial security.

34. 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.

35. The NPS-UD and the HSAA require that district plans make room for growth both 'up' and 'out', and that rules are not unnecessarily constraining growth. The intensification directed by Central Government will have a direct impact on housing pressure in Hamilton.

36. Significant investment in infrastructure to support the ongoing growth and development of the city will be required. Decisions which confer additional development rights and enable growth (e.g. Plan Change 12), must take into account key factors including environmental limits, legal/policy obligations and infrastructure current and planned capacity which are fundamental considerations to support and enable this growth.

Environmental

37. 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.

38. Elected Members have agreed to the vision to shape Hamilton as a green city.

39. The increases in intensification directed through the HSAA, given effect to through Plan Change 12, will place greater pressure on the city's 3-waters networks which in turn will necessitate increased investment. Without commensurate levels of investment to support intensification, adverse effects on the Waikato River are likely, which in turn will breach the City's obligations under Te Ture Whaimana.

40. Increases in intensification directed through the HSAA will also lead to greater urban stormwater generation and its effects. Plan Change 14 seeks to implement a new management regime to specifically address how new development responds to flood hazards. Plan Change 12 introduces new 'green policies' that aim to mitigate the effects of intensification with respect to urban runoff.

Cultural

41. The NPS:UD and HSAA require councils to plan well for growth and ensure a well-functioning urban environment for all people, communities, and future generations. This includes ensuring urban development occurs in a way that considers the principles of the Treaty of Waitangi (te Tiriti o Waitangi) and issues of concern to hapū and iwi e.g. Te Ture Whaimana – the Vision & Strategy for the Waikato River.

42. Plan Change 9 seeks to afford a greater level of protection to Built Heritage and Archaeological and Cultural sites.

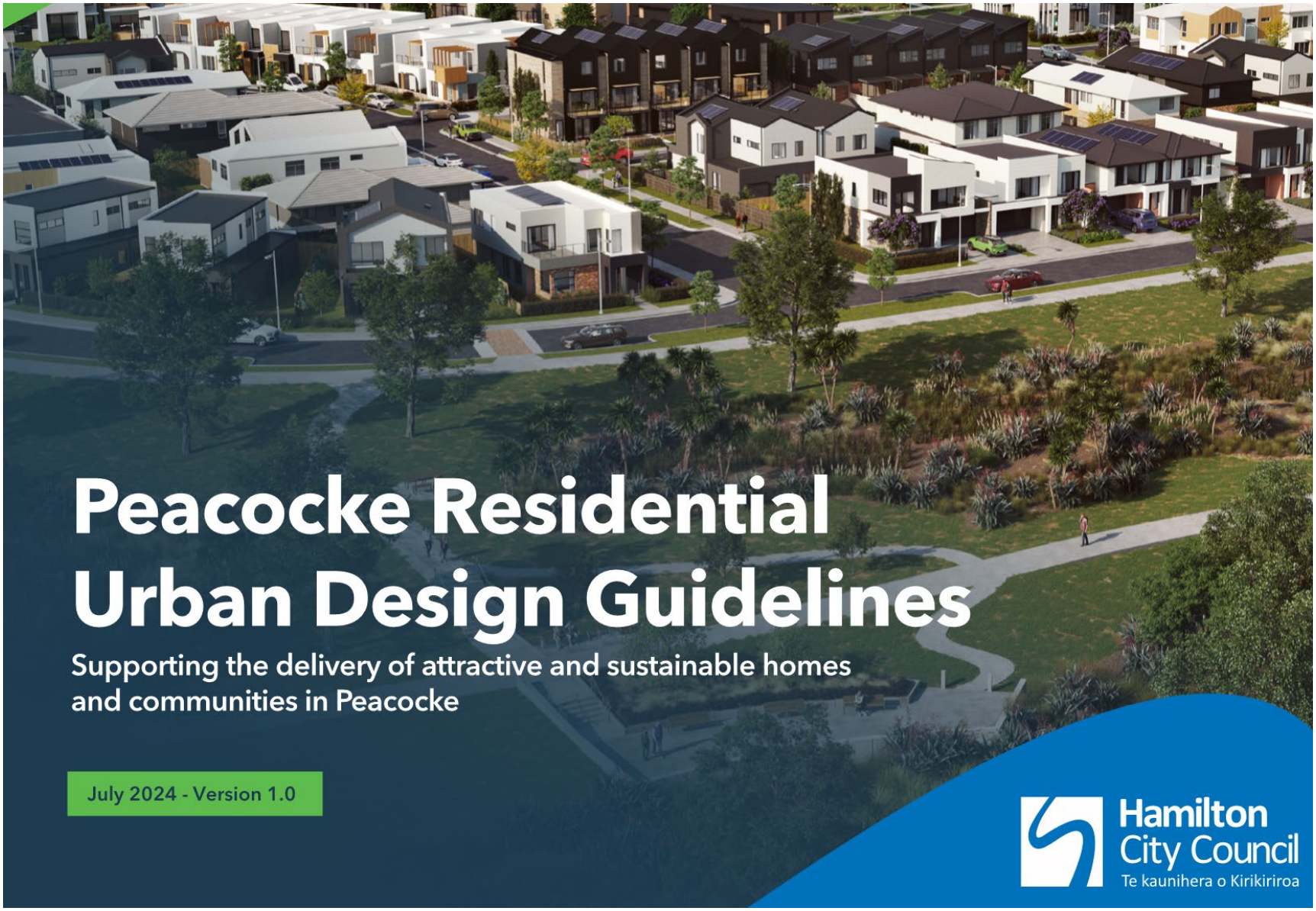
43. Hamilton City Council, under the Joint Management Agreement with Waikato-Tainui, has a process in place for collaborating and engaging with Waikato-Tainui in the preparation of plan changes.

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

44. Having considered the Significance and Engagement Policy, staff have assessed that the decisions sought in this report have low significance, and no engagement is required.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Peacocke Urban Design Guidelines


Peacocke Residential
Urban Design Guidelines
Supporting the delivery of attractive and sustainable homes and communities in Peacocke
July 2024 - Version 1.0
Hamilton City Council
Te kaunihera o Kirikiriroa

Contents

Our guide

Aligned with the Hamilton District Plan, these guidelines outline a best practise urban design approach needed to support and enable liveable communities in Peacocke.

When to use the guide

Developers, landowners, and Council staff should use this guide at all stages of the development process. For landowners and developers, refer to the guide during the following development stages:

- Project design – designing the site and showing how urban design outcomes can be achieved.
- Resource consenting – preparing for pre-application meetings and reviewing development proposals before they are submitted to Council.

Aligning the design of your development with this guide will help reduce any potential urban design issues during the resource consenting process.

What this guide doesn't do

These guidelines won't:

- Offer a comprehensive or exhaustive guide – it should be read in conjunction with the provisions of the Hamilton District Plan and relevant bylaws, policies and other guides.
- Introduce new rules on development or require specific design solutions.
- Cover specific assessment criteria and other design guides. These can be found in the Hamilton District Plan.
- Offer engineering solutions. These should be referred to separately, such as through the Regional Infrastructure Technical Specifications (RITS).

To view the Hamilton District Plan, visit hamilton.govt.nz/districtplan.

Navigating the guide

The guide is split into four key sections:

1. **Introduction**

   An overview of Peacocke's history and cultural significance.

2. **Context**

   Considering context is about understanding the opportunities and challenges of a site, and how it relates to the wider neighbourhood, city, and region. Consideration of context helps create a design that maximises the site's strengths to deliver the outcomes sought in the District Plan.

3. **Subdivision outcomes**

   Subdivision is the first step towards creating a new community. Getting it right from the start is critical to achieving good design and wellbeing outcomes, making it easier to achieve high-quality developments after the subdivision process.

   Aspects covered in this section include:

   - subdivision layout
   - how subdivision design can reflect and enhance the natural environment.

4. **Building design and layout**

   Buildings are one of the most visible and used parts of urban environments. Good building design is key to creating the homes and neighbourhoods people want to live in.

   Aspects covered in this section include:

   - designing around public spaces
   - creating quality homes and spaces
   - accessibility
   - sustainability.

Tino pai tips – look out for the handy 'rule of thumb' tips in this guide. These are practical and handy info to help design and deliver your development.


Introduction
Hamilton City Council · Peacocke Urban Design Guidelines
5

Our vision for Peacocke

Ko te aaheinga o te hanga he waahi ataahua, he waahi toiora ki Nukuhau.

We're enabling the development of an attractive and sustainable community in Peacocke.

Peacocke is one of Hamilton's greenfield growth areas that will be developed over the next few decades into a great place to live for up to 20,000 Hamiltonians.

Development in Peacocke is more than just bricks and mortar – it's about building and nurturing a vibrant and sustainable new community. We want Peacocke to become a high-quality urban environment that is based on best practice urban design principles, accessible design, environmental responsibility, and positive social wellbeing outcomes.

The design of new developments should complement the things that make Peacocke unique while creating neighbourhoods that people love to live in and Hamiltonians can be proud of in the future.

This can be achieved, in part, through providing varied housing styles and densities, easy transport connections, accessible neighbourhoods for all ages and mobility levels, and quality open spaces. Protecting and enhancing the natural environment, and celebrating our cultural heritage is also integral to the vision for Peacocke.

Tino pai tip – Our plan for Peacocke sets minimum density targets for housing ranging between 30 to 45 homes per hectare.

Peacocke is unique

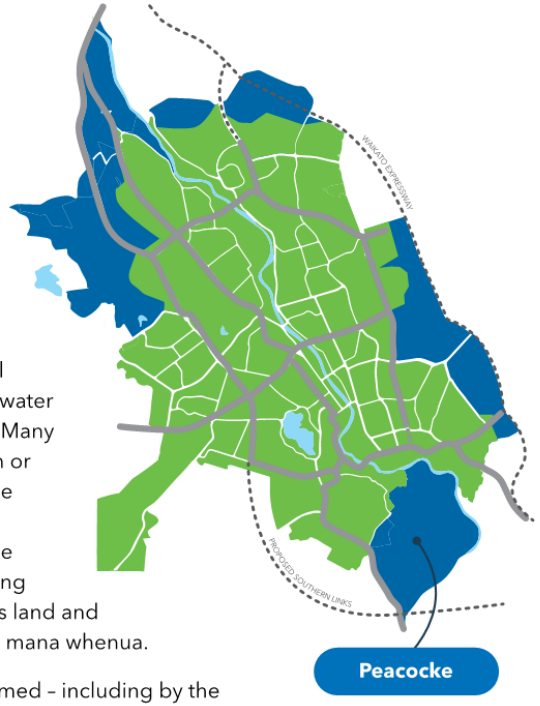
Location

Peacocke is approximately 740 hectares and located in the south-west of Hamilton Kirikiriroa. Peacocke is close to the central city, hospital, and the University of Waikato. The proximity to nearby suburbs, the wider city and Waikato River offers the potential for extensive cycling and walking routes as well as other opportunities for play and access to nature. Peacocke's location makes it the ideal place for a new neighbourhood with higher density housing suited to a range of residents.

History

The area now known as Peacocke is also known as Nukuhau, which is the traditional Maaori name for the whenua (land). Traditionally, the area was inhabited by five hapuu (subtribes) – Ngaati Maahanga, Ngaati Wairere, Ngaati Korokii-Kahukura, Ngaati Tamainupoo and Ngaati Hauaa. These hapuu have ancestral connections to the Peacocke area so they are known as mana whenua and kaitiaki (guardians) of the land, waterways, and historic sites. Since the 1650s, the area has been home to people living and travelling along the Waikato River and throughout the wider region. Alliances between Waikato and Maniapoto tribes formed in the 1750s saw increased numbers of people travelling north and south between the two regions and throughout Peacocke. The awa (river) became a main transport and communication route for Maaori, making the land along the river even more important.

By the time Europeans first visited in the 1830s, Maaori had extensively settled the area with many sites holding cultural significance to mana whenua. The 1860s brought the Waikato land wars and whenua raupatu (confiscation of Maaori land) to the region.



Significant cultural sites in Peacocke include paa (settlements), urupaa (burial sites), borrow pits and freshwater sources like puna (springs). Many of these sites are located on or near the Waikato River or the Mangakootukutuku Gully.
The strong connection of the whenua, awa and surrounding environment means that this land and wider area are significant to mana whenua.

The area has since been farmed – including by the Peacocke family from which the area gained its name – and was officially included within Hamilton's boundary in 1989.

To learn more about some of the history and sites of significance in Peacocke, check out the Nukuhau Cultural Assessment as part of the Peacocke Structure Plan.

To view the Nukuhau Cultural Assessment visit hamilton.govt.nz/PlanChange5.

Tino pai tip – Hamilton City Council uses double vowels in te reo Maaori to represent a long vowel sound as it is the preference of Waikato-Tainui.

Habitats in Peacocke will be restored for indigenous lizards like the copper skink.

The pekapeka-tou-roa is a taonga (treasure) of our city that we need to protect now and safeguard for future generations as Hamilton grows.

Nature

Peacocke is already home to native and exotic plants, native birds, fish, lizards, and other wildlife. This is in-part thanks to the river frontage and gully networks that cross over the area. Significant Natural Areas (SNAs) and open spaces have been identified where there is ecological significance in order to provide protection from inappropriate development.

One of the native species that these natural and open space areas will help is the critically endangered pekapeka-tou-roa (the long-tailed bat). The pekapeka-tou-roa roost locally and have flight paths that cross Peacocke, its gullies, and the Waikato River. Hamilton is unique as it is one of only a few urban environments in the country with long-tailed bat populations living in the city.

To protect and ensure the continued presence of these taonga (treasures) in Peacocke and wider Hamilton, development will need to be designed and constructed in a way that responds to and protects their habitat. This also presents an opportunity to enhance the value of development in and around these natural areas.

Design outcomes for Peacocke

Achieving our urban design outcomes in Peacocke will help make sure new neighbourhoods are safe, attractive and desirable places to live.

Respect and restore the environment

Peacocke has a rich and diverse ecosystem located around the Mangakootukutuku Gully and Waikato River. New developments should contribute to the restoration and enhancement of the natural environment.

Have more homes in the right places

Sites that are near shops, public transport and cycling routes, parks, and schools are suited for more intensive development, allowing more people to live close to the things they need and want.

Accessible for all people

Not everyone can drive, walk, or cycle with ease. Incorporating accessible design helps make getting around safer for everyone and is becoming more important as the population ages.

Provide a high quality of living

Everyone deserves to live in a neighbourhood and home that they can be proud of and love. Development should contribute to a high-quality urban environment that is safe, attractive, healthy, and easy to live in on a day-to-day basis, regardless of age and mobility levels.

Be sustainable

Sustainable development enables reduced energy consumption, water use, and waste reduction. It is important to consider the embodied carbon of materials used, as well as choosing materials that are durable, that last the test of time and are low maintenance.

Be well-connected

Peacocke will be developed in line with Hamilton's vision for a city that is easy to get around for all people and all modes of transport. Making sure development is connected to the transport network for walking, cycling, public transport, and private vehicles is key.

Recognise and promote local culture and history

Bordered by the Waikato River, Peacocke has a unique history with many sites of significance for mana whenua. Early engagement with mana whenua will provide the best guidance to appropriately acknowledge and reflect the cultural diversity, history, and features in developments.

Urban design

Urban design is a people-centred approach to creating urban environments. Urban design is not just about how buildings look, it is about how buildings, places and spaces function, interact and integrate with people and the environment.

Ultimately, urban design is about creating liveable and functionable places for everyone. It attempts to maximise the positive outcomes of developments by improving the impact they have on the quality and safety of public space and surrounding areas.

The application of good urban design principles is key to improving people's wellbeing and creating places that are easy to live in. As an area develops with more homes built closer together, it's important to make sure development has positive impacts on the neighbourhood and the daily lives of people that will call these areas home.

Amenity

In this guide, the term 'amenity' is used to describe anything that makes a place pleasant or convenient to live in and contributes to a high quality of living. Creating and protecting amenity is a core goal of urban design.

Aspects of good amenity can include:

- quality of a place, including its character and aesthetics
- comfort
- safety
- privacy
- accessibility.

Things that contribute to good amenity can range from easy access to shops, services, and schools, to quality open spaces, footpaths, and landscaping down a street. All developments have the potential to create and protect amenity.

Urban design and consenting support

Council can provide urban design and consenting assistance through the **Urban Design Advisory Panel** – an independent group of local urban designers, planners, engineers, and architects that can review and provide feedback on proposals. This is a free, independent service. Using the Panel can make the consenting process quicker by helping identify and resolve any urban design issues at the start of the design process.

To find out more about the Panel and requesting a meeting, visit hamilton.govt.nz/UrbanDesign.

Developers and landowners can also meet with Council staff to discuss development projects, check what resource consenting requirements there might be, and the expected process for consents.

To learn about pre-application meetings, visit hamilton.govt.nz/pre-application-meeting.

Benefits of better urban design

Achieving good urban design can have economic, environmental, cultural, and social wellbeing benefits such as[1]:

- safer and more inviting neighbourhoods
- more prosperous local economies
- better public health
- greater social equity
- improved social cohesion and community identity
- increased value of land and return on investment
- reduced emissions
- more sustainable use of resources
- improved resilience to climate change.

Well considered urban design can deliver more attractive subdivisions and communities. This can increase demand for homes and produce greater returns on investments. Reduced management and maintenance costs, more productive workplaces, and a positive reputation for developments are less tangible but still significant benefits of better urban design.

1. Ministry for the Environment. 2005. The Value of Urban Design – The economic, environmental and social benefits of urban design. Wellington, New Zealand.

Engaging with mana whenua

Our design outcomes expect developments to integrate and acknowledge the rich history and cultural sites of Peacocke. Developers should engage early and at the right time with mana whenua and iwi (Waikato-Tainui) during the development process.

Several Waikato-Tainui hapuu (subtribes) have mana whenua (ancestral connections) to Peacocke including:

- Ngaati Maahanga
- Ngaati Wairere
- Ngaati Korokii-Kahukura
- Ngaati Tamainupoo
- Ngaati Hauaa.

Early engagement with Waikato-Tainui iwi, mana whenua, and their own environmental management plans is key to successful relationships and will make sure developments progress smoothly through design and consenting stages.

Preparing draft plans, concepts, or ideas of what the development is set to achieve will help with initial engagement. Engaging early and in the concept development stage can save time and cost compared to making changes once detailed design has been completed. Council's Planning Guidance Unit and Amorangi Maaori Unit can help connect developers with mana whenua in the area.

Developers should consider the following mana whenua aspirations as part of development planning and design:

- be kaitiakitanga (protecters and guardians) over their traditional lands
- participate in the development planning process
- have opportunity to live on their lands once again
- recognise pre-European Maaori history
- promote to the community the significance of Peacocke for mana whenua.


Context
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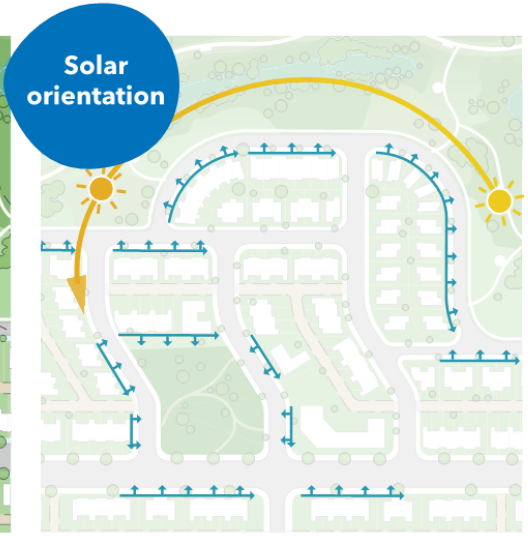
Considering context

To know how a site fits into the bigger picture, an understanding of the wider setting is needed. It's important we understand the characteristics that make up the immediate, local, and regional surroundings and how development integrates with its context.



Tino pai tip – Neighbourhood blocks that run north-to-south with east and west facing properties tend to offer better access to sunlight, particularly for medium density developments.

Topography

Consider how development, including the street and property layout, can work with the contours of the site, reducing the need for things like retaining walls or steep streets – improving the area's accessibility. Where possible, streets and footpaths should follow the contour of the area.

Natural hazards

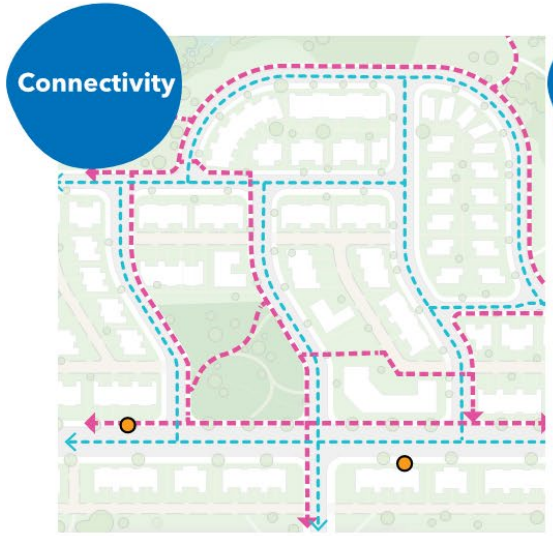
Development design must reduce and manage the impact of natural hazards. For example, flooding impacts can be reduced via comprehensive stormwater management, while good planting and maintenance can help reduce erosion and slips from occurring.

Space for nature

Development should integrate with, protect and restore the natural environment. The impacts from development on gullies and open space will need special consideration. Designing around nature includes adopting earthworks and lighting plans that are sensitive to protected areas, setting back development from protected areas, and landscaping that enhances natural space.

The sun

How a site is laid out will determine future homes' access to sunlight and levels of shading onto neighbouring properties. The design of subdivision and homes should allow for north, east or west facing indoor and outdoor living areas.



Culture and history

Appropriate responses to the cultural features and rich history of the area are best determined by early engagement with mana whenua and other experts such as archaeologists.

Transport connections

Consider the site's location and how it will integrate with the wider transport network, including different modes of transport and peoples' mobility levels.

Things nearby

Consider nearby shops, services, natural and public spaces, including gullies and the river. Consider how to maximise the benefits these places offer to residents, including how people can access and use them.

Location and types of homes

Peacocke is set up for higher density housing. Look for opportunities to increase density in areas that maximise value from amenity and other infrastructure. Areas close to shops, open spaces, public transport, and cycleways are often great locations for higher densities.

Tino pai tip – An average able-bodied person is more likely to walk up to 800m or around ten minutes for something nearby. Think about where people might walk to and how the development's layout makes this as easy, direct and enjoyable as possible for people of different ages and abilities.


Subdivision
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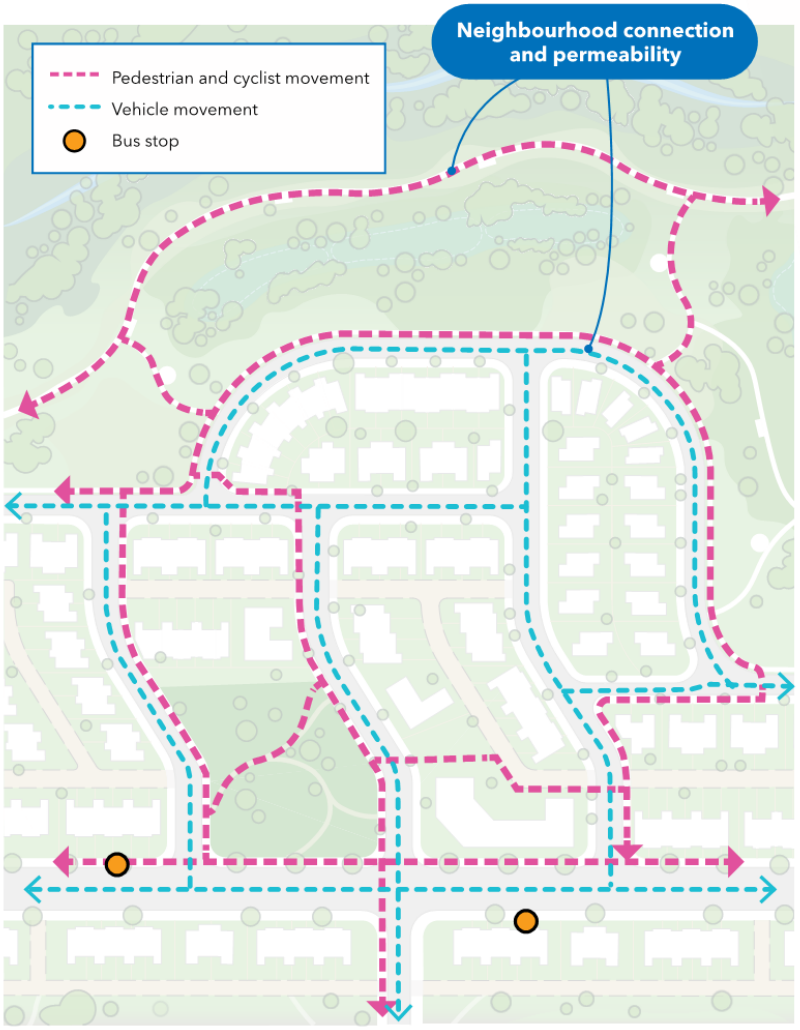
Layout

Determining the subdivision and layout of an area is a crucial step that underpins the achievement of good community and urban design outcomes. The pattern of streets, properties, stormwater infrastructure and open spaces determined at the subdivision stage can impact the future character and amenity of that immediate and wider area. Subdivision and land-use planning should be done together.

Connected neighbourhoods

- Streets, footpaths, and cycleways should seamlessly connect to the wider transport network, promoting clear access to key destinations in Peacocke including shops, services, public spaces, and other neighbourhood features.
- Provide easy to see and step-free pedestrian links to nearby shops and services, bus stops, adjacent public open space, or communal open space.
- The width and length of neighbourhood blocks should enable easy walkability in and around the neighbourhood. Blocks that are too big or long can discourage walking and cycling due to the need to cover more distance to get to destinations.
- Cul-de-sacs should only be used where necessary to respond to site constraints, such as topography. Where they are used, they should be short, and the layout should maintain connectivity across the wider subdivision area. Where possible, provide walking and cycling connections at the end of the cul-de-sac to connect to the wider walking and cycling network.
- Ensure footpaths are wide enough for all users. A footpath width of at least 1.8m allows two people to walk side by side or pass each other.
- Subdivision design should consider where and how people can cycle around safely, providing transport choices and recreational opportunities. Safe cycleways are separated from the road, continuous and direct.

Tino pai tip – Neighbourhood blocks between 60m to 80m in depth and 120m to 160m in length allow good ease of access around them while still enabling flexibility for a range of housing types.



Safe and attractive neighbourhoods

- A neighbourhood with safe and attractive streets and spaces can improve the desirability of an area and provide wellbeing benefits for residents.
- The placement of lots along a street can impact on the future safety of that street. Ensuring properties have good street frontage provides opportunity for passive surveillance and improved feelings of safety in an area.
- Open spaces also benefit from passive surveillance. Streets bordering an open space provide better passive surveillance outcomes than the backs of homes.

Tino pai tip – Passive surveillance is a key principle of Crime Prevention Through Environmental Design (CPTED). Further guidance on CPTED principles are provided by the Ministry for the Environment at environment.govt.nz.

- Ensure properties are laid out so that their main 'fronts' face each other across the street, and their back yards also face each other. Avoid scenarios where a home has its back to the street. This maintains areas of privacy for residents in their home.
- Street and road design influences the safety, and the type of activities people use those spaces for. Street widths, speed limits, and other features can help create a safe street environment for all people.
- Minimising the frequency of driveways and their width over footpaths and separated cycleways can help improve safety for pedestrians and cyclists, as well as improving street amenity for residents by allowing more space for landscaping.
- Provide ample room for mature trees along street berms, public space, and private properties. Landscaping and street trees can help improve the use of transport networks by making them pleasant to be in. Street trees and landscaping provide shade, regulate local temperature, and improve wellbeing outcomes of residents.

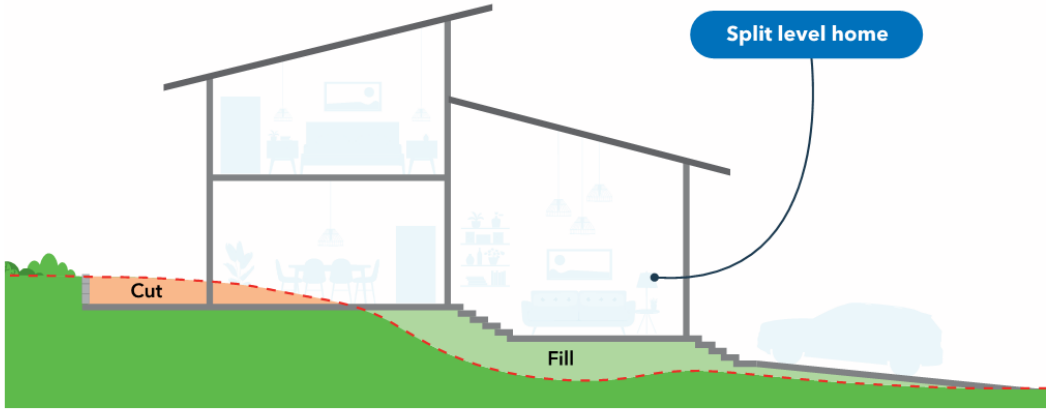
Accessing density

- Different homes and densities require different ways of being accessed. To enable higher densities of homes, such as terraced housing, rear lanes should be considered. Rear lanes are one way of reducing the number of driveways and garages disrupting the street corridor, improving street safety and amenity outcomes.
- When designing rear lanes, ensure they are wide enough for the vehicles that will use the space (such as rubbish trucks), promote a low-speed environment, have appropriate lighting, and do not become unpleasant to be in. The use of different surface materials and landscaping along the rear lane can help achieve a low-speed environment that does not reduce the amenity for surrounding properties.
- Where rear lanes are not suitable for the density or types of homes intended, consider if driveways can be paired with neighbouring properties to reduce the frequency of driveways interrupting footpaths.
- Rubbish and recycling bin collection points should be a part of planning the street corridor, rear lane design, and property layout. Rubbish and recycling trucks should not have to reverse. Make sure there is enough clear space for bin collection for all homes without blocking footpaths, cycle paths, parking spaces or driveways.

Tino pai tip – If a lot has a street front of less than 7.5m, a rear lane should be provided for vehicle access and parking. Where rear lanes are provided, ensure private ownership and maintenance arrangements are clear.

Consistent and comprehensive earthworks

- Undertaking earthworks comprehensively during the subdivision phase helps ensure a consistent layout across the development area. This will help improve future accessibility and attractiveness of the area by managing gradients and the location and extent of retaining walls across the subdivision.
- It is important to recognise that higher levels of density will require more thoughtful and comprehensive earthworks.
- Where possible, earthworks should reflect the contours and topography of the subdivision area by avoiding large cuts and fills. Streets and properties can be orientated to work with and follow the contours of an area to minimise the need for large retaining walls or steep access ways. For example, homes can 'split-level' across a site, reducing the need for retaining walls.
- Where retaining walls are required, these should have a low visual appearance by being stepped across a property, or with space in-between walls for landscaping. Large-scale retaining walls along the street front can detract from the attractiveness and safety of the neighbourhood.
- Where retaining walls require a safety fence on top, ensure the combine wall and fence does not block sunlight from reaching future living spaces on the property or neighbouring sites.



Local culture and history

- Early engagement and collaboration with groups such as mana whenua and other specialists will inform how development should reflect the cultural and historic features of the area.
- Where subdivision and development includes or is near any sites of cultural or historic significance, engage with mana whenua to gain the most appropriate design direction.

Different types of homes

- Lots should be placed with the context of the area in mind as well as the privacy of those future homes. This means providing density in the right places, and providing a range of allotment sizes and shapes that enable a variety of housing types.
- Areas that are conveniently close to facilities such as local shops and public transport, present opportunities for greater densities.
- Areas of open space, such as parks and reserves, provide high levels of amenity. Locating higher levels of density near these amenity spaces can help maximise the use and value of those spaces, while adding value to the development and residents' wellbeing.
- When considering the topography of the area, lower levels of density might be more suitable where the land is steeper.

Access to sunlight

- As more homes are built closer together, it's important for homes and their neighbours to have access to as much sunlight as possible.
- The direction that neighbourhood blocks and properties face along with the width and depth of properties can influence and determine the layout of future homes, such as where indoor and outdoor living areas are located on a site, and their sunlight access.
- Blocks and streets that run north-south with homes facing east or west tend to allow better sunlight access compared to blocks that run east-west which can mean some homes are south-facing.
- Where homes are unable to face east or west:
  - facing north, a wider street frontage can benefit sun access opportunities as outdoor living areas can be located in the eastern or western side of the home instead of south. Upper-floor living can also improve sunlight access to living rooms.
  - facing south, deeper back yards can allow for sun in these areas.

Tino pai tip – When providing lots for terraced housing, ensure they are orientated towards the sun with plenty of windows to allow for solar access and space to live comfortably. In addition, try to avoid creating north facing garages which can reduce the amount of sunlight that can reach inside a home.

The environment

Peacocke is defined by its natural and cultural features, including the Mangakootukutuku Gully network, Waikato River and the native flora and fauna that live in this area. Subdivision should be laid out and managed in a way that protects and enables opportunities to enhance the natural environment and cultural features.

Allow space for nature

- Natural features, such as areas of vegetation, open space, and street landscaping, contribute to the local ecosystem and amenity, creating an attractive neighbourhood.
- Natural open spaces and parks should be provided across development areas in line with the Peacocke Structure Plan and Council's Open Space Policy. In general, parks and open space should be no more than a five to ten minute walk, or 400m-800m from every home.
- Trees should be along all streets, with the largest along main streets and public spaces. Street trees provide amenity for residents and transport users. They also have the potential to contribute to the wider ecosystem and biodiversity of the neighbourhood. Urban vegetation can also help regulate the temperature of an area. This is particularly important as climate change increases temperatures in urban areas.
- Existing, mature vegetation should be retained wherever possible.
- Along street berms and within properties, make sure there is sufficient space for new trees to become mature and large.
- Select tree species and their planting location in co-ordination with features of the site like driveways and lamp posts to avoid conflicts of use and future maintenance issues.

Think about stormwater management early

- Early consideration of stormwater management for development is part of good design and planning.
- Designing resilient stormwater networks is important given the impacts of climate change, such as more extreme rainfall events.
- Comprehensive stormwater management of an area will help:
  - Reduce impact of extreme weather events like floods.
  - Improve freshwater quality of streams and the Waikato River.
  - Create valuable amenity features and spaces for the neighbourhood and community like ponds, wetland areas and other multi-use spaces.

Create accessible open spaces

- Easy access should be provided to natural and open spaces for the community whether by foot, bike, bus, or car.
- Streets and pedestrian networks should follow and border natural and open spaces, providing open access to these areas.

Tino pai tip – At least half of an open space should have public streets bordering the area. As well as improving accessibility to that open space, this can also improve the safety of the area by allowing passive surveillance into the open space.


Urban heat island effect
Urban areas are often hotter compared to rural and open areas as they have limited natural spaces, few trees and less vegetation that is cooling and provides shade. Large areas of hard surfaces and buildings generate heat and limit natural ventilation in urban areas. To mitigate the urban heat island effect, make sure there are ample open green areas, space for mature vegetation to grow throughout neighbourhoods, reduced areas of hard surfaces and more conscious building design.
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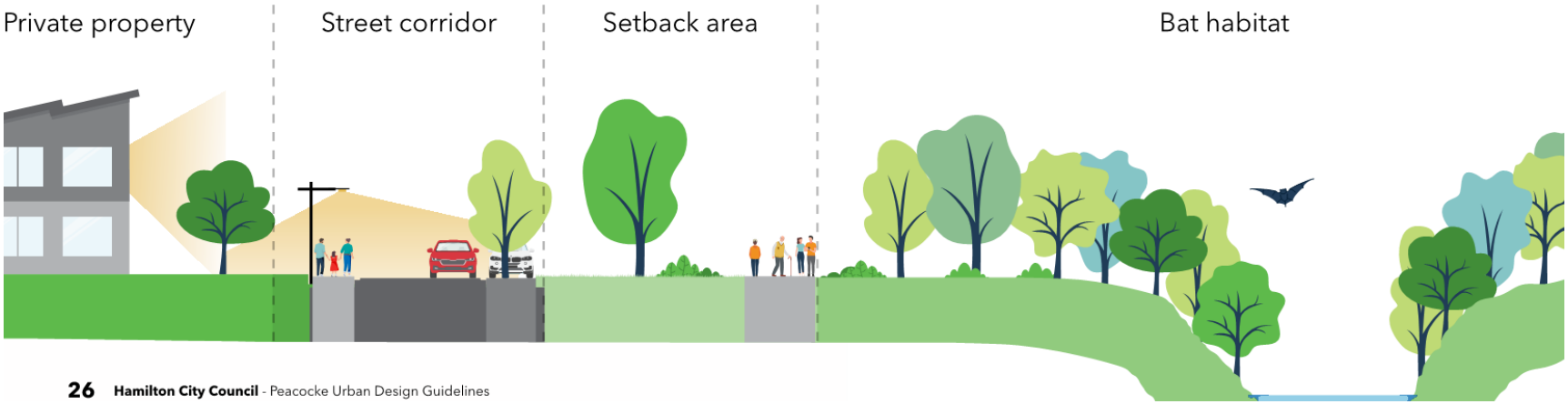
Protect bat habitat

- Artificial lighting can have a negative impact on native wildlife, including the critically endangered pekapeka-to-roa, impacting on their flight paths, feeding, and roosting areas. It is critical to manage the light spill from street lighting and future homes to ensure the continued presence of these native species in our city.
- The space between urban development and bat habitat, known as a setback area, provides a buffer where light intensity reduces before reaching habitat areas. Landscaping of these areas can help reduce light reaching natural open spaces.
- The placement of street lighting near natural spaces should be designed in a way that minimises unnecessary light spill, such as by being directed away from protected areas and being as low to the ground as possible.
- The location of lots, buildings and lighting should take into consideration the light spill that may be produced onto bat habitats. The use, placement and design of internal and external lights, landscaping, and other building features can help reduce light spill. Outdoor lights, such as balcony or security lights, should be low in height, downward facing, and have motion sensors or time limits if possible.

The unique natural and open spaces across Peacocke provide protection, vital habitat, and flight paths for the critically-endangered pekapeka-tou-roa.




Building design and layout
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Designing around public spaces

Public space is any area that can be accessed freely by the public and includes areas such as streets, laneways, parks, gullies, and waterways. Better connection between homes and public spaces can help promote and protect amenity, including improved safety, attractiveness, and character of the neighbourhood.

Homes should be orientated towards public space. When buildings don't face public space, this can reduce the safety of an area or simply make it a less attractive or desirable place to be in.

Overlooking public space

- Where a home has frontage to a public area such as a park or street, locate living rooms such as kitchens or dining rooms with windows that look out over public spaces.
- Maximise the amount of windows and balconies for habitable rooms in locations that overlook public space while also maintaining privacy of the home. Where residents can 'over look' public spaces, this will support safer neighbourhoods by helping reduce anti-social behaviour.
- Look for opportunities where homes can be elevated slightly higher than near-by footpaths and streets while maintaining easy access to the home. Homes that sit above the street level provide more privacy to residents, especially along major street corridors.

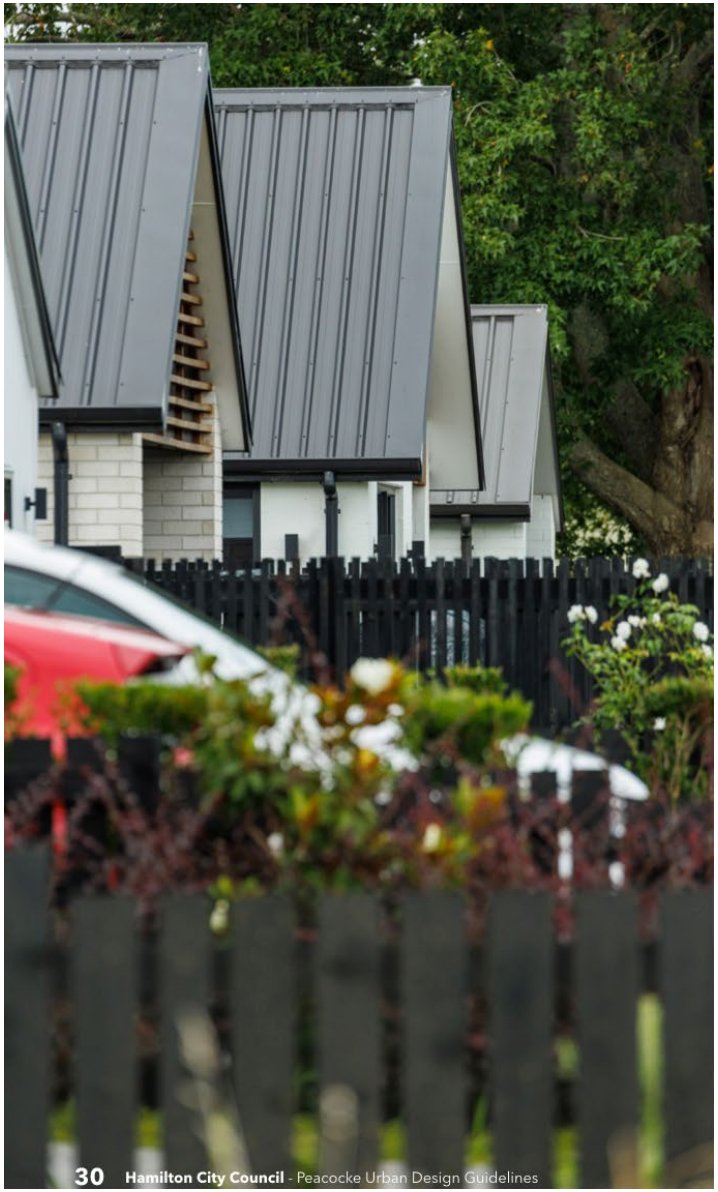
Facing the street

- Face homes towards the street that they are on.
- The facade facing the street should feature the defining architectural elements of the building. This includes the front door being clearly visible from the street, providing direct pedestrian access, adding windows or balconies, and other architectural features facing the street.

Fencing and landscaping

- Along street fronts and other public space, use low-height and visually permeable fencing and walls that balances an active and safe street or open space with privacy of individual homes. Try to keep fences along a street at 1.2m or below, and at or below 1.5m along open space or park boundaries.
- Landscaping can help separate public spaces and private areas. Think about the height and type of landscaping that can create privacy and separation while also adding to the pleasantness of the wider area when compared to solid fencing.
- Make sure that any fencing or landscaping near the street and footpath does not block the view of drivers exiting a property or people using footpaths. For example, the height of fencing and vegetation should not block sightlines out of driveways.

Tino pai tip – Where a solid fence is needed, keep any portion above 1.2m visually permeable.



Attention to detail

- Good design is not achieved by mistake. Visually interesting and varied external building design improves the character, pleasantness and interest in a development and wider area.
- Look to use different material and cladding choices, colours, and other architectural elements along the street front.
- Place things like air conditioning units, rain tanks and gas fittings out of view from the street. Integrate other fittings like plumbing into the overall building design. Colour matching or using complimentary materials can help achieve an integrated design.
- Larger developments should combine a consistent design style with variety to create cohesion while avoiding a monotonous streetscape that lacks identity.

A friendly street

- Design homes to reduce the dominance of garage doors, parking spaces and driveways. When there are too many driveways crowding a footpath, this can create an unsafe environment for children playing on the street, and people walking or cycling, while also reducing the amenity for the surrounding neighbourhood.
- Rear lanes can be provided in higher density developments, such as terraces and apartments, and where properties have narrow street frontages.
- Where garages are provided from a street, set them back behind the main façade of the building to reduce their visual impact.
- Consider pairing driveways to limit interruption of footpaths and cycleways.
- Provide landscaping to visually break-up paved areas and to help reduce and soften the visual impact of parking, rear lanes, and large paved areas.

Tino pai tip – To reduce the dominance of garaging along a street, the width of garaging and car parking facing a street should not exceed 50% of the front width of the building. Garages should also be setback at least 0.5m behind the front facade of the building, rather than in front of it.

Better homes and spaces

Homes should be great places to live, regardless of the type of housing and density. Providing amenity through well designed and attractive homes and private spaces is always important but more so in communities where people are living closer to each other.

Gaining good sunlight access and outlook

- Indoor and outdoor living areas should be located where there is a northern aspect, optimising solar access. Aim for indoor living spaces to have at least three hours of direct sunlight throughout the day.
- The placement of all habitable rooms and their windows should be made with solar orientation in mind, as well as the views those windows provide to residents.
- Spaces such as gardens and balconies can help create privacy and separation for living areas adjoining public spaces such as streets or parks.

Tino pai tip – Buildings that are 14m deep or more should be at least 6m wide to avoid narrow and dark homes.

Privacy and shading

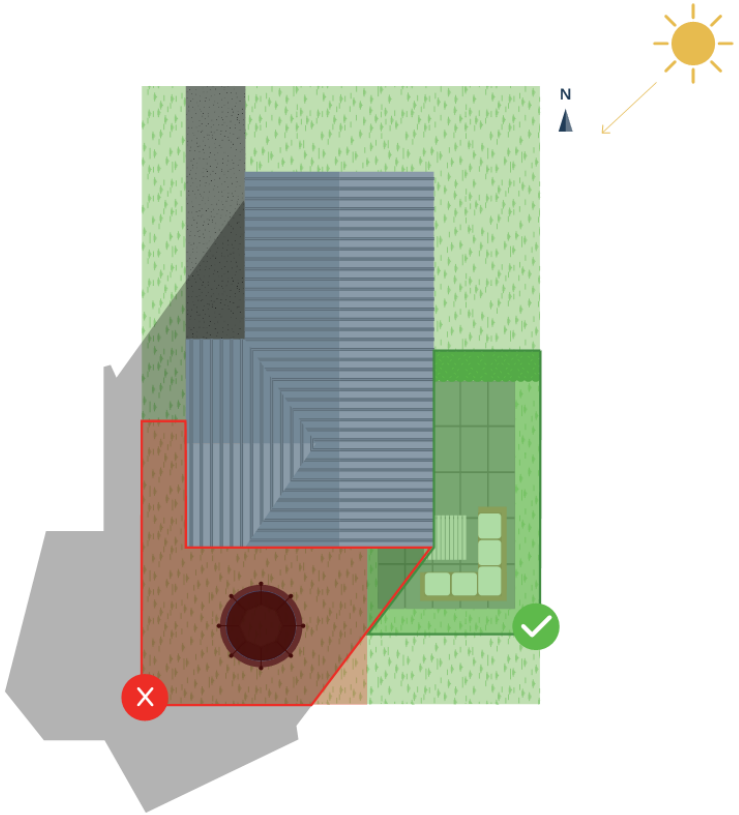
- The location of homes on a site, including their size and orientation should consider neighbouring properties. Being considerate of neighbours access to sunlight and privacy improves the quality of life for the whole neighbourhood.
- Protect privacy between homes by offsetting windows to avoid direct lines of sight into the primary living areas of neighbours, limit direct overlooking from upper-level windows and balconies, and use landscaping to screen private areas.
- Place homes closer to the street or public space it fronts onto. This helps create a larger private backyard and increased separation from rear neighbours.

Great outdoor living areas

- Whether for play, rest or entertainment, outdoor living spaces should be designed with their use in mind. Outdoor areas should be purposefully located, rather than being the remaining surplus land on a site.
- Outdoor living spaces should have direct sunlight, a size and shape that make them usable, and be easily accessible from indoor living spaces.
- The size of outdoor living areas should be proportional to the size of the home and number of people expected to use the space.
- Outdoor areas should be accessible for a range of different mobility levels. This can include elements like level entry doors and providing ample space for moving around outdoor furniture.
- Planting and materials should contribute to the useability of outdoor living spaces, be durable and easy to maintain. Planting can also assist with privacy, shade, and shelter of the outdoor area.

Communal outdoor areas

- Communal outdoor areas set aside for residents are common for larger and more intense residential developments. They provide open spaces for residents to enjoy and interact with each other, while creating 'breathing space' between large buildings with shade and green space.
- These spaces should be secure and safe and have clearly defined ownership lines between private, communal, and public spaces. Privacy, visual and noise impacts onto and from these spaces should be considered.



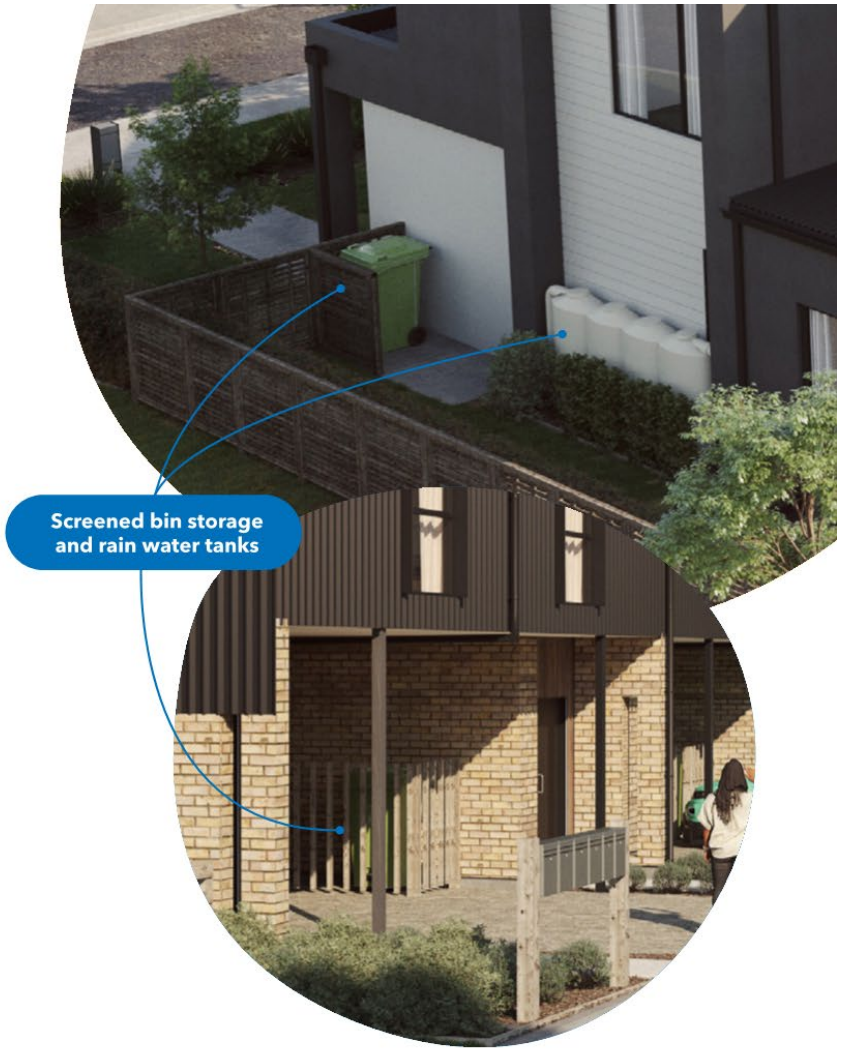
Tino pai tip – Aim for outdoor living areas to have at least five hours of sunlight throughout the day.

Right places for essentials

- Essential things people use often like washing lines, storage space, and rubbish and recycling bins should be easy to use and access.
- Washing lines should be in sunny locations.
- Rubbish and recycling bins should be stored in a purpose-built or designated space that is convenient to access and well connected to the point of collection.
- Bins and washing lines can make a space look cluttered and unpleasant so screening or hiding these spaces from everyday view should be considered. Screening should be durable, simple to access and integrated into the overall design.
- Communal bin storage should have enough space for all expected bins and be easy to access for both residents and collection vehicles. This location should also consider the visual, noise and odour impacts for nearby residents.
- Having purpose-built storage space that is conveniently located and large enough for items such as bikes or other household items is more important in high-density homes where there is less space available.

Tino pai tip - Bin storage should not be near living areas or have windows nearby.

Refer to our Design for Waste guide at fightthelandfill.co.nz for more tips and tricks on collection and storage of bins.



Landscaping and green spaces

- Vegetation and design of green spaces around a property can improve the daily lives of residents who live there and for those that pass by. Landscaping can also contribute to local biodiversity with native planting, and food resilience if vegetable gardens and fruit trees are planted.
- Well-designed landscaping should:
  - provide shade
  - include native plants for wildlife
  - provide privacy between private and public spaces
  - help define ownership boundaries
  - screen or visually break-up large, paved areas and service areas
  - soften the appearance of retaining walls.

Tino pai tip – Landscape plans should consider the long-term water and maintenance requirements of plants and screening materials.

Accessibility

Homes should be easy to live in and move around and should cater for all stages of life and different abilities. Homes should be conveniently laid out, accessible and considerate of people's age and mobility, all while protecting and providing amenity. The application of universal design principles can help achieve this outcome.

Prioritising ground floor living

- Include important spaces in a home, like living areas, bedrooms, and bathrooms on the ground floor. This can allow more people with different accessibility levels to live in and visit the home.
- In all internal living areas, ensure there is enough space for its intended use including furniture and space to move around easily.

Tino pai tip – To be wheelchair accessible, plan for at least a 1.5m diameter turning circle in all living rooms and ground floor bedrooms and bathrooms. Doors should be at least 910mm wide and exterior doors should be at the same level as the ground.

Clear pedestrian access

- Provide a clear and direct pedestrian path connecting between the street and the home's front door.
- Paths should be step-free if possible, relatively flat, continuous, direct, and wide enough for different mobility levels.
- The use of different materials, colours, textures, or landscaping can help provide clarity and direction.

Tino pai tip – Footpaths should be at least 1m-wide on private properties.

Safe spaces for people and vehicles

Make sure people using footpaths and driveways are safe by:

- Protecting drivers' sightlines by using low fences, careful selection and location of plants, and minimal use of retaining walls along the front of homes.
- Providing large enough car park spaces so parked cars don't block footpaths or access lanes.
- Creating low-speed environments in shared spaces by using different paved surfaces, textures, colours, and landscaping.
- Minimising the need for vehicles to reverse over footpaths and areas where people might be walking, cycling, or playing.
- Having outdoor lighting that is appropriate for safety and security.
- Ensuring off-street car parks have clear and direct pedestrian connections to homes and the surrounding streets or access lanes.

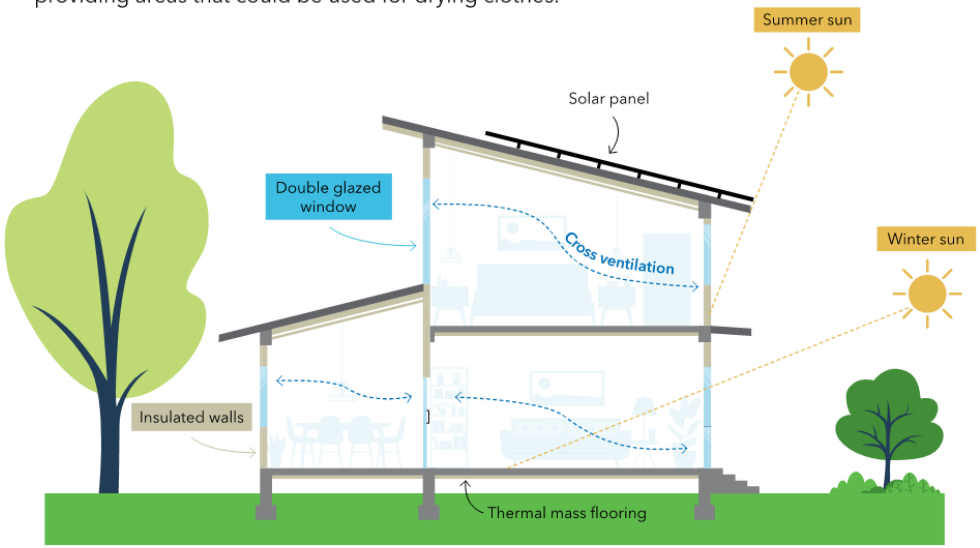
Sustainability

Sustainable thinking should be at the heart of every new neighbourhood. Development design should make it easy for residents to live a sustainable lifestyle. Developments should be conscious of the long-term changes expected in the environment from climate change and incorporate sustainability features in their design.

Tino pai tip - Our response to climate change is outlined in Our Climate Future: Te Pae Tawhiti o Kirikiriroa. To learn more, visit hamilton.govt.nz/climatechange.

Reduce home energy usage

- Consider passive design principles for new homes and buildings to reduce unwanted heat gain and loss. Use a north facing orientation towards the sun, thermal mass, insulation, and glazing to take advantage of natural sources of heating and cooling like the sun and breezes.
- The colours of external walls and roofs can impact the heating and cooling of homes. Darker colours absorb more heat which can increase the need for air conditioning in summer. Consider the use of 'cool colour' paints.
- Buildings can be designed to take advantage of renewable energy by having roof space and a suitable roof pitch for solar panels.
- Using outdoor space wisely can also help reduce energy consumption by providing areas that could be used for drying clothes.



Reduce the temperature of an area

Design should:

- Reduce hard surfaces around homes and buildings like paving. Hard surfaces can increase the temperature of surrounding urban areas – known as the urban heat island effect.
- Increase tree plantings and canopy cover to provide more shade and help regulate temperatures around buildings.
- Consider building materials and colours that can reduce temperatures in exposed areas.

Manage water wisely

Climate change is increasing the frequency and impact of extreme rainfall events and severe droughts. There are various ways a development's design can encourage efficient and sustainable water use, including:

- Rainwater tanks can supply water in and around the home.
- Appropriate on-site stormwater management via water reuse or ground soakage that can reduce the impacts from flood events.

Tino pai tip - Comprehensive stormwater management at the subdivision stage is the best way to reduce the impact of large flooding events.

Enabling sustainability

Consider construction materials and methods like the full material lifecycle, durability, maintenance requirements and embodied carbon of materials – the amount of carbon used to produce that product.

Include outdoor areas that could be used for drying clothes, composting, worm farms, and fruit and vegetable growing. These can allow residents to live more sustainably.

Consider low maintenance plants including ground cover, which can reduce the need for owning and using a lawn mower.

Providing space to store and charge e-bikes, scooters and electric vehicles is another example of enabling residents to live a more sustainable lifestyle.

Tino pai tip - Refer to our Building Without Waste Guide for more sustainable construction tips at fightthelandfill.co.nz/building-development.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Peacocke Renders

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Council Report

Committee:	Strategic Growth and District Plan Committee	**Date:**	27 August 2024
Author:	Tony Denton	**Authoriser:**	Chris Allen
Position:	Technical Director Transport	**Position:**	Executive Director Commercial & Advisory

Report Name: Ruakura Eastern Transport Corridor- Strategic Case

Report Status	*Open*

Purpose - *Take*

1. To seek approval of the strategic case for the Ruakura Eastern Transport Corridor which will underpin a detailed business case and detailed design for its delivery.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Committee:

   a) receives the report.

   b) approves the Ruakura Eastern Transport Corridor strategic case for the purposes of progressing detailed design and for exploring funding options for its delivery.

   c) notes that a report will go to the 24 September 2024 Infrastructure and Transport Committee seeking approval for the macroscope of the Ruakura Eastern Transport Corridor project.

Executive Summary - *Whakaraapopototanga matua*

3. The Ruakura Eastern Transport Corridor (ETC) project is funded for detailed design in 2024/25 and this work is in progress. To obtain the support of funding partners the detailed design is being supported by a detailed business case.

4. As part of a detailed business case, it is necessary to document a strategic case, which confirms the need for the project. This will then underpin a detailed business case and the detailed design, which will confirm the scope of the project, validate the cost of the project, how it can be funded and who will deliver it.

5. The Ruakura ETC is a significant component of the Hamilton City strategic transport network and the need for it has been confirmed through multiple consultative processes including the 2014 Board of Inquiry and the Ruakura Structure Plan.

6. The next step of the detailed design will be to confirm the scope of the project and a report will be brought to the 24 September 2024 Infrastructure and Transport Committee meeting seeking macroscope approval.

7. A further report will be brought to the Council on these matters prior to committing to any construction of the project.

8. Staff recommend Option 1 – to approve the strategic case, as detailed in paragraph 39 below**.**

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

Background - *Koorero whaimaarama*

10. The Ruakura Eastern Transport Corridor (ETC) is a significant part of Hamilton's strategic roading network, providing a major arterial link from the Waikato Expressway Ruakura Interchange to Fifth Avenue, which is also a major arterial performing a cross-city connection function.

11. Th ETC road configuration was decided through significant negotiations with the NZ Transport Agency when planning the Waikato Expressway and through a Board of Inquiry process from 2014 considering the private plan change for Ruakura submitted by Tainui Group Holdings and Chedworth Properties Ltd.

12. Following the Board of Inquiry decision the Ruakura Structure plan was incorporated into the Operative District Plan. Figure 1 is a marked-up version of the Ruakura Strategic Infrastructure -Transport from the Operative District Plan (Figure 2-15A).

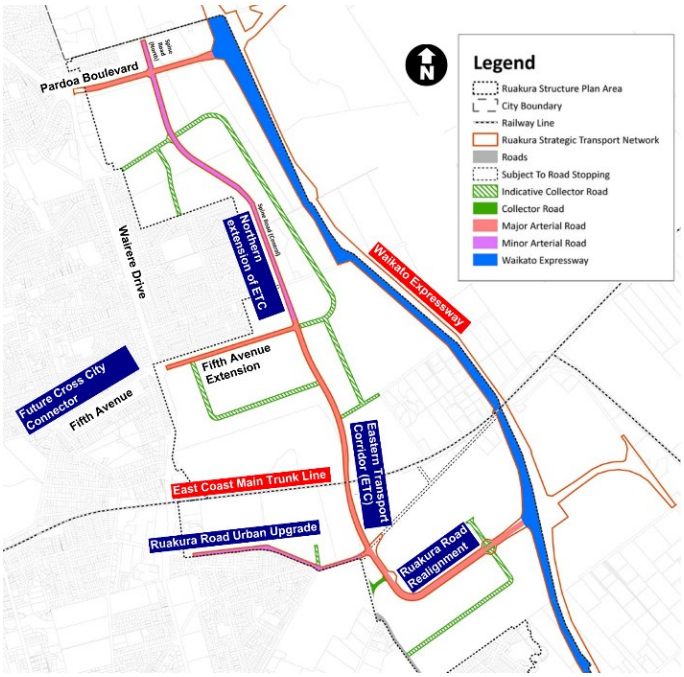

Figure 1

13. The Ruakura Eastern Transport Corridor as labelled on Figure 1 comprises;

    i. Eastern Transport Corridor - from Ruakura Road to Fifth Avenue (major arterial)

    ii. Eastern Transport Corridor - Fifth Avenue Extension (major arterial)

    iii. Northern Extension of ETC - from Fifth Avenue to Pardoa Boulevard

14. The Northern Extension of the ETC has been built (or is being built) by Chedworth Property Ltd from Pardoa Boulevard southwards to its property boundary (Webb Drive). The section of the Northern Extension from Fifth Avenue to the Chedworth property boundary is not currently planned to be built and this section will form part of the detailed business case for consideration (Webb Drive Extension).

15. The Northern Extension has been built north of Pardoa Boulevard to connect to the out of district R2 growth area and if this area should develop it would be sensible to continue the ETC northwards. This is not in the scope of the business case to be developed.

16. The Waikato Expressway Hamilton section was completed in July 2022, along with the Ruakura Road Realignment connecting the Ruakura Interchange with the city transport network at Silverdale.

17. The ETC is now a missing link in the city strategic transport network.

Discussion - *Matapaki*

18. An update on the Ruakura Greenfield area has been provided in the General Updates report to this Committee meeting. The update provides data on the progress of both housing outcomes (mainly from Greenhill Park in the north) and employment outcomes (mainly from the Ruakura Inland Port)

19. These outcomes have been enabled by significant expenditure in infrastructure over time but unlocking the full potential of Ruakura will require ongoing investment.

20. The investment over the past 3-5 years has been delivered through a partnership of Hamilton City Council with government, Tainui Group Holdings and Chedworth Properties and has provided the strategic infrastructure servicing to enable the planned growth for Ruakura to commence.

21. In this time these partnerships have delivered the following strategic public infrastructure:

    i. Waikato Expressway, including the Ruakura Interchange;

    ii. the Ruakura Road (West) Realignment transport link from the Interchange to Council's transport network at Silverdale, including the start point for the Eastern Transport Corridor (ETC);

    iii. a 12 mega litre water reservoir including bulk service mains to service all areas including the Inland Port and Greenhill Park to the north;

    iv. a wastewater interceptor from the existing network on Pardoa Boulevard in the north to the railway line in the south; and

    v. the northern parts of the Eastern Transport Corridor south from Pardoa Boulevard through most of Greenhill Park.

22. A significant amount of private investment has also provided significant infrastructure including rail sidings, collector and local roads, stormwater treatment devices and local waters servicing.

23. The acceleration of the Inland Port construction, connection of the city to the Waikato Expressway and SH26 as well as local growth has increased pressure on the local network, with the urbanised section of Ruakura Road functioning as an interim inter-regional freight connection between Wairere Dr and SH1/SH26. This heavy loading will reduce the life expectancy of the pavement if the ETC is not constructed in 2027 to re-route freight trips being generated by the Inland Port and from the Expressway.

24. Hamilton City Council is taking the lead to develop the detailed design supported by a detailed business case for the delivery of the ETC, which will confirm:

    i. the strategic case and why there is a need for the investment,

    ii. the financial case to look at whether the investment is affordable (the scope),

    iii. the economic case to consider whether the investment offers value for money,

    iv. the commercial case to consider is the investment viable (a funding plan),

v. the management case to determine how the project is delivered.

25. Staff consider that this project merits government funding assistance and to secure this it is a requirement to undertake a NZ Transport Agency business case.

26. Staff have been working on all aspects of a detailed business case sufficient to establish that the project has a good strategic case, is likely to have a good economic case and is a good fit with Government Policy Statement on land transport 2024.

27. Staff are requesting that the Committee approve the strategic case (**Attachment 1**) for the purpose of progressing the other business case components.

28. The strategic case identifies the problems that justify the need for the ETC include:

    i. it is an important missing link in the strategic transport corridor,

    ii. development, including employment and residential, will be restricted until the ETC is in place,

    iii. the mode shift opportunity enabled by the ETC is a good contributor to emission and safety targets,

29. The delivery of the ETC will:

    i. ensure that the right trips are taken on the right transport corridor,

    ii. provide resilience by looking after what we have got (Ruakura Road and rest of the City Network),

    iii. be an important investment in future, strategic and economic growth.

30. The timing of the ETC:

    i. is important to protect the city transport network,

    ii. will be dependent on type and rate of land-use development,

    iii. will determine when the Ruakura Inland Port can reach its full potential for the city.

31. Once there is agreement with Committee that there is a need for the investment through the strategic case, staff propose to report to the 24 September 2024 Infrastructure and Transport Committee seeking agreement on the macroscope of the project, including the extent of the project and its form, function and cross section, once again for the purpose of progressing the detailed design supported by a detailed business case.

32. Construction of the full ETC is expected to create a multi-modal transport network for the Ruakura Growth Cell and to reduce local trip dependency on private vehicles. The ETC will also function as a Public Transport corridor, connecting south and east Hamilton to the north in alignment with the Future Proof and Hamilton Metro Spatial Plan objectives.

33. This macroscope will then inform the financial, economic and commercial cases, which will be reported back to Committee before any decision is made to commit to the project construction.

34. If the recommendation is to not approve the strategic case then any further Council work on the ETC will need to be reconsidered.

35. The recommendations of this report support the planned growth of the city and also support the Metro Spatial Plan recognition of Ruakura as a priority development area.

Options

36. Staff have assessed that there are 2 reasonable and viable options for the Committee to consider.The options are set out below.

37. Option 1 is to accept the recommendation to approve the strategic case.

38. Option 2 is to not accept the recommendation to approve the strategic case.

39. Staff recommend Option 1 because it is reflective of all of the strategic planning for Ruakura over a 10-15 year period and delivery of infrastructure including:

    i. Board of Inquiry (2012-2014)

    ii. Waikato Expressway connection strategy

    iii. Operative District Plan- Ruakura Structure Plan

    iv. Future Proof Priority Development Area

    v. delivery of the Waikato Expressway, the Ruakura Interchange, the Ruakura Road Realignment, preloading enabling works for the ETC, the Greenhill Interchange, Pardoa Boulevard, a substantive portion of the northern extension of ETC, strategic wastewater and strategic water

Financial Considerations - *Whaiwhakaaro Puutea*

40. Council has allocated funding commencing from year 4 (2027/28) of the Long-Term Plan to allow it to be a funding partner for the delivery of the ETC. Substantial funding from other partners will be required to put a funding plan in place to ensure a successful delivery.

41. If the NZ Transport Agency were to be a funding partner through the National Land Transport Programme (NLTP), it is likely that the earliest this would be available is in the 2027/30 NLTP, which matches when Council has allocated its funding.

42. The funding allocated to complete the detailed design is in 2024/25 to ensure that we can get the ETC to a point where all of the costs and risks are known and to have a minimum lead time should funding be available from other partners.

43. This project has the significant advantage of having the land available to deliver the ETC. This is normally a factor that can slow down large infrastructure projects.

44. The funding availability through the 2024/34 Long-Term Plan is set out below, noting that the costs are local share only and are inflated cost estimates. The operational costs including depreciation and consequential Opex will be shown once the project scope is finalised.

Type of Costs		**2024/25 Year**		**Future Years**
Capital Expenditure	Approved budget	Costs incurred	Forecast Spend	Approved budget
Detailed design	$2,100,420	$0	$2,100,420	$0
Implementation	$0	$0	$0	$46,660,961
Total Capex	**$2,100,420**	**$0**	**$2,100,420**	**$46,660,961**

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

45. Staff confirm that the staff recommendation complies with the Council's legal and policy requirements.

Climate Change Impact Statement

46. Staff have assessed this option against the Climate Change Policy for both emissions and climate change adaptation.

47. Staff have determined no adaptation assessment is required.

48. Staff have determined no emissions assessment is required in relation to the decision for this report.

49. The long term outcome of constructing the Eastern Transport corridor is the reduction of truck movement growth throughout the region by shifting freight to the rail network. In addition the project will support improved public transport and active mode connectivity within the growth cell and to the areas of employment and residential living, depending on the macroscope decisions that Council will make in September at the Infrastructure and Transport Committee.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

50. The purpose of Local Government changed on the 14 May 2019 to include promotion of the social, economic, environmental and cultural wellbeing of communities in the present and for the future ('the 4 wellbeings').

51. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report as outlined below.

52. The recommendations set out in this report are consistent with that purpose.

Social

53. As more people live and work in the city, we need to make sure the benefits of living in Hamilton Kirikiriroa grow alongside the new homes and businesses. While we don't determine how much growth occurs in Hamilton, we can determine what kind of city Hamilton Kirikiriroa aspires to be. We want to create a liveable city, an attractive lifestyle and improve the wellbeing of current and future residents.

54. 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.

55. A key consideration for growth is ensuring that growth is planned close to places where people can access their daily needs, with genuine travel choices.

56. The current Detailed Business Case and Detailed Design works will not have a direct social benefit, but the designs will target outcomes that have social benefits such as improved active mode facilities and recreational access around the stormwater treatment facilities similar to what is already in place on Ruakura Road.

Economic

57. 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.

58. As our city grows, so too do opportunities for expanding and attracting tourism and economic growth while continuing to raise the city's reputation and profile as a great place to live and visit.

59. In order to attract more jobs to our city, more industrial development is needed. Delivery of the ETC allows more industrial and employment activity to commence.

60. Delivery of key growth areas contributes to economic wellbeing through delivery of major infrastructure and residential and commercial construction activities.

61. Progression of the ETC will result in significant construction work, which will generate employment opportunities within the city and region. The completion of the road will also unlock the remaining development opportunities within the Ruakura growth cell and the related economic growth.

Environmental

62. As we grow, it's important that we balance the need for housing alongside the need to protect and enhance our biodiversity. It's also important that we make the best use of our limited natural resources such as water.

63. 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.

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

65. As the city grows, this means we need to promote investment that protects and restores the Waikato River and delivers on our obligation under Te Ture Whaimana o Te Awa o Waikato and targeting growth areas services by, or planned to be serviced by, high quality three waters infrastructure.

66. Our approach to growth needs to enable our city to reduce carbon emissions while adapting to the changing climate to improve our resilience. This means enabling growth of homes and jobs in areas that can easily access public and/or active transport modes. It also means guiding growth that builds our resilience to climate change impacts, such as avoiding areas where there are flooding and other natural hazards**.**

67. One of the primary outcomes of the design is to support transport modal shift from private vehicles to walking, cycling and public transport, depending on the macroscope decisions to be made by Council. Encouraging active and public transport will contribute to a reduction in vehicle related emissions.

68. Unlocking the remaining growth of the Ruakura Inland Port will encourage further shift of freight from road to rail, reducing interregional vehicle trips and subsequent emissions.

69. Proposed stormwater treatment and wetland planting will increase the local biodiversity of the growth cell and support the health of the Waikato River.

Cultural

70. Effective partnership with iwi is integral to the success of the growth programmes. We respect the special status of Tangata Whenua, are committed to the principles of Te Tiriti O Waitangi and further Maaori aspirations through building mana-enhancing partnerships.

71. Our iwi partners, Waikato-Tainui, are engaged under the Joint Management Agreement (JMA), with a shared responsibility to achieve the vision and strategy for the Waikato River.

72. Staff place a high level of importance on the Vision and Strategy for the Waikato River when planning projects that impact the river and tributaries and staff consider relevant sections of the Waikato-Tainui Environmental Plan when planning growth projects.

73. The Council continues to meet its legislative responsibilities under the Resource Management Act by providing opportunities for iwi and hapuu to contribute to local government decision-making processes and exercise of kaitiakitanga over the natural and physical aspects within growth programmes areas.

74. Engagement with Tainui Group Holdings and tangata whenua will be ongoing throughout the development of the detailed design and subsequent delivery phases of the project. There is a history of engagement that the design works will leverage and use to streamline the discussions relating to this new corridor design.

Risks - *Tuuraru*

75. The ETC construction funding is scheduled from 2027/28, however the forecast impact on the road networks of the increasing freight trips out of Ruakura means that there is a risk to existing infrastructure if the ETC is not in place around this time.

76. The NZ Transport Agency has not currently indicated that this project would be suitable for a co-funding contribution and are unlikely to do so until a detailed business case is further advanced.

77. It is likely that a funding plan will require contributions from Tainui Group Holdings, but any contribution cannot be confirmed until a detailed business case is further advanced.

78. The programme has a risk register and is managing risk in accordance with Hamilton City Council project risk Significance & Engagement Policy.

Significance

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

Engagement

80. Community views and preferences are already known to the Council through inclusion of funding for the ETC in the 2024-34 Long-Term Plan.

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

Attachments - *Ngaa taapirihanga*

Attachment 1 - Eastern Transport Corridor Ruakura - Detailed Business Case

EASTERN TRANSPORT CORRIDOR
RUAKURA, HAMILTON
DETAILED BUSINESS CASE
STRATEGIC CASE

TONKIN AND TAYLOR
JUNE 2023
VERSION 1.4

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Executive Summary

This Detailed Business Case (DBC) examines the form and function, need and urgency for the construction of the Eastern Transport Corridor (ETC) at the eastern fringe of Hamilton. This version of the DBC consists initially of the Strategic Case for review given that a Strategic Case for the ETC has not previously been prepared.

The ETC is intended to be a strategic transport corridor linking the Ruakura Growth Cell (including the inland port) with the wider Hamilton City Council strategic transport network. The requirement for the ETC has been established through a rigorous Resource Consent process, Plan Change, Designation and Board of Inquiry that concluded in 2014.

A fundamental challenge for establishment of need is the Strategic Case. Whist this would normally have been established at an early stage of the project, due to the evolutionary nature of Ruakura R1 Growth Cell planning and its inextricable linkage to the Waikato Expressway, no previous business case has been required as it has been precedented by the Board of Inquiry (BOI) process and legal outcome by incorporation into the Structure Plan. This Business Case therefore covers the need for a strategic transport link plus the form and function of that link to sustainably meet the needs of a growing population.

The Ruakura Growth Cell area is a semi-rural area of approximately 300 Ha which lies in the Eastern fringe of Hamilton and has a population of just over 1,000 at present. However, the population and demand for houses in Ruakura are anticipated to grow as the population of Hamilton is expected to increase by 40% over the next 30 years. It is 4 km from the Hamilton CBD and broadly equidistance from the cities and seaports of Auckland and Tauranga, the nexus of the "Golden Triangle". It is located adjacent to the Waikato Expressway and is bisected by the East Coast Main Trunk rail line (ECMT), The ETC connects the two sides of the R1 Growth Cell.

The development of Ruakura is the top economic priority for Waikato-Tainui to achieve tribal aspirations for its people from the 1995 Raupatu settlement. The R1 area of the Ruakura Growth Cell, is being developed by Tainui Group Holdings (TGH), the commercial arm of Waikato-Tainui, and is anticipated to be one of the largest multi-use developments in Aotearoa. It features a logistics hub and inland port, industrial, commercial, retail, green space and up to 3,300 residential dwellings.

The inland port is being developed in partnership with the Port of Tauranga and offers significant supply chain efficiencies to both importers and exporters through the transfer of containers from road to rail.

The Ruakura Growth Cell brings significant and enduring economic, social, environmental, and cultural benefits to Hamilton, the Waikato Region and nationwide in line with TGH's mission of the overarching leadership (Te Whakakitenga o Waikato) of "kia tupu, kia hua, kia puaawai" – to grow, prosper, and sustain the tribe for future generations.

The BOI decision provided direction on key elements of the Ruakura R1 Growth Cell development and the variation to the Structure Plan for the area. This included a guide to the rate of development in R1 and recognised the ETC as a strategic transport link between WEX and Wairere Drive, providing relief for Ruakura Road (urban section). The ETC is the key strategic link which joins the two halves of Ruakura which is split by the ECMT, which is both a key component to the success of the port and at the same time a significant barrier to connectivity within R1. It is also a key social and environmental link between the areas of housing, education, and employment, it is intended to provide a safe and attractive route for pedestrians and cyclists as well as priority for public transport. Through proactive environmental design it will also offer sustainable management of stormwater and green spaces to encourage the coexistence of native flora and fauna within the urban area.

ETC is a strategic infrastructure corridor. It presents opportunities for other utilities and services. The corridor does not only perform a transport function, but it will also be a strategic corridor for water, wastewater, stormwater, gas and telecoms which support land use (some of which are

planned or already established). The related problem is that current infrastructure will not be able to cope with future demand, limiting the types of growth both in terms of consenting and capacity.

Hamilton's Metro Spatial Plan (MSP) considers Ruakura as a spatial priority. This prioritisation has influenced associated workstreams including the recently competed Transport Programme Business Case which identified the need to significantly improve public transport links from the city centre to Ruakura. This would develop into a bus based rapid transit link over time and enable significant land use opportunities along the ETC, once fully identified (and this will be a focus on MSP work being undertaken in 2023-4). The Metro Spatial Plan and Access Hamilton both have shared objectives around freight and economic growth (amongst other objectives) and these align with the aspirations for an Eastern Transport Corridor that has a multi-modal focus.

Through interactive stakeholder workshops and assessment of available evidence, four key problems have been identified which this business case addresses:

1. Missing link in Hamilton's strategic road network

At present, there is a key strategic missing link between the Waikato Expressway (WEX) and Hamilton Central and West.

The urban section of Ruakura Road between Wairere Drive and Silverdale Road cannot feasibly be converted from a local road to a major Arterial and was never intended to be part of the corridor from the WEX to Hamilton Central. This is underpinned by HCC's recent urbanisation of this road segment, jointly funded by Waka Kotahi, which has an optimised pavement design life that assumes that the majority of interregional traffic and freight is shifted off the road by 2027.

Ruakura Road is already operating close to its peak capacity with its current mix of traffic. The ETC will form the missing strategic corridor for traffic travelling between central Hamilton and the State Highway, with northern traffic generally gravitating towards Pardoa Boulevard and southern traffic via Cambridge Road. By doing so, the ETC meets the requirements set out by the Board of Inquiry (BOI) which were subsequently incorporated into the 2017 HCC structure plan update. The significance of the ETC and it's function in managing traffic has been endorsed by Waka Kotahi.

2. Development is restricted without connectivity

Under the current Hamilton Structure Plan, TGH are restricted to only developing part of Ruakura and the Inland Port capacity before the ETC is completed. TGH already have started and will soon complete this first stage of development. The R1 Growth Cell inland port, industrial, knowledge and residential development is therefore constrained by planning conditions that prevent the developments going ahead until the ETC is constructed. Although the implementation for the ETC is currently programmed for 2030-2031 in Hamilton's LTP, there is growing opportunity and pressure on Ruakura to meet some of the additional housing, industrial and commercial demands of the city. This has accelerated the development rate of the growth cell as well as the need for the ETC and other enabling infrastructure to be built ahead of previous scheduling.

3 and 4. Hamilton cannot achieve mode shift, meet emissions targets and there is an increased risk to road safety

The ETC meets the strategic intents of the MSP and enables the key Rapid Transit Route 3 and active mode routes linking the northern and eastern growth areas of Hamilton which helps to unlock the full potential of the 20-minute city and achievable modal shift through linking the cross-city routes with Ruakura and Rototuna with a direct priority corridor. The ETC will enable connection to the MSP proposed multi modal PT hub which also facilitates regional rail travel as well as local bus rapid transit. The full potential of the Metro Spatial plan cannot be achieved without all of its component parts, and the ETC offers an opportunity to embed non car mode options at an early date rather than trying to retrofit at a higher cost and timescale in later years.

The ETC makes a positive contribution to climate change by reducing VKT through providing a more direct link between key social and economic destinations and the anticipated transfer from truck to train. In addition, the ETC will establish a rapid transit route and a safe and direct walking and cycling route to encourage mode shift which will also make a positive contribution to climate change. However, these two problems are long term challenges which will not be solved entirely through investment in the ETC, but it will be an enabler supporting quality urban development and offer a significant local contribution towards the final solution.

Recommendations

At this Strategic Case stage of the DBC, the recommended next steps are to explore the design options for the ETC which address the current problems and open the opportunity to influence travel demand and facilitate modal change in the future.

A fundamental challenge to the success of this project is the securing and apportionment of costs between investment partners. Without a high degree of confidence in the out-turn cost, none of the partners will be able to enter into a formal agreement to allow the project to progress. To provide a greater degree of certainty of costs and therefore commitment to back the project, it is recommended that the Business Case is used to support a funding agreement in the following two stages:

1. This DBC should be used to apply for funding for the pre-implementation works, which will allow the development of an Engineer's estimate based on the detailed design. This will reduce the level of contingency and offer a reliable basis for a funding agreement. Noting that any funding arrangement for the pre-implementation will only extend to that stage and will be superseded by the formal cost share agreement once the DBC has been updated.

2. Once the design and costs are established, the project economics can be refined, and a construction funding application made based on the agreed apportionment of costs.

The estimated cost of pre-implementation design work is $1,750,000 which will be managed by Hamilton City Council. A cost share agreement under the current FAR would require a contribution of $857.5kK from HCC with $892.5K from Waka Kotahi, which is equitable considering that at least 50% of the identified problem is a disconnect in the regional and city strategic transport network which is a direct result of the relocation of the WEX interchange.

It is anticipated that this work would be completed within 12 months of funding approval within the current NLTP and will allow a higher degree of cost certainty for any funding application in the 2024-27 NLTP.

Revision History

Revision No	Prepared by	Reviewed by	Approved by	Description	Date
0	Alan Gregory Colin Shields Dilys Fong			Draft for internal review	2/12/22
1.1	Alan Gregory Colin Shields Dilys Fong	James Dyer		Updated following Waka Kotahi and HCC comments	3/4/23
1.2	Alan Gregory Colin Shields Dilys Fong	James Dyer		Updated following Waka Kotahi, TGH and HCC comments	26/5/23
1.3	Alan Gregory Colin Shields Dilys Fong	James Dyer		Updated following final comments from TGH and HCC	9/6/23
1.4	Alan Gregory Colin Shields Dilys Fong	James Dyer	Chris Perks	Updated following final comments from HCC	27/6/23

Document Acceptance

Action	Name	Signed	Date
0			

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THE STRATEGIC CASE

1. INTRODUCTION

1.1 OVERVIEW

The design and construction of the Eastern Transport Corridor (ETC) is a time critical link to:

- Complete a key strategic corridor for freight and regional traffic between the Waikato Expressway, and central and west Hamilton and meet the requirements set out by the Board of Inquiry (BOI) which were subsequently incorporated into the 2017 HCC structure plan update. The significance of the ETC and it's function in managing traffic has been endorsed by Waka Kotahi. The urban section of Ruakura Road between Wairere Drive and Silverdale Road cannot feasibly be converted from a local road to a major Arterial and was never intended to be part of the corridor from the WEX to Hamilton Central. This is underpinned by HCC's recent urbanisation of this road segment, jointly funded by Waka Kotahi, which has an optimised pavement design life that assumes that the majority of interregional traffic and freight is shifted off the road by 2027. Hence, there is a need for a fit-for-purpose ETC that provides this connection.
- Realise the full potential of the R1 Ruakura Growth Cell on the eastern fringe of Hamilton, which includes the Ruakura Superhub and Inland Port. R1 is being developed by Tainui Group Holdings (TGH) and various partners. It is anticipated to be one of Aotearoa's largest multi-use developments, bringing significant and enduring economic, social, environmental, and cultural benefits to Hamilton, the Waikato region and nationwide. Specifically unlocked by provision of the ETC is full development of the Growth Cell consisting of the Inland Port, other complementary land uses including logistics, industrial, commercial, retail, green space, research and education and up to 3300 homes for approximately 8000 people. The Inland Port itself will be the largest of its kind in Aotearoa, offering significant supply chain efficiencies to both importers and exporters. The site is broadly equidistant from the seaports of Auckland and Tauranga, the nexus of the "golden triangle". Additionally, it is next to the Waikato Expressway and East Coast Main Trunk line (ECMT), allowing effective transfer of freight between road vehicles and rail. However, development at R1 is constrained by planning conditions until the ETC is constructed.
- Contribute to Hamilton City Council's 20-minute city aspiration[1], by supporting development of the public transport (PT) network (including future rapid transit) and promoting active modes. R1 straddles the ECMT, with industrial development and the university to the south of the rail line and considerable residential and industrial development to the north. However, access across the rail line currently consists of two-level crossings with low capacity and minimal safety provisions for all road users[2]. These crossings are inadequate for the new housing, employment and education opportunities expected from development of R1. Hence, the ETC is an essential transport corridor for providing safe and convenient access for pedestrians, cyclists, public transport, private vehicles and freight within R1. It would also provide a rapid transit corridor to service the wider Hamilton area.
- Contribute to emissions reductions and improved road safety by reducing truck movements on the local, regional and national network by enabling inland port development[3]. The ETC

[1] Hamilton City Council. (2022). *Access Hamilton.*
[2] Prepared by Stantec for Kiwirail Holdings Ltd. (2018). *Level Crossing Safety Impact Assessment: Percival Road and Ruakura Lane Crossing LCSIA.*
[3] Beca. (2023.) *Preliminary Sustainability Impact Assessment: Ruakura Development.*

would also reduce vehicle movements through mode shift on the local road network. Furthermore, currently trips between employment, education, and residential areas in the R1 Growth Cell means that commuters must travel "three sides of a square". For example, homes near Webb Drive are less than 4km away from the Inland Port. However, in the absence of the ETC, commuters must use Wairere Drive or the WEX to make this trip. This requires an additional detour of 2 – 3km.

The need for the ETC, as described above, is underpinned by key strategic contexts which will be explored in greater detail in Section 1.4.

Under existing Private Developer Agreements, the ETC will be delivered by a partnership of HCC and TGH. To determine appropriate investment by Waka Kotahi on the corridor, this Detailed Business Case (DBC) has been undertaken. Figure 1 shows the proposed alignment of the ETC, including the Fifth Avenue extension. It also shows the locations of the rail line and Waikato Expressway (WEX). Figure 1 also shows future extension of the ETC (to be provided by developers) to connect Fifth Avenue Extension to Pardoa Boulevard.

The entire proposed ETC will stretch between Ruakura Road and Pardoa Boulevard and is included as such in the strategic context of this business case. However, the pre-implementation phase will only cover the section from Ruakura Road to the Fifth Avenue extension (and including the Fifth Avenue extension), i.e., the section labelled "Ruakura ETC (northern extension) in Figure 1 is excluded from the pre-implementation phase.

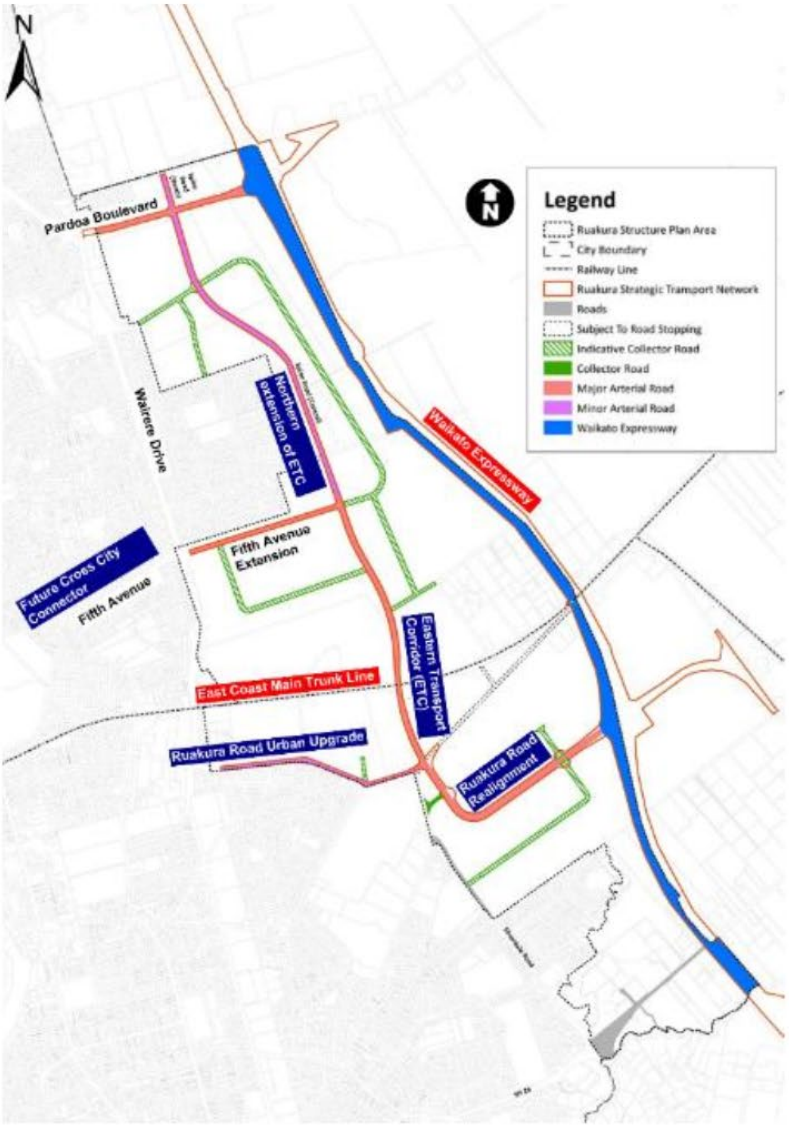

Figure 1 Annotated Ruakura Structure Plan, from the Hamilton City Operative District Plan 2023

Additionally, there is significant national level political engagement and support for the ETC, with over eight meetings held between the Waikato-Tainui and Government Ministers. A summary of these meetings is included in Appendix I

1.2 PURPOSE

The ETC Strategic Case assesses the strategic fit of the corridor (i.e. from Ruakura Road to Pardoa Boulevard including Fifth Avenue Extension), forming part of the overall DBC.

To begin with, it reviews the case for change previously identified in the Point of Entry (POE) and confirms that it remains relevant and fit for purpose. This builds on an understanding of the existing environment; current policies, strategies and plans and expected future growth. These contexts highlight an urgency for funding and implementation of the ETC.

Subsequently, the strategic case establishes the problems to be solved, benefits to be achieved, and opportunities to be sought when identifying investment objectives. Options which meet the

objectives are examined for feasibility, leading to recommended solutions and a preferred way forward.

1.3 EXISTING ENVIRONMENT

Ruakura Growth Cell is currently a semi-rural area which lies in the Eastern fringe of Hamilton, with an existing population of just over 1,000 residents. Key existing land uses near the area include complementary land uses of agriculture i, education and research and development. For example, Ag Research, the Crown Research Institute that advances agricultural innovation, has been situated in Ruakura since the late 19th century, while the main University of Waikato campus is just south of the upgraded Ruakura Road. The new development at Ruakura will consider the existing needs of these facilities, providing for continued operation.

Figure 2 below shows the location of the Growth Cell including the Greenhill Park subdivision north of Fairview Downs and existing low-density residential areas, including Silverdale, Hillcrest and Enderley.

Figure 2 Location of Ruakura within Hamilton (Base map: Google Maps)

1.3.1 Land use and demographics

Operative HCC District Plan Zones which adopt the BOI decisions, are shown in Figure 3 below, with the proposed ETC alignment annotated.

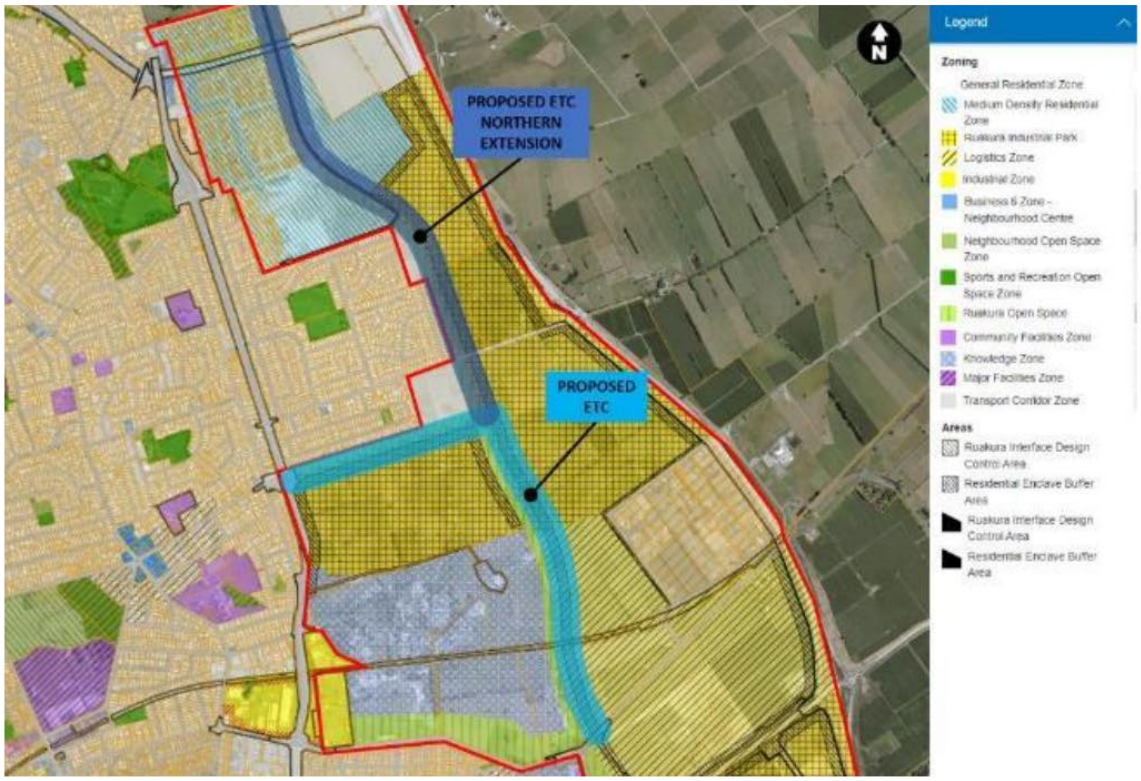

Figure 3 Hamilton City Council District Plan Zones (source HCC operative District Plan)

Land use in the R1 Growth Cell currently consists of:

- Industrial businesses including express freight operator PBT, the 42,000m² Kmart national distribution centre (due to start operation in September 2023) and under construction Big Chill (13,000m²) and Maersk (16,000m²) cold stores.
- The Knowledge Zone, containing Waikato Innovation Park Limited, a research centre, a church, a few commercial stores, as well two education facilities – Tai Wananga Kura (a special character school for Y9 – Y13) and a kindergarten.
- Few residential homes, with land used mainly for pasture (noting the proposed Tuumata private plan change[4] will re-zone the 68Ha Tramway Block immediately south of Fairview Downs from industrial to residential and retail)

Surrounding the growth cell are the suburbs of Fairview Downs, Silverdale, Hillcrest and Enderley. These contain residential areas, a cricket club, parks, commercial stores, education facilities (including two secondary schools and a primary school) and the main campus of the University of Waikato.

1.3.2 Road network and traffic flows

The Ruakura R1 Growth Cell is bordered by Wairere Drive to the west, and the Waikato Expressway (WEX) to the east. It is bisected by the ECMT rail line, with rail level crossings on Ruakura Lane and Percival Road. Key network connections include:

- Wairere Drive is a major Arterial connecting to several local roads into residential areas in Ruakura.

[4] Plan Change 15, Hamilton District Plan (https://hamilton.govt.nz/property-rates-and-building/district-plan/plan-changes/plan-change-15/)

- There are several roads linking to and within the Ruakura Growth Cell, including Harakeke Road, Tauhoko Lane, Aka Matua Lane, Percival Road and Ryburn Road.
- Ruakura Road to the south shares a signalised intersection with Wairere Drive. The section from Wairere Drive to Waikato University has two vehicle lanes, one for each direction. Its recent upgrade includes improved active mode facilities. From the University, Ruakura Road becomes a 4-lane road and connects to the WEX through the new Ruakura Road interchange.
- There is a second WEX interchange at Pardoa Boulevard, at the northern end of the R1 growth cell.
- The WEX is the key strategic interregional transport corridor for the Waikato region and was opened in July-2022.
- The privately owned Ruakura Lane provides access to the Innovation Park, AG Research and Knowledge Zone with an existing rail level crossing.

Figure 4 shows the layout of the existing road network, along with the proposed location of the ETC, and other proposed roads within Ruakura.

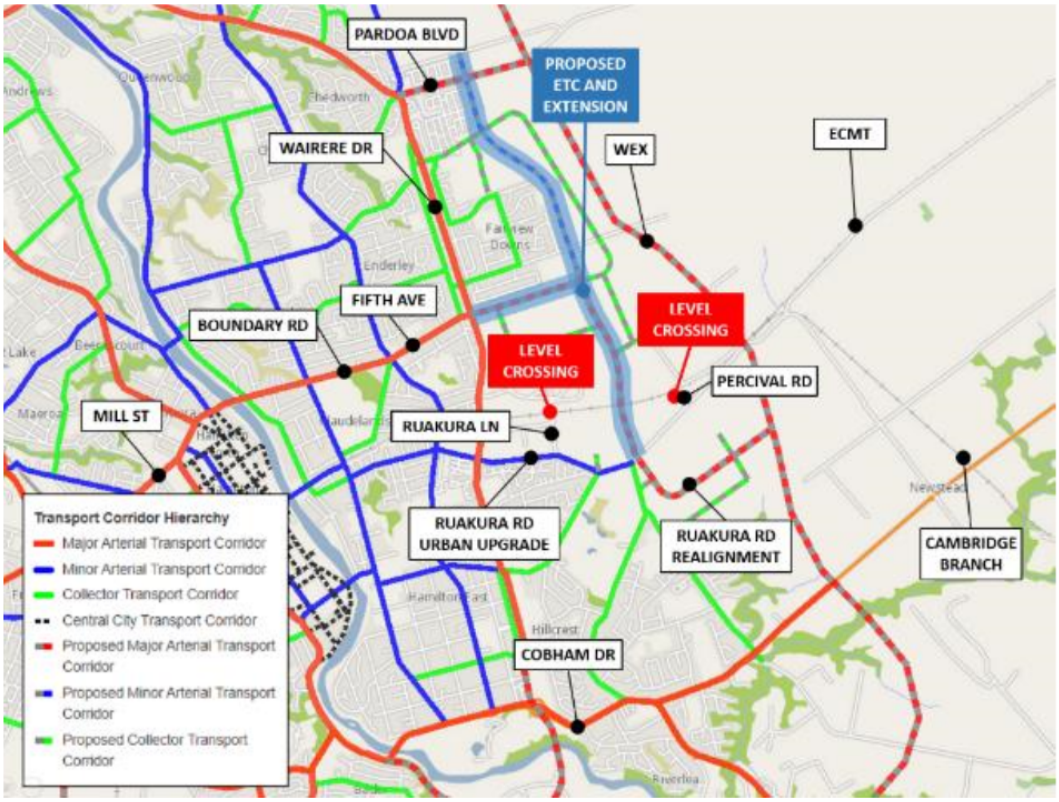

Figure 4 Local transport network (Source: annotated HCC District Plan Map, accessed November 2022)

Indicative traffic volumes on roads adjacent to the ETC, are shown in Table 1 below. It is important to note that completion of the Ruakura Road upgrade and realignment, and completion of the WEX were during 2022. Additionally, construction traffic uses Pardoa Boulevard. Therefore, traffic counts are subject to change as road users become familiar with the transport network and adjust their travel decisions. HCC have conducted targeted traffic counts on key corridors since the opening of WEX which are referred to within the later sections of this business case.

Table 1 Traffic volume counts and estimates from Mobile Roads[5]

Road	Estimated Average Daily Traffic (ADT) veh/day	Year
Ruakura Road Between Wairere Dr and Harakeke Road Based on old Ruakura Road alignment	15,400	2021
Wairere Drive Between Ruakura Road and Fifth Avenue	13,000 (Northbound) 12,300 (Southbound)	2021
Powells Road	4,900	2021
Wairere Drive Between Ruakura Road and Cambridge Road	9,200 (Northbound) 10,000 (Southbound)	2021
Pardoa Boulevard	2,500 (Eastbound) 1,650 (Westbound)	2021
Ruakura Lane, Harakeke Road	No Count data but estimated at around 1,000	2022
Waikato Expressway Near Ruakura interchange	No count data available but estimated to be 20,000	2022

Recent site observations suggest that there is a high level of congestion at the intersections on Wairere Drive, particularly during the evening peak, notably Gordonton Road roundabout, Powells Road traffic signals and Ruakura Road traffic signals.

Powells Road is only 300m north of the Fifth Avenue roundabout on Wairere Drive and there are significant tidal "S" shaped movements between both intersections with weaving across Wairere Drive which increases the potential for conflict between through traffic and turning traffic. It is anticipated that traffic growth in the future may cause queues at the signals with the likelihood of reducing efficiency at the Fifth Avenue roundabout.

1.3.3 Freight Routes

Currently, freight routes adjacent to R1 include the following through routes:

- Wairere Drive is a High Productivity Motor Vehicle (HPMV) designated route that links industrial areas in Ruakura to those in the west (including Te Rapa and Rotokauri). Additionally, it joins the Waikato Expressway via Ruakura Road to the south and Pardoa Boulevard in the north.
- Cobham Drive is also a HPMV designated route that links the south of Hamilton and south west destinations, such as the Taranaki State Highway 3, to the Waikato Expressway.
- Fifth Avenue is used as a direct route from Eastern areas accessed from Wairere Drive to city centre destinations, as well as an access to Western industrial and commercial areas via Boundary Road/Mill Street. It is a shorter route than taking the ring road around the periphery of the CBD (e.g. from Greenhill interchange to central Frankton via Fifth Avenue the trip is 8km and takes about 13 mins, whereas using Wairere Drive and SH1C, it is almost 13km and 6 mins longer during the off peak).

1.3.4 Public Transport (PT)

The region is serviced by BUSIT, which is the Hamilton public bus transport service operated by Waikato Regional Council. There is only one existing bus service (route 14) that operates through

[5] *https://mobileroad.org/, November 2022*

Ruakura and there are three services (11, 17 and the Orbiter) adjacent to Ruakura as shown in Figure 5 below.

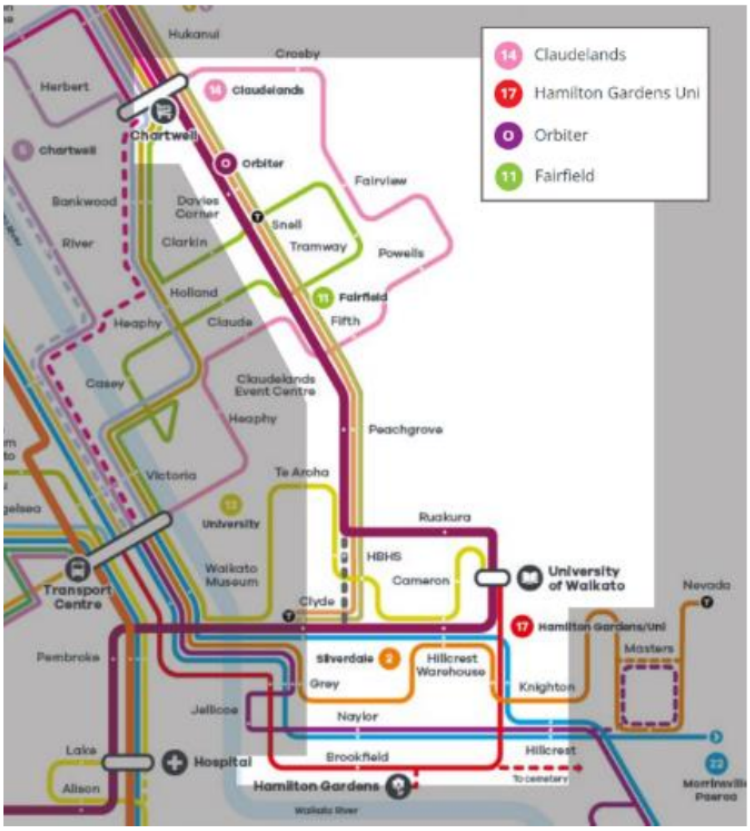

Figure 5 Public Transport service map (source www.busit,cp.nz)

According to census data[6] public transport in Hamilton is underused with only 3% of commuters travelling by bus in comparison with 86% using motor vehicles. This is around 30% lower than the New Zealand average. In recent years, especially since COVID, this percentage has dropped by around 40%, making the total public transport mode share in the region 1% of commuters.

Barriers to public transport uptake in Hamilton include:

- Unreliability of services as the majority of routes share the road with other vehicles and are susceptible to congestion inefficiencies,
- Excessive length of trip – as demonstrated in Figure 5 above, many routes are lengthy since they weave around residential areas to maximise population coverage. This makes them slower than using a private vehicle.
- Routes are indirect which can require the need to change bus to reach a destination.
- Cheap and in some cases free parking – with daily parking available for less than a return bus fare, there is little incentive to change mode[7]

1.3.5 Active modes

According to Stats NZ, 2.4% of people cycle to work and 4.8% walk, this is 20% more and 8% less than the national average respectively. Hamilton's comparatively good performance in attracting people to cycle is partly due to the relatively flat and compact nature of the city as well as a high

[6] *https://www.stats.govt.nz/tools/2018-census-place-summaries/hamilton-city#travel-to-work*

[7] *Zone 1 single fare is $4 (source Busit website), on street daily parking on selected CBD streets is $6 (source HCC website)*

level of investment in new and improved facilities, for example on the recent Ruakura Road Urban upgrade.

Figure 6 below shows the Hamilton cycling network near Ruakura (noting this was the situation at 2018 and additional off-road facilities have been constructed since then.

Overall, the existing Hamilton cycling network is disjointed and inconsistent with significant gaps at critical locations such as intersections, major arterials and river crossings.

Figure 6 Annotated extract of 2018 Bike Hamilton Map[8]

Current barriers to increasing mode share include:

- Missing links in key infrastructure for cyclist provision, notably at major intersections, arterials, and river crossings.
- Lack of direct routes and shortcuts for cyclists and pedestrians to access key destinations and services.
- Lack of crossing facilities at intersections or long waiting times in vehicle dominated signal phasing.
- Lack of end of trip facilities.
- Perception that cycling is high risk due to these missing links, on road facilities and driver attitude reflected in the press and social media.

[8] Bike Hamilton. (2018). *HCC Bike Map*. Accessed https://riverriders.co.nz/wp-content/uploads/HCC-Bike-Map.pdf, retrieved October 2022.

- Perception of risk due to crime where Crime Prevention Through Environment Design (CPTED) is not achieved.

1.4 STRATEGIC CONTEXT

Sustainable and planned management of growth in Waikato and specifically Hamilton, is a primary focus within the region and the Future Proof strategic planning transcends territorial boundaries to provide a holistic assessment of future scenarios and how to respond to them.

Since 2007, Future Proof | Te Tau Titoki is the regional response to understanding and managing growth, with local authority, crown, and iwi partners9 it has been assessing the region's growth and developing strategies to provide a managed response to the needs of the regions over the next three decades.

As described in the following sections, key regional and local documents informing the strategic context include:

- Future Proof Strategy.
- Hamilton-Waikato Metro Spatial Plan (MSP).
- Access Hamilton.
- Hamilton District Plan which adopts BOI decisions.

1.4.1 Population Growth

The Waikato sub-region's population is projected to increase by around 30 per cent over the next 30 years with demand for dwellings expected to increase by around 56% to 2050[10]. This equates to a demand for around 70,000 dwellings across the sub-region, with half of that within Hamilton City. Significant business growth is projected within the same period at a rate of roughly 1.4% annually with an anticipated 225,000 jobs within the city by 2050. If this is translated into business zoned land, the sub-region will require an additional 1,130 Ha with around 75% of that (or 783 Ha) being within Hamilton.

The population of Hamilton is expected to increase by 40% over the next 30 years as shown in Figure 7 below. Figure 8 shows anticipated growth areas, while Figure 9 shows priority areas for future employment based on a growth scenario from the Hamilton-Waikato Metro Spatial Plan (as detailed in Section 1.4.3 below).

[9] *Future Proof Partners are Hamilton City Council, Waikato Iwi (Ngā Karu Atua o te Waka, Waikato-Tainui, Tainui Waka Alliance), Waka Kotahi NZ Transport Agency, Waikato Regional Council, Waipa District Council, Waikato District Council, Matamata Piako District Council and Waikato DHB*

[10] Future Proof. (2022). *Future Proof Strategy.*

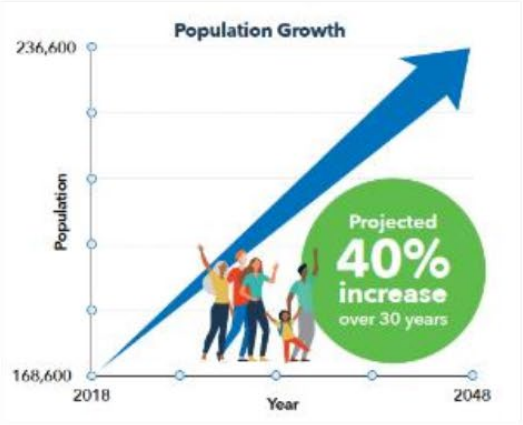

Figure 7 Hamilton Population growth over the next 30 years[11]

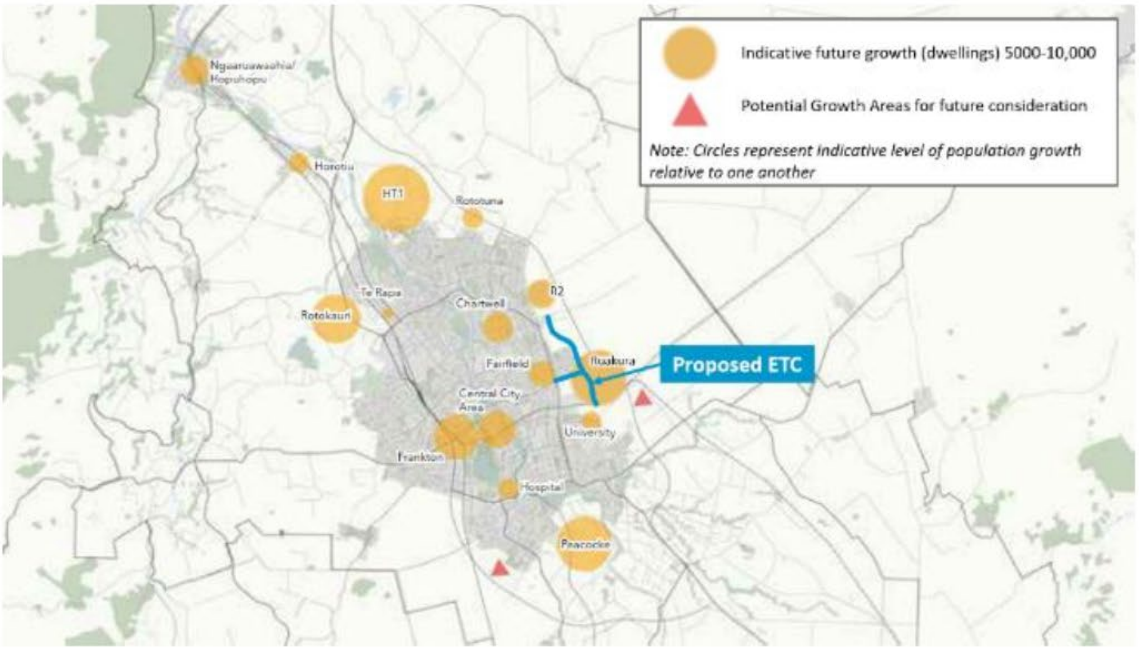

Figure 8 Future Growth Areas (Source: Excerpt, Hamilton-Waikato MSP)

[11] Hamilton City Council. (2022). *Access Hamilton Strategy.*

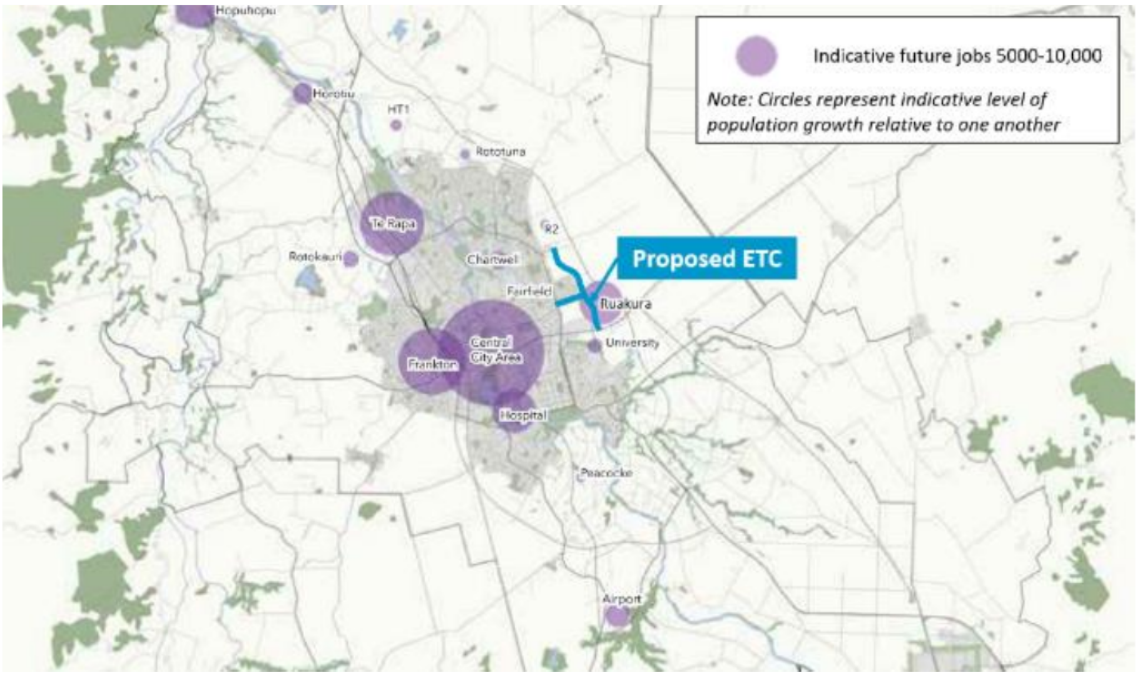

Figure 9 Future employment priority areas (Source: Excerpt, Hamilton-Waikato MSP)

A significant problem for the region is managing demand for mobility and infrastructure to service the development growth. Historically, unplanned, developer led growth has exacerbated this problem in terms of provision and being able to maintain this infrastructure. Hence the need to carefully manage urban growth in a collaborative, structured and sustainable manner as defined by Future Proof and the other strategy documents described below.

1.4.2 Future Proof Strategy

The Future Proof strategy was updated and adopted in June 2022 and retains the original core elements of the 2009 and 2017 version of the Strategy and is endorsed by Waka Kotahi. Future Proof also incorporates the *Hamilton to Auckland (H2A) Corridor Plan* and the *Hamilton-Waikato Metropolitan Spatial Plan*. This reflects the importance of the Auckland-Hamilton corridor stretching through the north-Waikato and into Auckland and the connections east towards Morrinsville and the Bay of Plenty.

The updated strategy also factors in key national documents and initiatives such as the *National Policy Statement on Urban Development* and the Government's *Urban Growth Agenda*. The Strategy incorporates seven transformational moves for change:

1. Iwi aspirations: enhancing the health and wellbeing of the Waikato River in accordance with Te Ture Whaimana, the Vision and Strategy and iwi place-based aspirations.
2. Putting the Waikato River at the heart of planning.
3. A radical transport shift to a multi-modal transport network shaped around where and how communities will grow.
4. A vibrant metro core and lively metropolitan centres.
5. A strong and productive economic corridor at the heart of the metro area.
6. Thriving communities and neighbourhoods including quality, denser housing options that allow natural and built environments to co-exist and increase housing affordability and choice.
7. Growing and fostering water-wise communities through a radical shift in urban water planning, ensuring urban water management is sensitive to natural hydrological and ecological processes.

The settlement pattern identified in the Future Proof Strategy reflects the latest development demand and supply information (from the Housing and Business Assessment reports) to ensure there is sufficient urban land to meet demand, plus a margin above demand to ensure there are competitive land markets.

The strategy continues to support a compact urban form and includes provisions to meet the National Policy Statement on Urban Development (NPS-UD) requirement to be responsive to out-of-sequence or unanticipated development.

Ruakura is identified as a Priority Development Area (PDA) within Future Proof and the ETC is seen as the number one key enabler to deliver the potential in Ruakura. The ETC will help move freight to rail and facilitate freight connections to other Future Proof Priority Development Areas within Hamilton (central city, Rotokauri and Te Rapa Metro) and in the subregion (Raahui, Pookeka, Huntly and Ohinewai). PDAs were identified as the first phase of implementation initiatives. Areas identified as PDAs have been selected on the basis that they provide a focus on connecting key areas of the sub-region while supporting the core elements of transport, centres, the proposed economic corridor, and planned intensification.

How the ETC fits with the Future Proof Strategy

Future Proof provides an important, up to date, agreed (by HCC, WRC, and Waka Kotahi) and Government involved strategic context. Fundamentally, the ETC aligns with Future Proof outcomes and in addition supports the growth of the R1 growth cell which is a top priority area for speeding up to deliver multiple benefits. The ETC will achieve this by providing a key link between the employment areas of the Ruakura inland port and residential and other growth areas to the north, creating a shortcut and alternative to routes with a higher traffic function. The ETC is intended to be a significant link for future rapid transit and will offer a safe and direct active mode route connecting areas of living, working, education, servicing, and recreation to the north of Hamilton, with the R1 Growth Cell and Central Hamilton.

1.4.3 Metro Spatial Plan

Hamilton-Waikato Metropolitan Plan (Metro Spatial Plan, MSP) is being delivered through the Future Proof partnership and is one of the initiatives being delivered as part of the broader Hamilton to Auckland Corridor Plan. The MSP is endorsed by Waka Kotahi.

The vision for the Hamilton-Waikato metro area is to be a highly liveable and sought-after place to live in New Zealand. The metro area will be a place where "*people can easily access employment, education and health facilities, serviced by reliable and efficient transport connections and great places.*"

The six transformational moves support the vision of the MSP are:

1. Waikato River; connecting the metro area to the heart of a blue-green network.
2. A radical transport shift for a multimodal transport network.
3. A vibrant metro core and lively metropolitan centres.
4. A strong and productive economic corridor.
5. Iwi aspirations.
6. Thriving communities and neighbourhoods.

The MSP sets out the future vision for how Hamilton will develop more liveable, compact centres enabling a 20-minute city through the prioritisation of a core rapid transit network, supported by prioritisation of active modes to reduce car dependency in the city.

The Metro Spatial Plan considers Ruakura as a spatial priority. This prioritisation has influenced associated workstreams including the recently competed Transport Programme Business Case which identified the need to significantly improve public transport links from the city centre to Ruakura. This would develop into a bus based rapid transit link over time and enable significant land use opportunities along the corridor, once fully identified (and this will be a focus on MSP work being

undertaken in 2023-4). The Metro Spatial Plan and Access Hamilton both have shared objectives around freight and economic growth (amongst other objectives) and these align with the aspirations for an Eastern Transport Corridor that has a multi-modal focus. This is shown graphically in Figure 10 below:

Figure 10 Alignment between Waipa Transport Strategy, MSP PBC, and Access Hamilton Strategy (Source: Hamilton City Council[12], 2023)

[12] Email correspondence from Hamilton City Council dated 12 May 2023

Ruakura, and particularly the R1 Growth Cell, is a key element within the MSP and its Programme Business Case (PBC). Ruakura is anticipated to be a future rapid transit hub – the location of a future interchange station that allows high frequency buses to connect the suburbs of Rototuna, Greenhill, Fairview Downs, Enderley, Chartwell and Fairfield to the rest of Hamilton. This is shown in Figure 11, which also highlights the important role of the ETC in providing key PT, walking and cycling connections to the Rapid Transit 3 alignment (RT3). This part of the network offers potential access for about a quarter of Hamilton's population, who are currently disproportionately dependent on cars.

Figure 11 MSP PBC Proposed Rapid Transit Corridors[13]

Figure 12 below provides further details of the PT and active mode benefits of the ETC rapid transit corridor:

[13] Future Proof. (2022). *Hamilton-Waikato Metro Spatial Plan Transport Programme Business Case.*

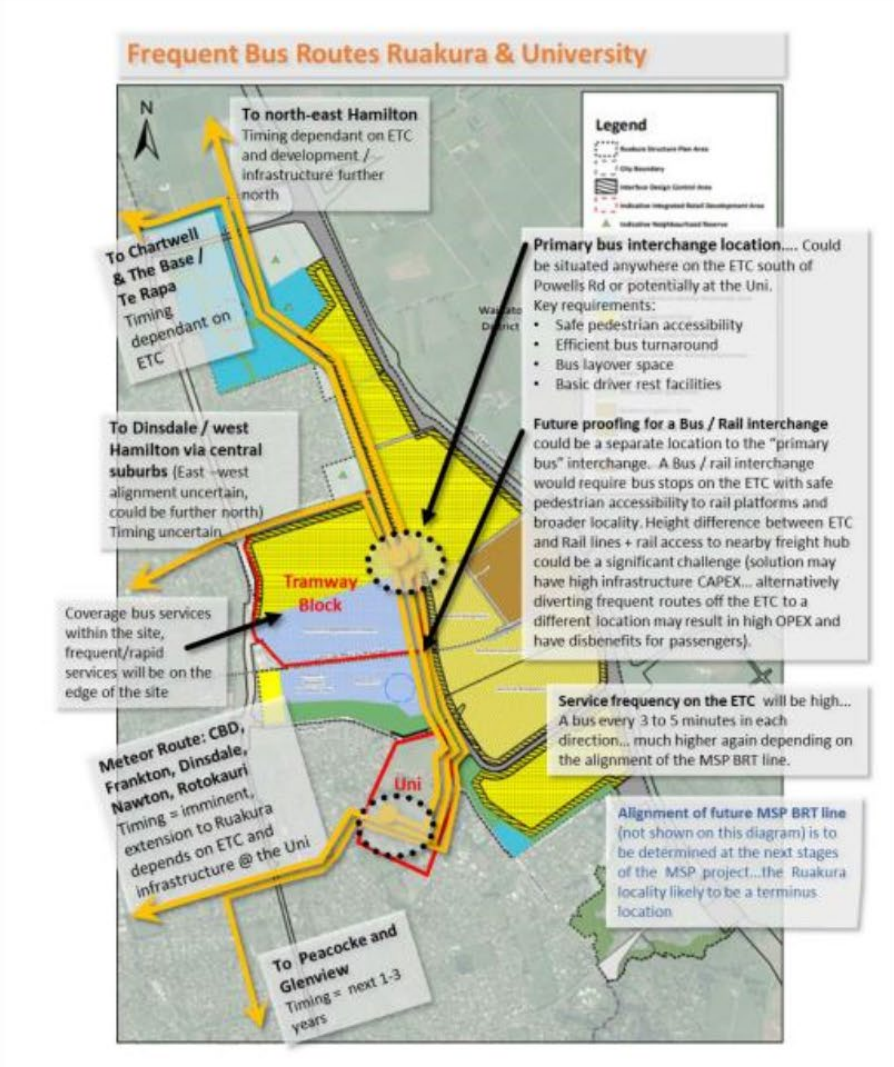

Figure 12 Indicative illustration of future public transport provisions. (Source: Waikato Regional Council, 2022)

As indicated in Figure 12, as well as enabling Rapid Transit Route 3, provision of the ETC will enable future provision of:

- Bus interchange providing safe pedestrian accessibility, efficient bus turnaround, bus layover space and driver facilities.
- Bus/rail interchange.

Figure 13 below indicates the MSP PBC recommended programme:

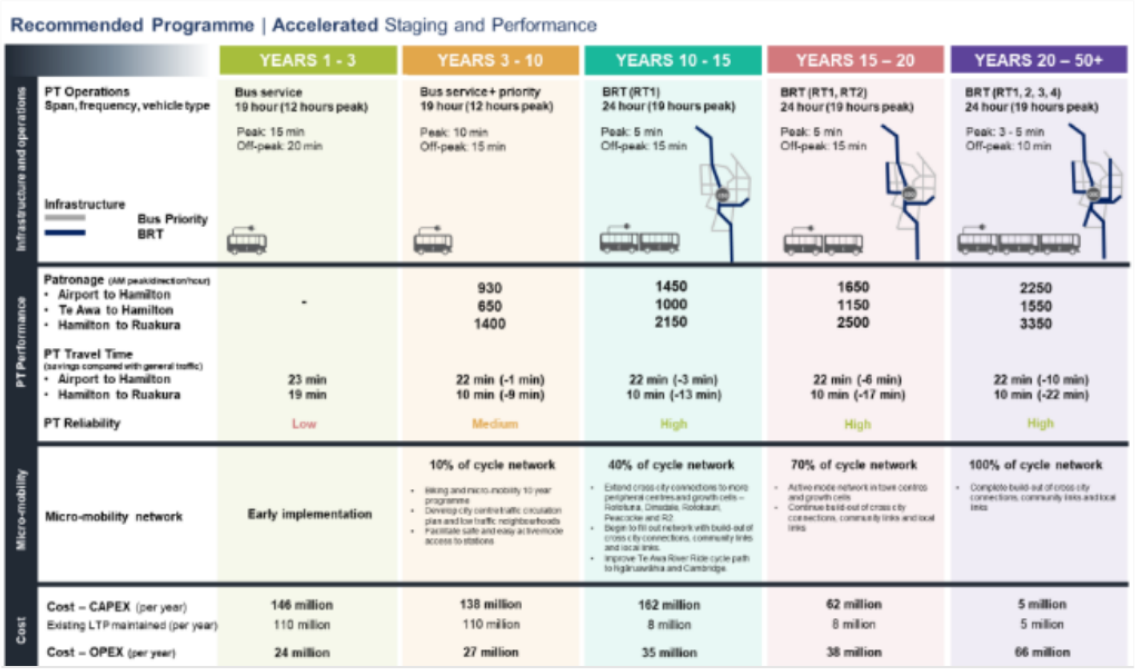

Figure 13 MSP PBC Recommended Programme (2022)

In terms of the role that the ETC fulfils in delivering the MSP programme, the following is noted from Figure 13:

- In years 3 to 10 of the MSP, the ETC being aligned to RT3 enables PT journey time savings of 9 mins from Hamilton to Ruakura compared to general traffic, with a frequency of 10 minutes peak and 15 minutes off peak. The ETC will also contribute to roll out of the cycle network.

- By year 20 the Bus Rapid Transit network will be rolled out on the ETC providing PT journey time savings of 22 mins from Hamilton to Ruakura compared to general traffic with a 3-5 minute peak frequency and 10 minute off peak frequency over a 24 hour period. The ETC will also contribute to completion of the cycle network.

How the ETC fits with the Metro Spatial Plan

The ETC meets the strategic intents of the MSP and enables the key Rapid Transit Route 3 and active mode routes linking the northern and eastern growth areas of Hamilton. This helps to unlock the full potential of the 20-minute city and achieve modal shift through linking the cross-city routes with Ruakura and Rototuna with a direct priority corridor.

The ETC will enable connection to the MSP proposed multi modal PT hub which also facilitates regional rail travel as well as local bus rapid transit.

The full potential of the Metro Spatial plan cannot be achieved without all of its component parts, and the ETC offers an opportunity to embed non car mode options at an early date rather than trying to retrofit at a higher cost and timescale in later years.

1.4.4 Access Hamilton

Access Hamilton sets out Hamilton's future transport needs to serve the community based on defined growth patterns and highlights gaps in the network which need addressing now and into the future and identifies where efforts are needed to achieve it.
Key to achieving this are:

- Balancing and coordinating different forms of transport.
- Improving transport equity.
- Enabling a liveable city.

The Access Hamilton transport strategy outlines what's important to Hamilton and guides HCC investment decisions through the Long-Term and Annual Plans.

Key outcomes sought are:

- Everyone is safe and feels safe while using Hamilton's streets and public spaces.
- A low-emission transport system that is resilient against climate change.
- Hamilton is a great place to live for everyone.
- A healthy Waikato River and natural sites which sustain abundant life and prosperous communities for all generations.
- More people choose to travel on foot, by bike, by bus, or using micro-mobility devices such as scooters.
- Hamilton is accessible for all because it has an equitable, safe and reliable transport system.
- Hamilton is a great place for everyone to work and do business.
- An adaptable, future-ready transport system that supports quality and compact urban form.

The Ruakura R1 growth cell is an opportunity for a strategic response to Access Hamilton providing for a compact form within the East of Hamilton which will place almost 5,000 dwellings within 2km of NZ's largest logistics centre and inland port as well as around 110 ha of industrial and technological employment. When complete, it will house 30,000 people within walking or cycling distance of 12,000 jobs.

Figure 14 below (from Access Hamilton) shows how the Eastern corridor is a primary response to population and economic growth within Hamilton.

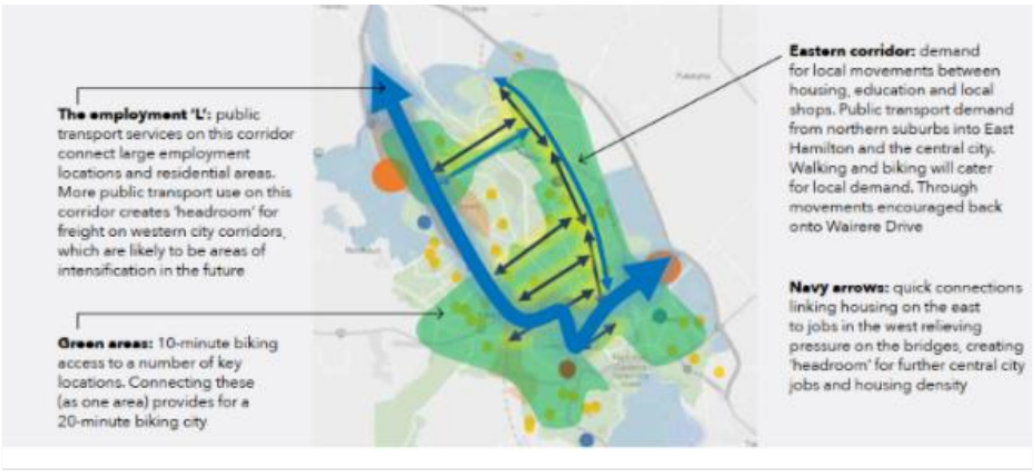

Figure 14 Access Hamilton strategy for connecting people to jobs and housing using a variety of modes

It should be noted that the Eastern corridor defined in Figure 14 above is not exactly the same as the Eastern Transport Corridor (ETC) which is the subject of this Business Case. The ETC would enable for the Ruakura Growth cell what the Eastern Corridor in Figure 15 enables for the existing eastern Hamilton suburbs.

How the ETC fits with Access Hamilton

Fundamentally, the ETC meets the strategic intents of Access Hamilton and contributes to the Eastern Corridor as detailed in Figure 13. The ETC forms a key direct linkage between areas of living, working, education, servicing, and recreation which avoids major arterials and enables Hamilton to offer a holistic compact town centre which has the potential to fundamentally change the way people move within Ruakura and the city. By providing safe and direct links for active modes and public transport, the ETC will provide the opportunity to promote modal shift towards more sustainable, low emission transport.

1.4.5 Emissions Reduction Plan

The Emissions Reduction Plan[14] sets the direction for climate action for the next 15 years. Key actions include:

1. Reduce reliance on cars and support people to walk, cycle and use public transport including by:

- Improving the reach, frequency and quality of public transport and making it more affordable for low-income New Zealanders.
- Increasing support for walking and cycling, including initiatives to increase the use of e-bikes.
- Ensuring safer streets and well-planned urban areas.

2. Adopt low emissions vehicles.
3. Begin work now to decarbonise heavy transport and freight:
    - Target 1 – Reduce total kilometres travelled by the light fleet by 20 per cent by 2035 through improved urban form and providing better travel options, particularly in our largest cities.

[14] https://environment.govt.nz/what-government-is-doing/areas-of-work/climate-change/emissions-reduction-plan/

- Target 2 – Increase zero-emissions vehicles to 30 per cent of the light fleet by 2035.
- Target 3 – Reduce emissions from freight transport by 35 per cent by 2035.
- Target 4 – Reduce the emissions intensity of transport fuel by 10 per cent by 2035.

Reducing emissions from freight transport will be critical to achieving a 41 per cent reduction in transport emissions by 2035. Heavy vehicles, most of which are for freight, emit almost a quarter of NZ total transport emissions. The ETC and development of the inland port will enable a transfer of truck to train. As detailed above the ETC will also enable mode shift from car to PT and active modes.

1.4.6 Hamilton's strategic road network

1.4.6.1 Initial strategic planning of the WEX interchanges

Planning and designation of the Waikato Expressway (WEX) and its associated interchanges and connections by Waka Kotahi and HCC has been undertaken over a number of years. The Wairere Drive Traffic Management Network Plan (AECOM 2010) explains the rationale for a roundabout at Fifth Avenue and concludes that the final layout would be four legs, with three operational in the short term. This was modelled in the Waikato Regional Transport Model (WRTM) and constructed in anticipation of a mid-block interchange with the Waikato Expressway. The above report indicated:

"…This fourth leg would serve development in the Ruakura area…."

"…It is anticipated that NZTA will review where the connections between Hamilton and the Waikato Expressway Hamilton Bypass should be located."

"…Connecting directly to the Wairere Drive / Fifth Avenue roundabout may be considered as an option as an alternative to the currently designated connection at Greenhill Road…."

As shown in Figure 15 below, this clearly demonstrates that HCC had intended this intersection to be a direct link for regional traffic to a mid-block connection to SH1, whilst also anticipating that SH26 would retain a connection to SH1.

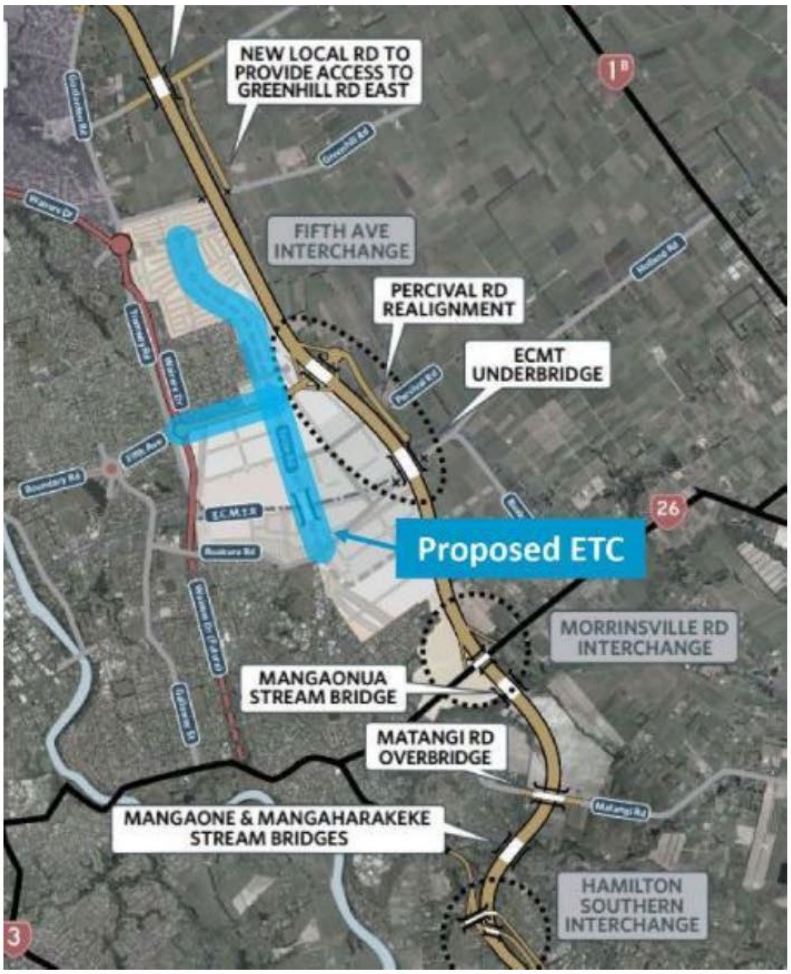

Figure 15 Annotated extract from 2012 NZTA Hamilton Section "Key Facts"[15] showing Fifth Avenue Extension Interchange

Figure 16 is an extract of Figure 5.2 of the NZTA Waikato Expressway Network Plan[16] indicates the interchange locations were under consideration, but this is an important iteration showing Fifth Avenue was clearly recognised for interregional movement. This would also provide connection to the HCC longer term proposal for the Cross City Connector which would then ultimately link WEX east to central and western areas of Hamilton.

[15] https://www.nzta.govt.nz/assets/projects/waikato-expressway/docs/key-facts-hamilton.pdf
[16] V2 dated 16/2/12

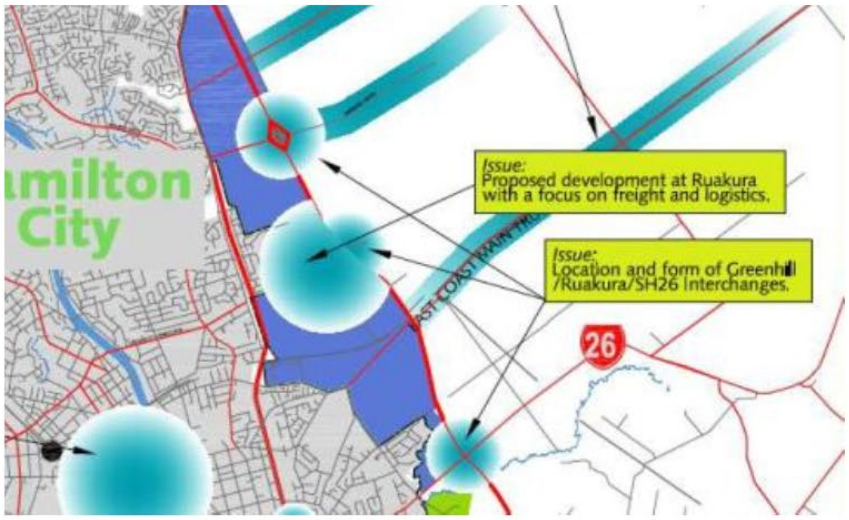

Figure 16 Extract from NZTA Waikato Expressway Network Plan V2 dated 16/2/12

Figure 17 and Figure 18 from the HCC Proposed District Plan Appendix 15 Transportation (Draft1 November 2013) also show the Fifth Avenue Extension interchange with WEX and the proposed East/West Cross City Connector.

Figure 17 Extract from HCC Proposed District Plan Appendix 15 Transportation (Draft1 November 2013)

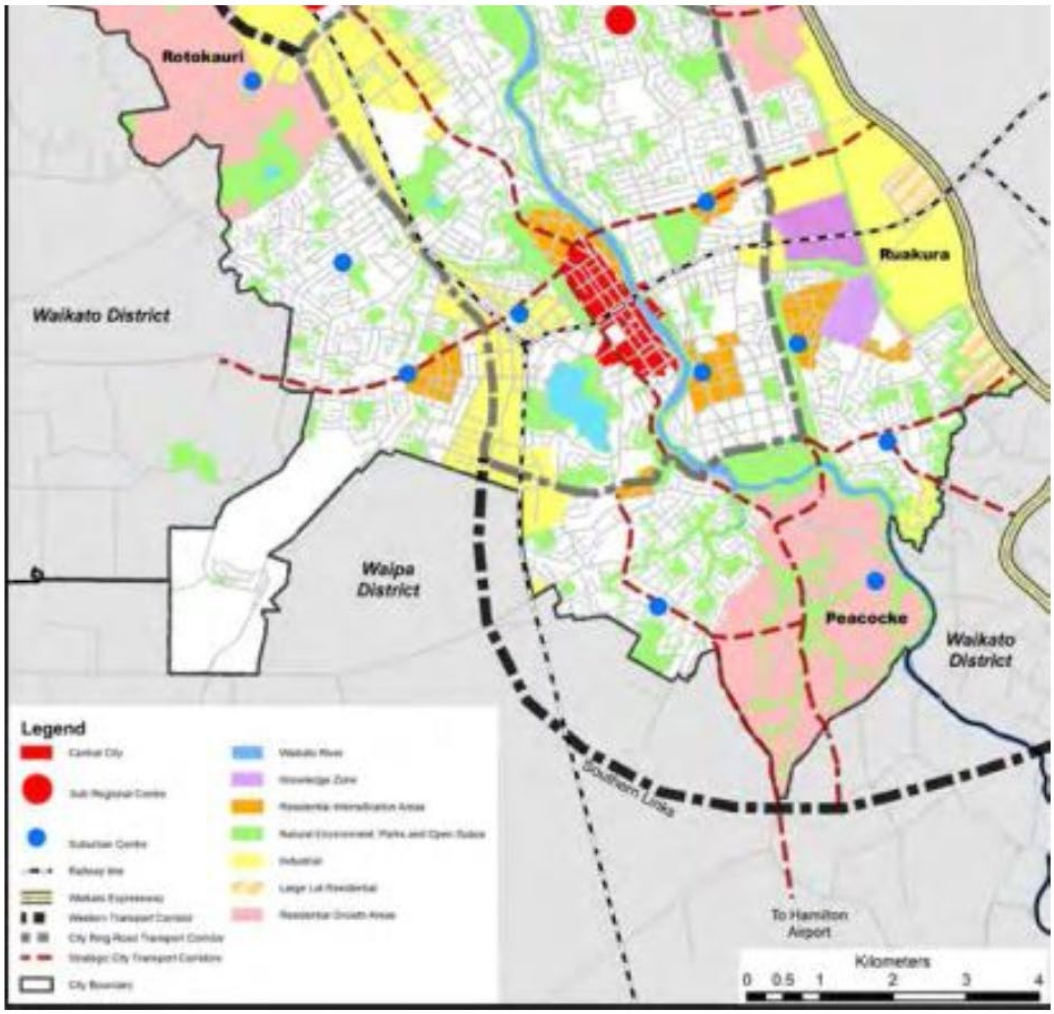

Figure 18 Extract from HCC Proposed District Plan Appendix 15 Transportation (Draft1 November 2013)

At the time of construction of the Wairere Drive/Fifth Avenue roundabout, there was no plan to develop Ruakura to the current scale, and subsequently Waka Kotahi changed the location of the SH26 intersection to service Ruakura inland port.

1.4.6.2 Ruakura Structure Plan and Board of Inquiry

The Ruakura Structure Plan was developed by HCC in 2012 and the subsequent District Plan Private Plan Change was lodged with the Environmental Protection Authority (EPA) in June 2013 and the subsequent Board of Inquiry (BOI) decision (November 2013) provided direction on key elements of the development and the variation to the Structure Plan for the area.

Key outcomes of this process provide a guide to the rate of development and key dependencies within the context of Ruakura. The ETC was referred to as the 'Spine Road' prior to the development of the MSP, where it was recognised that the corridor would provide a strategic transport connection. Key conclusions in terms of the strategic road network from the BOI included:

- Through the BOI, the interchange with WEX was amended to be located from the Fifth Avenue extension to a location from a realigned Ruakura Road.

- The BOI stated that the ETC provides a strategic link between WEX and Wairere Drive, providing relief for Ruakura Road (urban section) with the ETC Fifth Avenue Extension providing access to northern industry.

- The ETC would be constructed to take traffic off Ruakura Road (urban section) and on the section of Wairere Drive between Fifth Avenue and Ruakura Road. The trigger for the development of the ETC would be when the traffic volumes on Ruakura Road (east of Wairere Drive) and Wairere Drive (south of Ruakura Road) reached 1,200 and 1,400 vph (one-way) respectively during the weekday morning or evening peak period. During the BOI hearing, the date for construction of the ETC was mooted as being around 2041, however the traffic modelling that was undertaken indicated that it would be required at some point between 2021 and 2041.

- Fifth Avenue Extension would form the central connection to both the Tramway Plan Change area and the wider R1 Growth Cell area and would connect it with Wairere Drive and the wider Arterial Road network into and through the city centre. It would connect to the roundabout intersection on Wairere Drive that was constructed and opened to traffic in 2013.

Supporting HCC transport evidence presented for the HCC District Plan, Ruakura Plan variation in May 2016 (after the BOI) identified the importance of the ETC for the R1 Growth Cell and its strategic connection to Wairere Drive and to the future Cross City Connector.

Therefore, the BOI amended the location of the Ruakura WEX interchange from the previously indicated Fifth Avenue Extension (and also subsequently from the SH26 interchange) to Ruakura Road and acknowledged the Strategic network importance of the ETC to remove traffic off the Ruakura Road urban section and Wairere Drive between Fifth Avenue and Ruakura Road. Both the 2012 Structure Plan and the BOI indicate that Ruakura Road was never any part of the larger strategic arterial network.

Of note also, the key conclusions in terms of the R1 Growth Cell development from the BOI included:

- Prior to construction of the ETC, development would be limited to 80 Ha to effectively manage transport demand on the adjacent network.

- The R1 Growth Cell would increase the land area of Hamilton by 10% with a large emphasis on land use planning and coordination of growth with infrastructure.

- The land transport strategy sought to increase rail modal share and promote freight hubs.

- Investment to be targeted at strategic corridors rather than network wide improvements.

- Maximum capacity of the port would be 1 million TEU[17] in 40 years or so (in and out) – the equivalent of 12million tonnes of freight, according to the UNI freight story[18], which would be the future container demand in the 'Golden Triangle'.

- Container stack and transfer to provide relief from Ports of Auckland (POA) and Port of Tauranga (POT) to free up capacity currently taken up by empty containers – this is a nationally significant supporting role and ideally situated to enable back loading of empty return containers.

- The BOI indicated that the predicted transfer of containers to rail would reduce 65,000 truck trips from the network per annum. This assumed a conservative 20% mode shift and a notional 5% diversion of activities to Ruakura by 2041.

[17] TEU is twenty foot equivalent unit, generally a standard shipping container is 2 TEU
[18] https://www.unisa.nz/project/freight-story/

- This was anticipated to have a significant impact on transport networks by altering freight flows from road to rail and redirecting patterns of logistics oriented development19
- To ensure the upper limit of a Level of Service (LOS) D is achieved, maximum traffic volumes on Ruakura Road and Wairere Drive were set as a trigger for constructing the ETC. This trigger is an important control which may need to be reviewed to take into account actual experience as traffic volumes increase20

Therefore, the BOI acknowledged the importance of the ETC as a critical transport link to enable the full development of the R1 Growth Cell. Whilst the existing consent conditions requiring the provision of the ETC are there to protect the existing transport network, the ETC will (in addition to providing a key strategic transport connection) deliver multiple Future Proof outcomes (including mode shift from car to public transport and active modes, freight transfer from road to rail, carbon reductions etc).

Based on section 1.4.6.1 and 2 above, the original proposed single interchange north of Hamilton was moved south to Fifth Avenue, then north again to its current location at Pardoa Boulevard after which the originally proposed SH26 interchange was moved north to accommodate the inland port.

1.4.6.3 Effects of WEX post opening

Prior to WEX, interregional and subregional traffic remained on Wairere Drive and used SH26 to head East or Cambridge Road to access SH1 at Cobham Drive. The WEX and Ruakura interchange has changed the dynamic for access to interregional links and traffic heading north no longer needs to use the old congested urban SH1 (now SH1C) which follows Kahikatea Drive and Greenwood Street and traffic heading south does not need to pass through Hillcrest as it can access SH1 directly off Ruakura Road. The opening of the Waikato Expressway in July 2022 and specifically, the Ruakura interchange has significantly changed the function of Ruakura Road from a collector road primarily serving the University, Hillcrest and Silverdale suburbs to a major interregional connector and primary link for traffic from central and southeast Hamilton to access the State Highway network. This is demonstrated by the 20% increase in traffic on Ruakura Road measured since the opening21 of the Waikato Expressway (WEX).

As result of WEX, traffic from SH26 (Morrinsville Road) has been diverted to Ruakura as there is no direct access onto SH1 (WEX) which gives a clear indication that the function and therefore strategic priorities of the road links to WEX have changed. Figure 19 and Figure 20 illustrate the change in the effective function of Hamilton's Road network before and after WEX, as informed by the local context, along with the Waka Kotahi One Network Framework (ONF).

[19] Castalia Strategic Advisors. (2013). *National Significance of the Ruakura Intermodal Terminal.*
[20] Evidence provided by Gray Matter via email correspondence. (2013).
[21] HCC traffic counts indicate approximately 3,000vpd increase in traffic on Ruakura Road since the opening of WEX

Figure 19 Hamilton's Road network functionality before and after WEX (Derived from ONRC criteria)

Figure 20 One Network Framework classifications for roads surrounding the proposed ETC (Source: Waka Kotahi MegaMaps, accessed 2023)

It should be noted that the Waka Kotahi MegaMaps has not as yet been updated with the realignment of Ruakura Road. Table 2, below summarises the ONF classification of roads adjacent to Ruakura.

Table 2 ONF classifications of roads adjacent to Ruakura

Road	ONF classification[22]	Function[23]
WEX	Interregional connector	Safe, reliable, and efficient long-distance movement of people and goods between regions and strategic centres in a rural context.
Harakeke Road	Rural Connectors	Provide the link between rural roads and interregional connectors. They support an increased level of through traffic, while also providing access from the adjacent land they pass through.
Wairere Drive	Transit Corridor	Provide for the fast and efficient long-distance movement of people and goods within the urban realm.
Ruakura Rd (urban section and link to WEX)	Urban Connectors	Urban connectors provide safe, reliable and efficient movement of people and goods between regions and strategic centres and mitigate the impact on adjacent communities.
Powells Road		
Pardoa Boulevard		
Webb Drive		
Other roads within R1	Local Streets	Access to: • People's homes. • Community facilities • Low intensity commercial/ industrial businesses in mixed use zone.
	Rural Roads	Access to rural land.

The two lane Ruakura Road (urban section) has the same classification as the four lane Ruakura Road linking to WEX interchange. However, the two lane urban section was not designed to perform the same function of the four lane section as an interregional connection to/from the WEX.

How the ETC contributes to the Strategic network

The ETC provides the missing strategic link between Hamilton's inner ring road (Wairere Drive) and the interregional connection to the WEX at Ruakura Road). The ETC provides a purpose built and fit for purpose route for both interregional traffic and for local transport between the southern logistics areas of R1 and the northern industries, innovation and residential areas, as well as a future link through to Pardoa Boulevard and the R2 Growth Cell. Currently this strategic route is via Ruakura Road (urban section) for which the pavement design was based on the assumption that the ETC is operational by 2027 and hence is not fit for purpose to accommodate future volumes of traffic. The WEX interchange in the Ruakura area was amended via the BOI and Plan Change process from a connection to Fifth Avenue to a realigned Ruakura Road interchange to service the inland port. The BOI indicated the need to provide the ETC as a key strategic link. Given the unsuitability of the urban section of Ruakura Road to serve as the strategic link, then there is a need to provide the ETC with this function to link to Fifth Avenue as defined in the BOI.

[22] Waka Kotahi MegaMaps, accessed 2023
[23] Waka Kotahi NZ Transport Agency. (2022). *One Network Framework (ONF) Detailed Design – D02:2022.*

1.4.7 Ruakura R1 Growth Cell

The R1 Growth Cell (shown in Figure 21), identified in the Hamilton District Plan, has an area of 822 Ha and is Hamilton's response to the Future Proof challenge of providing future commercial and residential growth within Hamilton.

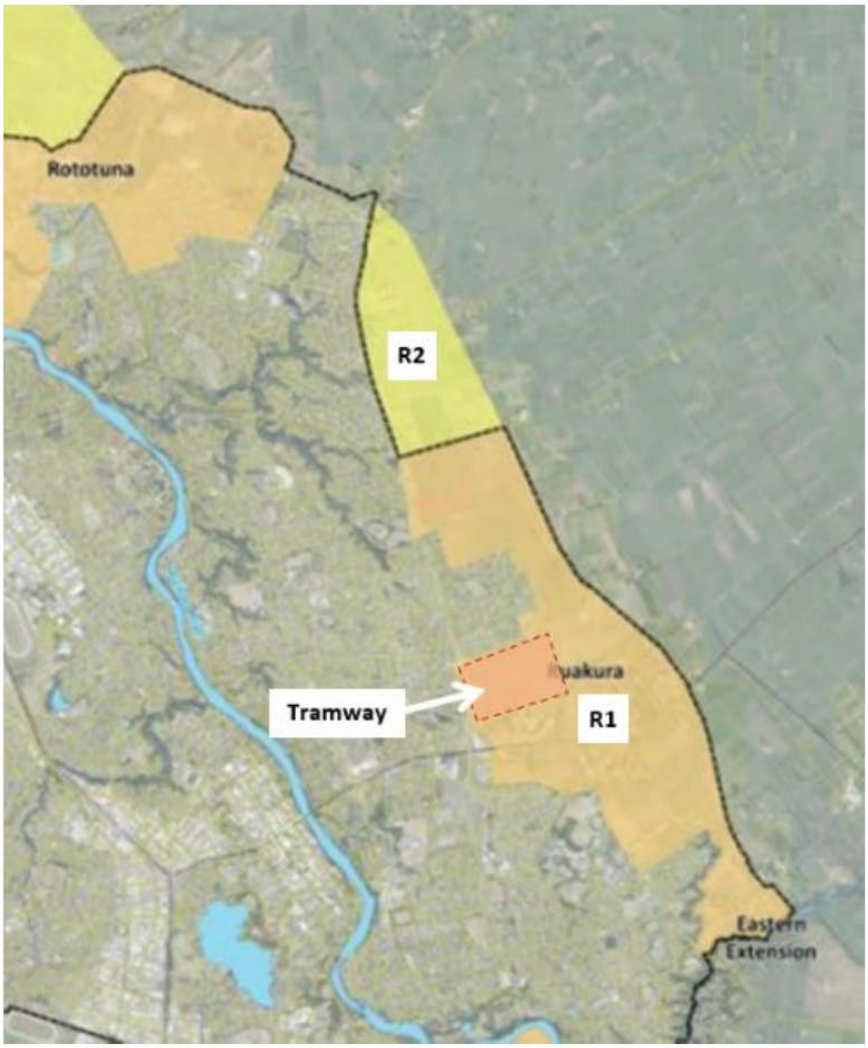

Figure 21 Extract from Hamilton District Plan annotated to show Ruakura Growth cells

Ruakura Superhub is a project of national significance. HCC recently commissioned a study about the long-term availability of Industrial Land in Hamilton which is showing a shortfall. The ETC therefore is key to unlocking Hamilton's future industrial land capacity to service the city.

Conveniently located adjacent to two major transport corridors (WEX and ECMT) it provides an optimal location at what is essentially the nexus of the "Golden Triangle" (see Figure 22 below) being mid-way between Auckland and Tauranga, making Ruakura perfectly placed to accommodate an interchange between freight modes.

Figure 22 The "Golden Triangle" between Hamilton, Tauranga, and Auckland (Source: Ruakura Superhub website, October 2022)

Through its integrated land use, R1 will ultimately provide an inland port, industrial, knowledge, logistics, residential, and green spaces and will deliver around 10,000 jobs, and up to 3,300 new homes once fully developed[24].

The Ruakura Superhub is the 490ha cornerstone of R1, central to this is the 30ha inland port, surrounded by 263ha of logistics, industrial, retail, technology and development, residential and recreational activities. As detailed within this Strategic Case, development of the superhub is restricted until the ETC is constructed.

1.4.8 R2 Growth Cell

As previously shown in Figure 21, the future growth area R2 is immediately north of R1. This 200ha site is currently within Waikato District but lies inside the Waikato Expressway, making it a natural choice for urban expansion of Hamilton as defined in Hamilton Urban Growth Strategy (HUGS). Under the strategic agreement between the two authorities, a land transfer is possible along with a rezoning from rural to urban mixed use to allow future expansion of the development within R2.

The ETC and ultimately its northern extension to Pardoa Boulevard, will be essential for providing the necessary public transport and active mode connections from the R2 Growth Cell to the R1 Growth Cell, adjacent communities and the city centre.

[24] Ruakura Growth Cell Network Infrastructure Background Report (Gray Matter, HCC, 2022)
Also https://www.ruakura.co.nz/explore-the-superhub/ (accessed October 2022).

1.5 ALIGNMENT WITH NATIONAL, REGIONAL AND LOCAL PLANS AND STRATEGIES

1.5.1 Summary of strategies and ETC alignment with these.

Planning and policies interacting with this Business Case are summarised in Figure 23 below:

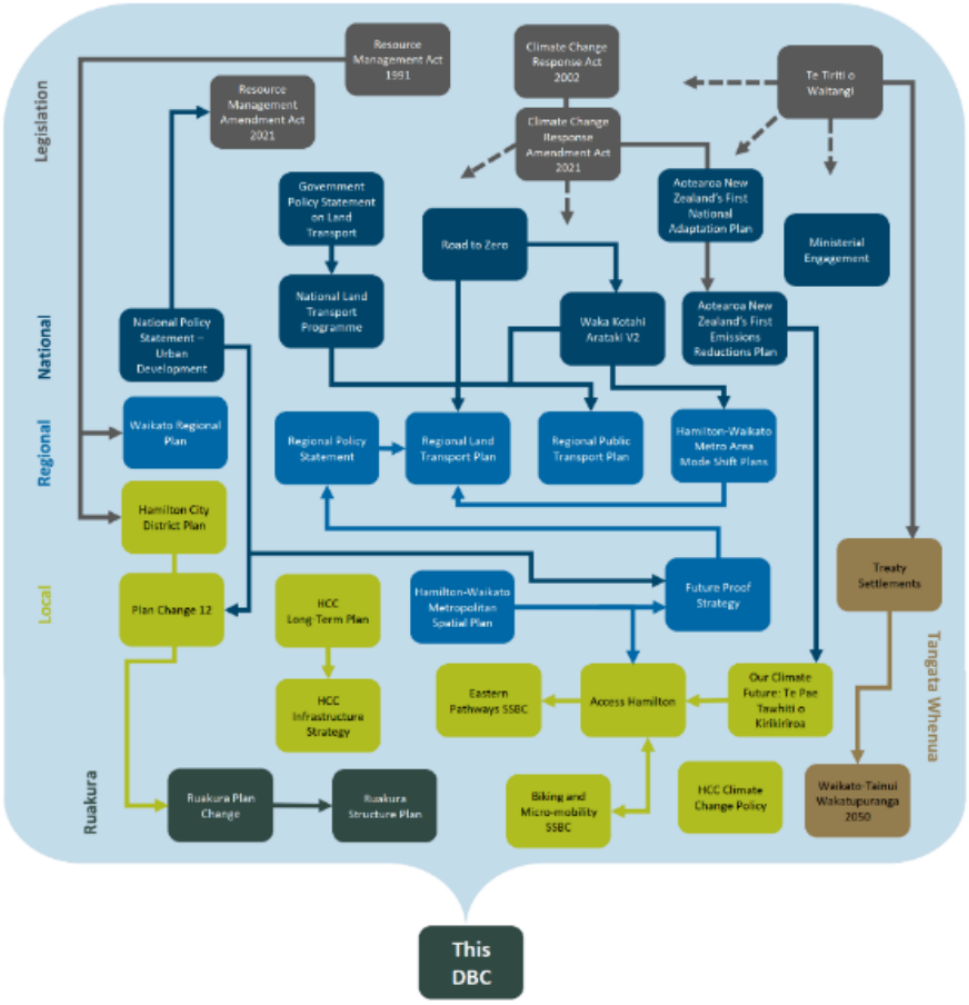

Figure 23 Planning and policy interactions impacting this DBC

Sections 1.4.2 to 1.4.5 above and **Appendix D** provide a detailed review of how the ETC aligns with national, regional, and local plans, policies and strategies including the following key documents and these have been used to help inform the Problem Statements:

- Aotearoa New Zealand's First Emissions Reductions Plan 2022.
- Government Policy Statement on Land Transport (GPS) 2021-2031.
- National Policy Statement on Urban Development (NPS-UD) 2020.
- Future Proof Strategy 2022.
- Access Hamilton Strategy 2022.

- Hamilton-Waikato Metropolitan-Spatial Plan.
- Hamilton-Waikato Regional Mode Shift Plan 2020.

There is growing pressure on Hamilton City Council to meet the emerging housing, industrial, and commercial demands highlighted by Future Proof. Ruakura is expected to meet around a quarter of this demand.

The ETC is an essential corridor directly linking the different activities within the R1 Growth Cell with local, regional, and interregional connections. It provides the opportunity to allow direct access between areas of residential, retail, recreational, education and employment, providing a genuine link between transport and land development and offering a realistic ability to deliver sustainable transport solutions from the outset.

The ETC is a key transport corridor within the MSP (being aligned on the MSP identified RT3) and enables rapid PT between northern suburbs (such as Rototuna) and the CBD, avoiding more congested suburban routes. It will also provide the location for a future multi modal hub and provides easy access for a large proportion of the population to genuine alternatives to private vehicles.

Although implementation for the ETC is currently programmed for 2030 – 2031 in the Hamilton Long Term Plan, development at the Inland Port and surrounding R1 Growth Cell has progressed faster than originally expected.

However, development cannot progress beyond what is already consented without the ETC being constructed. The ETC is pivotal to the Ruakura Structure Plan and is required before future developments of the growth cell and Inland Port can proceed.

The ETC will facilitate the redistribution of heavy and freight vehicles off already congested adjacent Arterial roads onto a purpose-built corridor with direct interregional links.

Without the ETC:

- Interregional traffic and freight travelling to and from central Hamilton will continue to use Ruakura Road (urban section), which primarily serves commuter traffic from the eastern suburbs and is not designed to cater for a higher concentration of heavy vehicles that the port will attract.
- Freight efficiency at the port will be severely impaired by 2029 if the hub continues to expand north of the ECMT, and traffic concentrations on the existing network are likely to result in a reduction in their performance and service life.
- The port cannot grow which restricts the potential to reduce freight VKT on the local and national road network and the ability to achieve a modal transfer of 65,000 trucks a year from road to rail is severely compromised.
- The MSP Rapid Transit route 3 cannot be achieved as there will be no dedicated transport corridor linking northern suburbs with the R1 Growth Cell and future multi-modal hub.
- Without the catalyst to influence and provide choice in the way people travel, there is a real risk to the opportunity to create a meaningful modal change and car centric land use will remain unchallenged.

1.6 MAAORI ASPIRATIONS

The development of Ruakura Superhub is a top economic focus for Waikato-Tainui in fulfilling their tribal aspirations following the 1995 Raupatu settlement. Tainui Group Holdings (TGH), the commercial arm of Waikato-Tainui, are leading the development of the R1 Growth Cell in alignment with the mission of the tribal parliament, Te Whakakitenga o Waikato: “kia tupu, kia hua, kia puaawai” – to grow, prosper, and sustain the tribe for future generations.

TGH aims to grow wealth and opportunity for future generations, including investments that create jobs and increase land. Four key values guide the organisation: Mahi Tahi, Manaakitanga, Kaitiakitanga and Pono me te Tika (Teamwork, Care in our work, Guardianship, and Honesty and Integrity). The objectives and design of the R1 Growth Cell progresses the wealth and wellbeing of Waikato-Tainui and the greater Waikato region by providing for housing and job creation, research and development, learning, placemaking and belonging, cultural heritage, care for the environment and the future resilience of the tribe and local communities. These would all ultimately result in socio-economic advancement and wealth creation that benefits future generations to come. Implementation and appropriate design of ETC plays a particularly central role in enabling these outcomes. The corridor is needed for transport connectivity that allows and enhances land development within the R1 Growth Cell, but also to provide people with quality transport choices both now and in the future.

> *Ruakura opens the doorway for a bold and intergenerational investment... we are committed to building a legacy for those who come after us"*
>
> *Tukoroirangi Morgan, Chair of Te Arataura at the opening of the Ruakura Superhub, September 2022*[25]

Appendices A to C provide details of Ruakura's history and the impact of Raupatu (land confiscation), Te Tiriti o Waitangi, and Waikato-Tainui.

A 2022 research report commissioned by Waka Kotahi, *A pathway towards understanding Maaori aspirations for land transport in Aotearoa New Zealand* (Tonkin + Taylor), provides a high-level understanding of Maaori aspirations for the transport sector based on available literature and the experience of Waka Kotahi staff, based on past partnerships with Maaori.

The research acknowledges the impact Raupatu had on Maaori, and the subsequent infrastructure built without Maaori engagement. As the needs of Maaori people were not considered, this resulted in harmful outcomes, generated by lack of access and connection. Urbanisation has furthered transport disadvantages for Maaori resulting in dislocated communities, reliance on vehicle transport, an inequitable access. Maaori are more likely to experience transport-related social and economic exclusion, while being significantly more likely than non-Maaori to be injured or killed in transport-related accidents.

As a result, providing inclusive access for Maaori to the transport sector is key to a wider strategy to address economic, social and health inequities. This aligns strongly with Waikato-Tainui aspirations to enable tribal members to fulfil their potential and deliver positive outcomes for its people. The ETC is fundamental to this inclusive access within Ruakura, and an ETC which only caters for vehicles would fail to realise the many opportunities that would improve socio-economic wellbeing for Waikato-Tainui and the greater Waikato region. Hence, it is critical that the proposed corridor also provides for quality public transport and active modes.

1.7 INTERFACING PROJECTS

The following projects are interdependent with, support, or impact the desired outcomes of this DBC:

- **Metro Spatial Plan** – Hamilton's visionary 50-year plan to revolutionise the movement of people and goods within the city and the wider area. Compact town centres linked by rapid transit, walking and cycling and priority freight corridors to achieve genuine modal shift and a 20 minute city. The ETC will provide a key route for the MSP core rapid transit PT network as well as providing a safe and connected active mode route.

[25] https://www.nzherald.co.nz/waikato-news/news/ruakura-superhub-stage-one-of-golden-triangle-inland-port-development-opens-for-business/PYWQVAHAX2VRYG5D6HVDH3GNB4/

- **Biking and Micromobility Programme** – a coordinated 10-year programme of investment activities to increase biking and micromobility in Hamilton. These will result in a higher quality of facilities, a more connected Strategic Network and improved safety. The ETC is identified as a Community Link within the proposed Strategic Network.
- **Eastern Pathways project** – objectives are to better connect Eastern Hamilton to the City Centre, particularly for the city's educational facilities. Funding has been applied for proposed non car centric travel (active modes and public transport) improvements. This includes a route for cyclists between the city centre and University, adjacent to the ETC (on Ruakura Road urban section), providing an opportunity for increased connection between Ruakura and the rest of Hamilton.
- **Cross City Connector**– a conceptual East West primary transport corridor utilising and enhancing existing routes to improve transport outcomes including safety, travel choice, and efficiency. This route includes Mill Street and Boundary Road, stretching from State Highway 1C to the Fifth Avenue roundabout, where the ETC is proposed to connect.

Partners who align with the problems and opportunities presented by the ETC are shown in Table 3

2. PARTNERS AND KEY STAKEHOLDERS

below.

Table 3 ETC partners

Partners	Knowledge/involvement
Tainui Group Holdings (TGH)	Developer of the Ruakura R1 growth cell including the Superhub, to deliver the ETC in partnership with HCC. It is noted that Port of Tauranga have entered a 50:50 joint venture with TGH to establish the inland port.
Hamilton City Council (HCC)	Local Council and Road Controlling Authority, to deliver the ETC in partnership with TGH and ensure that growth and infrastructure is managed in a planned and sustainable manner to effect Futureproof.
Waka Kotahi NZ Transport Agency	Crown entity tasked with promoting safe and functional land transport in Aotearoa. Potential funding partner for strategic infrastructure.

Key stakeholders identified for the ETC are summarised in Table 4 below. The project has pursued early engagement with stakeholders to identify the existing and future problems, opportunities, and the benefits of the ETC.

Table 4 ETC Key Stakeholders

Stakeholders (attending ILMs)	Knowledge/involvement
Waikato-Tainui	As detailed in section 1.6 Waikato Tainui represent a wider set of trusts and entities with a mission to grow, prosper and sustain Waikato-Tainui with a growing tribal membership of 80,000.
Waikato Regional Council	Regional authority responsible for management of natural resources and region wide integration of transport and infrastructure. In this context WRC are responsible for planning and delivery of Public Transport services.
KiwiRail	Crown entity owner-operator of rail network. Construction/approval of rail sidings, service provider for rail freight activities integral to port operations.
Chedworth Properties Limited	A partner to develop the residential growth areas to the north between Fairview Downs and Pardoa Boulevard. The ETC is proposed to extend through this development, north of Fifth Avenue Extension- however, this northern extension is not covered in this DBC.

Transpower	Power transmission owner/operator, services may need to be relocated for ETC construction or use the corridor.
Transporting NZ	Representing road freight operators .
National Road Carriers	Representing road freight operators
AgResearch	Organisation with facilities spanning the current ETC site. Consideration needed for alternative options to their existing configuration and access.

3. PROBLEMS, OPPORTUNITIES AND CONSTRAINTS

3.1 BACKGROUND

A facilitated investment logic mapping workshop was held on 29/09/2022 with partners and key stakeholders as identified in section 2 above, to gain a better understanding of current issues and business needs. Additional follow-up meetings were held with stakeholders who were unable to attend the workshop. Action points from the workshop and follow up meetings are attached as **Appendix E**.

The stakeholders identified and agreed the following key problems (with % priority weighting):

- **Problem one: Ruakura R1 Growth Cell development (40%)**
  Development of the Growth Cell including the inland port and commercial, innovation, and housing development, is constrained by the existing transport network and resource consents, limiting socio-economic growth of the Waikato region and Aotearoa.

- **Problem two: Climate change and the environment (20%)**
  Road traffic contributes significantly to environmental degradation, and local and national carbon emissions reduction targets will not be met unless modal shift is facilitated for freight and private vehicles.

- **Problem three: Modal equity and safety (20%)**
  Poor public transport and active modes facilities result in high car dependence, non-inequitable access to transport, congestion, and reduced safety for all road users. Dependence on truck movements impacts on road safety.

- **Problem four: People and places (20%)**
  Tangata whenua aspirations, thriving communities, and liveability depend on infrastructure which provides inclusive access and connectivity.

Following a review of the problems and benefits and discussions with Waka Kotahi, Problem 4 was considered to be more of an opportunity that is derived from solving the other three problems rather than a problem in itself and therefore was removed. A detailed review of previous strategic plans and studies (including the NZTA Waikato Expressway Network Plan, the Hamilton Ring Road Network Plan and WEX alteration to designation) indicated a relocation of the WEX interchange from an alignment with Fifth Avenue and from SH26 to Ruakura Road. This indicates a disconnect between the strategic corridors within Hamilton, given also that the pavement design for the Ruakura Road Urban section was based on the assumption that the ETC is operational by 2027 and hence an existing problem of a missing link in Hamilton's strategic road network was added. As such the revised problem statement titles (with % weightings) are therefore:

- **Problem 1: Hamilton Strategic Transport Network (30%)**
- **Problem 2: Ruakura R1 Growth Cell Development (30%)**
- **Problem 3: Climate Change and the Environment (20%)**
- **Problem 4: Modal Equity and Safety (20%)**

These four problem statements are described in sections 3.2 to 3.5 below and draw on evidence from various sources including regional and local planning documents as detailed in Appendix D.

3.2 PROBLEM STATEMENT 1 – HAMILTON'S STRATEGIC TRANSPORT NETWORK

The requirement for the ETC as a strategic link was established at the BOI. The pavement design for the Ruakura Road Urban section was based on the assumption that the ETC is operational by 2027 and therefore beyond 2027 there will be a missing section of the Hamilton Strategic Road network between the Waikato Expressway and the Hamilton ring road (Wairere Drive). This will lead to increasing congestion, decreasing travel time reliability and an adverse impact on the safety of all road users.

SUMMARY		
CAUSE	**EFFECT**	**CONSEQUENCE**
• Wairere Drive, the Hamilton Ring Road (E1) was completed in this area in 2012, at least 2 years before the Ruakura Plan Change and Waikato Expressway (WEX) Alteration to Designation. • Subsequent development at Ruakura has resulted in changes in demand and transport connections. • Relocation of the WEX interchange to Ruakura Road has altered the strategic priorities within south and east Hamilton corridors. • BOI established the need for the ETC as a strategic link between the Hamilton Ring Road and WEX. • The existing link via Ruakura Road urban section has a pavement design based on the assumption that the ETC is operational by 2027.	• The Wairere Drive Traffic Management Network Plan and the NZTA Waikato Expressway Network Plan assumed that the mid block WEX interchange would link directly to Wairere Drive. HCC built the Fifth Avenue Roundabout to accommodate this. • The BOI identified strategic link between central Hamilton and the Waikato Expressway, is not in place. • Since there is no interchange at WEX/SH26, traffic which would have used SH26 to access WEX now uses Ruakura Road interchange as this is the first location with north facing ramps.	• There is a missing section of Hamilton's strategic network which is now reliant on an inappropriate corridor – the urban section of Ruakura Road which was originally a commuter route and not a major access to the WEX. • The Ruakura Urban SSBC (2020) included investigation of an option of upgrading the urban section of Ruakura Road to minor Arterial. This was dismissed due to multiple fatal flaws. • Interregional traffic and freight competes for road space with commuter traffic increasing congestion, decreasing reliability, and impacting on the safety of all road users.

Strategic Connections

The Wairere Drive/Fifth Avenue Roundabout was opened in 2012 as part of the original Hamilton Ring Road, its design anticipated a mid-block connection to the Waikato Expressway as identified in the Wairere Drive Traffic Management Network Plan and the NZTA Waikato Expressway Network Plan. As shown in Figure 15 above, this location is strategic, providing a direct access to the ring road as well as a direct route to Central Hamilton via Fifth Avenue and Boundary Road and ultimately connects with the HCC future Cross City Connector, which is referenced in HCC strategic documents including Access Hamilton and the 2021-51 Infrastructure Strategy.

As part of the Ruakura Plan Change and WEX alteration to designation, the interchange was relocated to Ruakura Road to optimise its location to service the Inland Port in order to minimise freight travel distance from the EMTC siding to the WEX. The new Ruakura Road section was planned to connect the networks, but the existing urban section was not designated a minor arterial for the long term and the BOI report indicated the need to provide the ETC as a key strategic link between Wairere Drive and WEX.

Ruakura Road urban section was never intended to become the primary corridor from Hamilton CBD to the expressway, as inferred by the inclusion of the direct link road between WEX and Fifth Avenue in the Structure Plan, this is underpinned by HCC's recent upgrade works on Ruakura Road between Silverdale Road and Wairere Drive. The Ruakura Urban SSBC (2020) included investigation of an option of upgrading the urban section of Ruakura Road to minor arterial. This was dismissed due to multiple fatal flaws. The pavement design for the Ruakura Road Urban section was based on the assumption that the ETC is operational by 2027 and hence beyond this time period is unable to fulfil a strategic transport function.

The BOI confirmed that the strategic route is the ETC connecting Wairere Drive and WEX.

The ETC therefore forms the missing strategic corridor for traffic travelling between central Hamilton and the State Highway with northern traffic generally gravitating towards Pardoa Boulevard and southern traffic via Cambridge Road. Because the location of the WEX interchange is now approximately 2km south of the Fifth Avenue roundabout, the strategic corridor now becomes a 2.7km "S" shape link and crosses the ECMT.

Without this strategic link, inter-regional traffic has no alternative route and is forced onto Ruakura Road where it will compete with commuter traffic from the Hillcrest and Silverdale residential areas as well as the existing University and knowledge/research/innovation campuses adjacent to Ruakura Road which will increase congestion, decrease reliability and impact on the safety of all road users.

Impact of Traffic Growth

The imminent development of the inland port will result in increased vehicle traffic (particularly freight vehicles) requiring a link between the ring road and the WEX. Without the ETC, this traffic will need to use the recently upgraded Ruakura Road (urban section) despite its design capacity and intended scope as an Urban Connector.

While peak traffic generally does not currently result in congestion on the newly constructed section of Ruakura Road, there are sections of its urban section where delays occur in peak hours, particularly around signalised intersections, these locations are likely to become bottlenecks as traffic grows in the future. Providing additional capacity or an alternative route will be required to cater for future traffic volumes.

Increased congestion decreased travel time reliability, and an adverse impact on the safety of all road users. The Ruakura Road urban section is therefore not considered appropriate for this traffic. Similarly, to avoid congestion on Ruakura Road, it is likely that local traffic will divert via the Greenhill interchange on Pardoa Boulevard to use the WEX and access residential areas from the Ruakura interchange, eroding the level of service at both interchanges.

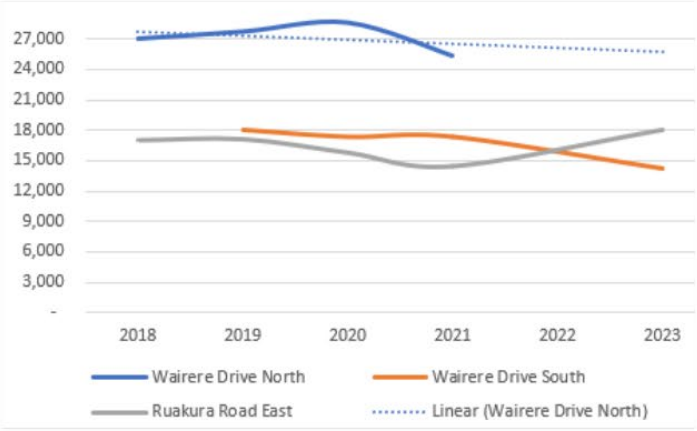

Figure 24 Traffic Volumes on Wairere Drive and Ruakura Road (Data Sources: CoLAB Waikato Data portal[26], and 2023 Hamilton City Council Traffic Counts)

Figure 24 above shows available traffic volumes on Ruakura Road urban section (east of Wairere Drive) and Wairere Drive north and south of the intersection with Ruakura Road. Please note the dips in traffic flow during 2020 and 2021 are as a result in COVID travel restrictions. These have been updated with recent flows recorded in 2023 following the opening of the WEX. The data suggests that traffic has diverted from Wairere Drive onto the urban section of Ruakura Road. Wairere Drive north volumes are estimated to be relatively static at around 25,000 vehicles per day (vpd), but Ruakura Road has increased by around 3,000 vpd, which matches the reduction on Wairere Drive South, as illustrated in Figure 25 below.

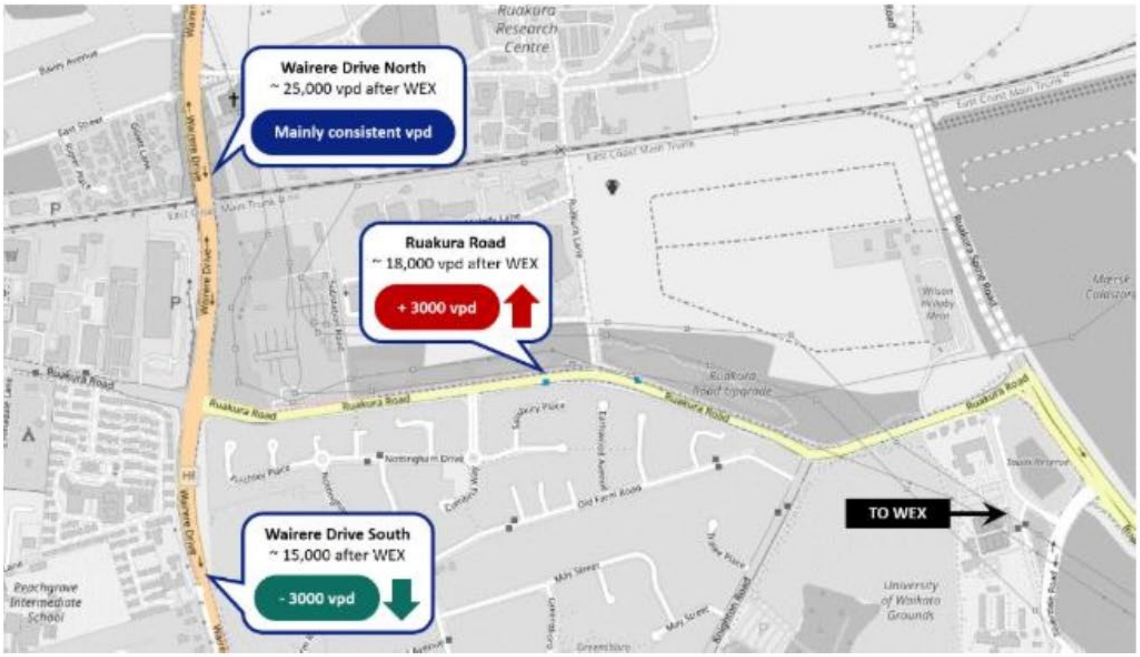

Figure 25 Impact of the WEX on local traffic flows

This can be attributed to the increased demand directly related to the WEX Ruakura Road interchange, noting that it is the first location where north facing ramps are available onto WEX, so

[26] Hamilton City Council. *CoLAB Waikato Data Portal Hamilton City Traffic Counts.* Retrieved https://data-waikatolass.opendata.arcgis.com/datasets/hcc::hamilton-city-traffic-counts/explore?location=-37.765443%2C175.265216%2C13.00, accessed 2023.

it is under pressure from western and southern locations which would have previously used Wairere Drive to access SH26 and SH1 to the south.

As illustrated previously in Figure 15, it is evident that the urban section of Ruakura Road is now being used as a connector for inter-regional traffic, a role which it was never intended or designed for, and this scenario is likely to become worse in the future as traffic demand grows.

WRTM modelling suggests that the ETC will provide relief locally on Wairere Drive (north of Ruakura Road) and on Ruakura Road (urban section) by providing a direct link and transferring around 6,000 vpd (7% reduction in traffic on Wairere Drive and 11% reduction in traffic on Ruakura Road urban section).

The overall efficiency of any urban corridor is dictated by its intersections and further detailed WRTM modelling (as part of subsequent phases of this DBC) will provide an understanding of how their performance is affected by changes in traffic demand. However, as a corridor, the urban section of Ruakura Road has a theoretical maximum operational capacity of 1,000 vehicles per hour (vph) per lane due to side friction, traffic density and the effects of traffic manoeuvring into and out of accesses and side roads. Austroads Guide to Traffic Management Part 3 (2020) also indicates that when any traffic lane reaches 1,200 vph it can no longer absorb turning traffic and a breakdown in flow will occur. On this basis we should assume a 1,200 vph threshold per lane for finite capacity, beyond which flow will break down and severe congestion will occur.

Using the observed traffic on Ruakura Road urban section, it is anticipated that the two way peak traffic will reach saturation at around 2,200 vph which equates to approximately 22,000 vpd.

This indicates that Ruakura Road urban section is already operating close to its peak capacity with its current mix of traffic, with any increase, especially truck volumes, the corridor will quickly reach LOS F and a complete breakdown in flow during peak periods. The overall result will be a decrease in freight efficiency and an increase in emissions.

The WRTM modelled volume without ETC indicates that traffic on the urban section of Ruakura Road will reach around 20,000 vpd in 2041, with predicted peak period flows of between 1,040 and 1,160 vph per lane. This is within 10% of its finite capacity and well beyond the ability for the intersections on the urban section of Ruakura Road (in particular its intersection with Wairere Drive which is a key strategic intersection) to cope with the volume of traffic.

At this time, it is assumed that the LOS will be F and traffic will be stationary for a large proportion of the peak hour. Without the ETC, this will mean that the strategic link to the WEX will be so severely congested that traffic could re-route to the Pardoa Boulevard/Greenhill Road Interchange, increasing the demand for short local 'hop on and hop off' trips on WEX.

The pavement design for the Ruakura Road Urban section was based on the assumption that the ETC is operational by 2027. In the absence of the ETC a significant proportion of freight will be routed along Ruakura Road to access the northern section of Ruakura, central Hamilton and the western industries in Hamilton. This increased loading is likely to result in increased maintenance liability as inter regional traffic volumes exceed the pavement design life parameters.

As indicated above, the Wairere Drive/Powells Road traffic signals are observed to be an increasing risk for trip reliability and safety on the Hamilton ring road. The ETC will connect to Powells Road to the east and therefore allow the removal of the traffic signals at Wairere Drive/Powells Road, thus improving the operating capacity and safety of Wairere Drive.

3.3 PROBLEM STATEMENT 2 – RUAKURA R1 GROWTH CELL DEVELOPMENT

The existing transport network and existing resource consent restrictions limit further development of the R1 Growth Cell (industrial, commercial, innovation and housing), which would limit economic growth.

SUMMARY		
CAUSE	**EFFECT**	**CONSEQUENCE**
• Growth within R1 is restricted by consent conditions requiring construction of the ETC. • Insufficient capacity on local roading network to cater for growth. • Lack of connections to existing strategic transport network. • Severance by (rail line bisects R1 Growth Cell) and from the rail corridor (inability to access the northern sidings). • Unrealised public transport and active mode connections.	• Limitation on multi modal trip generation potential for future growth in the region. • Developers do not have access into the R1 growth cell to unlock land for optimal use. • High truck volumes on Ruakura Road urban section. • Use of the Waikato Expressway for short local trips to bypass the congested sections. • Inefficient movement of people and goods across the transport network. • High car and truck dependency.	• Subsequent stages of development granted by resource consents are limited and fewer investors are attracted to Ruakura, resulting in lower employment opportunities. • Unable to fully realise development potential and therefore fail to achieve key targets within Future Proof, Access Hamilton and MSP. • Increased congestion on already limited capacity urban network and local industries will experience negative impacts to their productivity due to delays. • Increase in local trips being made on the Waikato Expressway. • Increased maintenance liability for Waikato Expressway and Ruakura Road • Car dependency increase with lack of public transport and active mode provision reducing HCC ability to meet emissions targets. • Businesses could locate elsewhere in the region or NZ where there is not scope for truck to train transfer.

Master planning for the 30 Ha Ruakura Inland Port – the Superhub's central feature – has assumed service from high-capacity rail and roading infrastructure. This transport network encompasses the Waikato Expressway (WEX) and the Ruakura interchange, specifically located near the ECMT and next to the inland port. The site location and its arrangement maximise opportunity from the port's location with the golden triangle between Auckland, Hamilton and Tauranga.

Logistics and industrial areas near the Inland Port will create efficiencies, as trucks can pick up and drop off goods between the port, warehouses and distributors while traversing minimum distances.

Productivity gains from the inland port are expected to be worth $4.4 billion to the region's Gross Regional Product up to 2061, and effectively doubling the cost benefit ratio of the Waikato Expressway by reducing congestion in Auckland[27]

The ETC is anticipated to become a key part of the regional transport network, providing a connection between Hamilton City and the Waikato Expressway, and is included in the Regional Land Transport Strategy and policy statement. It also facilitates residential and industrial development due to trigger limits agreed under the Board of Inquiry process and included in the structure plan.

Residential and industrial development is constrained by planning conditions that prevent the developments going ahead until the ETC is constructed. Failure to develop R1may lead to development further afield (noting R1 is only 4km from the CBD) with the consequences of increased trip lengths leading to increased car use increasing vehicle emissions as well as preventing the growth of the Inland Port and hence reducing truck movements.

ETC is a strategic infrastructure corridor. It presents opportunities for other utilities and services. The corridor does not only perform a transport function, but it will also be a strategic corridor for water, wastewater, stormwater, gas and telecoms which support land use (some of which are planned or already established). The related problem is that current infrastructure will not be able to cope with future demand, limiting the types of growth both in terms of consenting and capacity.

3.3.1 Development Triggers for R1 Development

Although the implementation for the ETC is currently programmed for 2030-2031 in Councils LTP, there is growing opportunity and pressure on Ruakura to meet some of the additional housing, industrial and commercial demands of the city. This has accelerated the development rate of the growth cell as well as the need for the ETC and other enabling infrastructure to be built ahead of previous scheduling.

The 490 ha Ruakura precinct can be divided into two parts, north and south of the ECMT.

- North of the ECMT is currently undeveloped but subject to Plan Change 15 Tuumata residential medium density. This is approx. 68 Ha and will comprise 1300 houses and a small commercial centre. Current land use north of the ECMT is a combination of industrial and logistics under the District Plan comprising Tramway east industrial 58 Ha, Tramway west industrial 56ha (most of the Tuumata PC15 area) and Tramway logistics 27 ha. This totals approx. 141 gross Ha and is constrained by infrastructure provision including the ETC. In addition, the Knowledge zone adjoining Innovation Park (32 Ha) is also constrained by traffic trigger limitations. This comprises approx. 172 Ha of future development.

- South of the ECMT comprises the inland port, logistics, industrial and Silverdale medium density residential zones. The knowledge zone, while south of the ECMT, is addressed above.

Four key resource consents limit gross development south of the ECMT as follows:

Land Development Plan (LDP) Area A - S127 consent allows up to 61.2 gross Ha of port and logistics comprising:

- 13.8 Ha inland port net developable area

- 34.6 Ha logistics net developable area

[27] Castalia Report (2012) - Commercial and economic rationale for the Ruakura inland port and logistics hub

- 12.8 Ha roads, swales and landscaping

Industrial in the logistics zone consent allows up to 12.64 ha of industrial within the 61.2 ha LDP Area A.

LDP Area C - S127 consent allows up to 20 Ha of industrial. From 20Ha up to 30 Ha of industrial is permitted following development of the initial 20 Ha and subject to traffic counts confirming the actual impacts of the developed 20 Ha.

Service centre consents allow up to 1.4Ha service centre uses within LDP area C. Greater than 1.4 Ha and up to 5.4 Ha is provided for under a concept plan requiring the ETC to be in place or an alternative transport solution.

The total port, industrial and logistics gross area south of the ECMT is approximately 127 Ha. Current consents provide for approximately 81 Ha of gross development. Approximately 46 Ha of Industrial and Logistics land can't be developed south of the ECMT due to traffic trigger conditions, notwithstanding that roading, water, wastewater and stormwater infrastructure is in place.

In summary, only 81 gross Ha of Ruakura is enabled for development out of a total precinct of 490 gross Ha (16.5%). A major constraint to the development of the balance of south of the ECMT and all of north of the ECMT is the ETC as required by HCC consent triggers.

As shown in Figure 26 below, the Structure Plan explicitly states that
there will be no direct connection to industrial or logistics properties from Percival Road or Ryburn Road, this is because KiwiRail will not permit additional level crossings or intensification of traffic on existing level crossings on this section of the ECMT:

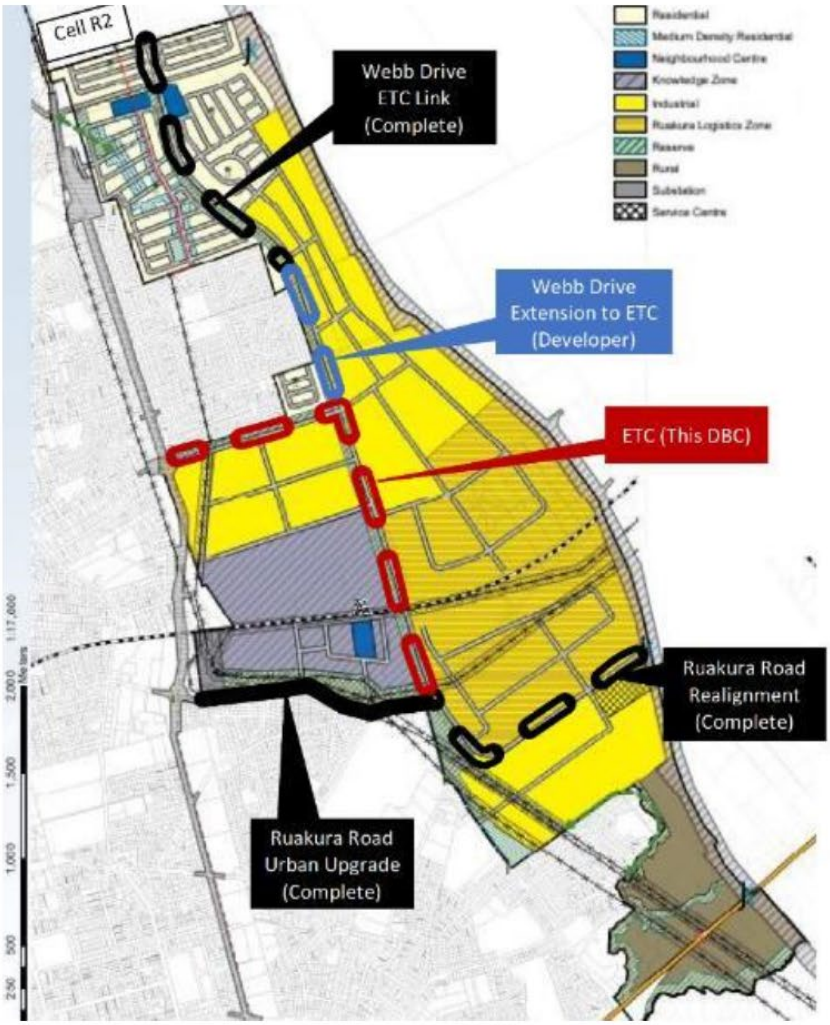

Figure 26 Ruakura Structure plan areas modified to show ETC staging

.

The ETC provides a significant road/rail safety opportunity to close the existing Percival Road and potentially the Ruakura Lane level crossings which will remove the risk of conflict, which is especially important as ECMT freight volumes increase in the future.

In summary, growth beyond that consented south of ECMT requires completion of the ETC along with the rest of the logistics and industrial precinct north of ECMT and the Knowledge zone. Similarly, consent for residential development is restricted until the ETC is built. This means that it will not be possible to realise the full potential freight modal shift from road to rail nor the PT and active mode access to Growth Cell R1 and the wider Hamilton region.

3.3.2 Rail corridor severance

The rail level crossings near Ruakura will exacerbate future pressures on the transport network. Figure 28 shows the location of the ECMT in relation to Ruakura and how it essentially bisects the growth cell.

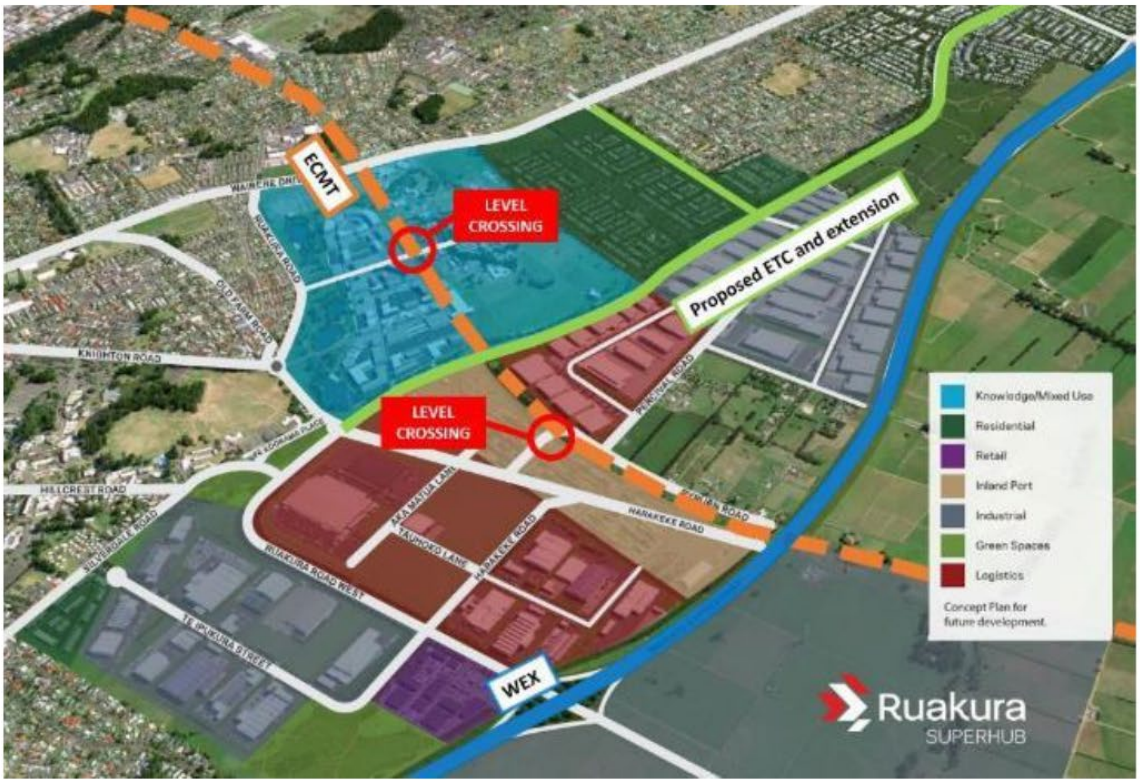

Figure 27 Location of ECMT in relation to developments at Ruakura. Annotated 2022 NZ Herald figure

The Inland Port is expected to increase train frequencies which will reduce efficiency of the roads with level crossings, including Ruakura Lane and Percival Road. The Structure plan expressly prohibits the connection of freight and industrial traffic from Percival Road.

Currently, trips between employment, education, and residential areas in the R1 Growth Cell means that commuters must travel "three sides of a square". For example, homes near Webb Drive are less than 4km away from the Inland Port. However, in the absence of the ETC, commuters must use Wairere Drive or the WEX to make this trip. This requires an additional detour of 2 – 3km, as illustrated in Figure 28.

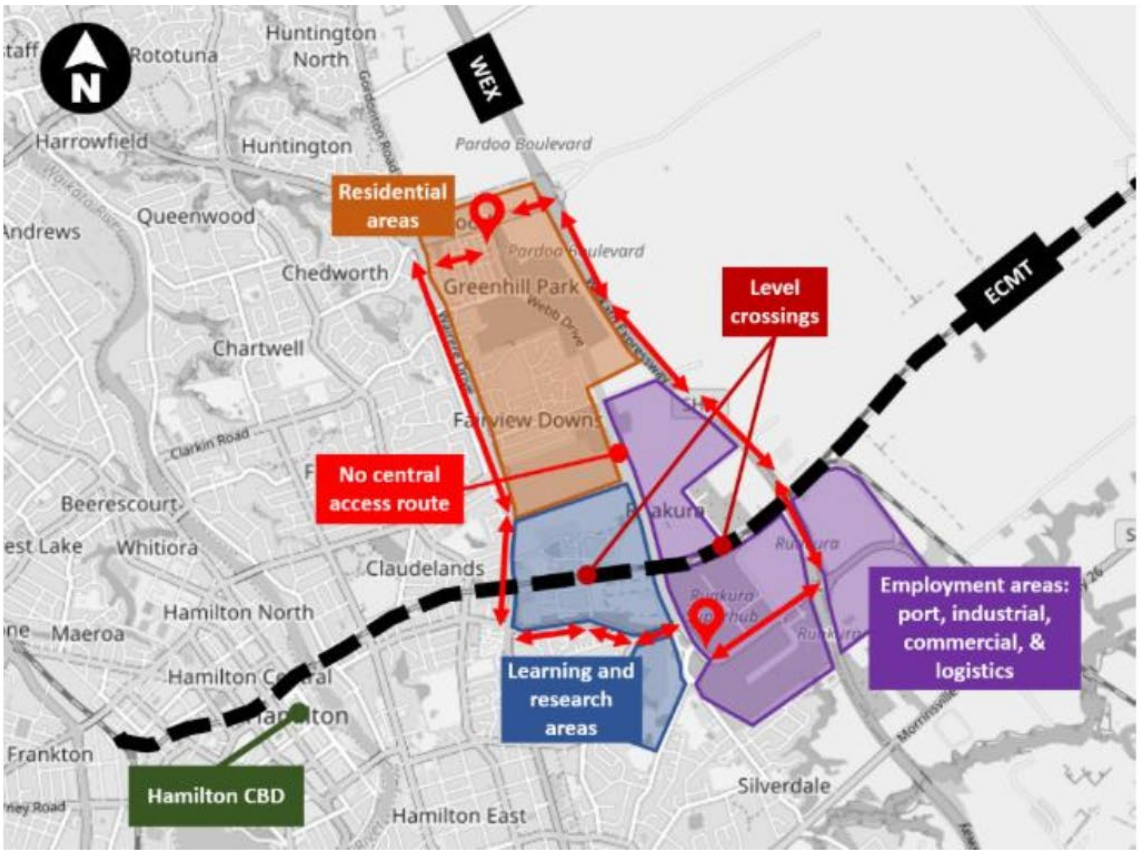

Figure 28 Routes connecting residential areas to employment and education at Ruakura, without the ETC

A mode neutral ETC is essential for improving access within the Ruakura R1 Growth Cell. Without it, all short local trips will be directed onto a Transit Corridor (Wairere Drive) or Interregional Connector (WEX). The minimal crossing provisions at the ECMT rail line add further challenges. These pose significant obstacles for active modes and public transport and adversely encourages private vehicle use and car-centric development. Together, these factors reduce the efficiency of the wider strategic network, detrimentally affecting existing and proposed development and operations within the R1 Growth Cell.

Furthermore, due to an anticipated increase in intensification and employment, the R1 Growth Cell is considered a key location in Hamilton for future transport connections[28]. When compared to other growth cells in Hamilton (including Rototuna, Rotokauri and Peacockes), Ruakura has unique opportunities including:

- Relatively advanced planning, consenting and enabling infrastructure, despite being constrained by a lack of access through the R1 area.
- High future employment and industrial opportunities compared to the other growth cells, which are primarily residential, meaning R1 will provide better opportunity to reduce trip lengths and hence be more attractive for using active modes.
- Close proximity to the CBD and University.

[28] Future Proof. (2022). *Hamilton-Waikato Meto Spatial Plan Transport Programme Business Case.*

The development staging required by current resource consents essentially restricts expansion of the growth cell until the ETC is constructed. This recognises that in the absence of a direct linkage between the inland port and other development areas, all traffic must use the existing congested Hamilton transport network which will reduce freight reliability, increase VKT and reduce the economic viability of the Port.

Fundamentally this means that the only possible way of linking the two halves of the R1 Growth Cell is to construct the ETC.

3.4 PROBLEM STATEMENT 3 – CLIMATE CHANGE AND THE ENVIRONMENT

Private vehicle and road freight journeys result in higher carbon dioxide emissions than other modes leading to environmental degradation, poor health outcomes and local and national carbon emission reduction targets will not be met

SUMMARY		
CAUSE	**EFFECT**	**CONSEQUENCE**
• In an unconstrained growth environment, truck volumes within the Waikato region will continue to increase. • High private vehicle dependency in Hamilton. • Poor public transport and active modes facilities. • Existing car centric design, including significant road space allocation for vehicle travel. • R1 Growth Cell will increase vehicle movements on the existing congested road network.	• Inability to achieve the climate change and environmental outcomes wanted because the full R1 Growth Cell cannot be developed without the ETC in place. • Effectiveness of Port to reduce truck movements restricted. • Greenhouse gas emissions continue to rise unchecked. • Lack of public amenity due to noise and air pollution, visual intrusion, discomfort. • All traffic will continue to use the longer 'three sides of a square' route.	• Failure to achieve regional and national carbon emissions and vehicle kilometres travelled (VKT) reductions are not met. • Erosion of the ability to reduce the carbon footprint of the R1 Growth Cell and inland port supply chain. • Potential increase in health risk associated from traffic pollution

3.4.1 Freight demand

Freight travelling between Waikato, Auckland and Bay of Plenty represents over half of New Zealand's freight movements. Additionally, freight moving to and from the Waikato is projected to increase by more than 50 percent in the next 30 years.[29]

In terms of container movements to and from the Port of Tauranga (POT), the impact of Ruakura on rail-based container handling is summarised in Figure 29 below:

This highlights that the growth predicted within POT operations will predominantly be reliant on road freight, with a limited share for rail (without Ruakura inland port). The scenario that includes the Ruakura inland port anticipates that a greater proportion of freight between Tauranga and Hamilton will be by rail. It is likely that the rail freight volume will surpass the road freight when Ruakura freight terminal is fully operational (around 2028/30).

All future growth in POT container movement is expected to fully rely on rail with road transport growth remaining relatively flat.

[29] https://www.waikatoregion.govt.nz/services/regional-services/transport/freight-in-the-waikato/

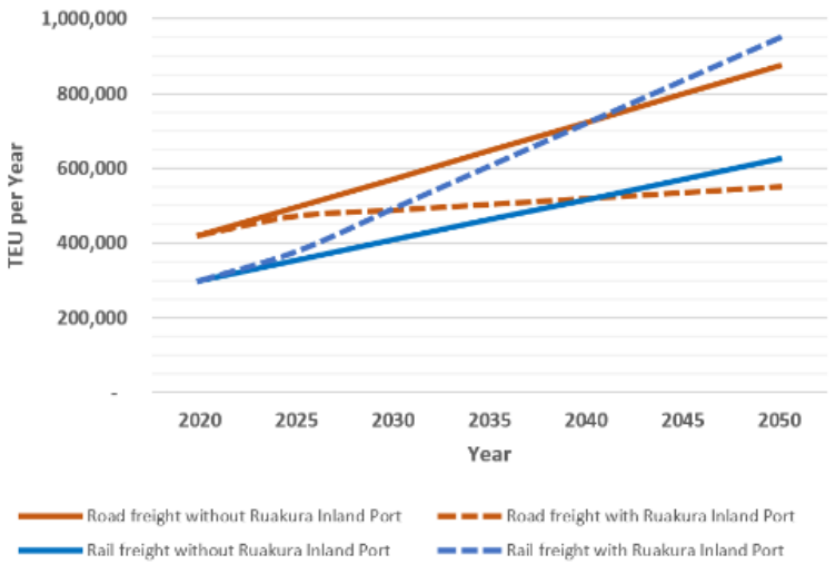

Figure 29 Freight transfer impact of Ruakura on Port of Tauranga container transport mode

The predicted growth in container movements at POT show at least a 50% increase in the next 30 years[30]. Based on current modal share this is likely to increase road freight by almost 1,000 trucks per day travelling on SH29 over the Kaimai Range or along SH2 through Katikati as shown in Figure 30 below:

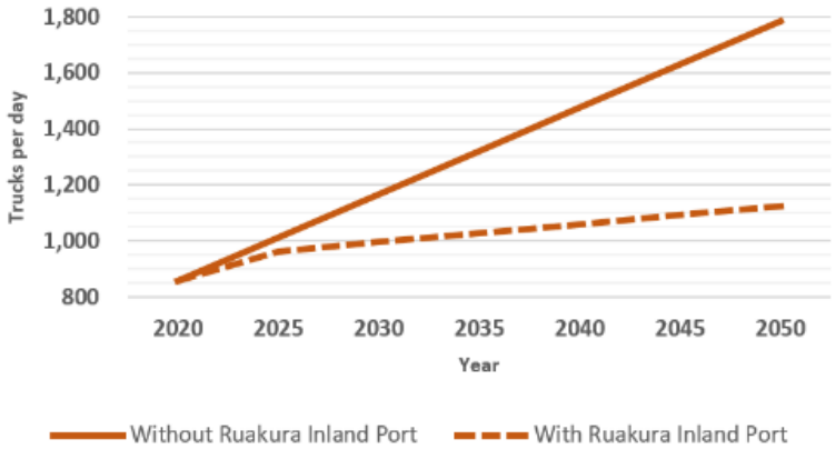

Figure 30 Estimated daily truck movements from POT

However, the predicted growth in Ruakura container handling will mean that an increasing proportion of those containers will be transferred directly to Hamilton by train[31] to a more central

[30] UNI Freight Story and POT annual reports

and better serviced distribution hub. This is the equivalent of taking 70% of that increase in demand off the road.

Transport demand is governed by economic growth, if road freight remains the dominant mode then emissions increase. However, by facilitating the increase in rail transport for long distance freight, the VKT for trucks will decrease and associated emissions will be reduced.

3.4.2 Climate change impacts

HCC's strategy to respond to climate change, *Our Climate Future: Te Pae Tawhiti o Kirikiriroa* recognises climate change as one of the greatest challenges of our time. The use of fossil fuels produces greenhouse gases which trap heat in the atmosphere. Carbon dioxide (CO_2) is the primary greenhouse gas emitted through human activity and of all possible sources, transport is one of the highest. Waikato has the second highest CO_2 emission profiles in NZ, with a significant proportion from inter-regional freight movement[32].

Without connectivity over the ECMT between the inland port rail hub and northern Ruakura R1 Growth Cell via the ETC, a high number of activities will need to rely on road transport or as a minimum, increasing the road haulage portion of the trip chain. This will result in a higher net increase in greenhouse gas emission compared to if the ETC is built. Additionally, without the ETC in place, the full development of logistics and port related industrial activities north of the ECMT will be constrained along with the reduced ability to substitute road freight for rail containers for distribution across NZ. As such the full supply chain efficiency gains and VKT reductions available to HCC within the R1 Growth Cell will be constrained without the connection over the EMCT and the ability to reduce climate change contributions is throttled.

3.4.3 Emissions targets

At a local level, Hamilton has set its own carbon reduction targets in *Our Climate Future: Te Pae Tawhiti o Kirikiriroa*. Transport is the greatest contributor of greenhouse gas emissions in the Hamilton metro area, responsible for 64% of emissions. Specifically, 33% of existing transport emissions are from diesel, 28% from petrol and 1.6% from rail.

2025 is identified as a turning point for Hamilton's emissions reductions, with subsequent City-wide reductions of 30% by 2030 and 82% by 2050. Priorities in Hamilton are to embrace low carbon transport, focus on sustainable urban intensification and enable communities to make low-carbon choices.

This requires partnership with other organisations for easily accessible and safe walking, biking, micromobility and public transport. It also requires support for electric vehicles and trains for the movement of goods and people both locally and inter-regionally.

From the Commuter – Waka app[33] which uses 2018 Census data, there were 1422 arrivals and 750 departures to/from work and education for Ruakura. Overall, private vehicles dominated the mode share (71% over all trips whether as a driver or a passenger), while public transport and cycling were the least utilised (2.3% and 3.6% over all trips). There were notable difference between arriving and departing trips to/from Ruakura.

A rough comparison of vehicle emissions on local roads near Ruakura was obtained from the Waka Kotahi Vehicle Emissions Prediction Model (VEPM 6.3).[34] The carbon-equivalent emissions (CO2-e) were estimated to be 110g/km for cars, and 600g/km for buses. While bus emissions are around 6 times higher than car per kilometre, assuming trip lengths are comparable between both modes, mode shares from the Commuter – Waka app indicates that significantly more emissions result from private vehicles, rather than by public transport for commuters. Figure 31 depicts this relationship.

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[33] Commuter Waka app. (2023). Retrieved https://commuter.waka.app/, accessed May 2023.
[34] Default values from the web tool were scaled to output the emissions for each mode type in isolation, as an "entire fleet" in 2023 providing the factor of CO2-e in g/km. The adopted speed was 50km/h to represent a typical local road speed, noting that slower speeds result in higher emissions.

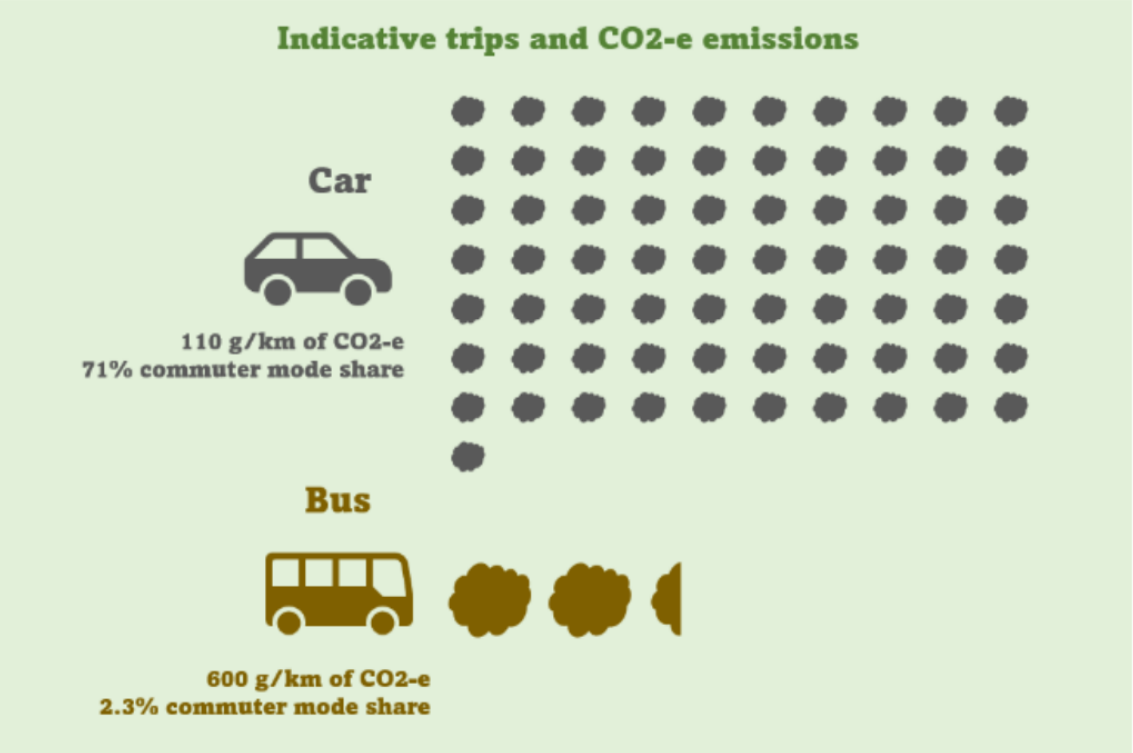


Figure 31 Visual representation of carbon emissions when considering mode share

Without a direct multimodal link, the two halves of the R1 Growth cell (i.e. north and south of the ECMT) will remain bisected by the rail line, requiring all transport activities to use the longer congested Wairere Drive route or travel via the Waikato Expressway.

This severance is likely to remove cycling and walking as a viable mode choice for local trips. Public transport will not service the area effectively and the majority of trips will be made by private vehicles, putting an increasing pressure on the climate target at a time when all opportunities should be explored to reduce the carbon footprint.

Further, a non-cohesive development is likely to be less attractive to future investors and tenants will be less likely to relocate high freight demand activities to a location where the road/rail interface requires large scale transhipment of goods via congested local routes. This will decrease the effectiveness of the hub in reducing the freight demand on the roading network.

In Ruakura, freight modal shift is expected to result in significant greenhouse gas reductions. A 2022 *Preliminary Sustainability Impact Assessment* conducted for the Ruakura Inland Port by Beca estimates emissions savings. Over a 30-year development period, 366,996 tonnes of CO^2 equivalent emissions (tCO2-e) are expected to be saved, with yearly figures shown in Figure 32 below.

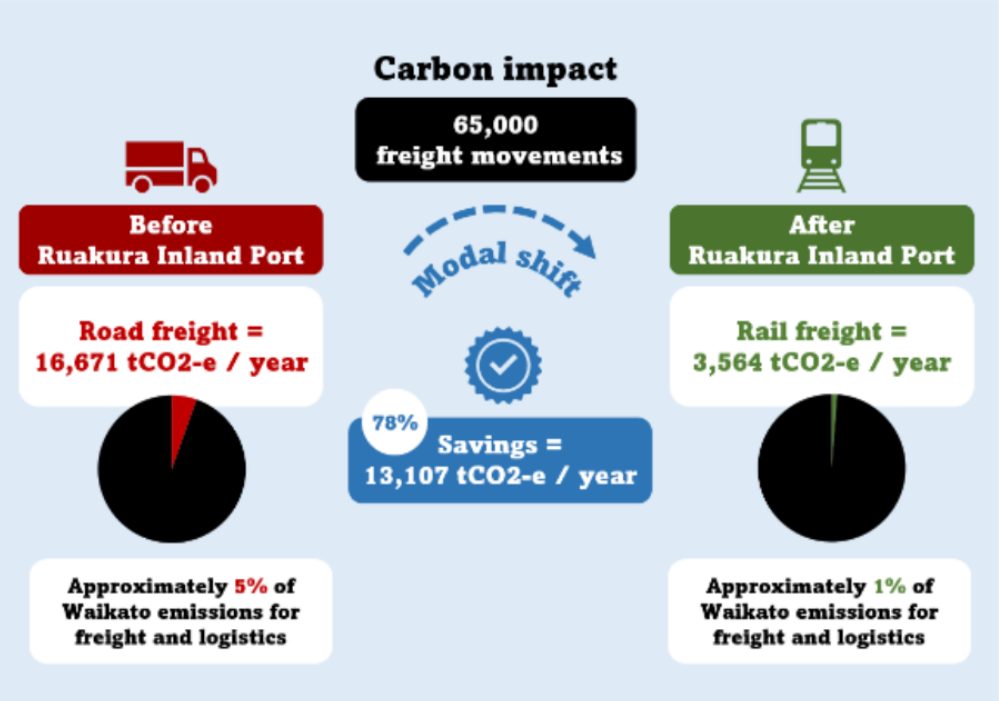


Figure 32 The impact of freight mode shift on carbon emissions at Ruakura (Source data: Beca, 2022; Stats NZ, 2022[35])

A further comparison is that the 65,000 truck movements generates approximately 5% of existing Waikato regional carbon equivalent emissions for the transport, postal and warehousing industries, while rail freight of the same volume generates approximately 1%.

Stage one of the inland port is a 17ha development and will include construction of two 900m rail sidings to cater for what will be over 80 cargo train movements each week. The port will have an initial capacity of around 140,000 TEU per year (approximately 20% of POT current container traffic, or the equivalent of 280 trucks per day which represents a 12% reduction in the current freight volume on SH29), with the potential to increase to more than twice that when fully developed.

The ETC and Superhub through enabling modal shift from road to rail, will directly contribute to freight emission reduction in a tangible and enduring way. The full build out of Ruakura, especially logistics, which will enable road to rail freight aspirations to be met. The ETC will remove a major constraint to allow this full development.

[35] Using the Waikato emissions profile projections for 2021, for Service industries: Transport, postal, and warehousing. Source: Stats NZ. (2022). *Greenhouse gas emissions by region (industry and household): Year ended 2021.* Retrieved https://www.stats.govt.nz/information-releases/greenhouse-gas-emissions-by-region-industry-and-household-year-ended-2021, accessed May 2023.

Without the ETC, the R1 growth cell lacks connectivity between different activity areas. Residents and workers are less likely to take public transport and active modes due to the lack of alternative options, due to the severance caused by the railway and the risks associated with travelling on a congested network[36].

A significant barrier to freight mode shift is that half of the sidings are north of the railway, making it impossible to fully realise the environmental benefits offered through the transfer of containers from road to rail. Building the ETC will remove this barrier.

Hamilton has historically developed to prioritise moving cars and trucks around efficiently over other modes[37]. As a result, Hamilton's public transport and active modes networks now require significant investment to compete with car use. High private vehicle dependency is a key issue in itself, to be revisited in further detail in Problem Statement 4 – Modal equity and safety.

[36] Understanding attitudes ad perceptions of cycling and walking (Waka Kotahi, 2021)
[37] Access Hamilton Strategy, 2022

3.5 PROBLEM STATEMENT 4 – MODAL EQUITY AND SAFETY

Poor public transport services and active mode facilities, result in high car dependence, lack of modal choice, congestion, reduced perceptions of safety and reduced actual safety for all road users.

SUMMARY		
CAUSE	**EFFECT**	**CONSEQUENCE**
• Severance from the rail corridor - Inland port increases the frequency of freight trains through the existing rail crossing and heavy vehicles on the surrounding road network. • Road space is allocated to vehicles with poor connectivity and ineffective facilities for active modes and public transport between Ruakura R1 Growth Cell and other parts of Hamilton.	• Actual and perceived safety and attractiveness of active modes and public transport are reduced. • Increased number of light and heavy vehicles on roads increases the exposure to crashes. • Increased car dependencies and lower use of active modes and public transport.	• The number of crashes is likely to increase and the crashes could result in more death or serious injuries. • More congestions, higher greenhouse gas emissions, air and noise pollutions leading to health issues. • Limited options and low equity for travelling to destinations and social opportunities across Hamilton. •

3.5.1 Collective Risk

Figure 33 below shows collective safety risk or risk density measured as the number of fatal and serious casualties over a distance, e.g., deaths and serious injuries (DSI) per kilometre or within a set distance of an intersection. This is a measure of the likelihood of a crash occurring based on statistical evidence.

Currently Ruakura Road (urban section) is a medium risk which suggests that some form of safety intervention would be warranted.

Figure 33 Collective Risk (Source Mega Maps)

3.5.1 Personal Risk

Figure 34 below shows personal safety risk or risk to the individual of fatal or serious casualties per million vehicle kilometres travelled. It is a measure of exposure rate and indicates the likelihood of a crash resulting in a serious injury or death.

Currently Ruakura road is a low-medium, which suggests that while the absolute risk of a serious outcome is low, the increase in traffic volumes is likely to result in a worsening of the situation.

Figure 34 Personal Risk (Source Mega Maps)

3.5.2 Crash history

In Hamilton, the number of deaths or serious injury crashes increased by 11% in the five years before COVID-19 (2015 – 2019) compared to the previous 5 year (2010 – 2015).

12% of these involved cyclists, a result which is much higher than the proportion of cyclists compared to other road users.[38]

CAS[39] shows 232 crashes along Ruakura Road and Wairere Drive (up to Fifth Avenue) in the period between 2011 – 2022, shown in Figure 35 and Figure 36.

A full 10-year period with additional 2022 data was used to identify possible patterns or trends. This relatively long study period recognises that the Ruakura area and Hamilton has undergone, and will undergo, significant changes. As such, historical crash data is only indicative of the incidents which might occur.

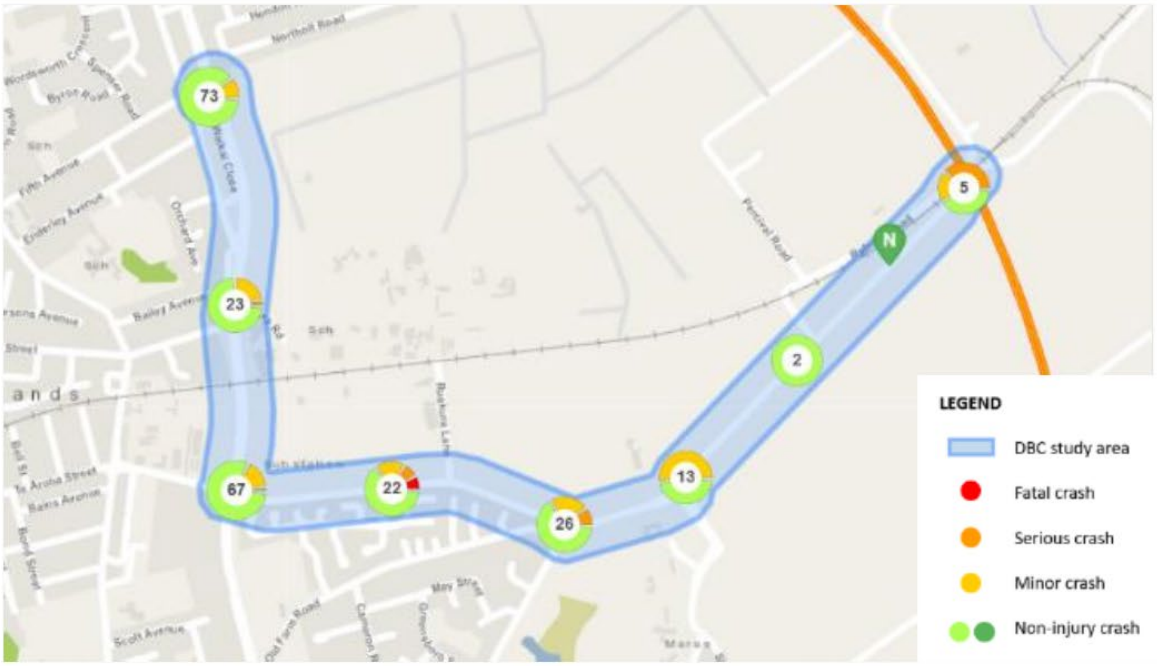


Figure 35 Crashes on Ruakura Road and Wairere Drive adjacent to the ETC, between 2011 - 2022, inclusive. (Source: Waka Kotahi CAS, accessed October 2022)

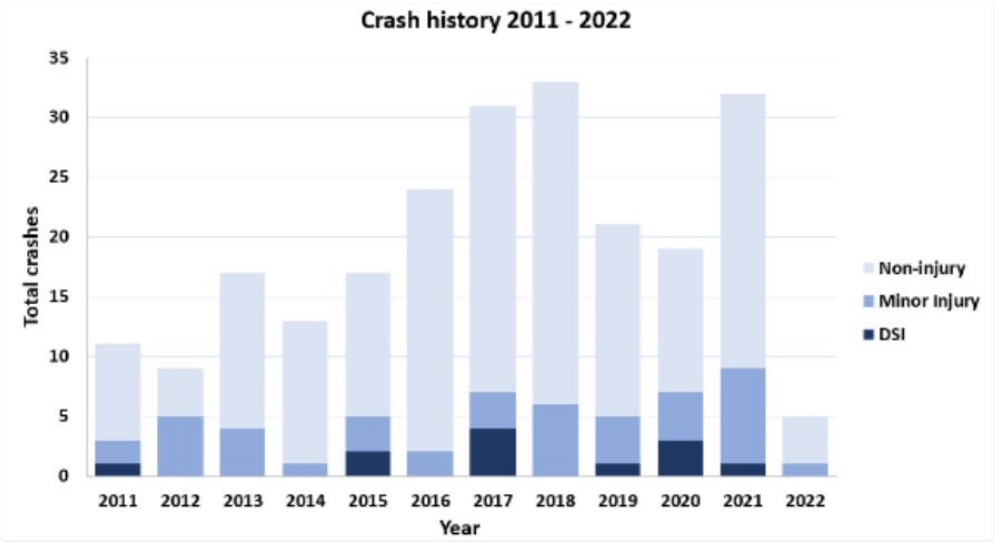


Figure 36 Crash data by year and severity

There has been an overall upward trend in crashes between 2011 – 2022 on Ruakura Road and Wairere Drive as shown in Figure 36. While the most significant increases can be observed for Minor and Non-injury crashes, crashes during this period include 12 Death and Serious Injuries (DSIs): two Fatal, and ten Serious crashes.

Of the two fatalities, one involved a cyclist and a truck (2020), and the other involved a pedestrian and a private vehicle (2017). Both fatalities occurred on Ruakura Road, prior to its most recent upgrade.

Crossing and turning and loss of control around bends are the dominant collisions for the DSI crashes.

Different combinations of road user crashes were analysed for patterns. Figure 37 shows that while vulnerable user vs vehicle crashes only account for 5% of all crashes, they make up a disproportionate 33% of DSI crashes. For crashes between vulnerable users and vehicles, crossing or turning crashes were the most common.

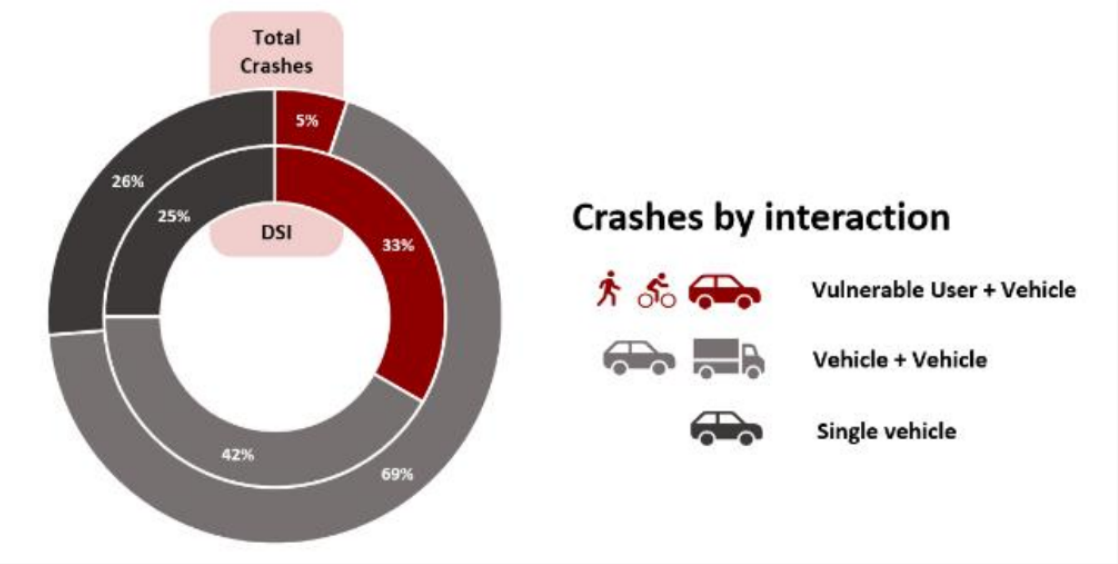


Figure 37 Proportions of crashes for different road user interactions

Ruakura Road has seen an increase in traffic heading for the Waikato Expressway since the opening of the new Ruakura Interchange. This will continue to increase as the port operation expands. The ETC will provide relief for Ruakura Road, reducing traffic volumes by almost 3,000 vpd in 2041, and providing a purpose-built route for cross city freight traffic which will reduce the exposure risk on Ruakura Road.

Population and economic growth will inevitably result in increased movement of people and goods. This will increase the number of people travelling and increase the likelihood of traffic incidents, unless mitigating actions are taken. This would normally take the form of improving existing infrastructure or raising education and awareness.

The completion of the Waikato Expressway, upgrade and realignment of Ruakura Road and COVID-19 will have an influence on the location, type and number of crashes. Furthermore, as the Ruakura Inland Port and its surrounding industrial, commercial, residential and innovation areas develop, the frequency and nature of crashes will change as more freight is introduced to the local area.

Without proactive intervention, the risk of conflict between the largest road users (trucks) and the most vulnerable (pedestrians and cyclists) will increase with severe consequences.

Under the Safe System approach, lowering of speed limits and provision of energy management devices (speed tables and roundabouts) has provided a publicly acceptable method of reducing severity but not exposure.

The most appropriate and sustainable intervention will be one which enables alternatives to private cars and freight trucks which can only be achieved through provision of attractive, well connected, and safe transport linkages.

3.5.3 Truck volumes and crashes

Heavy vehicle estimates were obtained from Waikato District Council[40], and the Mobile Road database[41]. These percentages represent the number of heavy vehicles within general traffic flows. Truck traffic ranges between 3 – 4% of general traffic and trucks were involved in 3.4% of all crashes between 2011 – 2022, which corresponds with the proportion distribution.

It can therefore be expected that if truck traffic volumes increase, truck crashes will increase at a similar rate. Despite this, trucks are overrepresented in DSI crashes, with trucks involved in 8.3% of DSI crashes from 2011 – 2022. Due to their large size, multiple factors increase the severity of crashes including reduced sightlines, longer braking times and heavier mass.

When crashes occur between trucks and vulnerable road users the consequences are severe. A 2019 case study completed in North Carolina and Tennessee shows that collisions between freight vehicles and pedestrians/cyclists resulted in a 203% increase in serious injuries when compared to passenger vehicles[42]. The conclusion was that for people and vehicles to share the corridor safely, buffered cycle paths or separated shared paths would be required at a minimum.

This sentiment is shared by freight stakeholders from Transporting NZ and National Road Carriers[43] who recommended segregated public transport and cycle facilities as a key safety and efficiency requirement for any new connector.

Increased traffic is being experienced on the urban section of Ruakura Road due to the direct connection to the Waikato Expressway, the Inland Port, and logistics and industrial zones. The continued growth within Ruakura will add freight traffic to the existing road network would significantly increase the heavy vehicle proportion (estimated at around 15%) potentially increasing trucks by 1,000 a day. This additional exposure to truck traffic will decrease safety for all road users, especially walkers and cyclists. Direct linkage of the inland port to other Ruakura traffic generators provides an opportunity to shift truck traffic off existing roads, reducing the likelihood of crashes. Any new corridor should offer the safest possible route for all modes and be designed accordingly with appropriate facilities. Providing for PT and walking and cycling with the ETC is more achievable as TGH owns all the land required thus reducing land acquisition and approval challenges as well as offering the advantage of it being done right the first time.

3.5.4 Rail level crossings

There are currently two rail level crossings in Ruakura, Percival Road and Ruakura Lane (which is a private road). As part of the Ruakura Road upgrade, the level crossing on Percival Road was relocated to the east. Both of these are low volume roads that only service localised communities. Whilst Waka Kotahi and KiwiRail have a programme of upgrading level crossings to make them safer, it is internationally recognised that level crossings introduce risks into the rail and road network.

KiwiRail will not permit a new level crossing on the ECMT due to the significant level of risk at this interface between a high-volume freight rail line and any road linking the inland port to other freight generating areas. Where a new crossing is required, KiwiRail require it to be grade separated by bridge or tunnel wherever possible[44].

Level Crossing Safety Impact Assessments (LCSIA) were conducted by Stantec in 2018, on behalf of KiwiRail, for the crossing on Ruakura Lane and the former location of Percival Road. The LCSIA's outlined future issues of vehicle traffic and train frequency growth, based on forecasts from the Waikato Regional Transport Model.

As an indication of future demand, the LCSIA's estimated that by 2031 there would be 45 tpd (trains per day), an increase from a 35 tpd baseline. This means trains will be passing through the crossing

[43] Stakeholder meeting with Transporting NZ and National Road Carriers, 4 October 2022. Also refer Appendix E.

an additional 10 times per day. Meanwhile, vehicle and pedestrian traffic is forecast to grow, resulting in congestion. Not only will these factors decrease levels of service, but they also increase the chances of severe safety incidents.

In addition to KiwiRail mandating grade separation to cross the ECMT, a level crossing would be inefficient and impractical given the intended nature of the transport corridor. Further, a bridge would enable the closure of one or both rail existing crossings in the future, reducing the risk of road/rail incursion significantly.

3.5.5 Mode share

According to the *Access Hamilton Strategy* (2022), PT, walking and biking combined make up only 10% of Hamilton's journeys. This is statistically low when compared to the rest of the country (20%[45] on average), especially when considering that within Hamilton, 60% of all car trips are under 5 km, with 20% being less than 2 km.

There is a high dependency on private vehicles, as previous designs of the transport system favoured cars and trucks over other modes. This results in negative outcomes for other road users, as their needs have not been prioritised. Safety is a chief concern when active modes do not have separated and connected facilities. Figure 38 shows the current dominance of private car for travel to education and work.

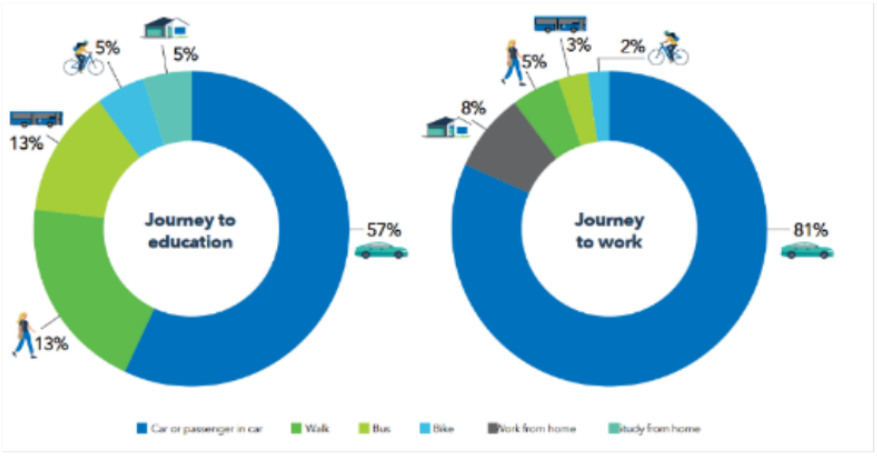


Figure 38 Modal splits for travel to education and work in Hamilton (Access Hamilton Strategy, 2022)

The Commuter – Waka app shows that there are twice as many daily arrivals than departures in Ruakura for work or education. 84% of trips arriving at Ruakura for work and education occurred by private vehicle. The remainder used active modes (10%), public transport (2%), or "other" (4% - covering those who work from home). These commuters arrived from 72 different suburbs, with the data showing that all suburbs were roughly equally represented. Given that the Ruakura Superhub was not open in 2018, likely destinations within Ruakura are the innovation park, AgResearch and existing agricultural and industrial businesses.

In contrast, the largest share of departures were walking and private car equally at 45% each, and the top destination was the adjacent suburb of Hillcrest West. This mode share is atypical, considering general vehicle-dominant trends in Hamilton, but can be attributed to the University of Waikato and two schools within the area: Knighton Normal School, and St John's College. This demonstrates that people are willing to walk when distances are short and facilities are reasonable. The lowest mode shares for departures were public transport (3%) and cycling (1%). Figure 39 shows the mode share for both arrivals and departures at Ruakura. The current low uptake for bus and cycling suggest provisions for these modes are well worth exploring during future growth and development.

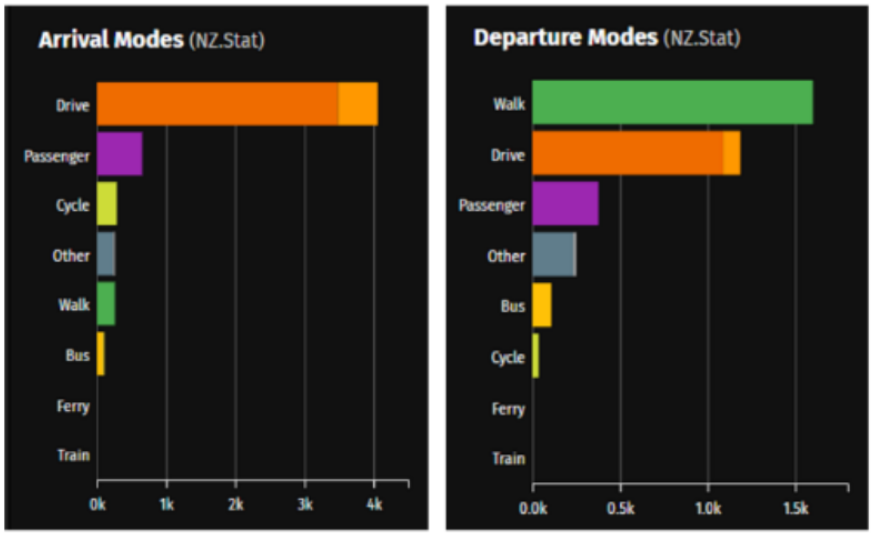


Figure 39 Commuter mode share for arrivals and departures at Ruakura (Source: Commuter - Waka accessed 2023)

Hamilton has significant potential for sustainable transport, especially active modes. It is a relatively compact size – approximately 13km long and 8km wide, with mostly flat landscapes. This means that most trips in Hamilton can potentially be comfortably walked or biked. Ruakura is no exception, being 4km away from the CBD, equivalent to a 15 – 20-minute bike ride.

Currently, cycling provisions at Ruakura are limited to shared paths and cycleways on Wairere Drive and the recently upgraded Ruakura Road (urban section). These existing provisions are of a good quality and separated from vehicle traffic, with major crossings provided by underpasses or signalised intersections. Other local roads have no facilities for cyclists, but traffic volumes are currently low. Figure 40 shows the biking and micro-mobility strategic network near Ruakura, as defined in HCC's Biking and Micro-mobility Programme Single Stage Business Case.

Figure 40 Biking and micromobility strategic network plan. (Source: HCC, 2022[46])

Wairere Drive, Ruakura Road, and the proposed ETC are all Community links meaning they "connect activity centres to the Tier 1 [Cross city connections] network using separated or buffered cycle lanes." By providing safe connections to the wider network, these cycleways have an important role in opening up Hamilton's cycle network for people of all ages and abilities.

The X Minute City tool[47] shows that on average in Hamilton, all key amenities can be reached by walking in 17 minutes or less. For cycling, this average time is 6 minutes or less. In contrast, at its current stage of development, Ruakura is over 20-minutes' walk from supermarkets, medical facilities and primary schools, with the same amenities reached in 10 – 15 minutes by cycling. Quality cycle facilities on the ETC would allow more people to take advantage of these attractive cycle travel times, encouraging active modes while the development continues to grow.

Hamilton's roads are also reasonably well connected, providing opportunities for frequent and rapid PT networks. As previously discussed in Section 1.3.4, existing barriers include unreliability due to lack of bus priority on existing roads, excessive trip lengths and indirect routes. Public transport options are currently very limited, especially for accessing the Ruakura Superhub, and the new residential properties near Webb Drive. The Waka Kotahi Public Transport Design Guide[48] recommends walking catchments of less than 400m for low frequency buses, less than 800m for high frequency buses and less than 1.2km for stations or rapid services. Public transport provision for the R1 growth cell, as they currently stand, cannot provide these walking catchments for all destinations it encompasses.

[46] HCC. (2022). *Biking and Micro-mobility Programme Single Stage Business Case.*
[47] University of Canterbury. (2023). The X Minute City. Retrieved https://research.uintel.co.nz/x-minute-city/#:~:text=This%20tool%20enables%20local%20government,towns%20and%20cities%20in%20Aotearoa, accessed 2023.
[48] Waka Kotahi. https://urbanintelligence.co.nz/research/x-minute-city/ (2023). Walking. Retrieved https://www.nzta.govt.nz/walking-cycling-and-public-transport/public-transport/public-transport-design-guidance/getting-to-and-from-public-transport/walking/, accessed 2023.

Additionally, Figure 41 and Figure 42 show estimations of the existing cross sections of Wairere Drive and Ruakura Road (urban section). While the Orbiter travels on both roads, and Flagstaff buses also use Wairere Drive, there are no existing priority lanes for buses. As the population grows and traffic demand increases, these bus routes will become vulnerable to congestion. Two actions could be considered. Firstly, upgrades for public transport on Wairere Drive and Ruakura Road (urban section) may alleviate congestion issues. This would likely require redesign of the already limited corridor space, or widening the corridor and relocating kerbs which would be costly and inefficient. Alternatively, a more favourable solution that accommodates future growth and development would be to provide public transport priority on the proposed ETC. The latter option is also well aligned with the proposed rapid transit service RT3 identified in the MSP PBC, as discussed in Section 1.4.

Figure 41 Wairere Drive indicative cross section

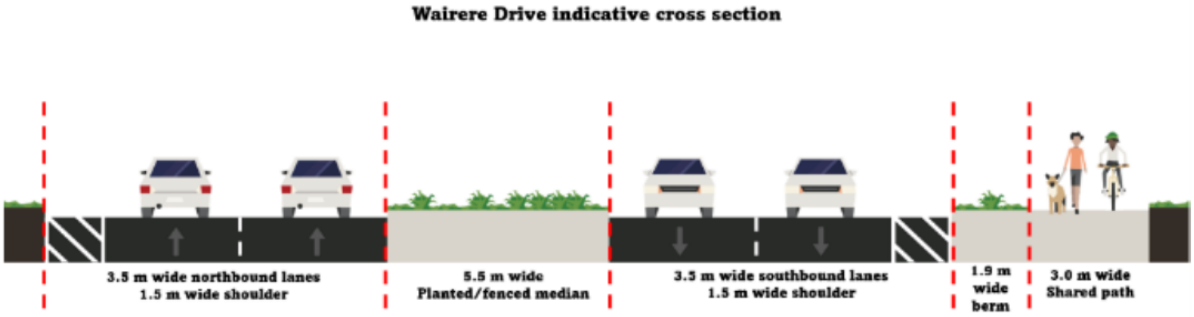
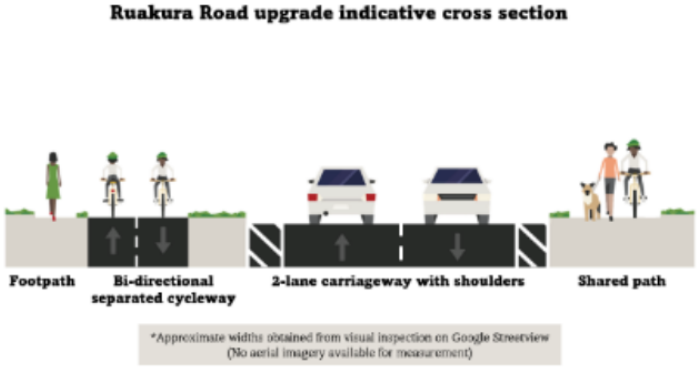


Figure 42 Ruakura Road (urban section) indicative cross section (



Much like the rest of Hamilton, private vehicles are currently the dominant transport mode in Ruakura. This raises a challenge to provide a transport network that from the outset is focussed on the user, rather than favouring car travel. The ETC has potential to enable both mode shift and new multi modal trips within the growing local community, aligning with the MSP. Providing a direct link within Ruakura to existing cycleways will encourage a wider range of people to bike, while a new corridor will allow priority for public transport and future proof the area for a rapid transit line.

3.5.6 Alternative modes perceptions and trends

Safety and infrastructure provision are key factors which influence whether people choose active modes. A recent study[49] indicates that walking and cycling has played an increasing role in how New Zealanders travel, with around 70% of respondents walking or cycling regularly. People who cycle regularly were shown to have a high cross-over with regular use of other modes. However, private vehicle use has also grown, while public transport has remained generally steady except for

variations from COVID-19 disruption. Notably, Hamilton reported the lowest levels of walking in the country, alongside one of the highest levels of cycling in NZ (albeit level of usage is low at 2.4%)

Barriers to walking include:

- Safety concerns after dark
- Lack of convenience
- Perception that it is not a quick way to travel.

.

While 61% of Hamiltonians perceive walking to be safe, there are indicators that walking trips to school are decreasing over time.

Barriers to cycling include:

- Safety concerns due to vehicle speeds and driver behaviour
- Travelling in the dark
- Having too much to carry
- Weather

79% of people in Hamilton perceive cycling to be safe and 27% ride at least occasionally, which is generally more positive than for other New Zealanders, with average percentages of 55% and 20%, respectively.

Those who do not already walk or cycle had the lowest safety perceptions compared to other users. This result is especially evident in cycling.

Cycling has experienced recent uplift with the provision of new infrastructure, with 56% of respondents agreeing that new cycleways have encouraged them to cycle more. This corresponds to a 7% increase from 2019 - 2021. E-mobility is also increasing in use: in 2021, 12% of urban New Zealanders used an e-scooter, and 6% used an e-bike. Usage levels have also doubled since 2019. E-bike usage is highest in Hamilton, compared to the rest of the country.

Motorised vehicle users tend to use fewer alternative modes. In contrast public transport, cycling, walking, and other micromobility users tend to regularly cross over into other modes as shown in Figure 43. Therefore, providing facilities for a variety of modes contributes to a more comprehensive transport network, making alternative transport more feasible for users.

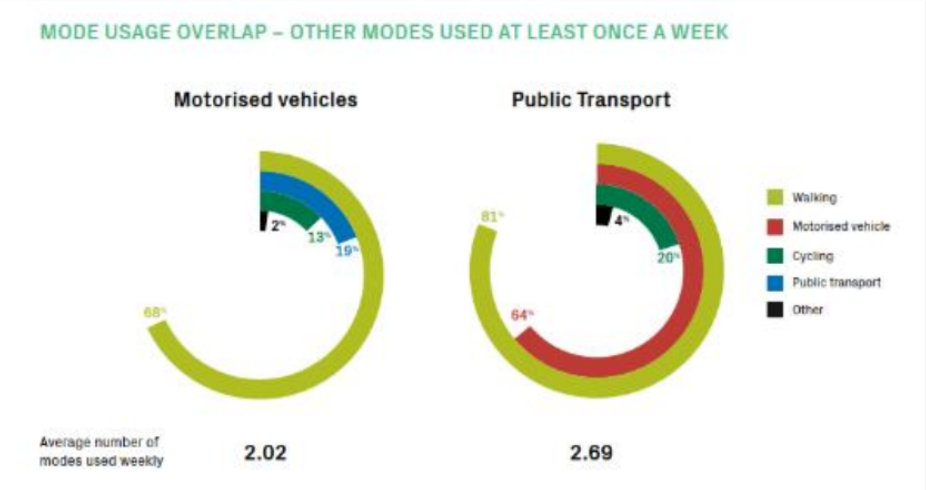


Figure 43 Mode usage overlap (Source: TRA, 2021)

There is a growing demand for more connected and better-quality walking and cycling networks, particularly in the Hamilton area. A lack of connectivity within Ruakura will pose a significant barrier in terms of safety and convenience, resulting in an erosion of modal share and an increased reliance on private cars.

3.5.7 Public transport

The Hamilton-Waikato Regional Mode Shift Plan 2020 identifies barriers to modal shift. The key barriers for potential bus users are frequency and reliability. Problems with information, the Transit App, peak time overcrowding and lack of bus stop timetables were also highlighted. Nevertheless, once people started using services, those on frequent routes were generally satisfied agreeing that services were cheap and of good quality.

The ETC is aligned to Rapid Transit Route 3 as identified in the MSP. This area has PT demand from commuters in the northern suburbs into East Hamilton and the CBD.

Waikato Regional Council support the increase in services and frequency within the city and an increased level of connectivity on the eastern fringe is necessary to offer a reliable and convenient service between Rototuna, Ruakura and the CBD. This cannot be achieved within the current infrastructure.

3.5.8 Future Traffic Demand

Population growth in the Hamilton metro area is expected to increase by 40% over the next 30 years. A 50% increase in peak congestion is expected by 2040[50]. Without new/additional network capacity for cars and trucks, along with facilities to encourage modal shift, high traffic volumes (including truck volumes from industry and the port) will remain on existing roads.

Offering increased active modes and PT options may be part of the solution. In NACTO's[51] *Transit Street Design Guide* (2016), alternative modes are shown to provide significant movement capacity. However, as demonstrated in Problem Statement 3, investment in alternative modes in Hamilton has not kept pace with investment in roads, resulting in one of the highest car levels of dependence in NZ.

Delays in providing the ETC will prevent the development of housing in Hamilton going ahead in the short term where it is most needed or best suited e.g. proximity to new jobs, to achieve emission reductions and encourage mode shift mindsets. This would lead to greenfield development further afield increasing private car use and vehicle emissions. Further more, this will exacerbate urban sprawl which prioritises vehicle movements because amenities and destinations are further apart from the low-density residential and commercial developments. With most road space allocated to vehicles, there will be increased congestion and competition between different transport modes for road space and ridership. As a result, there will be an increased risk of pollution and crashes that generate social and economic costs to the community.

3.5.9 Community Severance

In a literature review completed for Waka Kotahi in 2011[52], community severance is a concept that describes a lack of access to workplaces, education, services, facilities and social connection. Severance may occur through physical obstacles such as traffic flows and barriers; or psychological barriers such as safety perceptions. Furthermore, fear of crime will prevent many social groups from choosing a mode in which they feel exposed, therefore obliging them to take a mode they do feel secure in, such as a car instead of the bus or walking. In contrast, community cohesion fosters social engagement and participation for a diverse population. Quality transport and place-making is

an important part of cohesion by providing access, independence, public spaces, positive interactions and equity for disadvantaged people.

Managing vehicle traffic within Ruakura is critical to creating liveable places. If design favours high volume private vehicle use, then this would create more pollution, noise, visual intrusion, discomfort, perceived danger (e.g. crime) and reduced safety. Active modes and public transport users may experience delays, longer routes, decreased reliability and increased travel time. Typical examples include intersections that have high traffic flows, but lack adequate pedestrian and cycle crossings and public transport priority, prioritising effective vehicle movement instead. Separately or in combination, these factors can introduce severance, ultimately reducing community interactions, place-making and a sense of belonging.

Without quality alternatives, people may simply prefer to drive. This unintentionally and undesirably leads to a cycle of further vehicle traffic, decreased amenity and increased vehicle dependency. To achieve liveability, transport corridors are needed for a variety of modes, not just vehicle traffic. They must also provide connections to destinations where people can work, play and live.

3.5.10 Climate change and low-carbon transition inequity

Although not a typical business case outcome or benefit it is important to acknowledge that *Our Climate Future: Te Pae Tawhiti o Kirikiriroa* (HCC) identifies that climate change impacts and low-carbon transition initiatives are more likely to result in negative outcomes for some groups in the community than others. Included in these groups are those from low socioeconomic households, or those with disabilities, medical conditions and the elderly. Transport plays a role in reducing these inequities.

This is because the cost of living will increase, along with physical consequences from increased natural hazards. Families may begin to struggle to meet basic costs for transport, energy and food. Measures to curb climate change may result in financial stress, as some people are unable to afford electric cars and other low-carbon options. Without quality public transport, or other mode choices, many families are likely to retain dependence on fossil fuel vehicles, which become increasingly expensive to maintain. Others may lose connection to workplaces, education, services, social connection and recreation.

Reducing dependence on private vehicle use and promoting alternatives would allow more communities to participate in a low carbon transition. This necessitates quality public transport and active modes facilities which are suitable for a diverse range of users.

Risks specific to Maaori have also been identified which include loss of land, cultural and heritage sites, biodiversity, and food sources. Many communities will face challenges in conserving their cultural heritage and practices.

A connected community in Ruakura will provide for more homes and jobs, improving the local community's ability to withstand climate change impacts. The Ruakura Superhub has also been identified by Waikato-Tainui as an opportunity to provide financial resilience for future generations, and to acknowledge and preserve cultural heritage through its design.

3.6 OPPORTUNITIES

Table 6 below summarises opportunities identified for this project which were discussed with the stakeholders. These range from short term opportunities to do with impending development, to longer-term opportunities when considering future growth in Hamilton-Waikato.

Table 6 Description of opportunities

Opportunity	Description
Bus Frequent Transit Networks / Rapid Transit Networks	Planning for Ruakura's anticipated function an enabler of the future MSP Rapid Transit Network.
Future proofing for alternative modes	Allocate road corridor space for public transport and active modes to avoid retrospective upgrades to meet future demands.
Community collaboration	Collaboration with environmental and community initiatives, such as active mode connections to green spaces and cultural/education elements.
Developer collaboration	Collaboration with developers to ensure positive transport outcomes align with industrial, commercial, and residential development.
Protect existing infrastructure	Protect existing assets such as the recently upgraded urban Ruakura Road (noting its pavement design was based on the assumption that the ETC is operational by 2027) by diverting freight traffic off this route. Also the Waikato Expressway - by reducing short urban trips as well as reduced longer distance trips with the modal transfer to rail.
R2 growth cell	The R2 growth cell, immediately north of Ruakura R1 Growth Cell is identified as a future part of Hamilton in a strategic agreement between HCC and Waikato District Council (WDC). Currently greenfield land, its zoning preserves it for future urbanisation. The R2 growth cell needs the ETC to provide efficient north south public transport and active mode connectivity and is a natural extension of the ETC in the future.
Future inter-regional travel	Ruakura is a potential future train stop for the Hamilton to Auckland passenger rail service and the ETC is intended to provide bus and active modes connections to this potential station.
Improve intersection performance	There is an opportunity to configure the ETC connection with Powells Road to direct traffic to Fifth Avenue extension, improving existing intersection performance at Wairere Drive/Powells Road..

Opportunity	Description
Cross City Connector	Connect to upcoming improvements to the Cross City Connector Arterial route, improving network capacity for all modes of transport.
People and places	Tangata whenua aspirations, thriving communities, and liveability will be facilitated through infrastructure which enables inclusive access and connectivity.
Maaori aspirations	Although this is not a typical business case outcome or benefit, as detailed in **Appendix B**, working collaboratively with the Waikato Tainui, there are opportunities to deliver successful environmental, social, wellbeing and economic outcomes for Maaori.

3.7 CONSTRAINTS AND ASSUMPTIONS

As discussed with the stakeholders, key constraints are to do with elements beyond the scope of the ETC and assumptions that must be made to consider its function.

The key constraints and assumptions are summarised in 7 below.

Table 7 Constraints and assumptions

CONSTRAINT	ASSUMPTION
Completion of rail upgrades	Kiwirail will complete anticipated rail upgrades, allowing the Ruakura Inland Port to operate at expected train frequencies and TEU volumes.
R1 Growth Cell compliance	The R1 Growth Cell development is able to meet the requirements of the existing resource consents and any outstanding issues for compliance will be resolved through planning and design.
Private Developer Agreement (PDA)	The existing PDA, which is in the process of being updated between TGH, Hamilton City Council and Chedworth will secure alignment for the requirements of all parties, allowing the development to proceed as expected.
RMA update	The Acts replacing the RMA will not present a significant barrier to future consenting.
COVID-19	Vehicle and PT levels will return to pre-COVID-19 levels and growth will continue as per pre-COVID-19 predictions
Increased frequency and severity of extreme weather events	Climate resilience measures will be taken into account to inform design and construction of the infrastructure and sustainable transport policies and practices will help to achieve the emission targets.
Change in government priorities and political uncertainty (e.g., reduced funding, change in policy direction and delayed decision-making)	The project team will engage with the government and review the scope to demonstrate how it gives effect to the updated policy direction.

4. OUTCOMES

4.1 BENEFITS OF INVESTMENT

4.1.1 Investment Logic Mapping (ILM)

The Stakeholder workshop identified the following benefits (and potential Key Performance Indicators):

- Economic Growth – GDP/jobs.
- Environmental – Carbon reductions, VKT reductions.
- Socio economic – place making facilities.
- Modal shift – Significant freight volume off the roads and on to rail, future PT and active mode usage.
- Road safety –e.g., casualty data, infrastructure risk rating, safe system assessment, exposure risk.

Based on these and the four Problem Statements, an updated ILM has been prepared and is attached in **Appendix F.**

Five benefits have been identified with supporting Key Performance Indicators (KPI's) as summarised in Table 8.

A preliminary Benefits Map has been included in **Appendix G** which, whilst subject to refinement and stakeholder confirmation and confirmed by the final submission of the Business Case once the preferred option is identified, provides an insight into the benefits of investment and how they could be measured.

Table 8 Benefits and associated Key Performance Indicators Benefits and associated Key Performance

BENEFIT	KPI'S	MEASURE/BASELINE
Improved connectivity for the strategic road network	KPI 1 - Travel time delay.	KPI 1 – Difference between average travel time between Wairere Drive/5th Avenue intersection and Ruakura Road/ETC intersection.
	KPI 2 - Travel time reliability	KPI 2 – Coefficient of variation – standard deviation of KPI 1 travel time divided by average minutes travel time.
Full development of the Ruakura R1 growth cell, achieving economic growth	KPI 3 – Direct and indirect wider economic benefits and contribution to the GDP.	KPI 3 – measures include: • Jobs created within R1. Measured from the 2023 baseline. • Number of houses consented within R1. Measured from the 2023 baseline. • Population growth within R1. Measured by comparing census data.
	KPI 4 - Collective risk (crash density)	KPI 4 – Average annual fatal and serious injury crashes per Km

BENEFIT	KPI'S	MEASURE/BASELINE
Impact on safe system		measured three years post completion and compared to 2023 baseline on Wairere Drive (between Fifth Avenue and Ruakura Road) and Ruakura Road urban section.
	KPI 5 - Personal risk (crash rate)	KPI 5 Average annual fatal and serious injury crashes per 100 million vehicle Km measured three years post completion compared to 2023 baseline. On Wairere Drive (between Fifth Avenue and Ruakura Road) and Ruakura Road urban section.
	KPI 6 - Vulnerable road user risk	KPI 6 – number of crashes involving vulnerable road users by severity measured three years post completion and compared to 2023 baseline on Wairere Drive (between Fifth Avenue and Ruakura Road) and Ruakura Road urban section.
Impact on mode choice	KPI 7 - Mode shift from single occupancy cars.	KPI 7 - The target from MSP is 20% mode shift to achieve up to 44% in the identified key BRT corridors. Proxy calculation of mode change through pedestrian and cyclist counts and level of uptake on new bus services (boarding and alighting data). Measured from 2023 baseline of zero for services operating along proposed ETC corridor
	KPI 8 - Spatial coverage of walking and cycling facilities.	KPI 8 -Measures include: • Length of new cycle and walking network within R1. • Number of residents within 500m of a high quality cycling facility within R1. • Number of employees within 500m of a high quality cycling facility within R1.
	KP1 9 Spatial coverage and availability of public transport.	KPI 9 – various measures including: • Length of new bus routes compared to existing that service R1. • Number of R1 employees within 500m of a bus stop

BENEFIT	KPI'S	MEASURE/BASELINE
		• Number of R1 residents within 500m of a bus stop
Impact on greenhouse gas emissions	KPI 10 CO_2 emissions - freight . .	KPI 10 Tonnes of CO_2 equivalents emitted - derived from VKT change (road to rail) – measured using data on rail movements/TEU handled by inland port. Current 2023 baseline is Zero
	KPI 11 CO_2 emissions - mode shift from single occupancy car	KPI 11 Tonnes of CO_2 equivalents emitted - the resulting emission reduction by achieving the 20% mode shift in the key PT corridors - measured as a proxy of patronage on services based on latest willingness to change mode data from HCC.... Baseline is zero reduction at 2023

4.2 INVESTMENT OBJECTIVES

The ETC investment objectives are:

- **Objective 1: Linking up Hamilton's strategic transport network** and enabling the right traffic to use the right roads. I.e. interregional traffic and freight on strategic network and commuter traffic on local collectors.

  Improving access to and from the WEX by reducing travel times from the Wairere Drive/Fifth Avenue intersection to the ETC/Ruakura Road intersection.

- **Objective 2: Facilitating economic growth** through providing connectivity to the R1 Growth Cell (including the inland port).

  Improving accessibility by all modes to/from the R1 Growth Cell and enabling the R1 Growth Cell to provide wider economic benefits.

- **Objective 3: Improve road safety** through enabling transfer of freight from truck to rail and through modal shift from car to public transport and active modes improve road safety for all road users on Wairere Drive (between Fifth Avenue and Ruakura Road) and Ruakura Road urban section.

- **Objective 4: Encourage mode shift** from car to public transport and active modes.

  The MSP identifies a target of a 20% mode shift to achieve up to 44% in the identified key BRT corridors.

- **Objective 5: Reduction of climate risk** through facilitating emissions reduction potential by enabling transfer of freight from road to rail and mode shift from car to public transport and active modes.

MSP identifies that the resulting emission reduction by achieving the 20% mode shift in the key BRT corridors would be 10-13% between 2019 and 2035, and 60-62% between 2019 and 2050. Table 9 below summarises the investment objectives, their outputs, timeframes, and benefit.

Table 9 Investment objectives and resulting benefits

OBJECTIVE	OUTPUT	URGENCY/TIMEFRAME	BENEFIT
1. Linking up Hamilton's strategic transport network and enabling the right traffic to use the right roads (30%)	Transport link between Ruakura south and Ruakura north across the ECMT	Net-zero long-lived gases and a 24–47% reduction in biogenic methane by 2050 Ruakura Road urban section was based on the assumption that the ETC is operational by 2027	A more reliable transport system Improved user experience of the transport system Efficient use of the land transport network Better access to social and economic opportunities More cohesive community Reduced noise and vibration Reduced maintenance costs from premature infrastructure failure
2. Facilitating economic growth through providing the connectivity between the inland port and other growth areas (30%)		Investor and developer confidence in full inland port development eroded unless ETC committed. Tuumata medium density residential limited until ETC committed.	Better access to opportunities Reduced risks of unable to access opportunities due to unexpected outages. Wider economic benefits to productivity, employment opportunities and regional development
3. Reduction of climate risk through facilitating emissions reduction potential by enabling transfer of freight from road to rail and mode shift from car to public transport and active modes (20%)		ETC required to allow logistics and port industrial development to be fully realised including road to rail transfers.	Reduced greenhouse gas and air emissions Reduced noise and vibration Improved user experience of the transport system Multiple travel mode choices Access to social and economic opportunities More cohesive community
4. Encouraging mode equity and improved safety through mode shift from car to public transport and	ETC to incorporate PT rapid transit link and provide safe and direct connection for walking and cycling.	Mode shift – MSP and other strategy timeframes	Reduced social costs of death and serious injuries.

OBJECTIVE	OUTPUT	URGENCY/TIMEFRAME	BENEFIT
active modes, and safety benefits from the transfer of freight from road to rail (20%)		Safety – Road to Zero – 40% reduction in DSI by 2030	Creating a safer transport system Improved physical and mental health from active modes.

4.3 THE CASE FOR CHANGE

Rationale for ETC, expected benefits and how the ETC fits with the wider strategic context.

As detailed in section 1 and Appendix D, the ETC aligns fully with key national, regional, and local strategies and helps HCC achieves its goals, strategic aims and plans. This includes:

- Future Proof provides an important, up to date, agreed (by HCC, WRC, and Waka Kotahi) and Government involved strategic context. Fundamentally, the ETC is a key Future Proof outcome and in addition supports the growth of the R1 growth cell which is a top priority area for speeding up to deliver multiple benefits. The ETC will achieve this by providing a key link between the employment areas of the Ruakura inland port and residential and other growth areas to the north, creating a shortcut and alternative to routes with a higher traffic function. The ETC is intended to be a significant link for future rapid transit and will offer a safe and direct active mode route connecting areas of living, working, education, servicing, and recreation to the north of Hamilton, with the R1 Growth Cell and Central Hamilton.
- Provision of the ETC will support full development of the HCC Structure Plan allocated R1 Ruakura Growth Cell enabling full development of the Inland Port, other complementary land uses including logistics, industrial, commercial, retail, green space, research and education and up to 3300 homes for approximately 8000 people.
- The ETC meets the strategic intents of the MSP and Access Hamilton and enables the key MSP Rapid Transit Route 3 and active mode routes linking the northern and eastern growth areas of Hamilton. This helps to unlock the full potential of the 20-minute city and achieve modal shift through linking the cross-city routes with Ruakura and Rototuna with a direct priority corridor. The ETC will enable connection to the MSP proposed multi modal PT hub which also facilitates regional rail travel as well as local bus rapid transit. The full potential of the Metro Spatial plan will not be achieved without all of its component parts, and the ETC offers an opportunity to embed non car mode options at an early date rather than trying to retrofit at a higher cost and timescale in later years.
- The Metro Spatial Plan and Access Hamilton both have shared objectives around freight and economic growth (amongst other objectives) and these align with the aspirations for an Eastern Transport Corridor that has a multi-modal focus.
- The ETC provides the missing strategic link between Hamilton's inner ring road (Wairere Drive) and the interregional connection to the WEX at Ruakura Road). The ETC provides a purpose built and fit for purpose route for both interregional traffic and for local transport between the southern logistics areas of R1 and the northern industries, innovation and residential areas, as well as a future link through to Pardoa Boulevard and the R2 Growth Cell. Currently this strategic route is via Ruakura Road (urban section) for which the pavement design was based on the assumption that the ETC is operational by 2027 and hence is not fit for purpose to accommodate future volumes of traffic. The WEX interchange in the Ruakura area was amended via the BOI and Plan Change process from a connection to Fifth Avenue to a realigned Ruakura Road interchange to service the inland port. The BOI indicated the need to provide the ETC as a key strategic link. Given the unsuitability of the urban section of Ruakura Road to serve as the strategic link, then there is a need to provide the ETC with this function to link to Fifth Avenue as defined in the BOI.

- The ETC will contribute to national, regional and local emissions reductions and improved road safety by reducing truck movements on the local, regional and national network. The ETC would also reduce vehicle movements through mode shift on the local road network.
- The development of Ruakura Superhub is a top economic focus for Waikato-Tainui in fulfilling their tribal aspirations following the 1995 Raupatu settlement. The objectives and design of the R1 Growth Cell progresses the wealth and wellbeing of Waikato-Tainui and the greater Waikato region by providing for housing and job creation, research and development, learning, placemaking and belonging, cultural heritage, care for the environment and the future resilience of the tribe and local communities. These would all ultimately result in socio-economic advancement and wealth creation that benefits future generations to come. Implementation and appropriate design of ETC plays a particularly central role in enabling these outcomes.

Interdependencies

As detailed in Section 1.7 the following projects are interdependent with, support, or impact the desired outcomes of the ETC:

- Metro Spatial Plan – Hamilton's visionary 50-year plan to revolutionise the movement of people and goods within the city and the wider area. Compact town centres linked by rapid transit, walking and cycling and priority freight corridors to achieve genuine modal shift and a 20-minute city. The ETC will provide a key route for the MSP core rapid transit PT network as well as providing a safe and connected active mode route.
- Biking and Micromobility Programme – a coordinated 10-year programme of investment activities to increase biking and micromobility in Hamilton. These will result in a higher quality of facilities, a more connected Strategic Network and improved safety. The ETC is identified as a Community Link within the proposed Strategic Network.
- Eastern Pathways project – objectives are to better connect Eastern Hamilton to the City Centre, particularly for the city's educational facilities. Funding has been applied for proposed non car centric travel (active modes and public transport) improvements. This includes a route for cyclists between the city centre and University, adjacent to the ETC (on Ruakura Road urban section), providing an opportunity for increased connection between Ruakura and the rest of Hamilton.
- Cross City Connector– a conceptual East West primary transport corridor utilising and enhancing existing routes to improve transport outcomes including safety, travel choice, and efficiency. This route includes Mill Street and Boundary Road, stretching from State Highway 1C to the Fifth Avenue roundabout, where the ETC is proposed to connect.

Consequences of not investing

The best way to demonstrate the value of the ETC is to describe the consequences of not providing it which would include:

1. It will not be possible to realise the full development potential of the Ruakura R1 Growth Cell as the ETC is a key consent condition which limits current development.
2. Without the ETC, all freight movements into and out of Hamilton, and in particular across to the Western industrial areas, will be compelled to use Ruakura Road and then filter through the city using the already congested urban arterial road network, creating more community severance, further reducing journey reliability, increasing the maintenance burden, and putting lives at risk through exposure to high numbers of trucks.
3. Given the rate of Ruakura development experienced to date south of the ECMT, it is anticipated that the daily cross city truck volume will be in the region of 1,000 trucks per day by 2030. This increase will be almost entirely routed along Ruakura Road (urban section) which has recently been upgraded by HCC. However, the pavement design life for Ruakura Road (Urban section) assumes the ETC is open by 2027 and hence is not fit for purpose to accommodate future volumes of traffic..

4. Ruakura development north of the ECMT will be significantly limited due to resource consent restrictions until the ETC is in place.
5. There is a strong likelihood for local trips to the logistics hub being made along the Waikato Expressway from Greenwood Interchange to Ruakura Interchange to avoid congestion on Wairere Drive, which will erode the effectiveness of the SH1 as an interregional route because of the local concentration of slow traffic.
6. It will not be possible to offer any enhancement to PT services in the eastern areas, as all buses will still need to operate in a congested unreliable environment. The MSP aspirations for a PT hub and a future passenger rail link to the regions will also not eventuate.

Benefits of investment

Fundamentally, the ETC provides essential connectivity which enables the full potential of the Ruakura R1 Growth Cell to be realised. Furthermore, it offers the opportunity to reduce the future freight burden on local roads and the State highway, as well as enabling a more sustainable transport future locally by providing attractive walking and cycling links between areas of employment and servicing to current and growing residential areas. The corridor will provide a key strategic link for the future of Hamilton's PT network and better enable the R2 growth cell north of Ruakura to progress.

Investment imperative

Design work for the ETC and the rail overbridge will need to commence by December 2023 to provide cost certainty for the investment partners and to include the corridor within the NLTP. If the corridor is to be completed to meet both the demand for economic growth, and to minimise the risk of premature failure of Ruakura Road then pavement works need to be complete before 2027.

5. CONCLUSIONS AND RECOMENDATIONS

5.1 CONCLUSIONS

Existing site

Ruakura is a semi-rural area of approximately 300ha which lies in the Eastern fringe of Hamilton and has a population of just over 1,000 at present. It is 4 km from the Hamilton CBD and broadly equidistance from the cities and seaports of Auckland and Tauranga, the nexus of the "Golden Triangle" located adjacent to the Waikato Expressway and East Coast Main Trunk line (ECMT), However,

Future Growth

The population and demand for houses in Ruakura are expected to grow as the population of Hamilton is expected to increase by 40% over the next 30 years. The R1Ruakura Growth Cell including the superhub and inland port, on the eastern fringe of Hamilton is being developed by Tainui Group Holdings (TGH) and is anticipated to be one of the largest multi-use developments in Aotearoa. In addition to the logistics hub and inland port, other land uses and activities including, industrial, commercial, retail, green space, and up to 3,300 residential dwellings, bringing significant and enduring economic, social, environmental and cultural benefits to Hamilton, the Waikato region and nationwide. The inland port is offering **significant supply chain efficiencies to both importers and exporters.**

ETC is a strategic public transport and active mode corridor

The ETC meets the strategic intents of the MSP and Access Hamilton and enables the key MSP Rapid Transit Route 3 and active mode routes linking the northern and eastern growth areas of Hamilton. This helps to unlock the full potential of the 20-minute city and achieve modal shift through linking the cross-city routes with Ruakura and Rototuna with a direct priority corridor. The ETC will enable connection to the MSP proposed multi modal PT hub which also facilitates regional rail travel as well as local bus rapid transit. The full potential of the Metro Spatial plan will not be achieved without all of its component parts and the ETC offers an opportunity to embed non car mode options at an early date rather than trying to retrofit at a higher cost and timescale in later years.

The ETC is a strategic road link

The ETC provides the missing strategic link between Hamilton's inner ring road (Wairere Drive) and the interregional connection to the WEX at Ruakura Road). The ETC provides a purpose built and fit for purpose route for both interregional traffic and for local transport between the southern logistics areas of R1 and the northern industries, innovation and residential areas, as well as a future link through to Pardoa Boulevard and the R2 Growth Cell. Currently this strategic route is via Ruakura Road (urban section) for which the pavement design was based on the assumption that the ETC is operational by 2027 and hence is not fit for purpose to accommodate future volumes of traffic. The WEX interchange in the Ruakura area was amended via the BOI and Plan Change process from a connection to Fifth Avenue to a realigned Ruakura Road interchange to service the inland port. The BOI indicated the need to provide the ETC as a key strategic link. Given the unsuitability of the urban section of Ruakura Road to serve as the strategic link, then there is a need to provide the ETC with this function to link to Fifth Avenue as defined in the BOI.

The ETC facilitates growth

Although the implementation for the ETC is currently programmed for 2030-2031 in Councils LTP, there is growing opportunity and pressure on Ruakura to meet some of the additional housing, industrial and commercial demands of the City. This has accelerated the development rate of the growth cell as well as the need for the ETC and other enabling infrastructure to be built ahead of previous scheduling. TGH have consent for the development Stage 1, known as Project Rewa, development cannot progress beyond what is already consented for without the ETC. The R1 Growth Cell inland port, industrial, knowledge and residential development is constrained by planning conditions that prevent the developments going ahead until the ETC is constructed.

The ETC contributes to modal shift and reduction in greenhouse gases

The ETC makes a positive contribution to climate change by reducing VKT through providing a more direct link between key social and economic destinations and the anticipated transfer from road haulage to rail. In addition, the ETC will establish a rapid transit route and a safe and direct walking and cycling route to encourage mode shift which will also make a positive contribution to climate change. However, these two problems are long term challenges which will not be solved entirely through investment in the ETC, but it will set an example of supporting quality urban development and offer a significant local contribution towards the final solution.

Responses to Waka Kotahi Investment Questions

Appendix H provides a summary of responses to the Waka Kotahi investment questions.

5.2 RECOMMENDATIONS

The recommended next steps are to explore the options for the ETC which address the current problems and open the opportunity to influence travel demand and facilitate modal change in the future.

A fundamental challenge to the success of this project is the securing and apportionment of costs between investment partners. Without a high degree of confidence in the out turn cost, none of the partners will be able to enter into a formal agreement to allow the project to progress. To provide a greater degree of certainty of costs and therefore commitment to back the project, it is recommended that the Business Case is used to support a funding agreement in two stages:

Stage 1,

The current DBC should be used to apply for funding for the pre-implementation works, which will allow the development of an engineer's estimate based on the detailed design. This will reduce the level of contingency and offer a reliable basis for a funding agreement.

The estimated cost of pre-implementation design work is $1,750,000 which will be managed by Hamilton City Council. A cost share agreement under the current FAR would require a contribution of $857.5K from HCC with $892.5K from Waka Kotahi, which is equitable considering that at least 50% of the identified problem is a disconnect in the regional and city strategic transport network which is a direct result of the relocation of the WEX interchange.

It is anticipated that this work would be completed within 12 months of funding approval within the current NLTP and will allow a higher degree of cost certainty for any funding application in the 2024-27 NLTP.

Stage 2,

Once the design and costs are established, the project economics are refined and a construction funding application made based on the agreed apportionment of costs.

Noting that any funding arrangement for the pre-implementation will only extend to that stage and will be superseded by the formal cost share agreement once the DBC has been updated.

Glossary

Glossary of Abbreviations

ITEM	DESCRIPTION
BMP-SSBC	HCC Biking and Micromobility Programme Single Stage Business Case
BOI	Board of
CBD	Central business district
CO2	Carbon dioxide
CO2-e	Carbon dioxide equivalent greenhouse gas emissions
CPTED	Crime Prevention Through Environment Design
DBC	Detailed business case
DSI	Death and serious injuries
ECMT	East Coast Main Trunk rail line
ETC	Ruakura Eastern Transport Corridor
EPA	Environmental Protection Authority
GDP	Gross Domestic Product
HCC	Hamilton City Council
HCV	Heavy and commercial vehicles
HPMV	High productivity motor vehicles
JV	Joint venture
LCSIA	Level Crossing Safety Impact Assessment
LOS	Level of service
Mana whenua	Indigenous people with historic and territorial rights over the land
Marae	Meeting place
MOT	Ministry of Transport

ITEM	DESCRIPTION
MSP	(Hamilton-Waikato) Metropolitan-Spatial Plan
NPS-UD	National Policy Statement on Urban Development
PBC	Programme Business Case
POA	Ports of Auckland
POT	Port of Tauranga
PT	Public Transport
R1	Ruakura Growth Cell R1
R2	Ruakura Growth Cell R2
Rohe	Region
Tangata whenua	People of the land – indigenous people who have authority in their locality
tCO2-e	Tonnes of CO2 equivalent emissions
TEU	Twenty-foot equivalent units (shipping containers)
TGH	Tainui Group Holdings
Tohu	Strategic direction (literally: sign)
TPD	Trains per day
VKT	Vehicle kilometres travelled
VPD	Vehicles per day
VPH	Vehicles per hour
Vulnerable user	Pedestrians, cyclists, and micro-mobility
WRTM	Waikato Regional Transport Model
Waka Kotahi	Waka Kotahi New Zealand Transport Agency
WDC	Waikato District Council
WEB	Wider Economic Benefits
WEX	Waikato Expressway

Appendix A
The history of Ruakura

The origins of the Waikato rohe (region) are described in a Maaori legend. In it, the mountain Taupiri leaves her brother Tongariro to get married. Arriving near Ngaruawahia, she becomes ill. Believing that only the waters of her homeland could heal her, Taupiri asks for help. Tongariro sends his faithful servant, a dog, to cut a pathway so the waters can reach her. This became the Waikato River, 'Waikato' meaning 'flowing waters'[53].

The first Maaori arrived in 1350 AD when the Tainui waka landed on the shores of Aotearoa. After exploring both coasts of the North Island, these ancestors first settled in Kaawhia, before founding iwi (tribes) and hapuu (sub-tribes) which spread throughout and beyond the Waikato region.

Like the legend, Waikato River was a source of physical and spiritual sustenance for people who lived there. It was considered an ancestor (tupuna), a treasure (taonga), and provided life force (mauri).

Waikato River was also an important transport route, providing access to Maaori, and later settlers, alike. This led to significant economic opportunity. Waikato tribes were pioneers and traders, attributing their power and prestige to the river. A well-known saying describes the Waikato chiefs as taniwha, symbolising the connection between the people and the river: at every bend of the Waikato River was a chief.[54]

> ***"Waikato taniwha rau,***
> ***he piko he taniwha, he piko he taniwha"***
>
> Waikato of a hundred taniwha, on every bend a taniwha.
>
> – Waikato whakatauki

Indeed, the Waikato rohe eventually became the seat of the Kiingitanga Movement, established in 1958 to unite all tribes, preserving Maaori culture and land in the face of colonisation.

Figure 45 is a timeline[55] of events from the arrival of the Tainui waka to the present time, culminating in the development of the Ruakura Superhub. It briefly details the circumstances involved in Raupatu (land confiscation), where land conflicts between Maaori and the NZ Government resulted in the dispossession of land for many Maaori. Consequences were devastating as lives, homes, and resources were lost.

[53] https://meshsculpture.org.nz/project/tongue-of-the-dog, accessed November 2022
[54] https://waikatoriver.org.nz/history/, accessed November 2022

Systems such as the Native Land Court (1865) further perpetuated injustice. Petitions from prominent Maaori leaders were frustrated over decades, preventing redress and reparation. This resulted in significant loss of social and economic opportunity over time, leading to severe intergenerational impacts.

Discussions for reparation began after the Sim Royal Commission in 1928, which found the Rautapu to be "immoral, illegal, and excessive". While the commission's findings were a significant official admission of injustice, the annual £5,000 payment it recommended fell short of Waikato Maaori expectations, who wanted their land returned.

Further redress was initiated with the creation of the Waitangi Tribunal and lodgement of the WAI 30 claim in 1987. This was the first historical Treaty of Waitangi grievance settled with the Crown. As a result of its settlement, tribal land and $170 M was returned to Waikato-Tainui in 1995. This land included a 605 ha block, encompassing the Ruakura Superhub site.

Waikato-Tainui is now a group of iwi with an expanding membership of over 80,000 people. It encompasses 33 hapuu (sub-tribes), and 68 marae (gathering places). The Ruakura superhub is being developed by Tainui Group Holdings (TGH), owned by the Waikato Raupatu Lands Trust. Its trustee is Te Whakakitenga o Waikato, otherwise known as the tribal parliament.

As the economic arm of the tribe, TGH aims to take a long-term, disciplined and diverse approach to creating tribal wealth. The organisation recognises that its goal to restore intergenerational benefits is wider than monetary profit. Rather, it aims to make investments that can support the tribe with finance, employment opportunities, and whenua (land assets) into the future.

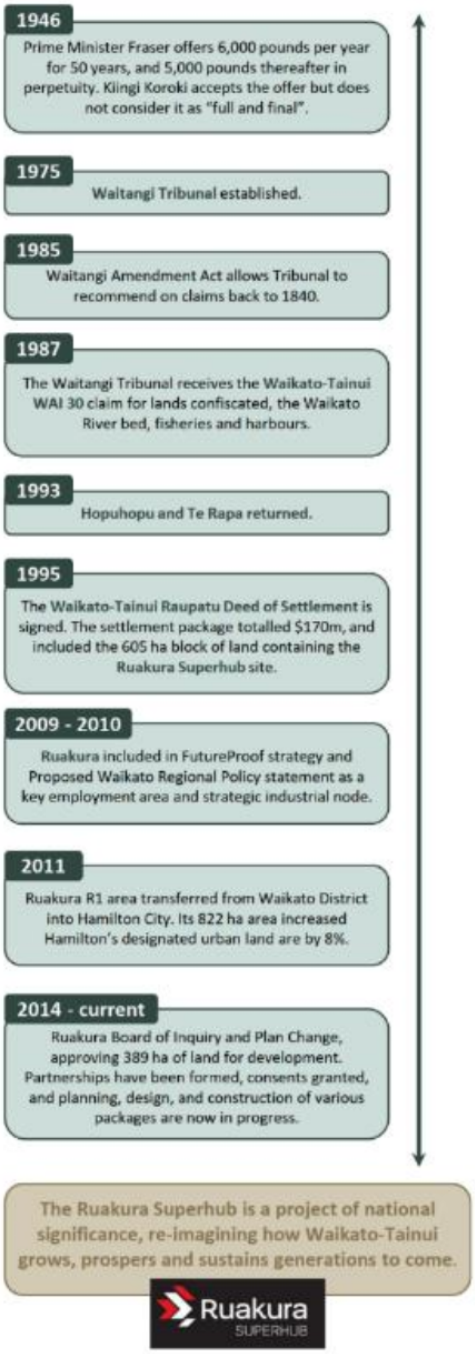
TGH currently holds a wide variety of investments including farming and forestry, fisheries, equities and businesses. TGH's property portfolio includes retail hotels, ground leases, and residential developments. The Ruakura Superhub and Inland Port is a significant new addition, officially opening in September 2022.

"Maaku anoo e hanga tooku nei whare
Ko ngaa pou oo roto he maahoe, he patatee
Ko te taahuhu, he hiinau
Me whakatupu ki te hua o te rengarenga
Me whakapakari ki te hua o te kawariki."

I shall fashion my own house
The support posts shall be of maahoe, patatee
The ridgepole of hiinau
The inhabitants shall be raised on rengarenga
Nurtured on kawariki.

– Waikato-Tainui Vision

Figure 44 Timeline of Waikato-Tainui history relating to Ruakura (continued)



Appendix B
Te Tiriti o Waitangi

Te Tiriti o Waitangi (the Treaty of Waitangi) was signed in 1840, an agreement between the British Crown and about 540 Maaori rangatira (chiefs). It was signed by many, but not all, of Waikato rangatira. The Treaty is the founding document of Aotearoa, and key articles address governance, land ownership, and equality. It establishes and guides the relationships between the Crown (embodied by our government), and Maaori.

However, as the Treaty was written in both English and Te Reo Maaori, there has been historic disagreement about its terms and interpretation. It is now common to refer to 'principles of the Treaty', or the spirit in which the agreement was made. This recognises that the Treaty was intended to be a partnership between the Crown and Maaori to create a nation state, where Maaori and Paakehaa (New Zealanders of European descent), and later Tauiwi (non-Paakehaa), alike have a place.[56]

Maaori rights have been denied in many ways since the Treaty was signed, firstly through land seizures, and following that, systematic disempowerment and prejudice. The Waitangi Tribunal was established in 1975 to investigate possible breaches of the Treaty and make reparations through settlements.[57]

A 2022 research report commissioned by Waka Kotahi, *A pathway towards understanding Maaori aspirations for land transport in Aotearoa New Zealand* (Tonkin + Taylor Ltd), describes the principles that are needed for Maaori aspirations to be achieved within the transport sector. These principles originate from the 2019 Hauora report (Waitangi Tribunal) [58].

They include:

- **Tino rangatiratanga:** transport systems empower Maaori people and allow for their self-determination.
- **Equity:** There is a commitment to achieve inclusive access and equitable transport outcomes for Maaori.
- **Active protection:** The rights and interests of Maaori are protected, and includes care for people, communities, and the environment.
- **Options:** Maaori have the choice to make informed decisions that work best for their whaanau and communities.
- **Partnership:** Maaori are co-designers in the governance, design, delivery, and monitoring of transport services.

TGH investment into the Ruakura Superhub is an act of self-determination, a restoration of tribal assets following historic and unjust land confiscation. Because of this, the ETC provides a unique opportunity to deliver on all these principles. It enables the full development of the Superhub, a collaboration between multiple stakeholders – involving tangata whenua, public, and private

[56] Source: Network Waitangi, 2012, https://nwo.org.nz/wp-content/uploads/2018/06/QandA.pdf
[57] Source: https://nzhistory.govt.nz/politics/treaty/the-treaty-in-brief, accessed November 2022
[58] Waitangi Tribunal. 2019. Hauora: Report on Stage One of the Health Services and Outcomes Kaupapa Inquiry. Wellington. Waitangi Tribunal.

partners. From this, wealth, jobs, and housing creation can empower Waikato-Tainui for future generations to come.

MAAORI ASPIRATIONS

A *pathway towards understanding Maaori aspirations for land transport in Aotearoa New Zealand* (Tonkin + Taylor Ltd, 2022) also provides a high-level understanding of Maaori aspirations for the transport sector based on available literature and the experience of Waka Kotahi staff, based on past partnerships with Maaori. (Phase 2 of this research, yet to be completed, is expected to provide even greater insight, based on interviews with iwi Maaori).

The research acknowledges the impact Raupatu (unjust land confiscation) has on Maaori, and the subsequent infrastructure built without Maaori engagement. As the needs of Maaori people were not considered, this resulted in harmful outcomes, generated by lack of access and connection. Urbanisation has furthered transport disadvantages for Maaori resulting in dislocated communities, reliance on vehicle transport, an inequitable access. Maaori are more likely to experience transport-related social and economic exclusion, while being significantly more likely than non-Maaori to be injured or killed in transport-related accidents.

As a result, providing inclusive access for Maaori to the transport sector is key to a wider strategy to address economic, social, and health inequities.

Maaori expectations of Maaori-Crown partnership has changed significantly over time. The introduction of the 1991 Resource Management Act and Waitangi Tribunal has allowed increased Maaori participation in planning and infrastructure. There is still, however, a strong need and desire for genuine engagement and collaboration. The report notes examples of consultation as a token, or disingenuous exercise. Additionally, Maaori interests in transport have increasingly extended beyond environmental considerations, focusing also on economic outcomes and longer-term impacts. Waka Kotahi interviewees recognise that expectations for partnership have grown from Maaori simply being kaitiaki (guardian) stakeholders, to equal partners in decision-making.

Literature shows that Maaori aspire for a transport system which considers the wider implications of policy and planning. In this way, transport planning should review historical contexts, and identify future possibilities for connection between communities. Importance is placed on wellbeing, liveability, and empowering whanau (families) to be socially and economically successful.

Key themes identified in targeted interviews with Waka Kotahi representatives are:

1. Access and connection.
2. Creating levers to realise opportunities.
3. Focused education on the transport ecosystem.
4. Increasing the economic interest of Maaori.
5. Increasing cultural competency.
6. Capacity and capability; and
7. The evolving nature of partnership.

These themes align strongly with Waikato-Tainui aspirations to enable tribal members to fulfil their potential and deliver positive outcomes for its people. Support for the Ruakura DBC would further the realisation of socio-economic advancement, job and housing creation, wealth creation, and the future resilience of the tribe. Meanwhile, an ETC that predominantly caters for vehicles would limit wider outcomes of wellbeing, cultural heritage, environmental sustainability, placemaking and belonging.

"Today is about our tuupuna [ancestors] and kaumatua [elders]. All those who fought so hard to see our iwi move forward for the betterment of our people. I hope they are as proud as I feel and can see that we are on a pathway that will bring positive outcomes not just for us but also for our rohe and the nation."

- Parekawhia Mclean, Chair of Te Whakakitenga o Waikato
at the opening of the Ruakura Superhub, September 2022

Appendix C
Waikato-Tainui

This appendix describes the background, structure, and strategy of the key stakeholder Waikato-Tainui.

Te Whakakitenga o Waikato Inc, also known as the tribal parliament, represents Waikato-Tainui members and marae in statutory rights and interests. It is the trustee of the Waikato Raupatu Lands Trust, which manages Tainui Group Holdings.

The structure that Te Whakakitenga o Waikato and TGH sits within is shown in Figure 46, and this is under the overarching leadership of the Kiingitanga (seat of the Maaori King). Te Whakakitenga o Waikato reports to the 68 marae that comprise Waikato-Tainui.

TGH is the commercial arm of Waikato-Tainui. Other group entities are Waikato-Tainui College for Research and Development, and the Waikato Raupatu Lands and River Trusts. These all work together under the executive body of Te Ara Taura.

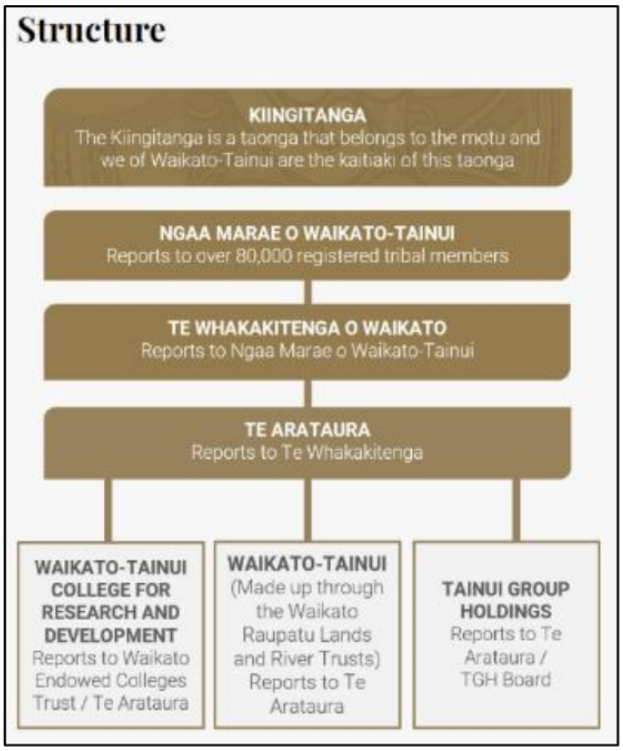


Figure 45 Governance hierarchy of Waikato-Tainui and its group entities. (Source: Waikato-Tainui, https://waikatotainui.com/about-us/structure/, accessed November 2022)

The mission of Te Whakakitenga o Waikato Inc is "kia tupu, kia hua, kia puaawai" – to grow, prosper, and sustain the tribe for future generations. Its strategy has been covered most recently in the document *Te Ara Whakaputuranga 2050, The Five Year Plan FY20 to FY24*. A diagram showing the alignment of its strategies to achieve cultural, social, and economic advancement in Figure 47. It has three strategic priorities: to enable tribal members to fulfil their potential, to be a high performing organisation that delivers for its people, and to support its marae to achieve their aspirations. These priorities are pursued through five strategic directions, known as 'Ngaa Tohu': Taiao, Hapori, Kaupapa, Whai Rawa, and Mahi Tonu. These relate to the environment, socio-economic advancement, vibrant and self-sufficient families and marae, wealth creation opportunities, and planning for the future respectively. A summary table of how various focus areas relate to this DBC is included at the end of this appendix.

The goals of TGH are to grow wealth and opportunity for future generations, including diverse investments that create jobs and increase land. Four key values guide the organisation: Mahi Tahi, Manaakitanga, Kaitiakitanga, and Pono me te Tika, as shown in Figure 47.

Figure 46 Te Whakakitenga o Waikato strategic alignment (Source: Te Whakatupuranga 2050, The Five Year Plan FY20 to FY24)

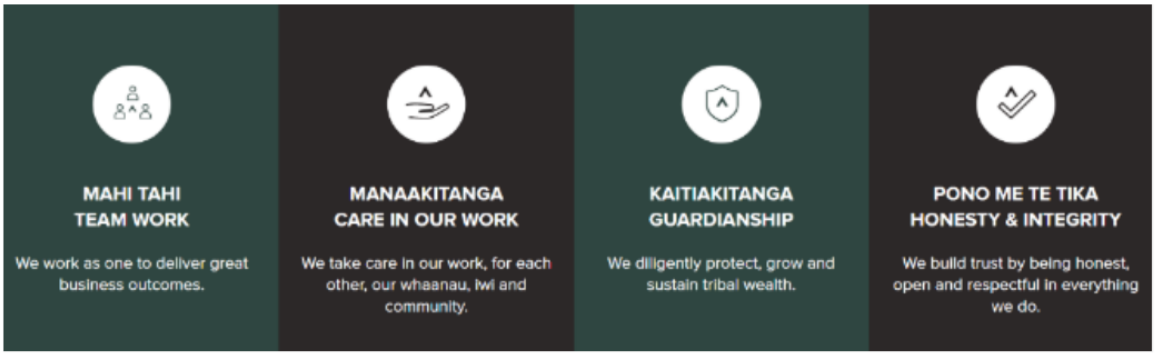


Figure 47 Tainui Group Holdings values

TGH and its activities play an important part in Te Whakakitenga o Waikato's first and second strategies: to enable tribal members to fulfil their potential, and to be a high performing organisation that delivers for its people. It is directly relevant to the Mahi Tonu Tohu (wealth creation direction), and advances this through projects like the Ruakura Superhub. Additionally, except for the Kaupapa Tohu which focuses on strengthening marae, the objectives and design of the Superhub touch on all the other Tohu, providing opportunity for research and development, learning, placemaking and belonging, job creation, care for the environment, and the future resilience of the tribe. The ETC and this DBC is therefore highly relevant to the aspirations of Waikato-Tainui.

> ***"Ruakura opens the doorway for a bold and intergenerational investment... we are committed to building a legacy for those who come after us"***
>
> *- Tukoroirangi Morgan, Chair of Te Arataura at the opening of the Ruakura Superhub, September 2022*[59]

[59] https://www.nzherald.co.nz/waikato-news/news/ruakura-superhub-stage-one-of-golden-triangle-inland-port-development-opens-for-business/PYWQVAHAX2VRYG5D6HVDH3GNB4/

RELEVANCE OF THE ETC TO TE ARA WHAKATUPURANGA

Te Ara Whakatupuranga 2050
The road to Whakaputuranga 2050
The Five-Year Plan FY20 to FY24

Square brackets indicate paraphrasing of Maaori terms, used for clarification in this DBC, while acknowledging such translations may be incomplete for a holistic meaning.
Coloured cells indicate relevance to this DBC. Grey cells are included for completeness.

Taiao
[Environment]

Focus Areas, initiatives, and key metrics in this Tohu relate to the health and wellbeing of fresh water (including wetlands), marine environments, and Waikato land holdings owned by Waikato-Tainui. It acknowledges that the wellbeing of the environment is inextricably linked to the health and wellbeing of people.

While some initiatives are specific to water quality, equipping tribal members to lead initiatives, and the climate change response of marae, the following focus area aligns with the development of Ruakura.

Focus Area	Priority initiative	Priority outcomes over five years	Key metrics after five years	Relevance of the ETC
Protecting and leveraging Waikato-Tainui rights and interests	Develop and operationalise Iwi Environmental Standards consistent with Tai Tumu, Tai Pari, Tai Ao [Waikato-Tainui Environmental Plan]	All tribal whenua [land] meets Waikato-Tainui Environmental Standards. The standards are embedded in local and central Government planning documents and inform resource management legislation.	All tribal whenua has been assessed against the Waikato-Tainui standard. Local Government responsiveness to Waikato-Tainui standard.	With the Infrastructure section of Tai Tumu, Tai Pari, Tai Ao the transportation objective is described as follows: "26.3.4 Transportation infrastructure is developed and managed in a manner that provides for social, cultural, spiritual, economic, and environmental needs". The method to achieve this includes the following clause: "26.3.4.1 (b) Sustainable transport options should be incorporated into subdivisions and developments including options for public transport, carpooling, walking, and cycling." The ETC presents the opportunity to integrate land use and planning and provide feasible options for sustainable transport for those who live and work in Ruakura.

Restoration and enhancement of wai and whenua	Implement a five-year programme of investment to improve wai (including Kaawhia, Aotea, Whaaingaroa and Manukau harbours) and whenua	Noticeable improvement in wai and whenua seeing the return of native species, flora and fauna and places to swim	Improvement in health and wellbeing of tupuna awa [river ancestor] as indicated by report card. 100% of priority restoration areas have been mapped towards a full restoration programme. Restoration programme in place in top three priority areas	Green spaces are planned for the Ruakura Development. Currently, these are all to the southern end of the site, near Ruakura Road. The ETC will provide the opportunity for additional green spaces to be created as development proceeds. As an example of Waikato-Tainui's commitment to restoration of wai and whenua, Stage One includes three reserves, with around 1.5 million native plants to be planted. Te Wairepo Reserve will be a wetland area. Vegetation will also be planted along swales. As a result, increased quality of Native fish habitat will be provided, replacing 21 km of farm drain habitat with 23 km of enhanced swale habitat. Resident native bats will be provided 30 – 40 roost trees for every roost tree removed. On a wider, indirect scale, the development is expected to reduce carbon emissions by shifting road freight to rail, and the inland port will have an embedded solar network. These will contribute to improved environmental sustainability with positive outcomes for the whenua.

Hapori
[Community]

Focus Areas, initiatives, and key metrics in this Tohu relate to education, employment and housing opportunities that improve the lives of tribal members. This involves building relationships with service providers and third-party funders to manage socio-economic gaps and provide opportunities.

While some initiatives are specific to health and wellbeing service delivery, and education and career pathways, the following focus areas align with the development of Ruakura.

Focus Area	Priority initiative	Priority outcomes over five years	Key metrics after five years	Relevance of the ETC
Supporting tribal members into meaningful and sustainable career pathways through social and commercial enterprise	Support the development and growth of commercial and social enterprises for tribal members and marae	Marae and tribal members are achieving financial goals to support self-sustainability	Ten enterprises have been established through the Waikato Tainui support programme	The construction of the ETC will allow development that creates jobs and career opportunities for members of Waikato-Tainui (along with the wider rohe). This will improve financial outcomes for the community and increase self-sustainability.

Supporting tribal members into warm, safe, secure, and dry homes	Creation of opportunities across the housing continuum (including advocacy home ownership and financial literacy workshops) Creation of home ownership opportunities Creation of papakainga or communal living opportunities	Tribal members have the tools and knowledge to advance and protect opportunities across the housing continuum	Three innovative solutions developed to overcome barriers to home ownership. Tribal member data on state of housing obtained	The Ruakura Superhub includes residential zones with capacity to house approximately 4,500 new homes. This will increase housing supply for Hamilton and the Waikato, creating home ownership opportunities. TGH have affirmed that a portion of these properties will be offered to Waikato-Tainui members as priority buyers. Full development of these zones will require the ETC.

Whai Rawa
[Growing wealth]

This Tohu is the most relevant to the ETC DBC. Focus Areas, initiatives, and key metrics in this Tohu relate to growing wealth for the tribe, tribal members, and marae. This involves settling outstanding claims and making strategic investments that provide social and commercial opportunities.

Initiatives include reviewing Waikato-Tainui's investment management framework, creating and protecting a 'Waikato-Tainui' brand, setting up collaboration networks to connect tribal members. There is a strong intention to improve financial literacy, security, and independence; and support tribal member business aspirations from idea to implementation. The following focus areas align with the development of Ruakura.

Focus Area	Priority initiative	Priority outcomes over five years	Key metrics after five years	Relevance of the ETC
Growing Waikato-Tainui wealth	Continue to diligently pursue and settle outstanding settlement claims	Optimally settle outstanding claims	All settlements reached	While land at Ruakura has already been returned as part of the 1995 settlement, the ETC is critical to its full development, and the realisation of Waikato-Tainui aspirations. The Ruakura development has been commended by various ministers as a fine example of using settlement money to improve outcomes for tribal members.
	Review and refine Waikato-	Waikato-Tainui group entities	Revised SIPO is in place and	The construction of the ETC will allow

	Tainui's investment management framework, including SIPO and investment parameters	have collective buying power that can be utilised by marae and tribal members. Collective group investment approach lifts tribal value, cash flow, and economic returns	there is increase in total tribal wealth	development that creates jobs and career opportunities for members of Waikato-Tainui (along with the wider rohe). Full development of the Ruakura Superhub is expected to generate between 6,000 and 12,000 new jobs. Inland port operations, along with new industries, commerce, and innovation will increase financial security and independence, building in resilience for Waikato-Tainui and their future generations.
	Leverage strategic investments (H2A, tourism, cultural) to create investment opportunities	Whaanau and marae have achieved financial security and independence, ensuring prosperity for future generations	1,000 jobs and 500 homes negotiated for tribal members through strategic investment	
Growing Waikato-Tainui wealth (external)	Investment in and protection of the 'Waikato-Tainui' brand and identifying marks	Marae and tribal members are able to leverage from the tribes purchasing and brand power	Clear strategy developed and in place	
Growing tribal member wealth	Establish a collaboration network that connects tribal members to business, innovation and education ecosystems	A culture of collaboration that assists with achieving Waikato-Tainui aspirations	Cultural collaboration established and beneficial to tribal members and marae	

Kaupapa
[Principles/practices]

Focus Areas, initiatives, and key metrics in this Tohu relate to cultural enrichment, and the support and strengthening of whaanau and marae. While most initiatives are related to whaanau and marae, the following Focus Area aligns with the development of Ruakura.

Focus Area	Priority initiative	Priority outcomes over five years	Key metrics after five years	Relevance of the ETC
Protecting and enriching Waikato-Tainui culture	Deliver Waikato-Tainui reo (language) and tikanga [values and practices] programmes at tribal member, marae, and hapuu level	Reo and tikanga echoes in the walls of marae, schools, communities, homes, and Te Whakakitenga	TORO programmes developed and delivered to tribal members and marae. Assessment criteria developed	Green spaces will feature boardwalks and tracks with information boards detailing information about the local area and its history. The ETC will provide access to these green spaces from surrounding residential zones, allowing people to visit, learn, and enjoy.

Mahi Tonu
[Performance and future readiness]

Focus Areas, initiatives, and key metrics in this Tohu relate to delivering in the present and preparing for the future. There is a strategic focus on advancing digital capability and providing excellence in service delivery.

Initiatives include capturing data for Marae and tribal members, and providing it for use, increasing efficiency and connection using digital platforms, reviewing the existing service delivery model, and growing innovation, risk management, and digital capability. The following focus areas align with the development of Ruakura.

Focus Area	Priority initiative	Priority outcomes over five years	Key metrics after five years	Relevance of the ETC
Develop improvement, innovation, risk management capability	Tailor and deploy Waikato-Tainui innovation capability (culture, people, systems, processes, partnerships) to marae and Waikato-Tainui enterprises	Waikato-Tainui have innovation priorities to support the incubation and implementation of new ideas	Process designed to filter and progress new ideas	The ETC will provide improved access to the 108 ha Knowledge zone already at the Superhub. It contains the Waikato Innovation Park, a commercial hub where businesses and research organisations can collaborate to drive growth. The University of Waikato is also located nearby.

Appendix D
Alignment with legislation, national, regional and local policies

LEGISLATION

Legislation	Summary	Relevance to ETC
Climate Change Response Act 2002	This act provides a legal framework to allow New Zealand to meet its international obligations. Administered by the Ministry for the Environment, it underpins regulations for greenhouse gas emissions management and monitoring. Also see Climate Change Response (Zero Carbon) Amendment Act 2019, below.	The ETC aligns with this act because it allows full development of the Ruakura Superhub and Inland Port, which will enable greenhouse gas emissions savings, particularly from freight.
Resource Management Act 1991	The Resource Management Act 1991 (RMA) is the main law governing how people interact with natural resources. The RMA regulates land use and infrastructure provision through the consenting process. Also see Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021, below. In February 2021, the Government announced it would repeal the RMA and proposed three new Acts: the natural and Built Environments Act (NBA), the Spatial Planning Act (SPA), and the Climate Adaptation Act (CAA). A gradual transition to the new system is expected to happen over the next few years. It is expected that the Ruakura development will eventually be subject to the new Acts, in place of the RMA.	Development within Ruakura has been consented for, and conditions for full development require the construction of the ETC.
Climate Change Response (Zero Carbon) Amendment Act 2019[60]	This amendment act updates the 2002 Climate Change Response Act, providing a framework for New Zealand to develop and implement effective climate change policies. Four key changes are to: set new domestic greenhouse gas emissions reduction targets, establish a system of stepwise	The ETC aligns with this amendment act because it allows full development of the Ruakura Superhub and Inland Port, which will enable greenhouse gas emissions savings, particularly from freight. Development at the Inland Port also increases climate

[60] https://www.legislation.govt.nz/act/public/2019/0061/latest/LMS183736.html

Legislation	Summary	Relevance to ETC
	emissions budgets, require the Government to have policies for climate change adaptation and mitigation, establish the Climate Change Commission to provide advice and monitoring. In part 1B, it sets greenhouse gas emission reduction targets, and the roles and responsibilities of different parties involved. The amendment act imposes a greater urgency for reduced emissions, which would consequently include transport emissions.	resilience, due to increased redundancy and anticipated rail investment.
Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021	This amendment changes planning rules from the Resource Management Act 1991 to allow for more medium density housing. It streamlines the consenting process so councils can more quickly achieve intensification from the National Policy Statement on Urban Development 2020 (NPS-UD).	This enables greater development potential for Ruakura and is expected to increase transport demand. (Also see the NPS-UD within the 'National plans and policy' table.) Providing quality public transport and active modes options will encourage communities to reduce their reliance on cars.
Local Government Act 2022	This Act states that the purpose of local government is to enable democratic local decision-making and action by, and on behalf of communities. It should also promote the social, economic, environmental, and cultural well-being of communities in the present and future. The Act grants Local governments the authority to carry out its duties in these roles.	This Act gives HCC the purpose and ability to promote the social, economic, environmental, and cultural well-being of communities in the present and future, within its jurisdiction. This now includes Ruakura and is especially relevant given Ruakura's status as a growth cell and future industrial, employment, and rapid transit node.

NATIONAL PLANS AND POLICIES

	Document	Summary	Relevance to ETC
New Zealand Government	**Aotearoa New Zealand's First Adaptation plan 2022**	This document sets out New Zealand's long-term strategy and first adaptation plan to address climate change. It contains Government-led strategies, policies, and proposals to help New Zealanders adapt to the effects of climate change and seize opportunities that arise. The plan is the first in a series of plans to continuously assess risks, plan, and implement actions. Chapter 4 is about driving climate-resilience development. Action 4.7 is to 'Integrate adaptation into Waka Kotahi decision-making' between 2022 – 2028. This will take a structured decision-making approach for investment into land transport, embedding integrated planning, demand management, and best use of existing networks. Chapter 8 is about infrastructure. Action 8.5 is to 'Progress the rail network investment programme', while 8.6 is to 'Invest in public transport and active transport'. The plan describes how investment into the national rail network will reduce its vulnerability to climate hazards. In parallel to this, using a range of transport modes in the supply chain with improve resilience. Similarly, investment in multi-modal infrastructure can increase the resilience of the overall transport system. This is because more	The Ruakura R1 Growth Cell and ETC, align with Actions 4.7 and Action 8.5, relating to adaptation within Waka Kotahi decision-making, and future rail network investment.

	Document	Summary	Relevance to ETC
		public transport and active modes reduces reliance on private vehicles and increases system redundancy which increases resilience while improving equity and supporting sustainable growth. The lead agencies for these actions are the Ministry of Transport and Waka Kotahi.	
	Aotearoa New Zealand's First Emissions Reductions Plan 2022	This document contains strategies, policies, and actions for achieving New Zealand's first emissions budget as required by the Climate Change Response Act 2002. Chapter 10 relates to Transport. Three focus areas are to: reduce reliance on cars and supporting people to walk, cycle and use public transport; rapidly adopt low-emissions vehicles; and begin work now to decarbonise heavy transport and freight. Four transport targets will address these focus areas. Target 1 and Target 3 are relevant to this DBC. **Target 1:** 'Reduce total kilometres travelled by the light fleet by 20 per cent by 2035 through improved urban form and providing better travel options, particularly in our largest cities.' Actions for Target 1 include: - Action 10.1.1, to 'Integrate land-use planning, urban development and transport planning and investments to reduce transport emissions' - Action 10.1.2, to 'Support people to walk, cycle, and use public transport' - Action 10.1.4, to 'Require roadway expansion and investment in new highways to be	The Ruakura R1 Growth Cell and ETC have the potential to advance the Transport Target 1 and Target 3. **Target 1:** The construction of the ETC will reduce total vehicle kilometres travelled within the neighbourhood, as it provides a direct route in and out of the development. Vehicle kilometres travelled for trucks from the Inland Port and complementary industrial and commercial activities will also be reduced. This is because it provides an alternative connection to the 'three sides of a square' presented by the WEX route. Since the ETC caters for not only private vehicles, but also PT and active modes, urban form will be optimised. It would be an example of integrated land-use planning, allowing a variety of modes to access jobs, homes, and recreation. Hence, despite providing a new road, the ETC offers the opportunity for transport emissions reductions, and this investment is consistent with transport targets. **Target 3:** Requires emissions reductions from freight transport. Full development of the Inland Port will shift 65,000 truck movements per year onto rail, resulting in significant emissions savings of 13,107 tCO2-e per year.

	Document	Summary	Relevance to ETC
		consistent with transport targets' **Target 3:** 'Reduce emissions from freight transport by 35 per cent by 2035.' Actions for Target 3 include: - Action 10.3.1, to 'Support the decarbonisation of freight'	
	Government Policy Statement on Land Transport (GPS) 2021-2031	The GPS 2021-2031 outlines four strategic priorities for transport across New Zealand: Safety, Better Travel Options, Improving Freight Connections, and Climate Change. This builds on the previous GPS 2018, with a greater emphasis on transport's role in contributing towards climate change. All these priorities are relevant to this DBC.	The ETC offers a high quality, safe and efficient route linking key employment and freight forwarding destination with the local services and residential areas. It follows the GPS requirements through: **Safety** – providing an alternative segregated freight route, reducing exposure to other road users and facilitating transfer of freight to rail **Better Travel Options** – the ETC is a key infrastructure link between industry, residential and other land uses, providing a shortcut which avoids the congested and longer local road network. It facilitates getting the right traffic on the right roads as well as caters for PT and active modes. **Improving Freight Connections** – the primary purpose of the ETC is to link the two halves of Ruakura which is bisected by the railway. It facilitates a short efficient link between industry and the transfer to rail, thereby avoiding congested networks and reducing emissions. Overall the hub will remove 65,000 freight trips from Waikato Roads each year. **Climate change** – moving the freight of 65,000 trucks onto rail is expected to result in greenhouse gas savings of 13,107 tCO2-e / year.

	Document	Summary	Relevance to ETC
	National Policy Statement on Urban Development (NPS-UD) 2020	The NPS-UD enables greater intensification potential in locations that have good access to existing services, including good public transport links. This ensures new development is aligned with good access to a variety of destinations and activities. In particular, this will enable greater development potential within the study area and increase transport demand.	As part of the overarching development, Plan Change 12 facilitates the rezoning of the Tramway Block to provide over 1,000 lots of medium density residential. Being an integral part of the Ruakura development, the ETC enables a comprehensive development and "live, work, and play" within walking and cycling distance. Additionally, HCC and WRC are committed to development of PT networks and the provision of a multi modal transport hub is in both Council long term plans.
Ministry of Transport	**North Island Supply Chain Strategy 2019**	The Upper North Island Supply Chain Strategy Working Group was established to determine the best way to invest in New Zealand's existing ports and supply chain, while anticipating future freight growth. Recommendations are made that envisage ports designed for optimal rail freight, with intercity highways used predominantly for people and rail for freight.	The ETC will facilitate full development of the Inland Port. This will provide increased efficiency for internal truck traffic at the Inland Port and its associated industrial and commercial activities. As a result, the transfer of freight between trucks and rail will be optimised, freeing up the WEX for other road users. Therefore, the ETC aligns highly with the North Island Supply Chain Strategy 2019.

	Document	Summary	Relevance to ETC
Waka Kotahi NZ Transport Agency	**Arataki V2 2020**	Arataki presents a 10-year view from Waka Kotahi for delivering the government's current priorities and long-term outcomes for the land transport system. Recent updates address the impacts of COVID-19 and emerging technology. This plan informs Waka Kotahi decision making and partnership to address growth, manage change, and develop a land transport system that is safer, better connected and supports greater transport choice. Arataki has identified five step changes that are needed in Hamilton and the Waikato. These are to: • Improve urban form through supporting the Metro Spatial Plan • Transform urban mobility through delivery of Access Hamilton, the MSP and doubling uptake of PT active modes over next decade. • Significantly reduce harm through supporting safe system interventions, separating vulnerable road users from general traffic, and incentives to reduce harmful transport emissions • Tackle climate change through improving resilience and reducing emissions through a reduction in vkt in ICE vehicles • Support regional development in particular multi modal freight initiatives and connected land use development The Arataki regional summary for the Waikato identifies a disproportionately high dependence	The ETC contributes to the achievement of all five step changes. It provides connectivity to, and within, the Ruakura development (by PT, active modes and vehicles) which **improves urban form.** The corridor includes quality PT and active modes facilities, giving choice to a diverse range of users**, transforming urban mobility,** and providing opportunities for Ruakura's future function as a transit node. The ETC will also **significantly reduce harm** by reducing truck traffic volumes on the roads near Ruakura. This is because industrial, logistics and commercial freight will have a direct route within the development, rather than putting pressure on the existing road network. Provided active modes and PT facilities are well protected from trucks, the ETC will minimise chances of collision between trucks and other road users. The Inland Port will result in carbon emissions savings (as previously discussed for the Aotearoa New Zealand's First Emissions Reductions Plan 2022), contributing to **tackling climate change**. Lastly, full development of the Ruakura Superhub will support regional – and even more significantly – **national development.** The Inland Port represents a significant opportunity to grow regional GDP, while other parts of the Superhub will offer jobs, homes and other socio-economic benefits. This will also support the anticipated future growth of Hamilton and the Waikato region.

	Document	Summary	Relevance to ETC
		on private vehicles (89% of mode share), poor safety record, high carbon emissions, communities with high levels of deprivation and nationally significant connections for freight and tourists. Arataki highlights the importance of Hamilton within the Golden Triangle and relates the significant infrastructure investment and warns of the risk of current development patterns increasing car dependency. Significantly It states that "…*Care must be taken to ensure that the location of housing, jobs, schools, healthcare (and other key community facilities) will support thriving communities, reduce the need to travel and grow the share of public transport, walking and cycling options.*"	

	Document	Summary	Relevance to ETC
Waka Kotahi NZ Transport Agency	**National Land Transport Programme 2021 – 2024**	The National Land Transport Programme 2021 - 2024 (NLTP) outlines the investments to be made through the National Land Transport Fund during that three-year period. The Government Policy Statement on Land Transport 2021 – 2031 (GPS) determines how money from the fund will be co-invested with local government. As a result, the GPS four strategic priorities (safety, better travel options, improving freight connections and climate change inform the NLTP. There is a $1.5 billion forecast total investment into the Waikato region. C considerations include Waikato's significant contribution to the economic wellbeing of New Zealand, requiring safe, accessible land transport systems that are reliable and resilient to move people and goods along inter-regional routes. The Waikato regional summary of the NLTP mentions the FutureProof partnership, and other partnerships to plan for integrated land use and transport, deliver safety improvements and grow public transport and active modes transport. It acknowledges the significance of the Ruakura Inland Port and Superhub, its connection to other ports, and the need for reliable access to export markets.	The NLTP acknowledges the importance of the Ruakura Superhub. As the ETC aligns with all four strategic priorities of the GPS, it also aligns with the NLTP.
Waka Kotahi NZ Transport	**Road to Zero 2020 - 2030**	Road to Zero (2020) places human wellbeing at the heart of road transport planning. Its vision is for a New Zealand where no one is killed or seriously injured in road crashes, which means that no death or serious injury while travelling	The ETC aligns with Road to Zero because it will significantly reduce harm by reducing truck traffic volumes on the roads near Ruakura. This is because industrial, logistics and commercial freight will have a direct route within the development, rather than putting pressure on the existing

	Document	Summary	Relevance to ETC
		on our roads is acceptable. Underpinning the vision are principles which promote good choices and quality road safety systems, while acknowledging human vulnerability and the potential for mistakes. There are five focus areas: Infrastructure improvements and speed management, vehicle safety, work-related road safety, road user choices and system management. Initiatives aim to reduce deaths and serious injuries along streets, cycleways, and footpaths by 40% over the next 10 years.	road network. Provided active modes and PT facilities are well protected from trucks, the ETC will minimise chances of collision between trucks and all other road users.

REGIONAL PLANS AND POLICIES

	Document	Summary	Relevance to ETC
Future Proof	**Future Proof Strategy 2022**	The Future Proof Strategy is a 30-year growth management and implementation plan for Hamilton, Waipā and Waikato districts. The strategy takes a collaborative approach. Partners include Waikato-Tainui (and other tangata whenua), Hamilton City Council (and other local government), Waka Kotahi and Central Government. The most current revision incorporates the Hamilton to Auckland Corridor Plan, Hamilton-Waikato Metropolitan Spatial Plan and National Policy Statement on Urban Development (NPS-UD) requirements into the wider Future Proof strategy. It has identified seven transformational moves for change. Of these, five moves are relevant to this DBC: • Iwi aspirations • A radical transport shift (for a multi-modal transport network) • A vibrant metro core and lively metropolitan centres • A strong and productive economic corridor • Thriving communities and neighbourhoods	The ETC aligns with the FutureProof strategy in the following ways: **Iwi aspirations:** Development of the Ruakura Superhub allows TGH to grow wealth and realise socio-economic opportunity for existing and future Waikato-Tainui, and the greater Waikato region. This reflects the aims of Waikato-Tainui, as represented by Te Whakakitenga o Waikato Inc., the tribal parliament. **A radical transport shift:** The ETC offers an opportunity to connect users to existing and future PT and active modes networks. **A vibrant metro core and lively metropolitan centres:** Ruakura is anticipated to be a future employment, industrial, and rapid transit node. The site is 4 km from the Hamilton CBD, and its knowledge zone is near the university. Furthermore, the ETC connects to Fifth Avenue, linking with the Cross City Connector Corridor. Its unique location makes Ruakura an important up and coming metropolitan centre, with anticipated connectivity to other centres. **A strong and productive economic corridor:** The Ruakura Inland Port is located at the nexus of the "Golden Triangle". The proposed ETC will improve port operations, allowing more efficient transport of freight by rail. The creation of new jobs from successful Ruakura Superhub development will also contribute to GDP growth. **Thriving communities and neighbourhoods:** Demand for dwellings in the Future Proof area is projected to increase by around 56 per cent from 2020 – 2050. Full development of

	Document	Summary	Relevance to ETC
			Ruakura, necessitating the ETC, will provide up to 3,300 new homes and 6,000 – 12,000 new jobs. Planning for an integrated land use will allow communities to thrive in Ruakura and connect to other metro centres. Full development will link residential areas to work and recreational areas, including greenspaces with native plants and wildlife.
Future Proof	**Hamilton-Waikato Metropolitan-Spatial Plan**	Hamilton-Waikato Metropolitan Plan (Metro Spatial Plan, MSP) is being delivered through the Future Proof partnership and is one of the initiatives being delivered as part of the broader Hamilton to Auckland Corridor Plan. The vision for the Hamilton-Waikato metro area is to be a highly liveable and sought-after place to live in New Zealand. The metro area will be a place where people can easily access employment, education and health facilities, serviced by reliable and efficient transport connections and great places. The following six transformational moves support the vision of the plan. • Waikato River. • A radical transport shift: a multimodal transport network. • A vibrant metro core and lively metropolitan centres. • A strong and productive economic corridor • Iwi aspiration • Thriving communities and neighbourhoods.	This MSP shares most transformational moves with the Future Proof Strategy – also refer above. Significantly, Ruakura is an iwi led collaborative development, which directly supports the iwi aspirations vision, Ruakura being specifically mentioned in the plan as having a special emphasis. The land and its development are inextricably linked to this plan and its prioritisation is woven throughout the narrative of the document. The ETC is part of the foundation of the MSP and provides the opportunity to develop direct, reliable rapid transit in the East of Hamilton. Without the ETC, the MSP cannot reach its full potential and the reduction in private car use will not be achieved.

Waikato Regional Council	**Regional Land Transport Plan** **2021 – 51**	The RLTP sets out how WRC intend to develop the region's land transport system over the next 30 years. It also identifies proposed regional transport activities for investment (local and central government) over the next six years. The plan's scope includes policy and activities related to roading maintenance and improvements, public transport services and infrastructure, walking and cycling infrastructure, road safety education and transport planning across the region. The plan focuses on the region's key transport problems and priorities over the next three years and how to position the region to contribute to national objectives for a land transport system that is effective, efficient, safe and in the public interest. The Plan highlights five key 10-year priorities and associated objectives: **1. Strategic Corridors and economic development** Objective 1: An efficient and resilient land transport system that advances regional economic wellbeing and facilitates the movement of people and freight on strategic corridors in the upper North Island. Objective 2: A planned transport response that supports liveable urban areas and future growth areas. **2. Road safety** Objective: A safe, accessible transport system in the Waikato region, where no-one is killed or seriously injured.	The ETC underpins many of the objectives derived from these priorities. **Strategic Corridors** In objective 1, the ETC enables direct linkage between freight generators and their markets by providing access to the rail hub which redistributes regional freight away from roads throughout the upper north island. Objective 2 - By providing a direct linkage between live, work and play activities the ETC allows equitable modal choice within the local catchment rather than unsustainable single mode reliance. **Road Safety** The ETC provides a high-quality link which offers formal, segregated facilities which separate freight traffic from other more vulnerable modes. It is also a fundamental link in the freight trip chain which will allow more goods to be moved by rail, reducing the reliance on, and impact of trucks within the region. **Access and Mobility** The ETC provides a direct short distance link between local residential areas, employment areas and other activities and destinations. This allows a viable choice in mode, especially walking, cycling and PT. Furthermore, it provides unrestricted accessibility for all users regardless of socioeconomic or cultural demographic. **Climate change and environmental sustainability** By offering a combination of viable transport alternatives for local residents and through developing a significant modal shift from road to rail for freight, the ETC provides significant benefits in terms of reduction in emissions and gains towards a regional climate change response.

	Document	Summary	Relevance to ETC
		3. Access and mobility Objective: A transport system that provides an inclusive range of integrated, safe, accessible, quality travel choices for people to meet their social, economic and cultural needs. **4. Climate change and environmental sustainability** Objective: An environmentally sustainable, energy efficient and low-carbon transport system that delivers emissions reductions and enhances communities' long-term resilience to the effects of climate change. **5. Integrated land use and transport planning** Objective: Collaboration around spatial and place-based planning results in a safe and efficient transport system that supports thriving and healthy urban and rural communities and economic wellbeing	**Integrated Land Use and transport planning** Ruakura is a clear example of a collaborative, multi-agency, multi-cultural approach to urban planning and development. A fundamental part is the ETC which is the key linkage between the two halves and offers the opportunity to build a system that is appropriately scaled and prioritises modes equally from the outset.

	Document	Summary	Relevance to ETC
Waikato Regional Council	**Regional Public Transport Plan 2022-52**	The Waikato Regional Public Transport Plan (RPTP) sets out the priorities and needs of public transport services and infrastructure to be delivered in the Waikato over a 10-year period. It's prepared in partnership with territorial authorities and key stakeholders from a wide range of sectors. It has 7 core objectives, the following three are relevant to the ETC: **Objective 1:** Deliver public transport services in a way that results in at least net neutral carbon emissions for the period 2025 to 2050. **Objective 2:** Deliver an integrated network of public transport services that enhances accessibility and wellbeing. **Objective 5:** Provide the infrastructure and services necessary for an accessible, effective, efficient and enjoyable public transport experience	Being a key link within the Ruakura development, the ETC has a wide range of functions that both facilitate development and provides transport choices. It contributes to Objective 1 through providing a key link in the city's future PT network which bypasses congested areas and provides prioritisation of PT, thereby improving reliability, making it more popular, and reducing the level of exposure (i.e., time spent) on local roads, reducing its emissions footprint. It fully supports Objective 2 in the provision of a dedicated PT priority route within the east of Hamilton which will improve reliability and accessibility of services, increasing its attractiveness and viability as a genuine mode alternative. By definition, the ETC is the response to Objective 5, it provides the physical means to offer an accessible, effective and efficient PT service.

Central Government, Regional & Local Councils, Waikato-Tainui, Waka Kotahi	**Hamilton-Waikato Regional Mode Shift Plans 2020**	Waka Kotahi has framed a requirement for this plan through Arataki V2 and the Keeping Cities Moving plan. A primary goal of these plans is to 'increase the share of travel by public transport (PT), walking, and cycling. Partners include Central Government, Regional & Local Councils, Waikato-Tainui and Waka Kotahi. These partners share the following objectives: • Support sustainable growth through mode shift • Improve affordability and choice of transport for all. • Improve safety. • Integrate transport modes. Within the mode shift plan, most proposed intensification is around the L-shaped corridor linking Rotokauri, the CBD and Ruakura/the University. This corridor may expand north, as areas such as the R2 growth cell are developed in the future. It is proposed that this corridor is complemented by frequent and rapid transport networks, connecting the centres to each other. Plans for modal shift aim to address the following challenges: • The existing road corridor space is a scarce resource. • High car dependency and congestion reduces the efficiency of infrastructure, and reduces air quality, safety, and amenity for all road users. • Increased car ownership and demand for parking leads to reduced space for other modes such as PT and walking and cycling. • High carbon emissions.	The ETC presents an opportunity to embed a variety of modes within the corridor, offering choice. It's future as an important transit node emphasises the importance of this corridor, as it will provide improved connectivity for the development, likely maximising the benefits of future PT services.

	Document	Summary	Relevance to ETC
		• Increasingly costly and unaffordable infrastructure, including increased operational costs, when population growth occurs; and • Transport inequity occurring when those without a car cannot fully participate in society.	
Waikato Regional Council	**Waikato Regional Policy Statement 2018**	The Waikato Regional Policy Statement fulfils a requirement from the Resource Management Act 1991 for a document that: • Identifies the resource management issues of the region; and • Contains the policies and methods to achieve integrated management of natural and physical resources. This approach requires consideration of the needs of current and future generations; environmental, social, economic and cultural outcomes; and collaboration with agencies, landowners, resource users and communities. Section 15.4.3 lists the results expected for the built environment from this document's policies. The following are relevant to this DBC: b) There is greater use of walking, cycling, and public transport in urban areas. c) Vehicle kilometres travelled per capita are reduced. e) New development does not impact on the efficiency and effectiveness of existing infrastructure; f) Development of the built environment does not	The ETC consenting process has addressed the requirements of the Waikato Policy Statement.

	Document	Summary	Relevance to ETC
		result in a reduction in valued natural environments, amenity values, landscapes and heritage sites. q) Increased examples of green/sustainable technologies in the Waikato region. r) Development in the Future Proof area is consistent with the Future Proof Guiding Principles; and regionally significant industry is retained and provided for.	

LOCAL PLANS AND POLICIES

	Document	Summary	Relevance to ETC
	Ruakura Structure Plan, Board of Inquiry and 2017 HCC District Plan, Private Plan Change	The Ruakura Structure Plan was developed by HCC in 2012 and the subsequent Private Plan Change was lodged with the Environmental Protection Authority (EPA) in June 2013 and the subsequent Board of Inquiry (BOI) decision (November 2013) provided direction on key elements of the Ruakura R1 Growth Cell development and the variation to the Structure Plan for the area. Key outcomes of this process provide a guide to the rate of development and key dependencies within the context of Ruakura. The ETC was referred to as the 'Spine Road' prior to the development of the MSP, where it was recognised that the corridor would provide a strategic transport connection. Supporting HCC transport evidence presented for the HCC District Plan, Ruakura Plan variation in May 2016 (after the BOI) identified the importance of the ETC for the R1 Growth Cell and its strategic connection to Wairere Drive and to the future Cross City Connector.	The BOI acknowledged the importance of the ETC as a critical transport link to enable the full development of the R1 Growth Cell. Whilst the existing consent conditions requiring the provision of the ETC are there to protect the existing transport network, the ETC will (in addition to providing a key strategic transport connection) deliver multiple Future Proof outcomes (including mode shift from car to public transport and active modes, freight transfer from road to rail, carbon reductions etc)

	Document	Summary	Relevance to ETC
Hamilton City Council	**Access Hamilton Strategy 2022**	The strategy sets out what Hamilton's transport system needs to be like to serve the community's needs now and into the future and identifies where efforts are needed to achieve it. Consideration is given to: • planning for future growth • balancing and coordinating different forms of transport • improving transport equity • enabling a liveable city • securing funding for transport • aligning with local, regional and national priorities. The Access Hamilton transport strategy outlines what's important to Hamilton and guides HCC investment decisions through the Long-Term and Annual Plans. Key outcomes sought are: • Everyone is safe and feels safe while using Hamilton's streets and public spaces. • A low-emission transport system that is resilient against climate change. • Hamilton is a great place to live for everyone. • A healthy Waikato River and natural sites which sustain abundant life and prosperous communities for all generations. • More people choose to travel on foot, by bike, by bus, or using micro-mobility devices such as scooters. • Hamilton is accessible for all because it has an equitable, safe, and reliable transport system. • Hamilton is a great place for everyone to work and do business. • An adaptable, future-ready transport system that supports quality and compact urban form.	The ETC aligns with the following Access Hamilton outcomes: • A low-emission transport system that is resilient against climate change Hamilton is a great place for everyone to work and do business. • Hamilton is a great place for everyone to work and do business. The ETC provides an opportunity to realise the following outcomes: • Everyone is safe and feels safe while using Hamilton's streets and public spaces. • Hamilton is a great place to live for everyone. • More people choose to travel on foot, by bike, by bus, or using micro-mobility devices such as scooters. • Hamilton is accessible for all because it has an equitable, safe and reliable transport system. • An adaptable, future-ready transport system that supports quality and compact urban form.

	Document	Summary	Relevance to ETC
Hamilton City Council	**Biking and Micromobility Programme Single Stage Business Case (SSBC) 2022**	The Biking and Micromobility Programme SSBC presents a coordinated 10-year programme of investment activities to increase biking and micromobility in Hamilton. It also informs the newest revision of Access Hamilton. The SSBC seeks endorsement and funding to improve mode share in line with Access Hamilton targets, improve safety and develop a Strategic Network Plan for a comprehensive biking and micro-mobility network. It identifies a new urgency for investment in biking and micromobility due to population growth, intensification, and climate change considerations.	Figure 13 within the SSBC is a map of the proposed strategic network (excerpt shown below), which indicatively includes a biking and micro-mobility community link on the ETC.  Community links such as this are counted as Tier 2 links – routes which connect activity centres to the Tier 1 network using separated or buffered cycle lanes. The ETC provides an opportunity to provide active modes facilities. This would provide a Strategic Network for biking and micromobility that provides full connection between Ruakura and the rest of Hamilton.

	Document	Summary	Relevance to ETC
Hamilton City Council	**Eastern Pathways 2021- Te Ara o te Rawhiti**	Eastern Pathways, , is a project to better connect Eastern Hamilton to the City Centre. It aims to provide safer cycling and walking options and prioritise public and active modes of transport to the city's educational facilities. There are currently two Single Stage Business Cases (SSBC) for this project – School Link, which has been approved by Waka Kotahi for pre-implementation funding and City Centre to University Link which is in draft. These business cases seek funding to invest in active modes and public transport, linking directly with HCC's Biking and Micromobility Programme (see row above). This will maximise benefits of each corridor, with investment aligning with Access Hamilton targets. As an example, the recommended option for the School Link SSBC is to provide active transport facilities along a 6.2 route connecting the Northeast portion of Hamilton to the City Centre and serving 19 schools. There will also be public transport provisions at key intersections.	As above, for the Biking and Micromobility Programme, the ETC provides active modes facilities. This would allow a Strategic Network for active modes that provides full connection between Ruakura and the rest of Hamilton.
	Hamilton Long Term Plan 2021-31 (LTP)	This document outlines plans, budgets, and priorities for the next decade, with a focus on the next three years. There will be $55 M over the next 10 years to provide safe routes for walking, biking, scooting and skating, and $849 M overall in transport. Targets for transport are: • Predictable vehicle travel times. • Safe networks. • Good operating condition. • Customer service requests to be responded to promptly.	The Ruakura transport upgrades and development are together identified as a growth area in transport capital projects (CE15093). The ETC provides the opportunity to impact the following targets: • Predictable vehicle travel times. • Safe networks. • Good operating condition. • Prioritise building connected and safe walkways and cycleways that promote transport choices that are accessible to all;

	Document	Summary	Relevance to ETC
		• Prioritise building connected and safe walkways and cycleways that promote transport choices that are accessible to all. • Bringing neighbourhoods together; and • Allowing people to move around the city quickly and easily. The LTP addresses potential negative effects, suggesting ways to mitigate these. Of relevance to this DBC is the social impact of roads, which can form barriers between communities and impact wellbeing. They can be difficult to cross for all road users, hence the importance of consultation during resource consenting and the provision of crossing facilities. Another potential effect is air pollution caused by traffic. Alternative methods of transport such as walkways, cycling and public transport are needed to reduce this effect.	• Bringing neighbourhoods together; and • Allowing people to move around the city quickly and easily.
Hamilton City Council	**Hamilton City Council Climate Change Policy 2022**	This document outlines how Council will respond to climate change. It sets the rules for when and the extent to which, climate change will be considered. Decisions require consideration of adaptation and emissions and, if needed, an assessment will be undertaken to provide recommendations on a key decision option.	The ETC aligns with this policy, as it allows full development of the Ruakura Inland Port, which will result in emissions savings. Additionally, it provides the opportunity to increase mode share for public transport and active modes in the present, while preparing for future rapid transit in the future.
	Hamilton 2021-2051 Infrastructure Strategy	This document sets out key opportunities and challenges for delivering on the vision in the Hamilton Long Term Plan and Hamilton-Waikato Metropolitan Spatial Plan over the next 30 years. Hamilton City Council indicates a changing focus on the infrastructure investments it will make. An increased focus on PT and active modes infrastructure is expected.	Challenges which the ETC will address include: • Growth: Some of the anticipated increase in population and employment can be accommodated in the current city – but not all. As capacity in the existing networks get used up, there will be a need for significant infrastructure investment. • Increasing requirement and expectation for transport mode shift: To allow everyone to get around the city easily and safely requires a holistic view of walking,

	Document	Summary	Relevance to ETC
		Additionally, before resorting to new infrastructure, a key approach will be to manage demand and to "make best use of existing capacity". This will include investments for connections to the Waikato Expressway, increasing mode choice, safety improvements, and congestion reduction.	cycling, public transport, micromobility, freight movements and car-based transport – not as individual or competing components.

	Document	Summary	Relevance to ETC
Hamilton City Council	**Our Climate Future: Te Pae Tawhiti o Kirikiriroa**	This document is Hamilton's strategy to respond to climate change. To achieve its vision for a "thriving low-carbon city that responds and adapts to climate change", Hamilton City Council expects to work with local iwi, businesses, community groups, Central Government, Waikato Regional Council and other territorial authorities. Our Climate Future: Te Pae Tawhiti o Kirikiriroa sets out emissions budgets for 2030 and 2050. Three desired outcomes are reduced emissions, low-carbon neighbourhoods and future readiness for climate impacts. Hence, reducing transport emissions is a priority, along with reducing emissions from industry and commercial activities. The strategy also aspires for a 20-minute city of compact, connected, and healthy neighbourhoods – with low-carbon living accessible to everyone. Focus areas for Outcome 1 (reduced emissions) are relevant to this DBC, and these are: • Establish and implement emissions reduction pathways for the city and Hamilton City Council emissions. • Develop a low-emissions transport network system. • Make Hamilton a centre of excellence for climate response innovation. • Support businesses and community through the low-carbon transition and to reduce emissions. • Embed circular economy principles in all activities.	The ETC will allow full development of the Inland Port, which will shift 65,000 truck movements onto rail per year, resulting in significant emissions savings of 13,107 tCO2-e per year. Additionally, the corridor provides the opportunity to increase mode share for public transport and active modes in the present, while preparing for future rapid transit in the future. Having alternative modes available will reduce vehicle dependency, and therefore emissions.

Appendix E
Stakeholder meeting notes

Summary of comments from Problem Definition and Benefits Realisation Workshop 28/9/22

Attendees:

- Andrew Wilson – Waikato Regional Council.
- Ian Robertson – Transpower.
- Lehi Duncan – HCC.
- Michael Klingenberg – HCC.
- Martin Parkes – HCC.
- Robyn Denton – HCC.
- Tony Denton – HCC.
- Isaac McIntyre – HCC.
- Kelly Jiang – Waka Kotahi.
- Rafael Furtado – Waka Kotahi.
- Alex Lee – Waka Kotahi.
- John Coxhead – Ag Research.
- Manaaki Nepia – Tainui.
- Julian Svadlenak – Tainui.
- Cedric Crow – TGH.
- Brendon Hewett – Chedworth Properties
- Angela Young – T+T.
- Dilys Fong – T+T.
- Alan Gregory – T+T.
- Colin Shields – T+T.

Apologies

- Brian Croad – TGH
- Jon Webb – Webb Gould
- Karen Saunders – HCC
- Michael Thorne – HCC
- Simon Fendall – Waka Kotahi
- Peter Clark – Kiwirail

1. Background

Questions raised:

- Why is the section of road north of the ETC/Fifth Avenue Extension (Fifth Avenue to Pardoa Boulevard – partly constructed Webb Drive) not classed as an arterial? Response provided that this was primarily a development road associated with housing growth and that the predicted traffic volumes fell short of the criteria.

- Why is the above section of road not included in the ETC? Response provided that this was to be developer funded.

2. Problem Definition

Responses from stakeholders are summarised below as themes:

Theme 1 Development and growth

- Local and regional growth is currently constrained due to constrained access to available land within the area.
- If the ETC is not completed, then it will not be possible to fully realise development at Ruakura. This will significantly limit jobs and housing, leading to "big picture" impacts on the wider Hamilton economy and national economy. Resource Consent requires the ETC to unlock subsequent stages of the development.
- Without the ETC, developers have limited access to develop land at Ruakura. Reduced development means fewer people are attracted to the city and growth is limited in a variety of ways (addressed in the bullet point below). Importantly, socio-economic growth is constrained in these conditions.
- Ability to develop Ruakura is a major opportunity, as other NZ ports (e.g., Auckland, Tauranga) are space constrained. The Ruakura Inland Port was initiated due to available land space, providing significant connectivity to the golden triangle.
- The Waikato region would also benefit from diverse industries planned at Ruakura, as the region is currently dependent on a strong agricultural industry, a relatively narrow economy. This makes Ruakura a highly important development to the region and nation, fostering socio-economic growth, developing technical expertise, providing jobs, expanding the workforce, and increasing GDP. A significant portion of the Waikato and national GDP is influenced by development at Ruakura.
- As the road is key to unlocking port expansion, growth, and development, it will allow Ruakura to realise intergenerational wealth and investment to benefit future generations of Waikato-Tainui and the region as a whole.
- Ruakura provides economic growth without increasing its carbon footprint and provides safety benefits.
- There is an opportunity for large constructors and commercial outlets to relocate warehouses to Ruakura. This may free up valuable land elsewhere for other development, which may in turn produce benefits in the region/nationally e.g., responding to housing needs.
- The ETC may present problems for other parties and existing businesses which operate in, or near Ruakura. For example, the AgResearch facility will be cut in half by the ETC, while Transpower assets may be exposed to construction risk or need relocation. These problems can be addressed during development, with considerations of how the integrity of these facilities can be maintained. In the case of AgResearch, this may mean working through alternative options in collaboration with Waikato Tainui/TGH and with the support from the Crown.

Theme 2 Emissions reduction

- By bulk transfer of containers via rail, there is an opportunity to reduce trucks going over the Kaimai's, resulting in significantly reduced carbon emissions. This enables economic growth while improving carbon neutrality. The reduction in truck volumes (or the reduction in growth of truck volumes will offer real benefits in terms of safety and reliability throughout the interregional road network
-

- Waka Kotahi is focussed on VKT and emissions reductions for transport.

Theme 3 Mode shift

- Current routes into and around Ruakura are not well serviced by PT and active modes, so car travel is dominant. The ETC offers the opportunity to cater for different modes (PT and active modes) and provide people with more choices.

- Ruakura is an extremely important site for public transport, not just for local access, but also for improving connectivity and efficiency across the city network (refer to the Metropolitan Spatial Plan and Regional Public Transport Plan). Without this corridor, the number of origins and destinations reached by Public Transport (PT) in Hamilton will be significantly limited.

- Ruakura will provide future opportunity for a PT interchange and rail is also important for this purpose. (Note that the northern portion of ETC is not included in this DBC). The Metro Spatial Plan (MSP) Programme Business Case (PBC) is complete, however, there is still work to do on how Ruakura bus interchange integrates.

- The ETC provides an essential link between areas of population growth (such as Tramway Block and Fairview Downs) and employment within the eastern commercial and industrial areas. A shorter, safer, and more direct trip will encourage active modes as well as making public transport more attractive as it will allow bypassing of more congested suburban areas.

Theme 4 Improved connectivity between places and people

- ETC offers better solutions and different choices for people needing access to Ruakura e.g., Greenhill would experience much better connectivity.

- ETC also joins the northern communities to Ruakura.

- The ETC presents opportunities for local communities, with a key role in placemaking, higher density housing (with PT and active modes improvements) and provides access and connections which improve quality of life, wellbeing, and participation in society e.g., education, jobs, amenities, and recreation.

Theme 5 Utilities and services

- ETC is a strategic infrastructure corridor. It presents opportunities for other utilities and services. The corridor does not only perform a transport function, but it will also be a strategic corridor for water, gas, and other utilities which support land use (some of which are planned or already established). The related problem is that current infrastructure will not be able to cope with future demand, limiting the types of growth both in terms of consenting and capacity.

- Do Nothing is not an option, with for example the Ruakura Road upgrade only having a short pavement design life (under the potential growth in HCVs). This is the same for other services such as water supply and wastewater which will need to be upgraded to accommodate development.

Theme 6 Safety

- ETC will provide road safety benefits with the removal of trucks from the surrounding road network.

Problem Definition Summary

The problems were summarised as follows:

1. Constraint on economic growth.
2. Constraint on socio-economic growth, with significant environmental, cultural and community benefits (both a problem and opportunity).

3. Constraint on the transport network (existing within Hamilton, exacerbated by growth – reduced viability of development and PT, active modes etc). Finite capacity in the existing network will be unattractive for growth in port operations at Ruakura and could deter potential businesses and customers from the region.
4. Environmental constraint – won't achieve Carbon reduction targets, VKT reductions (consider with evidence how building this new road is better than putting the same money into existing infrastructure).
    - Are benefits unique to this road over other roads for environmental impact?
    - Could building this transport corridor encourage better use of the land and reduce need for vehicle travel?
5. Without the ETC you can't access the land, can't operate public transport, increased VKT, and existing network is unsafe for truck movements.

3. Benefits Realisation

Responses from stakeholders are summarised below:

- Freight going from road to rail will be an important interaction for the environment and safety.
- New road vs new transport corridor – the ETC is more than just a road for vehicles.
- Live, work, play in close proximity – or for things which cannot be accommodated locally, PT may be able to enable this across the city.
- Can trips be avoided? Not just about freight, also about residential land use. Question asked whether mixed land uses are permitted in Ruakura by zoning rules. The north is mixed use, residential, industrial, and commercial. School in same vicinity – yes to allowing alternative modes.
- Growth at Ruakura is not just growth for growth's sake. Economic growth on its own can be harmful but at Ruakura there are environmental benefits with the ETC.
- Transport corridor allows solar micro-grid to be developed – sustainability.
- Wider PT transport, active modes, and safety benefits – making these achievable by high quality facilities and good level of service.
- Benefits may be uncertain or hard to measure – e.g., opening of expressway which has changed people's travel patterns and is still settling down.
- Significant benefit can be gained if another education facility goes into Ruakura. Highly likely based on private plan change. MoE interested, depends on alignment. This would increase PT need, linking with secondary schools. There are also existing kura kaupapa and koohanga reo schools nearby on 5th Ave. Consider PT links near supermarket etc., significantly increasing connectivity.
- Consider: would benefits such as schools happen without the ETC? The benefit may be "linking communities efficiently". While benefits from the ETC related to the school may be hard to quantify, another way to think about it could be that without the ETC other measures would suffer e.g., no PT connection, less safe, poor VKT.
- ETC is the seed to unlock greater environmental benefits.

What benefits evidence/ data sources are available?

- GDP and job creation.
- Some data available on freight volumes.

- Congestion modelling at Ruakura and including adjacent networks.
- For environment outcomes, trying to measure offset – road is a starting point to unlock environmental benefits. Sustainability work also done by Tainui – waterways, green spaces, wetland management plan – work has tried to exceed best practice and stay true to Iwi values. Can potentially be captured quantitively in economic benefits.
- Reduce emissions and VKT.
- Link benefits to Tainui and RLTP priorities.
- How do we measure community value, and value to future generations? E.g., Housing within X distance to key destinations? Increase in population in Hamilton attracted there?
- Good measures available around prosperity and wellbeing – but these take other factors into consideration, beyond this project's influence.
- The DBC may need to use proxy measures.
- Investigate how to measure improved environmental and community wellbeing – two reserves, swales, walkways, schools, access to PT, employment, supermarkets. These are tangible things which can be accounted within a timeframe. Potentially assess using check-box list of facilities and services – based on intended outcomes. May not feed into monetised benefits easily. However, good quality land use will add to transport business case anyway.
- Building a community – measures are schools, access to good PT, employment (including the university), supermarket facilities.
- Kirikiriroa Inc – considering the bigger picture of organisations which service the greater Aotearoa. Going back to vision of growth and prosperity, strengthening overarching brand in NZ, providing environment for technical expertise, growing the workforce, placemaking, community.
- Accessibility of corridor needs to be managed well for modes to and from it. Could be a massive source of community severance. E.g., don't want a driveway/vehicle crossing every 20 m – this would impose poor active modes outcomes and drainage complexity.
- Is there a way to model the road and how it impacts congestion in other growth cells in the city – VKT reductions.
- Model how pedestrian networks get used – wellbeing element? Levels of aspirational modelling over a period of time. Walking and cycling are tricky to measure – but the evidence of what has been done in other projects can show us what is likely to happen here. Make an analogy.

Benefits Realisation Summary

- Economic Growth – GDP/jobs
- Environmental – Carbon reductions, VKT reductions
- Socio economic – place making facilities.
- Modal shift – PT and active mode usage
- Road safety –e.g., casualty data, infrastructure risk rating, safe system assessment, exposure risk.

4. Outcomes

Responses from stakeholders are summarised below:

- Ministers will focus on the community, jobs, economic development outcomes.
- Integration of transport and land use.
- Full development of the superhub – jobs, socio-economic development, GDP, intergenerational benefits, homes for people, efficiency, mode shifts for freight and future PT.
- Mode shift for freight and removing trucks for the longest part of their journey.
- Reduce vehicle dependency and encourage mode shift to PT and active modes. Creating an appropriate environment for this.
- Environment/wellbeing.
- Quality land use with quality transport corridor.
- Connection to 480 ha of pedestrian network planned within Ruakura. Wetlands, swales, iwi stories and history. Creating a journey within the reserves.
- For existing arterials, parking reduces efficiency – do not want to encourage here.
- ETC will be busy truck route, which can discourage active modes due to perceptions of safety. The design will be critical in providing safe facilities and raising perceptions. E.g., separated facilities to remove exposure to risks, with sufficient capacity to cater to those modes. This will be a key dependency in optioneering in terms of attractiveness and perceived level of safety.
- Will ETC be a High Productivity Motor Vehicles (HPMV) route?
- Macro and micro-economics also important.
- Are there any other options other than the corridor? Do minimum is not to build it, resulting in increased freight on the Waikato Expressway and Hamilton Urban networks. Comparative analysis.
- Also compare this situation to the Port of Tauranga state highway bridge heavily used for freight operations within the port.

5. Other stakeholders not in attendance:

- Transporting NZ – T+T to follow up with Keith McGuire.
- KiwiRail – T+T to follow up.

Summary of comments from Problem Definition and Benefits Realisation Meeting with Transporting NZ and National Road Carriers - 4/10/22

Attendees:

- Keith McGuire - Transporting NZ.
- Ian Roberts National Road Carriers.
- Alan Gregory – T+T.
- Colin Shields – T+T.

Responses from the discussion are summarised below:

1. Existing key freight routes:
   - Wairere Drive (HPMV designated route) - links industrial areas to the West (eg Te Rapa and Chartwell) and Waikato Expressway (WEX) via Ruakura Road (south) and Pardoa Boulevard (north). Questions raised regarding suitability of Pardoa Boulevard for truck use given predominantly (both existing and future) residential nature of route.
   - Cobham Drive (1c) which is a HPMV designated route - links south of city and southwest destinations (eg SH3 Taranaki) to WEX.
   - Fifth Avenue used as freight access to city centre e.g., the retail hubs/malls. Concerns raised about the urban/high density/traffic calmed nature of this route and in particular the Five Cross Roads and hence whether it is suitable for large truck traffic (but noting it is suitable for a standard truck). HCC propose major upgrade of route as part of Cross City Connector Project – this is a key dependency for ETC.
   - Concern regarding truck access to Peacocke development area via Cobham Drive (1C), river Waikato bridge constraints and SH3. Waka Kotahi/HCC South Links Project should improve conditions.
2. If bus priority is provided on the ETC will trucks be permitted to use the PT lanes (as is the case in Auckland)?
3. Truck usage from the Inland Port anticipated to be:
   - Uses such as Kmart distribution centre - Inbound containers from trains, de-van on site and then redistribute to Hamilton city area and re pallet for truck shipment elsewhere in NZ.
   - Industry to west, containerises and therefore these could be trucked to Ruakura for onward train redistribution.
   - Mainfreight in Te Rapa has an internal rail siding.
   - Existing Peter Baker Transport site at Ruakura – all trucks from here go to City.
4. ETC should either be a secondary or primary freight route.
5. Ports of Tauranga have doubled the number of trains to 35/day. Questions for KiwiRail: regarding Ruakura include:

- Details of proposals to increase rail volumes, frequency and speed of trains.

- Double tracking proposals (East Coast Main Trunk single track, North Island Main trunk Hamilton to Auckland double tracked except between Amokura and Te Kauwhata and Ngaruawahia Bridge).

6. Segregated PT and walk/cycle facilities is considered to be a key safety and efficiency requirement for freight on ETC.

7. Power supply to inland port will be important - TGH are proposing a solar farm on the roofs of the distribution centre. Mainfreight has solar panels on their depot roof which powers their fork hoists.

8. ETC will provide benefits for movements to/from west industrial areas – removes trips off Wairere Drive/Ruakura Road.

Summary of comments from Problem Definition and Benefits Realisation Meeting with KiwiRail - 7/10/22

Attendees:

- Peter Clark – KiwiRail.
- Jarrad Manuel – KiwiRail.
- Alan Gregory– T+T.
- Colin Shields – T+T.

Responses from the discussion are summarised below:

1. KiwiRail do not have any objection if grade separation proposed on ETC (under KiwiRail policy a new level crossing would not be permitted.)

2. 3 key issues for KiwiRail
    - Adequate clearances for future rail improvements (see 3 below).
    - Provision of access for KiwiRail to rail infrastructure (e.g. access track).
    - Volumes of traffic passing over the East Coast Main Trunk (ECMT) – this is only an issue for existing level crossings as there is a heightened level of exposure to road/rail conflict, especially if there is a large number of slow moving trucks, potential damage to infrastructure (ref Telephone Road – SH1B)

3. Key issues for the design of ETC bridge to take into account (similar to WEX cross section):
    - Future electrification.
    - Future double tracking (should be enough room within existing designation).
    - Access provision to rail infrastructure.
    - Sidings on both sides of the ECMT.

4. Snippet of proposed south side sidings provided by Peter – position of ETC bridge to be reviewed to confirm span. There is potential for a duplicate siding to be constructed north of the ECMT to service northern Ruakura industries in the future.

5. Existing service corridor is one designation, which runs underground north south on the tree line shown in the snippet.

6. Potential impact of ETC on Wilson Hellaby site?

7. Peter to provide standard design details required for the ETC bridge (likely to be the same as WEX).

8. Percival Road level crossing. A replacement level crossing is proposed. Contact Eddie Cook to obtain Level Crossing Safety Impact Assessment Report (LCSIA) for the old and the new level crossing. Would be benefit if this level crossing could be closed as part of ETC?

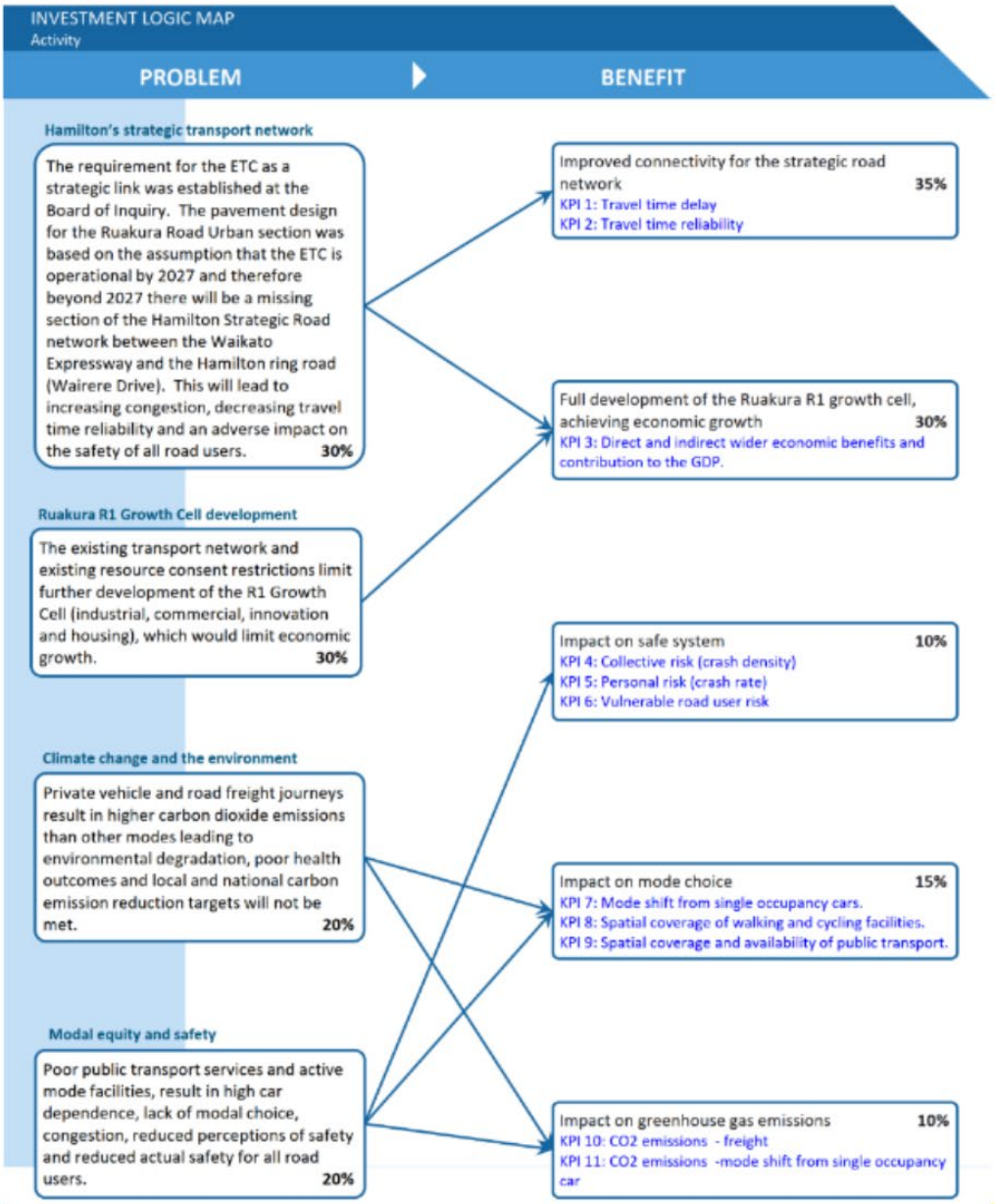
9. Ruakura Lane level crossing. This is a private road. Contact Eddie Cook to obtain LCSIA. Innovation Park have requested an upgrade to the crossing. Due to the low volumes of traffic, the crossing is of a low standard. Would there be a benefit if this level crossing could be closed as part of ETC (or keep as pedestrian only crossing?).

10. Need to contact KiwiRail Property to discuss any potential issues/efficiencies

Appendix F
Investment logic map

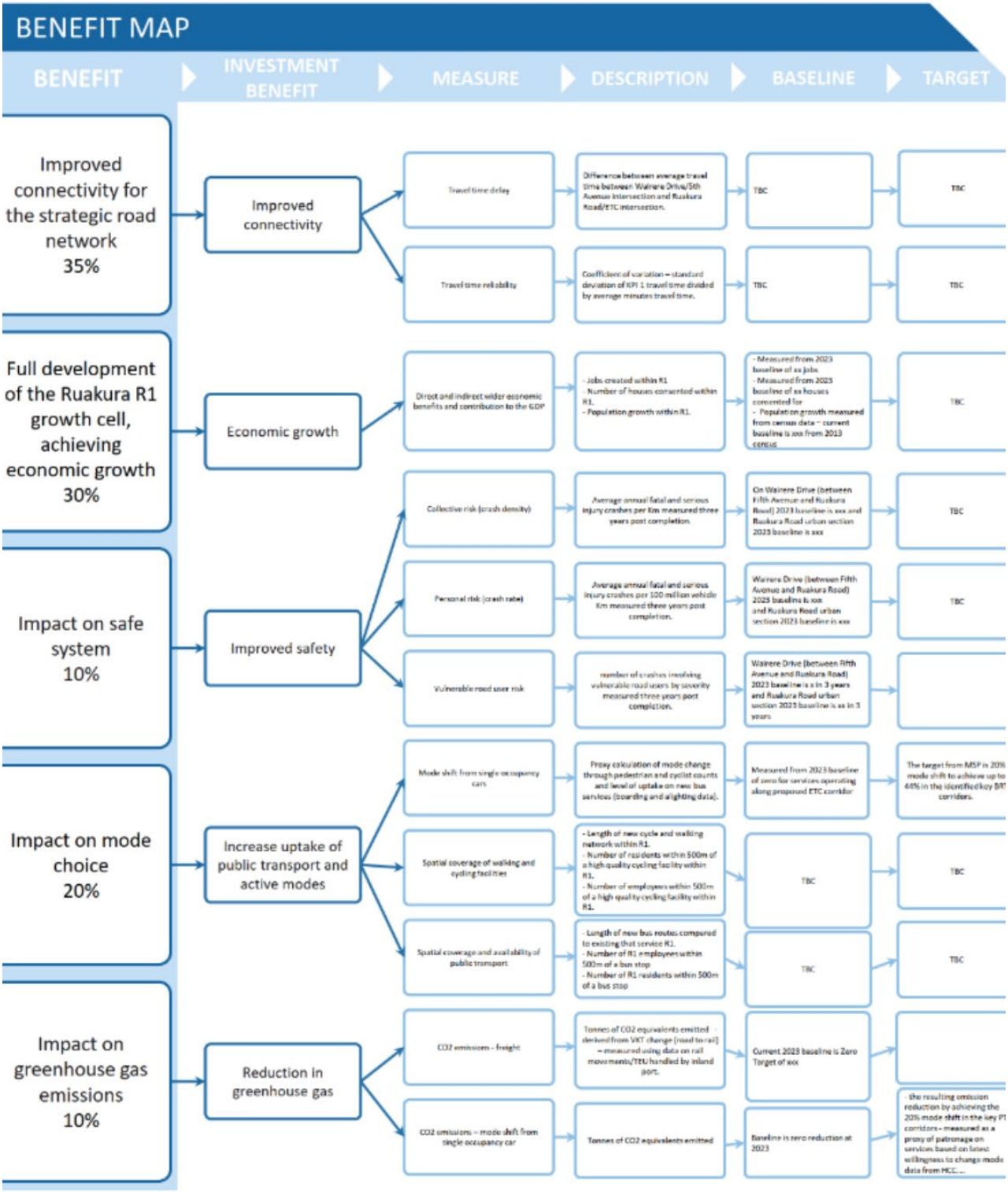
NZ TRANSPORT AGENCY
WAKA KOTAHI

Eastern Transport Corridor
Detailed Business Case



Appendix G
Benefits map

Benefits map - ETC (preliminary)



Appendix H
Waka Kotahi Business Case investment question responses

Responses to the Waka Kotahi Business Case investment questions

At this stage of the DBC, responses to 8 out of the 16 Waka Kotahi Business Case investment questions are provided and will be updated as DBC develops. The responses are summarised below:

1. Is it clear what the problem is that needs to be addressed (both the cause and the effect)?

The problem is defined in three parts:

- Ruakura R1 growth cell development is constrained by the limitations in current infrastructure, in particular the railway which bisects the site, which cannot adequately cater for the predicted transport demands of the inland port and associated developments. This will lead to increased congestion and safety risks reducing the effectiveness of the port as a logistics centre. Ultimately, this will limit the growth potential. The Ruakura R1 growth cell is essentially constrained by the ETC being required by resource consent condition once development reaches a certain level due to the modelled impacts on the network. Unless the ETC can be funded, the full development of logistics, industrial and medium density housing at Ruakura will not proceed along with the resultant benefits.
- The development would not effectively contribute to environmental targets for combatting climate change. Associated with problem 1, the infrastructure limitation and increase in demand on the current network will increase VKT and vehicle emissions also increase proportionally. Lack of connectivity and congestion will reduce effectiveness of the port and less business will be attracted to opportunity to make use of the transfer to rail, further eroding the ability to reduce the carbon footprint of the supply chain.
- The development will not actively contribute to a positive move towards achieving modal equity and improving safety of road users. There is already an underlying safety risk along the adjacent routes. Increasing movements along these corridors will exacerbate the problem, and an increase in HCV traffic is likely to increase the severity should a crash occur.

2. Is there evidence to confirm the cause and effect of the problem?

Evidence for problem 1 includes:

- The Ruakura Structure Plan and resource consents limit development based on road network capacity (until the ETC is in place) this staging can be used as a proxy to determine the rate of uptake of development and therefore the rate of change in the value of that development.
- Transport modelling using the WRTM is anticipated to demonstrate the scale of transfer of trips to the already congested network, and therefore the reduction in corridor efficiency. This can be used to provide an assessment of efficiency for accessing the port as compared to simply trucking commodities directly.

Evidence for problem 2 includes:

- The combination of transport modelling and rate of development uptake assessment will provide a proxy value for the potential rate of growth of the port and the transfer volume from road to rail. This can be used to predict a change in greenhouse gas as a result of VKT reduction.
- The WRTM predictions for growth in vehicle transport can also be used to assess VKT and greenhouse gas production.

Evidence for problem 3 includes:

- Trip modal forecasting can be assessed using available research on uptake, willingness survey data and comparative analysis of before and after scenarios for varying degrees of intervention. This can be used to modify OD matrices to account for modal change predictions for do minimum and various options.
- By analysis of crash data, a model can be used to predict the increase in crashes based on level of exposure derived from WRTM scenarios.

3. Does the problem need to be assessed at this time?

There is an urgent need to provide the ETC for a number of reasons including:

- The success of the Ruakura R1 growth Cell is tied to the availability and suitability of its connected infrastructure. Development beyond that consented cannot proceed until the ETC is constructed. This includes logistics, knowledge zone and port related developments north of the ECMT and full development of the precinct south of the ECMT. TGH have confirmed that stage 1 of the development is either built or under agreement and there is considerable interest to expand the footprint north of the railway. Without the ETC, development will be curtailed beyond 2025 and the full potential will not be realised. This is likely to cause potential investors and tenants from relocating at Ruakura and will restrict the value of the opportunity to transfer freight from road to rail.
- Construction of the Ruakura Road Urban Upgrade to connect the expressway to the city was on the basis of a defined pavement lifespan of 7 years from mid-2022 under full traffic loading and hence was not designed for the significant increase in truck volumes associated with the port. The work was commissioned based on the structure plan conditions that the ETC would be in place before volumes exceeded the pavement design life. Without an alternative route, this corridor will need to be upgraded after 2029.
- In order to maintain the rate of growth, use the infrastructure capacity that is in place, provide investor confidence and support modal shift, the ETC will need to be committed to by the end of 2025.

4. Is the problem specific to this investment (or should a broader perspective be taken)?

This problem is entirely driven by the lack of connectivity between the northern and southern parts of the Ruakura development and the R2 growth cell longer term.

5. Have the benefits that will result from fixing the problem been adequately defined?

Essentially the benefits are the antithesis of the problems, they are well defined and measurable:

- The Ruakura development will be able to progress as planned with an increase in uptake which represents a significant dollar value to the local economy, this can be measured through published financial returns from investors, tenants and TGH which will demonstrate the increase in value of the development to the economy as a proportion of GDP.
- Development growth will also lead to direct and indirect employment. Direct employment is a simple measure, indirect employment can be attributed to the growth in local population and

investment/spending within the businesses associated with the port but not directly located there.

- Congestion reduction and freight reliability will be achieved through ensuring the right trips are done on the right roads. That is, minimising freight impacts associated with the port on the wider transport network which has not been designed to deal with it. It also means that local trips between the northern and southern halves of the development will not utilise SH1. This will be measured through traffic counting.
- Environmental gains will be achieved through transfer of freight to rail and reduction in VKT. The annual volume of TEU handled will determine truck trip savings on the network, whilst PT uptake and walking and cycling volumes will serve as a proxy for vehicle trip reduction, or management of the increase.
- Safety benefits are measured through crash records.

6. Are the benefits of high value to the organisation(s) (furthering its (their) objectives)?

- The Ruakura inland port precinct is a nationally significant asset that will increasingly contribute to local, regional and NZ economic aspirations. It is therefore a very high priority for both HCC as local authority and for Waikato Tainui/TGH.

- Modal shift and reduction in VKT are nationally significant targets established through legislation. These targets are fundamental to the climate change response and emissions reduction plan which require RCAs to deliver a step change in greenhouse gas emission from transport by 2030.
- Reduction in high severity crashes is also a nationally significant target underpinned by Vision Zero. This is a significant priority for central government and all road controlling authorities over the next 8 years (assuming a 2030 achievement of the goal).

7. Will the KPIs that have been specified provide reasonable evidence that the benefits have been delivered?

The proposed KPI's will demonstrate that the ETC has delivered the benefits by:

Economic Growth

- Revenue and GDP growth – measured through published financial returns from investors, tenants and TGH.
- Direct employment created – based on growth in local population and investment/spending within the businesses associated with the port but not directly located there.
- Indirect employment created- derived from growth in local population and investment/spending within the businesses associated with the port but not directly located there.
- Number of houses measured through consents granted.

Improved social outcomes

- Population growth within walking and cycling distance of local employment - based on Council and Census data.
- Liveability index, derived from perception and satisfaction surveys of residents and employees.
- Changes in crash rate and severity on key corridors.
- Improved tangata whenua/community outcomes Increased PT/Active Modes uptake.

- VKT transfer from road to rail (measured through TEU.
- VKT reduction determined through measurement of pedestrians, cyclists and PT passengers on the corridor.

Improved environmental outcomes

- Reduction in carbon and greenhouse gas emissions derived from VKT change (road to rail) – measured using traffic counts and data on rail movements/TEU handled.
- Vehicular traffic using the most appropriate roads will be monitored using traffic counts.

8. Are the KPIs both measurable and totally attributable to this investment?

All of the KPIs are measurable and can be attributed to the growth of the Ruakura R1 Growth cell, which is governed by its connectivity (i.e., the ETC), and so by default the road link is the key piece of the jigsaw which enables all of the benefits to be realised to their full potential. The KPI's will also demonstrate the role that the ETC will play in delivering HCC mode shift and 20 minute city aspirations set out in key strategy documents such as the MSP.

Appendix I
Ministerial engagement

The ETC and the Ruakura Superhub has seen extensive engagement with government ministers, between 2021 – 2023. There has been significant support expressed by ministers, as summarised in the figure and table below.

Ministerial engagement with the Ruakura Superhub

Date	Minister	Engagement
Nov 2022/ Apr 2021	Hon. Michael Wood[61] Minister of Transport	• Commended the collaboration between iwi, government, and the private sector. • Affirmed the important role of the Ruakura Superhub in transport safety, decarbonisation, and de-congestion of the supply chain
May 2021	Hon. Willie Jackson[62] Minister for Maaori Development	• Assured government support for the Ruakura Superhub • Endorsed the superhub as a "great example" of settlement money utilisation, having high economic value
Sep 2022/ May 2021	Hon. Grant Robertson[63] Deputy Prime Minister Minister of Finance Minister for Infrastructure	• Opened the Superhub in his role as Deputy Prime Minister • Endorsed the significance of the Ruakura Superhub to Waikato rohe and national economy. • Commended the investment made by Waikato-Tainui and TGH in the Ruakura Superhub, and the partnership between TGH, the Government, and HCC • Previous engagement on logistics hub, local roading network, and future extension of Hamilton East Transport Corridor
Jul 2021	Hon. Stuart Nash[64] Minister for Economic and Regional Development	• Commended the scale of the Ruakura Superhub • Affirmed the importance of the Superhub within the country's economy, and its potential to drive productivity. • Affirmed the importance of the Superhub in developing communities and careers. • Affirmed the alignment between Government and TGH development objectives
Jul 2021	Hon. Megan Woods Minister of Housing Minister of Energy and Resources Minister of Building and Construction	• Expressed interest in housing potential at Ruakura • Connected with the Hamilton-Auckland Corridor partnership, Future Proof Implementation Committee
Sep 2022/ Oct 2020	Hon. Nanaia Mahuta[65] Minister of Local Government Associate Minister for Maaori Development	• Recent engagement on the development and capital investment requirements of the Superhub • Affirmed the importance of the Ruakura Superhub for Waikato iwi and the wider community, relating to the economy, social opportunity, job creation, housing, and transport. • Commended the scale and ambition of the project, a major achievement for Waikato-Tainui

[62] https://www.stuff.co.nz/pou-tiaki/126881556/tainuis-superhub-titan-set-to-supercharge-new-zealand-economy
[63] https://www.stuff.co.nz/waikato-times/waikato-top-stories/125282126/new-addition-to-hamiltons-everchanging-skyline
[64] https://www.stuff.co.nz/waikato-times/waikato-top-stories/125282126/new-addition-to-hamiltons-everchanging-skyline
[65] https://www.beehive.govt.nz/release/ruakura-inland-port-development-vital-infrastructure-waikato

Attachment 1 **Item 10**

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 25 June 2024	) Good reason to withhold) information exists under) Section 7 Local Government) Official Information and) Meetings Act 1987	Section 48(1)(a)
C2. Strategic Issues (Public Excluded 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 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)