

Time	Topic	Purpose	Presenter(s)	Format	Time Req'd (mins)
10.00am	Hamilton Urban Growth Strategy (HUGS) Deliberations (Strategic Growth and District Planning Committee)	The purpose of the session is for Elected Members to discuss Hamilton Urban Growth Strategy (HUGS) matters prior to the Strategic Growth and District Planning Committee meeting on 23 rd February 2023. The strategy is to be approved in the April in order to support the Future Proof Future Development Strategy and Councils Long Term Plan planning.	Stafford Hodgson, Karen Saunders, Blair Bowcott	Open Briefing	60 mins
11.00am	Climate Emergency Response Fund (CERF) projects and funding package (Council)	The purpose of the session is to inform Elected Members of the Climate Emergency Response Fund (CERF) and the proposed Transport Choices Initiative Funding Agreement.	Martin Parkes	Open Briefing	45 mins

DISCUSSION TOPIC SUMMARY

Topic: Hamilton Urban Growth Strategy deliberations

Related Committee: Strategic Growth and District Plan

Business Unit/Group: Growth

Key Staff Contact/s: Stafford Hodgson/Karen Saunders

Direction Discussion/Drop in Session recommended? Status: Open

PURPOSE OF TOPIC/INFORMATION

- A Regulatory & Hearings Committee was held on 5 December 2022 to hear verbal submissions on HUGS.
- This briefing is an opportunity for Elected Members to discuss HUGS deliberations matters prior to the SG&DP Committee meeting on 23rd February 2023 where they will be providing direction to staff on what changes to make to the draft HUGS before it is finalised.
- The purpose of this briefing is also to provide direction to staff on what to include in the report to SG&DP Committee on 23 February 2023.

WHAT KEY THINGS SHOULD MEMBERS THINK ABOUT/ CONSIDER IN UNDERSTANDING THIS INFORMATION?

- To be effective as a strategy HUGS should stay high level and not get into plan level details.
- HUGS is one piece of a network of Council strategies and needs to align to these other strategies without encroaching into their respective areas of domain.
- Elected Members changes to HUGS should take into account tradeoffs between the often-differing community's views/feedback.
- HUGS has used a Special Consultative Procedure. The Strategic Growth and District Plan Committee role now is to refine the draft HUGS to reflect information presented through this process. It is not about starting HUGS anew, but refining HUGS based on community feedback.
- The final HUGS strategy needs to be adopted in the April SG&DP Committee meeting in order to support the Future Proof Future Development Strategy and Councils LTP planning.

KEY SUMMARY POINTS

Staff will present several key matters, as raised by submitters and flagged for further discussion by EMs, for EMs to consider and discuss. This includes:

1. "To Grow Well" - responding to submitter theme: HUGS should focus on quality of life (wellbeing) improvements for Hamiltonians
 - Elevate quality of life (wellbeing) as a key consideration
 - Better access for people to their daily needs
 - Amenity and service rich environments
 - Improved access to arts and creativity choices
 - Grow well and create a city that people want to live, work, and play in
 - Directly advocated for by Hamilton Arts Trust (Professor Iain White) and Creative Waikato (Jeremy Mayall), amongst other submitters who raised similar issues

2. The why behind an Infill/Greenfield split covering wellbeing/benefits of these approaches
 - Discussion on the purpose of guiding where growth goes and how specific this can be included within HUGS
 - Covers benefits of greenfield and infill growth
 - We are already growing at over 50% infill (in 2022 calendar year it was 68% infill/32% greenfield)
 - Through the Infrastructure Acceleration Fund and associated Housing Agreements we know that there are strong market intentions to deliver significant central city housing over the coming years
 - The Future Proof Metro Spatial Plan programme business case for transport adopted preferred growth scenario outlines Hamilton's growth as 75% through intensification
 - Staff recommend that 70% infill 30% greenfield is an appropriate infill/greenfield split
3. Capacity for growth – Housing and Business Capacity Assessments
4. Cover off the minor changes raised through consultation discussions.

WHERE CAN MEMBERS FIND MORE INFORMATION?

- The Draft HUGS strategy (https://haveyoursay.hamilton.govt.nz/city-planning/draft-hugs-strategy/supporting_documents/Draft%20Hamilton%20Urban%20Growth%20Strategy%20%20October%202022.pdf)
- The Hamilton Urban Growth Strategy verbal submissions report (<https://hamilton.govt.nz/your-council/meetings/calendar/detail/regulatory-hearings-committee-202212050930>).
- The submissions on the draft strategy. Written (https://haveyoursay.hamilton.govt.nz/city-planning/draft-hugs-strategy/consultation/published_select_respondent) and verbal (<https://www.youtube.com/live/FSXiOEDpacA?feature=share>)

WHAT DIRECTION/FEEDBACK/INPUT DO YOU NEED FROM ELECTED MEMBERS

- Opportunity for Elected Members to discuss HUGS deliberations matters prior to the SG&DP Committee meeting on 23rd February 2023 and provide direction to staff on what to include in that report
- Following this briefing, EM's will make a decision at the 23 Feb 2023 SG&DP Committee on what they would like staff to change in the draft HUGS.
- Staff will then make the changes and present the final strategy for approval at the 20 Apr 2023 SG&DP meeting.

Hamilton Urban Growth Strategy Deliberations Briefing



Purpose of Briefing

Opportunity for Elected Members to discuss HUGS deliberations matters prior to the Strategic Growth & District Plan Committee meeting on 23rd February 2023.

This is an opportunity to refine the strategy based on feedback received through consultation.



Key matters to discuss today

Matters raised at the Hearings & Deliberations Panel on 5 Dec 2022 that are being discussed today include:

- Addition of "To grow well"
- Infill/greenfield split
- Capacity for growth – Housing and Business Capacity Assessments
- Minor changes to the document e.g. adding the airport etc.
- Any other matters raised that EM's would like to discuss or understand further

Following this briefing, EM's will make a decision at the 23 Feb 2023 SG&DP Committee on what they would like staff to change.

Staff will then make the changes and present the final strategy for approval at the 20 Apr 2023 SG&DP meeting.

Hamilton Urban Growth Strategy

OUR VISION:

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

OUTCOMES:

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



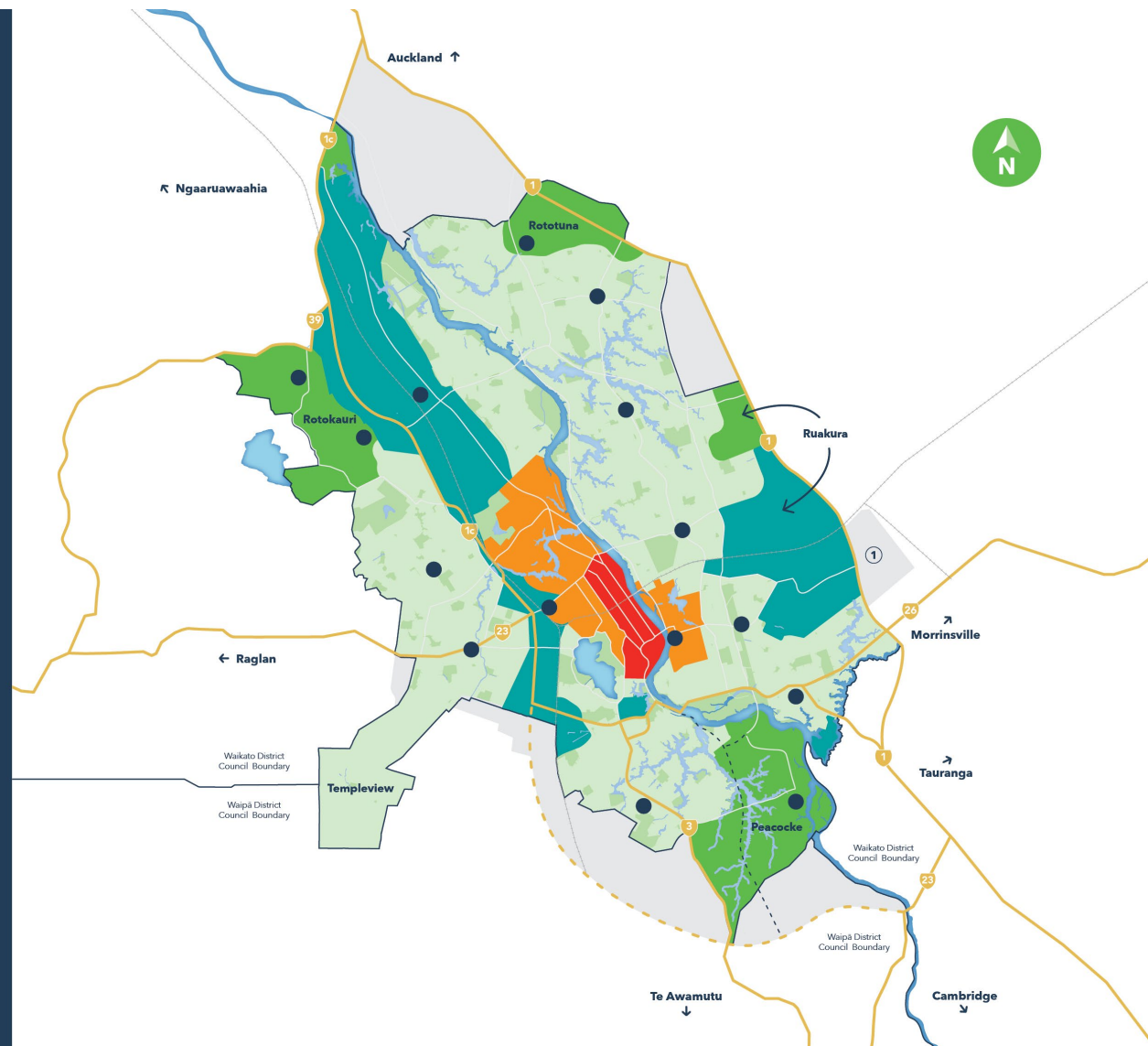
KEY CONSIDERATIONS AS WE GROW:



Where we will grow

Key

- Central city (residential & employment)
- Central city surrounding area
- Committed residential greenfield
- Out-of-boundary areas
- Employment
- Centres
- Rivers, lakes and streams
- Open spaces
- 1 Investigations are underway to determine an appropriate boundary for this area.



To Grow Well

Submitter theme: HUGS should focus on quality of life (wellbeing) improvements for Hamiltonians. EMs requested this topic being brought back to the table for deliberation.

To Grow Well - New key consideration or inclusion to the purpose and front end of document

- Elevate quality of life (wellbeing) as a key consideration
- Better access for people to their daily needs
- Amenity and service rich environments
- Improved access to arts and creativity choices
- Grow well and create a city that people want to live, work, and play in
- Directly advocated for by Hamilton Arts Trust (Professor Iain White) and Creative Waikato (Jeremy Mayall), amongst other submitters who raised similar issues
- Aligns with Council's approach to delivering wellbeing outcomes

Infill/Greenfield split

Submitter theme: Should HUGS support for achieving 70% of growth through intensification? EMs requested this topic being brought back to the table for deliberation.

Why set where growth goes?

- Outlining where growth goes in Hamilton helps us take advantage of opportunities while mitigating growth's effects
- The growth strategy needs to both guide growth and reflect what's going on in our city
- Enabling growth costs money so we need to prioritize where we support growth with our limited balance sheet

Greenfield benefits

- Enables choices in housing typologies
- Funding and financing arrangements can be made with significant landowners
- Follows through on existing growth commitments
- NZ's traditional straightforward approach to growth



Infill/Greenfield split

Infill benefits

- Infill growth is a catalyst for change which offers an opportunity to renew aging infrastructure and remedy existing level of service deficiencies by growth sharing a portion of infrastructure costs
- Infill growth is a financially conservative option for future generations
- Increased densities provided by infill growth increases the viability of services and amenities
- Climate friendly growth
- Access friendly growth
- Alignment with Central Government policy (helpful when applying for Govt. grants)
- Follows through on existing commitments as we have already zoned for increased density

Infill/Greenfield split

Alignment

- We are already growing at over 50% infill (in 2022 calendar year it was 68% infill/32% greenfield)
- Through the Infrastructure Acceleration Fund and associated Housing Agreements we know that there are strong market intentions to deliver significant central city housing over the coming years
- The Future Proof Metro Spatial Plan programme business case for transport adopted preferred growth scenario outlines Hamilton's growth as 75% through intensification

Staff recommend that 70% infill 30% greenfield is an appropriate infill/greenfield split

- Catering for predominantly infill and some greenfield growth means Hamilton gets the best of both worlds
- 70% infill 30% greenfield split is long term

Housing and Business Capacity Assessment (HBA)

Submitter theme: There is not enough focus on Hamilton's employment growth in HUGS. EMs requested this topic being brought back to the table for deliberation.

- An HBA is the Government mandated official assessment of Hamilton's land sufficiency by type.
- The current, 2021 [housing](#) and [business](#) HBA outlines how Hamilton has sufficient residential, retail, commercial and industrial capacity to meet demand plus a margin in the short, medium and long term.

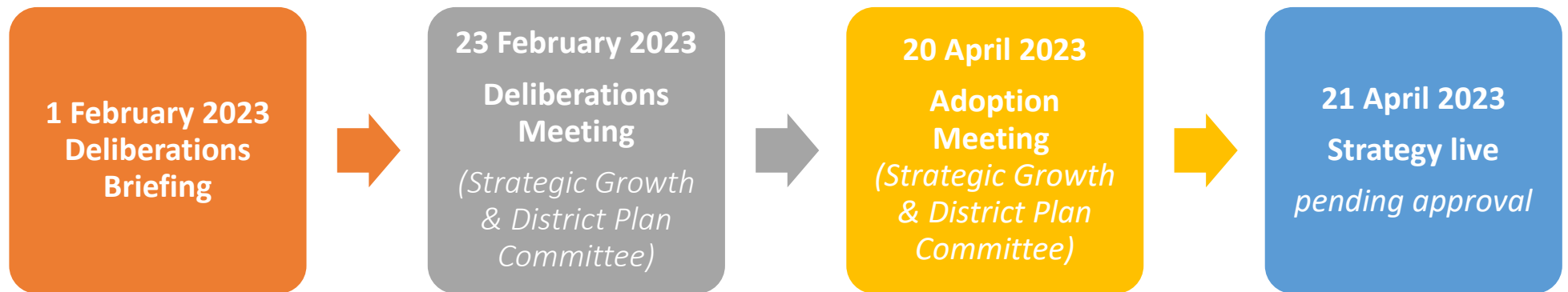
Update underway

- Updating the HBA plan enabled capacity to reflect PC9 and PC12
- Industrial development sources indicate industrial supply is more constrained than the HBA indicates. Further industrial land investigations are underway which will flow into the industrial element of our Business Capacity Assessment.
- Capacity must be infrastructure serviced before it can accommodate growth. Our infrastructure assumptions are being amended to reflect our best infrastructure servicing information.
- This update will inform the Future Proof Future Development Strategy and a subsequent HUGS update
- Out-of-boundary development is often discussed as residential, but it might be most appropriate for industrial developments to proceed (see NSP-HPL)

Minor changes

- Updating graphs and figures to the latest data p 6, 7, 11, 17
- Changes to the main HUGS map on p 9
 - Add airport
 - Add Ruakura future Centre
 - Add label for Te Awa Lakes greenfield area
- Add avoiding growth which worsens known hazards p 15
- Recognise the significance of the existing and future industrial airport precinct p 18
- Add FP FDS text for industrial land within the commentary on p 18
- Add further inspiration text to Outcome 1 "Grow up and out from the Central City" to help explain the benefits it can bring p 21
- Minor edit to fix key transport corridor p23

Timeframes



DISCUSSION TOPIC SUMMARY

Topic: Climate Emergency Response Fund Transport Choices Initiative (CERF)

Related Committee: Council and Infrastructure & Transport

Business Unit/Group: City Transportation

Key Staff Contact/s: Martin Parkes / Honor Young

Direction Discussion/Drop-in Session recommended? Status: Open

PURPOSE OF TOPIC/INFORMATION

The purpose of this briefing is to provide the Members with background information on the Climate Emergency Response Fund (CERF) Transport Choices Initiative Funding Agreement and the list of the draft CERF projects (approved by Waka Kotahi) ahead of the 2 February 2023 Council meeting.

The purpose of the Council Report is to:

- To seek Council approval for the signing of the Climate Emergency Response Fund (CERF) Transport Choices Initiative Funding Agreement and the draft delivery projects.
- To delegate to the Chief Executive authority to negotiate and complete the final CERF documentation.

The programme of projects submitted by HCC to CERF is in line with the approved HCC Access Hamilton Strategy that sets the vision for the future of transport in Hamilton. Its guiding principles directly focusing on travel choices, emission reductions, reduced vehicles kilometre travelled (VKT), and inclusivity.

The CERF programme will provide:

- safe alternatives to vehicle use.
- contribute towards greater transport choice by improving options for travel by bike, scooter, walking, and public transport, all of which provide affordable alternatives transport choices.
- increase the mode share of active modes and public transport to help defer some costs of congestion in the long term.
- encouraging active and public transport will contribute to a reduction in vehicle related emissions.

More information about CERF can be found at the following link: [Waka Kotahi - CERF - Transport Choices Package](#)

On the [9 August 2022](#), the [Infrastructure Operations Committee](#) approved the submission of an application to the Transport Choices Climate Emergency Response Fund 2022 (CERF) for the progression of known projects that include improvements to support more people walking, biking, and using public transport.

HCC's CERF application was submitted to Waka Kotahi on 2 September 2022 totalling \$80m. An Executive Update was provided to Members on the 20 September 2022, prior to the end of the triennium.



CERF Report
Application Part 2_FIN

On 4 December 2022, the Minister of Transport formally announced HCC's CERF application was successful. A total **\$43.58m** is available to HCC for CERF projects. This is made up of **\$39.138m** of Crown funding and **\$4.442m** HCC local share. The local share is part of Council approved budgets. Projects must be delivered by 30 June 2024.

The next steps in the CERF process are to sign the CERF Funding Agreement, submit pre-implementation plans for the projects, and complete a Project Implementation Plan.

The CERF initiative is a good opportunity for HCC to obtain Central Government funding to fast-track several active mode and public transport infrastructure projects. These projects were part of the CERF application and have now been reviewed by Waka Kotahi as part of the Minister approved CERF funding Packaging.

Members will have the opportunity to have further involvement in macro-scope approvals of the projects and any engagement requirements. This may be prior to projects going to Detailed Design from either the Concept and/or Preliminary design phases.

The table below summarises the HCC CERF Transport Choices draft project list currently being finalised by Waka Kotahi:

Project	Transport Element	Project Stage
Bader Street Connection to River Path, and Hospital	Strategic Cycling and Micromobility	Scoped option
Killarney Road – SH1C Greenwood Street to Western Rail Trail (WRT)	Strategic Cycling and Micromobility	Scoped option
Gallagher Drive and Kahikatea Drive	Strategic Cycling and Micromobility	Scoped option
Heaphy Terrace – Boundary Road to Brooklyn Road	Strategic Cycling and Micromobility	Scoped option
Pedestrian crossing on Brooklyn Road + Cycle Lane development	Strategic Cycling and Micromobility	Scoped option
Claudlands Park Connection	Strategic Cycling and Micromobility	Scoped option
Mahoe Park - Connection to Glenview	Strategic Cycling and Micromobility	Scoped option
End of Trip Facilities - Bike and Scooter Parking	Strategic Cycling and Micromobility	Scoped option
Frankton East / Lake Domain to Western Rail Trail	Strategic Cycling and Micromobility	Scoped option
Level Crossing – Killarney Road	Strategic Cycling and Micromobility	Scoped option
Bus shelter replacements	Public Transport	Scoped option
Thackeray Street bus stops	Public Transport	Concept
Hukanui Road bus stops	Public Transport	Concept
Bike Parklets – Grey Street, St Andrews Shops, and Barton Street	Strategic Cycling and Micromobility	Concept
Tristram Street/Anzac Parade – walking and cycling link from Palmerston to Clarence Street	Walkable Neighbourhoods	Concept
Hayes Paddock – crossing, bus stop improvement, intersection recon. Bike parking, local interactive space	Walkable Neighbourhoods	Concept
Western Rail Trail (WRT) to Frankton Station	Strategic Cycling and Micromobility	Preliminary Design
Rifle Range Road - SH23 (Massey Street) to Avalon Drive (SH1C)	Strategic Cycling and Micromobility	Preliminary Design
Hall Street/Mill Street - between Kent Street & Victoria Street	Strategic Cycling and Micromobility	Preliminary Design
Riverlea Connections	Strategic Cycling and Micromobility	Preliminary Design
River Road Footpath western side – Kirikiriroa Bridge to Comries Road	Walkable Neighbourhoods	Preliminary Design
Horsham Downs Road	Public Transport	Preliminary Design
Lake Road/Commerce Street Roundabout	Public Transport	Preliminary Design
Rotokauri Road / Baverstock Road Bus Stop and Accessibility	Public Transport	Preliminary Design
Hyde Avenue Bus Stop and Accessibility	Public Transport	Preliminary Design
Pembroke Street bus stops	Public Transport	Preliminary Design
Killarney Road – Queens Avenue to Western Rail Trail (WRT)	Strategic Cycling and Micromobility	Detailed Design
Anglesea Street (south) Bus Stop Improvement	Public Transport	Detailed Design
Level Crossings – Claudlands East and Brooklyn Road	Strategic Cycling and Micromobility	Construction Ready

WHAT KEY THINGS SHOULD MEMBERS THINK ABOUT/ CONSIDER IN UNDERSTANDING THIS INFORMATION?

However, there are risks associated with CERF and the CERF Funding Agreement for Members to consider and provide staff guidance on:

- There is a potential reputational risk should projects not be delivered by 30 June 2024. This risk will be mitigated through 'resourcing right' to ensure the delivery timeframes are being met.
- One of our biggest risks is public acceptance of change. Our CERF projects will affect the daily lives of Hamiltonians, so it's important their priorities and opinions are heard and acknowledged as we set about changing the way of our transport system functions. Early engagement means both informing people and stakeholders about proposed projects and decisions we've made and engaging with them as part of our decision-making process.

To mitigate this risk, we have identified additional resourcing requirements for the early engagement and delivery of projects to guide and support the HCC CERF team in the engagement space.

Staff are seeking guidance on signing this funding agreement and any engagement opportunities within the identified projects.



Purpose of Briefing/Workshop

- To provide Council with background information on the Climate Emergency Response Fund Transport Choices Package (CERF) and the list of projects ahead of 2 February 2023 Council meeting which will discuss the CERF Funding Agreement.
- To highlight the risks associated with entering into the CERF Funding Agreement with Waka Kotahi.

What's CERF trying to achieve

The primary purpose of the CERF programme is to support transport modal shift from private vehicles to walking, cycling and public transport. Encouraging active and public transport will contribute to a reduction in vehicle related emissions.

Delivering strategic cycling / micro-mobility networks

Significantly increasing the pace and scale of implementing planned cycling/micro-mobility networks in urban areas through delivering low-cost, safe, on street cycleways.



Creating walkable neighbourhoods

Targeted and neighbourhood scale investments to significantly improve the safety and attractiveness of walking in urban areas, focused around centres, rapid transit stations, and in rapidly growing neighbourhoods.



Supporting safe green and healthy school travel

Accelerate investment in school travel programmes, delivering comprehensive change that makes active modes safer and more convenient for trips to/from schools and in surrounding neighbourhoods.



Making public transport more reliable and easier to use

Accelerating programmes of small-scale upgrades to public transport facilities to improve customer experience and service quality for people of all ages and abilities.



Project List (waiting final approval from Waka Kotahi)

Refer to appendix for further information on each project

Project	Transport Element	Project Stage
Bader Street Connection to River Path, and Hospital	Strategic Cycling and Micromobility	Scoped option
Killarney Road – SH1C Greenwood Street to Western Rail Trail (WRT)	Strategic Cycling and Micromobility	Scoped option
Gallagher Drive and Kahikatea Drive	Strategic Cycling and Micromobility	Scoped option
Heaphy Terrace – Boundary Road to Brooklyn Road	Strategic Cycling and Micromobility	Scoped option
Pedestrian crossing on Brooklyn Road + Cycle Lane development	Strategic Cycling and Micromobility	Scoped option
Claudlands Park Connection	Strategic Cycling and Micromobility	Scoped option
Mahoe Park - Connection to Glenview	Strategic Cycling and Micromobility	Scoped option
End of Trip Facilities - Bike and Scooter Parking	Strategic Cycling and Micromobility	Scoped option
Frankton East / Lake Domain to Western Rail Trail	Strategic Cycling and Micromobility	Scoped option
Level Crossing – Killarney Road	Strategic Cycling and Micromobility	Scoped option
Bus shelter replacements	Public Transport	Scoped option

Project List (continued)

Thackeray Street bus stops	Public Transport	Concept
Hukanui Road bus stops	Public Transport	Concept
Bike Parklets – Grey Street, St Andrews Shops, and Barton Street	Strategic Cycling and Micromobility	Concept
Tristram Street/Anzac Parade – walking and cycling link from Palmerston to Clarence Street	Walkable Neighbourhoods	Concept
Hayes Paddock – crossing, bus stop improvement, intersection recon. Bike parking, local interactive space	Walkable Neighbourhoods	Concept
Western Rail Trail (WRT) to Frankton Station	Strategic Cycling and Micromobility	Preliminary Design
Rifle Range Road - SH23 (Massey Street) to Avalon Drive (SH1C)	Strategic Cycling and Micromobility	Preliminary Design
Hall Street/Mill Street - between Kent Street & Victoria Street	Strategic Cycling and Micromobility	Preliminary Design
Riverlea Connections	Strategic Cycling and Micromobility	Preliminary Design
River Road Footpath western side – Kirikiriroa Bridge to Comries Road	Walkable Neighbourhoods	Preliminary Design
Horsham Downs Road	Public Transport	Preliminary Design

Project List (continued)

Lake Road/Commerce Street Roundabout	Public Transport	Preliminary Design
Rotokauri Road / Baverstock Road Bus Stop and Accessibility	Public Transport	Preliminary Design
Hyde Avenue Bus Stop and Accessibility	Public Transport	Preliminary Design
Pembroke Street bus stops	Public Transport	Preliminary Design
Killarney Road – Queens Avenue to Western Rail Trail (WRT)	Strategic Cycling and Micromobility	Detailed Design
Anglesea Street (south) Bus Stop Improvement	Public Transport	Detailed Design
Level Crossings – Claudelands East and Brooklyn Road	Strategic Cycling and Micromobility	Construction Ready

Risks – CERF Funding Agreement

- Potential reputational risk to Council should projects not be delivered by **30 June 2024**. This risk will be mitigated through ‘resourcing right’ to ensure the delivery timeframes are being met.
- Staff will seek agreement from Waka Kotahi that any surplus at the end of the programme is apportioned appropriately, fitting the upfront financial commitments made by both parties.
- Waka Kotahi may terminate the Agreement if projects have not adequately progressed within 3 months of funding being provided or if CERF is prematurely brought to an end by the Government.
- The Funding Agreement is a standard agreement sent to all councils who have had their initial applications approved. The scope for changes, if any, will be very limited.



What direction/feedback is needed from this briefing?

- Support in principle for the CERF Transport Choices project list.
- Support in principle to entering into the CERF Funding Agreement with Waka Kotahi.