

Submission by

Hamilton City Council

COVID-19 RECOVERY (FAST TRACK CONSENTING) BILL

21 June 2020

1.0 INTRODUCTION AND OVERALL SUPPORT FOR THE BILL

- 1.1 Hamilton City Council (HCC) welcomes the opportunity to make a submission to the COVID-19 Recovery (Fast Track Consenting) Bill (the Bill).
- 1.2 HCC supports the overall intent and direction of the Bill to urgently promote employment growth to support New Zealand's recovery from the economic and social impacts of COVID-19 and to support the certainty of ongoing investment across New Zealand while continuing to promote the sustainable management of natural and physical resources.
- 1.3 We acknowledge and support the intent of the enactment of the Bill to increase resource consenting and designation decision-making processes under the Resource Management Act and ensuring that key projects commence as soon as possible.
- 1.4 HCC also note and support the Bill's intention to ensure that environmental safeguards remain in place, including ongoing application and recognition of matters of national importance and the principles of the Treaty of Waitangi, and Treaty settlement obligations.
- 1.5 HCC, as a Future Proof partner, submitted a comprehensive 'Shovel Ready Projects Proposal' to Government for 22 shovel-ready projects in April 2020, with four of these also being sent to the Provincial Development Unit for consideration.
- 1.6 Confirmation and commencement of the 22 Future Proof projects will ensure the creation of thousands of jobs in the Waikato and throughout New Zealand. We believe that many of these projects would be suitable for progression as referred projects under the Bill pending confirmation of funding.
- 1.7 HCC support and endorse the submission and the recommendations made by Local Government New Zealand (LGNZ) to the Bill.

2.0 RECOMMENDATIONS/RELIEF SOUGHT

- 2.1 HCC submits that the following recommendations be adopted:

Listed or Referred projects

- *Retain the mandatory requirement for inclusion of a local authority member (or nominee) to be part of any panel for the listed or referred project.*
- *Require applicants to include information in any application that assesses the impact on existing infrastructure and/or capacity.*
- *That a short s42A report (or equivalent) is provided by the relevant local authorities. Support retention of criterion relating to waste minimisation for referred projects and include further provisions to ensure waste minimisation is provided for in the design, construction and*

deconstruction of buildings and infrastructure.

- *Enable matters associated with relevant local authority planning instruments to be considered as ground for declining an application for a referral.*
- *Increase the weight accorded to relevant local planning documents/instruments.*

Deemed Permitted Activities

- *Expand Part 2 and Schedule 4 to enable territorial authorities to undertake works on local government infrastructure as a permitted activity.*
- *Provide a formal process that requires the agencies to lodge full plans and documentation to the relevant councils as part of the Notice of Intention.*
- *Provide for cost recovery for local authorities as they engage with agencies as they develop their projects.*
- *Work with local government to remove ambiguity and confirm the permitted activity standards in Schedule 4 before they are finalised.*

Local Authority Cost Recovery

- *Provide for overall cost recovery provisions to allow local authorities to recover reasonable costs incurred in the three new processes including:*
 - *Consultation with the applicant as an application is developed.*
 - *Any provision of information to the Expert Consenting Panel (EPC) and the Environmental Protection Authority (EPA.)*
 - *Consideration of draft conditions of consent for all processes.*
 - *Consideration of management plans for the purposes of monitoring of Schedule 4 permitted Activities.*

Development Contributions and Financial Contributions

- *Amend the legislation to ensure Development Contributions and Financial Contributions can be imposed as a condition of consent and payable to the regional or local authority.*
- *Amend S12(2) as follows:*

“... (c) for the purposes of S198(1)(a) of the LGA, a resource consent granted under this Act may be considered to be a resource consent granted under the Resource Management Act” (or to similar effect).

Waste Minimisation

- *Include provision for waste minimisation to be incorporated in the design, construction and deconstruction of buildings and infrastructure.*

3.0 LISTED OR REFERRED PROJECTS

- 3.1 HCC supports the requirement for the Minister to undertake targeted consultation with local authorities in determining whether an application will advance as a Referred project. This process will enable local authorities to provide specific information and evidence which will be important in making informed decisions on local applications. This is particularly important when applications are considered on a reduced set of information.
- 3.2 HCC has an interest in Listed or Referred projects within the HCC jurisdiction and ensuring that appropriate conditions of consent are imposed as part of the decision, particularly given the obligation on HCC to monitor the conditions once a decision is issued.

- 3.3 This is particularly important where there are impacts on council's infrastructure (e.g. connecting to the roading network or where there are impacts on the three waters networks) or the vesting of reserves (that councils will own and manage). Further, HCC considers that applicants should be required to include an assessment of the impact on existing infrastructure and/or capacity of that infrastructure.
- 3.4 Inclusion of a requirement for a relevant local authority to provide a short s42A report (or equivalent). This report can either be provided to the applicant and included in the papers provided to the ECP or directly to the ECP. The 42A report would confirm the activity status of the project and that all relevant consents are applied for and confirm/suggest appropriate conditions of consent.
- 3.5 Local Authority planning documents, including strategic planning instruments carry little weight in the Ministers decision to approve a project or a decision of an EPP. HCC has invested heavily in the development of strategic planning documents to ensure resource use is appropriately planned and allocated into the future. HCC has concerns that the lack of weight attributed to local policy direction may result in urban development occurring in areas not anticipated or without the provision of infrastructure.
- 3.6 HCC supports the mandatory requirement for a local authority representative (or nominee) to be part of any ECP. HCC submits that this provision is retained in the Bill.

4.0 DEEMED PERMITTED ACTIVITIES

- 4.1 HCC is supportive of Deemed Permitted Activities as it relates to NZTA and Kiwirail infrastructure. HCC supports the intention to also extend these provisions to territorial authorities in relation to specific infrastructure.
- 4.2 Before work commences under the Deemed Permitted Activity provisions an Agency is required to serve notice of its intention on local government. The notice of intention only requires contact information and a brief description of the works. There is no process provided in the Bill to determine and confirm that the listed permitted activity requirements are all satisfied and no requirement to provide plans or any documentation to the local authority.
- 4.3 Given the requirement on local government to undertake compliance once a consent is issued we consider that when the notice of intention is served on the relevant councils, full documentation is provided at that time (plans and conditions). There is an expectation that there will be full engagement with the councils as the projects are scoped and we hope to work with the agencies on a memorandum of how this process can best work. We note that this engagement with agencies is a further area where cost recovery for local authorities should be provided for.
- 4.4 HCC also notes that permitted activity provision in Schedule 4 of the Bill lack are ambiguous, uncertain and in some cases difficult to enforce. The Local Government New Zealand (LGNZ) submission provides further and specific details of provisions that require amendment.
- 4.5 HCC submits that the permitted activities are amended to improve clarity in line with the recommendations of LGNZ.

5.0 COST RECOVERY

- 5.1 HCC support the provision for cost recovery for monitoring of the Schedule 4 permitted activities and for providing the EPA with information (Schedule 6 (7)(4)). However, provision of assistance to the ECP where specifically requested appears to be omitted (Schedule 5 (12)(2)), although the EPA can recover costs (see Recovery of Costs, Schedule 5(14)(2)).
- 5.2 In addition, local authorities are also expected (or provided opportunity to comment) to engage at multiple other points of the process. The success of this fast track process with respect to meeting truncated timeframes is dependent on frontloading of the process and early and comprehensive engagement with local authorities (particularly around consent conditions).

- 5.3 HCC submits that the Bill be amended to recover actual and reasonable costs from arising from this engagement. HCC consenting activity is cost recoverable with the general principle of growth funding growth. HCC would be concerned that the impact on resourcing and potential rating implications if actual or reasonable costs were unable to be recovered.

6.0 SHOVEL READY PROJECTS PROPOSED BY FUTURE PROOF

- 6.1 In regard to the Bill, HCC (as a Future Proof partner¹) submitted a comprehensive 'Shovel Ready Projects Proposal' (being part of its Wellbeing Recovery Plan Post Covid-19) to Central Government for 22 shovel-ready projects in April 2020 - refer [here](#) and **Appendix 1**.
- 6.2 Of the 22 projects submitted to Central Government for consideration, four were then sent to the Provincial Development Unit. **Note:** On 9 June 2020, the Deputy Prime Minister announced Hamilton will receive \$16.8M in funding from the Waikato allocation of the Provincial Growth Fund for key transport projects in the Ruakura Inland Port area.
- 6.3 The Future Proof proposal noted that these 22 projects will:
- Stimulate our local and regional economy.
 - Provide sustainable job opportunities - fast.
 - Create a safe and more liveable community.
 - Enhance our central city as a vibrant heart of our region.
 - Significantly enhance our environment.
 - Contribute to climate change initiatives.
 - Enable critical infrastructure to be built, including three-waters.
 - Bring immediate support and recovery to our people, particularly those who need it most.
- 6.4 Confirmation and commencement of the 22 Future Proof projects will ensure the creation of thousands of jobs in the Waikato and throughout New Zealand.
- 6.5 As noted in the Future Proof proposal:
- *We are proactively committed to implementing the most efficient delivery model for all stimulus programmes and/or projects and are open to implementing transformational delivery models.*
 - *Project delivery structures or governance arrangements will be established to ensure that the delivery of projects occurs at pace and scale. The partners that have contributed to this proposal are ready to play their role in delivering these transformation projects. Hamilton City Council in particular, has a proven track record for rapid delivery on major infrastructure projects and experience indicates that there are significant opportunities to optimise the stimulus project delivery process through greater alignment between key stakeholders, consent authorities and statutory approvals from central government agencies.*
- 6.6 We note the 11 Government-led projects listed in the Bill that are proposed to progress first do not need to be confirmed through an Order in Council to use the fast-track consenting process.
- 6.7 As many thousands of jobs will potentially be created through confirmation and commencement of the 22 projects outlined in the Future Proof proposal, HCC assumes that a large number of these will likely receive Government support and funding.
- 6.8 HCC is of the opinion that the majority of these projects are aligned and meet the criteria for Referred projects in the Bill. We look forward to progressing many of the projects through the fast track

¹ Future Proof comprises Hamilton City Council, Waikato District Council, Waipa District Council, Waikato Regional Council, Waikato-Tainui, University of Waikato, Hamilton Airport and Momentum Waikato.

process pending confirmation of funding.

7.0 DEVELOPMENT CONTRIBUTIONS

- 7.1 In addition to LGNZ's concerns around DC's HCC seeks a clarification to the Bill in S12(2) by adding:
- "... (c) for the purposes of S198(1)(a) of the LGA, a resource consent granted under this Act may be considered to be a resource consent granted under the Resource Management Act" Or similar with the same effect.
- 7.2 HCC submits that as written, the Bill presents a material and unintended outcome requiring clarification. Under S198(1)(a) of the Local Government Act 2002, a development contribution may be required when a resource consent is granted under the RMA. This could be interpreted to mean a resource consent granted under the Bill (which is not the RMA) cannot be liable for DCs.
- 7.3 But, the impact of any given development, in terms of requiring new or additional infrastructure assets funded by territorial authorities, is no different if consented under the Bill or the RMA. If left unclarified and taken advantage of, territorial authorities will under recover their growth capex programmes at the expense of their general ratepayers.

8.0 REDUCING THE POTENTIAL WASTE IMPACTS OF INFRASTRUCTURE PROJECTS

- 8.1 Significant environmental and social outcomes can be generated by reducing waste to landfill, including those associated with climate change and local resilience. By prioritising waste reduction in "fast tracked" projects, Central Government can help industry and local authorities meet the objectives of the Waste Minimisation Act 2008 and the Climate Change Response (Zero Carbon) Amendment Act 2019.
- 8.2 Approximately 50 percent of the waste Hamilton sends to landfills is construction and demolition waste. The Bill should therefore consider the waste impacts of infrastructure projects accelerated through this process.
- 8.3 HCC advocates for waste minimisation to be incorporated in the design, construction and deconstruction of buildings and infrastructure and for this to be a legislative requirement of the environmental management safeguards in the proposed legislation.

9.0 FURTHER INFORMATION AND HEARING

- 9.1 Should the Environment Committee require clarification of the above points, or additional information, please contact Grant Kettle (Unit Manager, Planning Guidance) on 021 883329, email grant.kettle@hcc.govt.nz in the first instance.
- 9.2 Hamilton City Council would welcome the opportunity to speak in support of our submission.

Yours faithfully



Richard Briggs
CHIEF EXECUTIVE

SHOVEL READY PROJECTS PROPOSAL

PART OF OUR WELLBEING RECOVERY PLAN
(POST COVID-19)

PRESENTED TO THE
INFRASTRUCTURE
INDUSTRY REFERENCE GROUP

EXECUTIVE SUMMARY

Proudly brought to you by:

Hamilton City Council, Waikato District Council,
Waipa District Council, Waikato Regional Council,
Waikato-Tainui, University of Waikato, Hamilton
Airport, Momentum Waikato.

Monday 13 April 2020



Future Proof
Te Tau Titoki



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01

WAIKATO COVID-19 RESPONSE OVERVIEW

WE'RE READY. THE WAIKATO SUB REGION'S RESPONSE TO COVID-19

The options presented to you in this package will provide the stimulus needed to support the region and the country as we recover from COVID-19.

They will modernise the economy. They will enhance productivity.

They will deliver the scale and style of growth this region (and New Zealand) needs.

Most of all, they will deliver sustainable jobs.

These options are transformational and challenge the norm.

They provide win-win solutions.

Here in the Waikato...we're ready.

HE TĀNGATA, HE TĀNGATA, HE TĀNGATA

Investment that improves the wellbeing of our people is what we are all about.

THESE PROJECTS WILL:

- Stimulate our local and regional economy
- Provide sustainable job opportunities - fast
- Create a safe and more liveable community
- Enhance our central city as a vibrant heart of our region
- Significantly enhance our environment
- Contribute to climate change initiatives
- Enable critical infrastructure to be built, including three-waters
- Bring immediate support and recovery to our people, particularly those who need it most

WE KNOW THE FUTURE. WE'RE PLANNING FOR IT. WE'RE READY TO GET TO WORK.

Ka hua. Ka puāwai. Ka ora.

'Dreams are realised when people take ownership for creating, fostering and giving life to the vision.'

Proudly brought to you by:

Hamilton City Council, Waikato District Council,
Waipa District Council, Waikato Regional Council,
Waikato-Tainui, University of Waikato, Hamilton Airport,
Momentum Waikato.



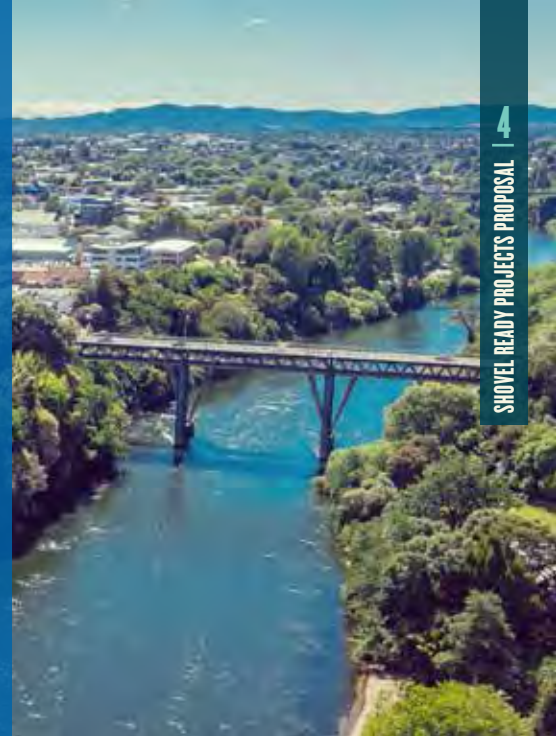
OUR FUTURE – FAST-TRACKED

This application outlines a suite of shovel-ready project options that will provide the stimulus needed to support our region, and our country, as we recover from COVID-19. The application will deliver the scale and style of growth this region and New Zealand needs - and is already ready for.

Our proposals are transformational and challenge the norm. That's the way we do business.

The proposals outlined here are strategically aligned to the long-term planning process we have already been working on in partnership with government, iwi and our stakeholders.

We already know where we need to go - this is an opportunity to fast-track how we will get there.



FUTURE PROOF | TE TAU TĪTOKI

Future Proof, Te Tau Tītiki is a joint project established to ensure our sub-region prospers now and in the future. We know that the decisions we make now will influence our long-term opportunities.

We purposefully put people at the heart of our thinking. We have been driven by social, environmental, cultural and economic wellbeings. We are ready for the both the challenges and the opportunities coming our way.

As one of the fastest growing regions in the country, we're expecting around 500,000 people will live in the greater Hamilton area in the next 100 years. We are an ambitious, smart and progressive region and we know that how we manage this growth will define us for years to come.

A key driver for us is to achieve the economic and social aspirations of tangata whenua. We have strong local and central government partnerships that are already working together to advance our region in a boundary-less way. This provides enormous opportunity to unlock the potential of our region - at a scale and at a pace never seen before.

We're supporting quality growth while maintaining the special qualities and environment we already have.



KNOWING THE FUTURE WE'RE PLANNING FOR

As a region, we are already clear on what needs to be developed over the next 20, 50 and 100 years. We have been collaborating effectively to deliver for our communities for decades.

Recently, the Hamilton to Auckland Corridor Plan and its first project, the Hamilton Waikato Metro Spatial Plan, have proven our ability and willingness to do things differently, to work together and to be ambitious for our region.

It is nationally recognised that we are leading the country with this work.

We are well aware of the challenges that growth brings and have been working for some time to address these.

By investing in the right places and at the right times means we will be able to turn the challenges we face into opportunities.

We will be able to provide affordable housing options, employment opportunities, a safe and more liveable community and a wide range of economic benefits for development and growth.

Everything we have proposed will contribute to the wellbeing of our people.

OUR TOP EIGHT PRINCIPLES

Everything we do is guided by eight key principles.

01.

Our natural and built environment co-exist in harmony.

02.

We are well-connected by a variety of safe and accessible transport options.

03.

We create neighbourhoods, not soul-less suburbs and balance affordability with good design.

04.

Our people have opportunities to work and thrive as part of our community.

05.

We cherish and protect our natural environment, including our precious awa.

06.

We embrace our central city as the vibrant hub, and heart, of our metro area.

07.

We deliver integrated, sustainable and well managed three-waters services which ensures the quality of our awa is improved.

08.

Waikato people are real. We recognise strong, supportive social connections are the essential building blocks for the wellbeing of our people.



WE'RE READY TO GET TO WORK

We have a suite of shovel-ready projects ready to go that will support and stimulate our economy and our community and will deliver against our eight principles.

These projects don't exist in isolation. They are strategically aligned and will aid in delivering our wider strategic framework goals and urban growth programme. They are part of an integrated suite of initiatives.

One thing is clear; the whole is greater than the sum of the parts.

LET'S WORK TOGETHER

Investing with the Futureproof partnership is more than just investing in infrastructure, it is investing in the wellbeing of our people.

These proposals will bring immediate support and recovery to our people.

They will deliver jobs.

They will deliver an enduring legacy based on good planning to deliver the communities, a theatre, parks and innovative transport networks that will modernise and nurture our economy and our region.

We are excited about working together to provide a game-changing future for our neighbourhoods, our communities, our region and our country.



02

SUMMARY TABLE OF PROGRAMMES

This summary table contains an overview of the 23 Project Information Forms that are attached to this submission.

Time has been taken to ensure there are projects within each programme that can be immediately 'shovel ready' within 0-6 months. All projects have a wider public benefit and have been mapped against the four wellbeings (social, economic, cultural and environmental).

A double tick has been marked against the primary wellbeing/s for each programme.

SHOVEL READY PROJECTS - PROGRAMME SUMMARY SHEET

Map Number	Programme Name	Programme Description	Enabling Project in Hamilton-Auckland Corridor Plan	"Programme Value (\$M)"	"Are Diverse & Significant New Employment Opportunities Created? YES/NO"	Economic Wellbeing Y/N	Social Wellbeing Y/N	Cultural Wellbeing Y/N	Environmental Wellbeing Y/N	Deliverable Timeframe
1	Hamilton Mode Shift Programme - 20 Minute City	A number of projects as part of a wider programme to improve and urbanise roading and transport options across Hamilton, including city centre revitalisation projects	✓	498	YES	✓✓	✓	✓	✓✓	Projects can commence immediately, with a 5-year conveyor belt of projects lined up
2	Hamilton to Auckland Passenger Rail Start-up Service Enhancements - Link to Stronger Hamilton-Waikato Metro Connections	The focus of this programme is a number of projects that enhance the level of service on the existing Hamilton to Auckland Passenger Rail Start-up Service. The programme is also a step in the right direction for the rapid rail link from Hamilton to Auckland. This is a key programme of work for the Hamilton-Auckland Corridor project.	✓	101	YES	✓✓	✓	✓	✓✓	Projects can commence immediately with a 3-year conveyor belt of projects lined up
3	Development of Sports fields	A programme to develop a number of sports parks in Hamilton City and the Waikato district, including various related infrastructure upgrades.		60	YES	✓	✓✓	✓	✓	Projects can commence immediately, with a 2-3-year conveyor belt of projects lined up
4	Hamilton Zoo and Waiwhakareke Natural Heritage Centre Programme	A number of combined projects to redesign and upgrade the Zoo and Waiwhakareke Natural Heritage Park entrance to attract more visitors and improve visitor experience.		24.8	YES	✓	✓✓	✓	✓✓	Projects can commence immediately, with a 2-3-year conveyor belt of projects lined up
5	Development of Natural Area Gully Networks	A number of projects as part of a wider programme to improve a range of natural areas and gullies across Hamilton. This project is focused on the provision of path networks (concrete and boardwalk), associated infrastructure (signage and seating), weed control and planting through these areas. This is to increase access and usability of gullies and in turn, appreciation and demand of restoration of natural areas. A 3-4 year programme of work.	✓	102.5	YES	✓	✓✓	✓	✓✓	Projects can commence immediately, with a 3-4-year conveyor belt of projects lined up
6	Rototuna Town Centre	A programme of work to create a centre for the newly developed Rototuna growth cell. The projects include the development of a library and community hub, play spaces, village square and associated roading and car parking.	✓	61.5	YES	✓✓	✓✓	✓	✓	Projects can commence immediately, with a 2-3-year conveyor belt of projects lined up
7	River Tourism Connectivity - Hamilton Gardens and Waikato Museum	A programme of several interdependent projects improving water-based cycling and pedestrian connections linking the central city, specifically the Waikato Museum, proposed new Waikato Regional Theatre and the Hamilton Gardens. Also involved completing the next phase of the Hamilton Gardens Development Plan.		23	YES	✓✓	✓✓	✓	✓	Projects can commence immediately, with a 2-3-year conveyor belt of projects lined up

Map Number	Programme Name	Programme Description	Enabling Project in Hamilton-Auckland Corridor Plan	"Programme Value (\$M)"	"Are Diverse & Significant New Employment Opportunities Created? YES/NO"	Economic Wellbeing Y/N	Social Wellbeing Y/N	Cultural Wellbeing Y/N	Environmental Wellbeing Y/N	Deliverable Timeframe
8	Development of a Pan Pasifika Hub	Development of a Pan Pasifika Community Hub for Hamilton at the currently vacant Stadium Bowling Club facility within Hamilton's West Town Belt. It includes revamping the existing building to house education, health, employment, whanau ora and social services to Waikato's Pacifica peoples and house the K'au-te Pacifica Trust staff offices.		11.05	YES	✓	✓✓	✓✓	✓	Projects can commence within 6 months and has a conveyor belt of projects lined up for 15 months
9	Te Ara Wai Project	A project to create a central meeting place and hub for the community that offers recreational, social, cultural and educational activities in one place. In addition there will be streetscape upgrades to strengthen connections between the hub and the main retail precinct.		41.7	YES	✓	✓✓	✓✓	✓	Projects can commence immediately, with a 2-3-year conveyor belt of projects lined up
10	Te Awa Cycleway Hamilton to Cambridge Section	A project to develop a 20km shared cycle and walking path from Hamilton to the velodrome in Cambridge. Boardwork and bridges will also be constructed in certain areas.	✓	16.2	YES	✓✓	✓	✓	✓✓	Projects can commence immediately, with over a 14 month conveyor belt of projects lined up
11	Community Services Development and Restoration (Waipa)	A community services development and restoration project which aims to enhance community facilities and services for Waipa communities. It includes, sport field, playground, toilet and community services development. It also includes Lake Te Koo Utu and Memorial park development and restoration, as well as other conservation and heritage development.		30.62	YES	✓	✓✓	✓	✓	Ready for construction within 4-12 months once funding in place
12	Waikato Regional Theatre and South End Precinct	A project to develop an international riverside theatre, with co-joined 5-star hotel development and surround park, boardwalk and cycleway development.		101.7	YES	✓✓	✓	✓✓	✓	Projects can commence immediately, with an 18-20 month conveyor belt of projects lined up
13	Waikato University Recreation Centre and Pool Project	A project to develop a large indoor multi-sport facility for shared use between the communities of Hamilton City, Waikato region and University of Waikato. Development also include provision to cover and heat the existing 50m pool and upgrades to the pool facility.		56	YES	✓	✓✓	✓	✓	Projects can commence within 12 months with a 2-year conveyor belt of projects lined up
14	Ruakura Growth Cell - Link to MHUD Urban Growth Programme Initiative	A programme of work relating to the development of the Inland Port and the critical transport links required to support the Port expansion and service other major residential development to the North.	✓	449	YES	✓✓	✓	✓✓	✓	Projects can commence immediately, with a 5-year conveyor belt of projects lined up

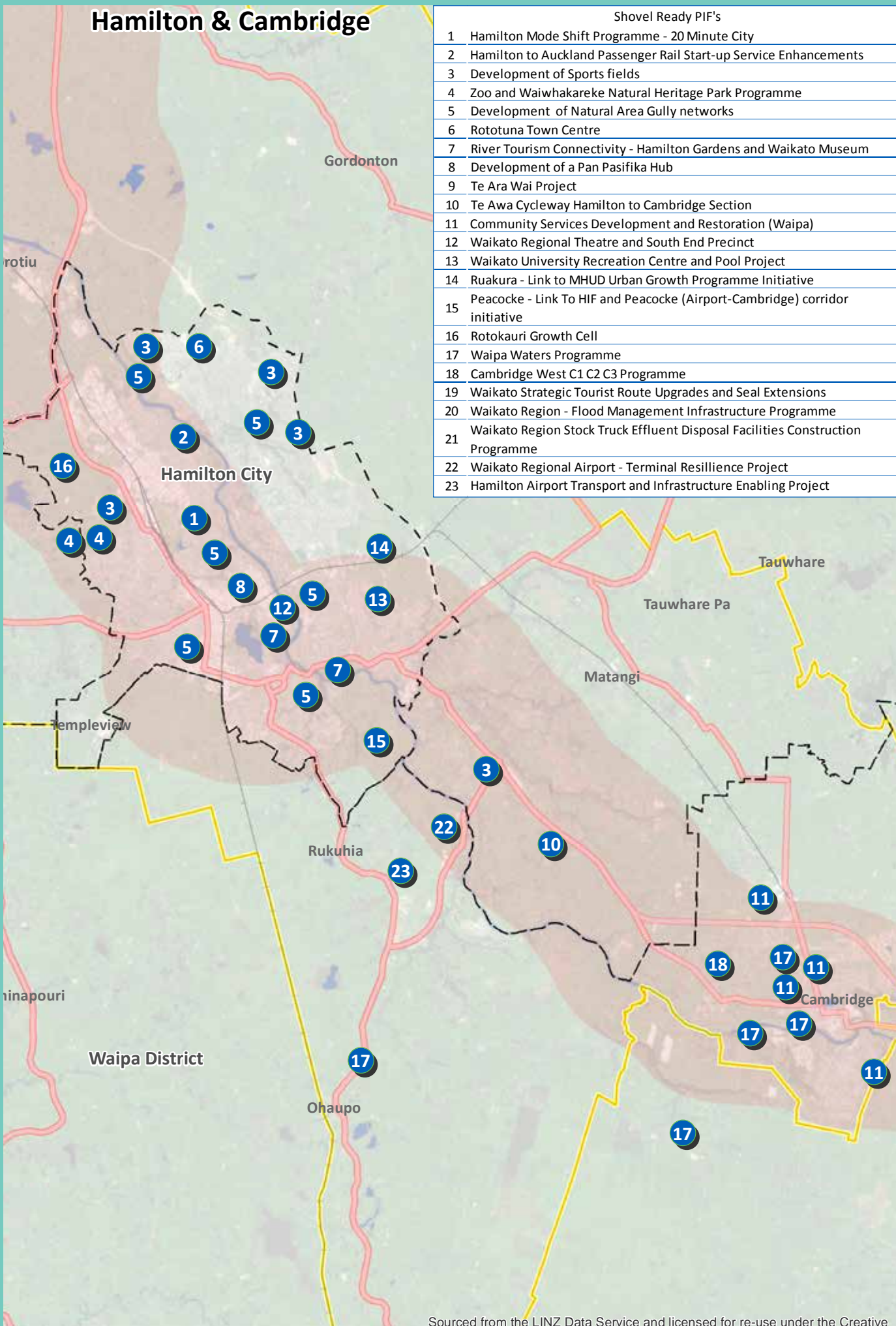
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15	Peacocke Growth Cell - Link To HIF and Peacocke (Airport-Cambridge) Corridor Initiative	A programme comprising of approx \$720m of three waters, passenger transport, road, walking and cycling infrastructure to establish residential development in the Peacocke growth cell and link Hamilton CBD to Hamilton Airport and Titanium business park.	✓	885	YES	✓✓	✓	✓	✓✓	Projects can commence immediately, with a 6-year conveyor belt of projects lined up
16	Rotokauri Growth Cell	A programme containing 3 projects to aid in the development of the Rotokauri growth cell including the Rotokauri floodway development and two transport projects to develop Te Wetini Drive and Onion Road.	✓	145	YES	✓✓	✓	✓	✓✓	Projects can commence immediately, with a 5-year conveyor belt of projects lined up
17	Waipa Waters Programme	A number of projects as part of a wider programme of three waters projects, including upgrades and expansions to several water treatments plants in the Waipa district, as well as reservoir and pipe renewals and upgrades.	✓	53.03	YES	✓✓	✓	✓	✓✓	Projects are underway and work can begin immediately
18	Cambridge West C1-C3 Growth Cell	A programme of projects to enable the growth of Cambridge and provide for urban growth.	✓	73.4	YES	✓✓	✓	✓	✓✓	Projects can commence within 6 months
19	Waikato Strategic Tourist Route Upgrades and Seal Extensions	A programme of projects to improve and upgrade roading and transport routes, as well as amenity improvements to upgrade hiking tracks, mountain biking and walkways.		71.8	YES	✓✓	✓✓	✓	✓	Projects can commence immediately, with a 2-year conveyor belt of projects lined up
20	Waikato Region - Flood Management Infrastructure Programme	The development of a part-built pump station that is consented and designed but has stalled due to cost escalations.		18	YES	✓✓	✓	✓	✓✓	Projects are ready to commence in May 2020 with a 12-month conveyor belt of work
21	Waikato Region Stock Truck Effluent Disposal Facilities Construction Programme	The construction of Stock Truck Effluent disposal facilities, in key regional locations across the Waikato Region.		26.23	YES	✓	✓	✓	✓✓	With funding, projects can commence within 1 month with a 2-year conveyor belt of projects
22	Waikato Regional Airport - Terminal Resilience Project	The Terminal Resilience Project (TRP) will provide a complete upgrade of the existing Hamilton Airport terminal building and interior refurbishment of existing operational areas.		15	YES	✓✓	✓	✓	✓✓	Projects can commence immediately with an approx. 15-mth conveyor belt of projects
23	Hamilton Airport Transport and Infrastructure Enabling Project	A number of roading, infrastructure, wastewater plant and master planning projects on land owned by WRAL.	✓	11	YES	✓✓	✓	✓	✓✓	Projects can commence immediately within 0-6 months



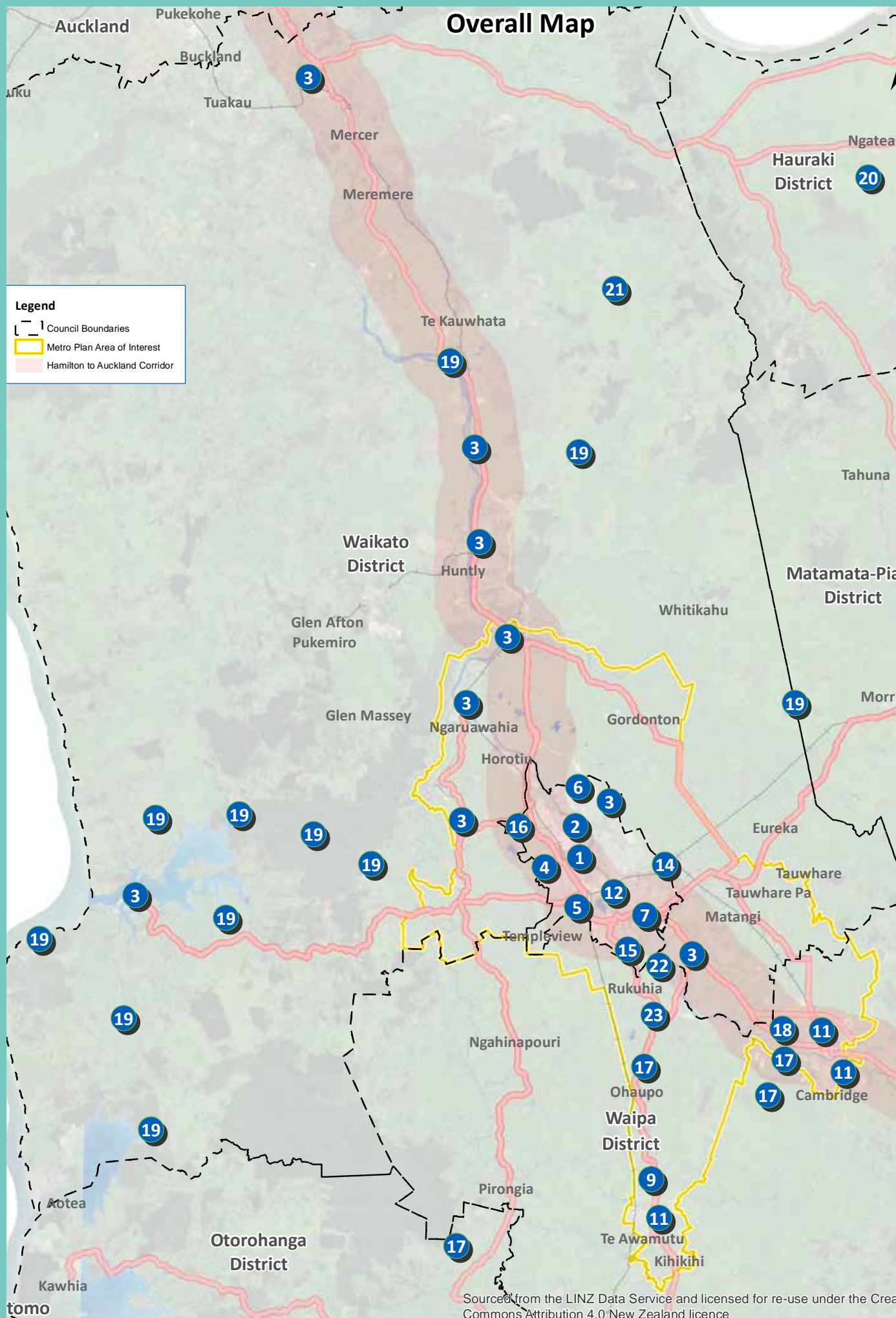
03

SUMMARY MAP OF PROJECT LOCATIONS

Hamilton & Cambridge



Shovel Ready PIF's	
1	Hamilton Mode Shift Programme - 20 Minute City
2	Hamilton to Auckland Passenger Rail Start-up Service Enhancements
3	Development of Sports fields
4	Zoo and Waiwhakareke Natural Heritage Park Programme
5	Development of Natural Area Gully networks
6	Rototuna Town Centre
7	River Tourism Connectivity - Hamilton Gardens and Waikato Museum
8	Development of a Pan Pasifika Hub
9	Te Ara Wai Project
10	Te Awa Cycleway Hamilton to Cambridge Section
11	Community Services Development and Restoration (Waipa)
12	Waikato Regional Theatre and South End Precinct
13	Waikato University Recreation Centre and Pool Project
14	Ruakura - Link to MHUD Urban Growth Programme Initiative
15	Peacocke - Link To HIF and Peacocke (Airport-Cambridge) corridor initiative
16	Rotokauri Growth Cell
17	Waipa Waters Programme
18	Cambridge West C1 C2 C3 Programme
19	Waikato Strategic Tourist Route Upgrades and Seal Extensions
20	Waikato Region - Flood Management Infrastructure Programme
21	Waikato Region Stock Truck Effluent Disposal Facilities Construction Programme
22	Waikato Regional Airport - Terminal Resilience Project
23	Hamilton Airport Transport and Infrastructure Enabling Project



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KEY ASSUMPTIONS

The attached Project Information Forms include a suite of detailed information relating to each programme referred to.

There are specific key assumptions that have been made as part of the preparation of each Project Information Form:

1. The amounts quoted to deliver each shovel ready project include the operational funding requirements for the project implementation phase.
 2. No allowance has been given to the consequential operating and maintenance costs associated with any of these programmes. These costs are likely to be significant and funding for these costs needs to be acknowledged before any projects begin.
 3. Within each of our 23 nominated programmes, there are individual shovel ready projects that are ready to commence within 0-6 months. Many of these projects could be considered as standalone projects that deliver immediate and diverse employment opportunities, as well as delivering great outcomes for the community post COVID-19.
 4. Some programmes or projects will require statutory approvals or the granting of consents under the Resource Management Act (RMA). While existing RMA provisions apply, we would be open to using any alternative processes that may present themselves through the COVID-19 suite of response. We endorse real and tangible changes in policy and/or legislation to support rapid delivery for stimulus projects.
 5. Any programmes or projects selected would need further stakeholder engagement, including Elected Member approvals.
 6. Employment figures are estimates which have been compiled in house, derived from sector based local GDP per employee and multiplier effects sourced from Infometrics, PWC reports and Statistics NZ ANZSIC data. We are happy to share this analysis and be tested on it, or to consider alternate methods for estimating employment if Crown Infrastructure Partners/ Government has an alternative methodology.
 7. The programmes assume resource availability and are not significantly constricted by COVID-19.
- Please consider these assumptions when reviewing and analysing the Project Information Forms.



WELLBEING APPROACH

Our commitment to wellbeing

In 2019, the Local Government (Community Well-being) Amendment Act, resulted in a change to the purpose of local government, which is to promote community wellbeing. This means that local authorities are responsible for the Social, Economic, Environmental and Cultural wellbeing (the four wellbeings) of the communities they serve.

We are fully committed to applying a wellbeing approach in all our activities. This includes using the approach, alongside conventional tools, such as financial appraisal and cost benefit analysis, to assess the merit of potential new investments.

Wellbeing is about people and creating the conditions for everyone to thrive. It encompasses quality of life and prosperity, positive physical and mental health, and sustainable thriving communities.

To provide an example of our commitment to wellbeing, Hamilton City Council has developed a Wellbeing Framework that defines the four wellbeings and specifies a set of Outcomes for each one. Each Outcome is accompanied by statements that illustrate what it will mean for individuals, families, communities and the city in practical terms. Hamilton's Wellbeing Framework is consistent with the Treasury's Living Standards Framework (LSF) and the United Nations Sustainable Development Goals (SDG).



The Project Information Forms attached indicate how the programmes and/or projects link to the Four Wellbeing's, and the following paragraphs provide an overall summary when referenced against the Hamilton City Council framework:

Social wellbeing

Defined in the Wellbeing Framework as the capacity of individuals, their families, whānau, iwi, hapū and a range of communities to be connected, safe and healthy.

- All of the proposed programmes are expected to contribute to social wellbeing in some way. Social wellbeing plays an important part in a large number of the project areas including; transport, sports and recreation, natural heritage and town and city centre improvements.

Economic wellbeing

Defined in the Wellbeing Framework as the capacity of the metropolitan area centred around Hamilton to generate broad-based employment, income and wealth necessary for present and future financial security.

- Due to the impact of COVID-19, economic wellbeing is a critical factor that needs to be addressed. Every one of the 23 programmes that make up this submission will improve economic wellbeing.
- All of the programmes will require capital expenditure, and the associated building and construction work will support livelihoods and commercial sustainability.
- Several of the programmes, for example, the Peacocke growth cell development and projects at Hamilton Airport, will extend and upgrade physical infrastructure.

Cultural wellbeing

Defined in the Wellbeing Framework as the capacity of communities to retain, interpret and express their shared beliefs, values, customs, behaviours and identities.

- Some programmes directly enhance cultural wellbeing, whereas others will indirectly impact on it.
- For example, several of the programmes are intended to support attractions that contribute significantly to the identity of Hamilton and the wider metropolitan area. Examples here include projects to improve access to Hamilton Zoo and Hamilton Gardens, and to improve the visitor experience, and the Te Ara Wai museum. Other projects focus on improving the ability of people to enjoy living, working and relaxing by the Waikato River.

Environmental wellbeing

Defined in the Wellbeing Framework as the capacity of the natural environment to support, in a sustainable way, the activities of people and communities. It is about protecting flora and fauna and air and water quality, but it is also about creating a pleasant built environment and amenities for residents.

- Many of the programmes aim to increase environment wellbeing, alongside the other wellbeings.
- For example, several projects are designed to make alternatives to car use more practical. These include the Hamilton Mode Shift, Metro Rail project and the Hamilton-Cambridge cycle and walkway. Others, such as the Natural Areas project, are intended to maintain and improve wildlife habitats.

It is important to note that these wellbeings are interdependent, and the summary table of projects highlights that all the projects will significantly improve one or more of the four wellbeings.

TRANSFORMATIONAL APPROACH TO DELIVERY

We are proactively committed to implementing the most efficient delivery model for all stimulus programmes and/or projects and are open to implementing transformational delivery models.

Project delivery structures or governance arrangements will be established to ensure that the delivery of projects occurs at pace and scale. The partners that have contributed to this proposal are ready to play their role in delivering these transformation projects. Hamilton City Council in particular, has a proven track record for rapid delivery on major infrastructure projects and experience indicates that there are significant opportunities to optimise the stimulus project delivery process through greater alignment between key stakeholders, consent authorities and statutory approvals from central government agencies.



Critical efficiency considerations include:

- Which projects are best delivered by existing Council arrangements to maximise speed of delivery to market.
- Bulk funding for approved stimulus projects. This is the approach taken for the Hamilton Housing Infrastructure Fund (Peacocke growth cell) which has enabled significant procurement efficiencies and enabled additional value creation.
- Fast-track decision making and approval processes for all stakeholders. Any project structure needs to be lean and agile with clearly defined role and responsibilities including decision making delegations.
- Expedited resource consents both at a local and regional authority level.
- Expedited 'all of government' statutory approval processes that are aligned with investment expectations e.g. Heritage Authority, Department of Conservation, Public Works Act, Ministerial Approvals etc.
- Alternative and streamlined procurement pathways e.g. enable direct contractor appointment, open-book alliancing partnerships like SCIRT (which rebuilt Christchurch) and NCTIR (which reconnected Kaikoura).
- New delivery structures for regionally or nationally important projects that use regional scale governance and delivery frameworks which partner Councils, iwi and regional representatives of relevant Crown agencies.

TRANSFORMATIONAL APPROACH TO FUNDING

We are well placed in these exceptional circumstances to assess, adopt, and deploy new or transformative funding methods in order to fund shovel ready projects. Such new funding methods will require partnerships between central and local government, third party stakeholders and/or integration with existing, new, or emerging financial mechanisms.

For example, Hamilton City Council are positioned to lead such initiatives and be fast moving and agile. Hamilton City Council also has strong experience in matters of growth funding, currently working closely with central government and it's agencies on the Infrastructure Funding and Financing (IFF) Bill, is investigating a Ratepayer Financing Scheme (RFS), has executed many complex and substantial private developer partnerships, and maintains a robust Development Contribution (DC) policy environment.





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CONTACT INFORMATION

We welcome any feedback and have a team ready to respond to your questions or provide more information with urgency if required.

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WAIKATO
Te Whare Wānanga o Waikato



Hamilton Airport

MOMENTUM
WAIKATO
Te Puaawaitanga o Waikato