

Notice of Meeting:

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

Date: Tuesday 9 May 2017
Time: 9.30am
Meeting Room: Council Chamber
Venue: Municipal Building, Garden Place, Hamilton

Richard Briggs
Chief Executive

Growth and Infrastructure Committee OPEN AGENDA

Membership

| | |
|--------------------|--------------------------|
| Chairperson | Cr D Macpherson |
| Deputy Chairperson | Cr G Taylor |
| Members | Mayor A King |
| | Deputy Mayor M Gallagher |
| | Cr M Bunting |
| | Cr J R Casson |
| | Cr S Henry |
| | Cr G Mallett |
| | Cr A O'Leary |
| | Cr R Pascoe |
| | Cr P Southgate |
| | Cr L Tooman |
| | Cr P Yeung |

Quorum: A majority of members (including vacancies)

Meeting Frequency: Six weekly

Lee-Ann Jordan
Governance Manager

3 May 2017

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Purpose:

The Growth and Infrastructure Committee is responsible for:

1. Guiding sustainable physical development and growth of Hamilton to meet current and future needs, through oversight of land-use planning, and aligned provision of fit-for-purpose network infrastructure.
2. Governance of efficient, safe and sustainable roading and transport, three waters, and waste management that enables Hamilton's economy and adds to the liveability of the city.
3. Governance of Hamilton's economic agenda and investment development opportunities consistent with Council's vision for the city.

In addition to the common delegations the Growth and Infrastructure Committee is delegated the following Terms of Reference and powers:

Terms of Reference:

1. To monitor and provide advice on the development and implementation of urban growth and development strategies, land use, and spatial plans in line with national policy requirements.
2. To provide direction on strategic priorities for core city infrastructure aligned to city development, and oversight of strategic projects associated with those activities.
3. To provide direction and monitor Council's approach to development contributions.
4. To assess proposals for Private Developer Agreements and, if appropriate, to recommend such agreements to the Finance Committee for approval.
5. To provide advice on the development and implementation of the 30 Year Infrastructure Plan.
6. To provide direction regarding Council's involvement in regional alliances, plans, initiatives and forums for spatial planning, joint infrastructure and shared services (for example, Future Proof, Regional Transport Committee).
7. To consider the impacts of land use and urban development on the environment.
8. To enhance Hamilton's economic position by promoting Hamilton as a business-friendly and business-enabled city and providing advice on strategic initiatives, plans, projects and potential major developments relating to economic and business development.
9. 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.

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.
- Approval of Private Developer Agreements within the budget approved under the Long Term Plan.

- Approval of any proposal to stop any road, including hearing and considering any written objections on such matters.
- Approval of funding for Business Improvement District(s) and Hamilton and Waikato Tourism.

The Committee is delegated the following recommendatory powers:

- Adoption of the 30 Year Infrastructure Plan to Council.
- Approval of additional borrowing to Finance Committee.
- Approval of Private Developer Agreements for unfunded growth projects to Finance Committee.
- Approval of city boundary changes to Council.
- The Committee may make recommendations to Council and other Committees

Oversight of Policies:

- *Business Improvement District (BID) Policy*
- *Connections and Charging Policy for Three Waters Policy*
- *Development Contributions Policy*
- *Earthquake-Prone, Dangerous & Insanitary Buildings Policy*
- *Growth Funding Policy*
- *Hamilton Gateways Policy*
- *Sale and Disposal of Council Land Policy*
- *Speed Management Policy*
- *Streetscape Beautification and Verge Maintenance Policy*

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1 Apologies

2 Confirmation of Agenda

The Committee to confirm the agenda.

3 Declaration of Interest

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

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 three 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 Council Chamber prior to the start of the Meeting. A member of the Council Democracy 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 Democracy by telephoning 07 838 6439.

Committee: Growth and Infrastructure
Committee

Date: 09 May 2017

Report Name: Growth and Infrastructure
Committee - Open Minutes -
28 February 2017

Author: Ian Loiterton

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|---------------|-------------|
| Status | <i>Open</i> |
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Recommendation

That the Growth and Infrastructure Committee confirm the Open Minutes of the Growth and Infrastructure Committee Meeting held on 28 March 2017 as a true and correct record.

1. Attachments

2. Attachment 1 - Growth and Infrastructure Committee Minutes - Open - 28 March 2017

Growth and Infrastructure Committee

OPEN MINUTES

Minutes of a meeting of the Growth and Infrastructure Committee held in Council Chamber, Municipal Building, Garden Place, Hamilton on Tuesday 28 March 2017 at 12.10pm.

PRESENT

| | |
|--------------------|--------------------------|
| Chairperson | Cr D Macpherson |
| Deputy Chairperson | Cr G Taylor |
| Members | Mayor A King |
| | Deputy Mayor M Gallagher |
| | Cr M Bunting |
| | Cr J R Casson |
| | Cr S Henry |
| | Cr G Mallett |
| | Cr A O'Leary |
| | Cr R Pascoe |
| | Cr P Southgate |
| | Cr L Tooman |
| | Cr P Yeung |

| | |
|----------------|--|
| In Attendance: | Richard Briggs – Chief Executive |
| | Kelvyn Eglinton – General Manager City Growth |
| | Chris Allen – General Manager City Infrastructure |
| | Blair Bowcott – Executive Director |
| | Sean Murray – General Manager Venues, Tourism and Major Events |
| | Andrew Parsons – City Development Unit Manager |
| | Jason Harrison – City Transportation Unit Manager |
| | Bridget Morgan – Water Asset Manager |
| | Mark Brougham – Programme Manager, Analysis and Research |
| | Robyn Denton – Transportation Operations Team Leader |
| | Maire Porter – City Waters Manager |
| | Emily Botje – Facilities Unit Manager |
| | Susan Henderson – Principal Planner |
| | Nicola Walsh – Communications Advisor |
| | Nigel Ward - Communications Advisor |

Ken Tremaine – Independent Project Advisor, Waikato District Plan
 Hamilton Central Business Association representatives - Vanessa Williams
 (General Manager) and Kevin Flynn (Board Chairperson)
 Hamilton and Waikato Tourism Limited representatives - Jason Dawson (Chief
 Executive), Annabel Cotton (Board Chairperson) and Malcolm Phillipps (Board
 Member)

Governance Advisors: Lee-Ann Jordan – Governance Manager
 Becca Brooke – Governance Team Leader
 Ian Loiterton – Committee Advisor
 Amy Viggers – Committee Advisor

1. Apologies

Resolved: (Crs Casson/Mallett)

That the apology from Mayor King (for lateness) be received and accepted.

2. Confirmation of Agenda

The Chair noted that the delayed start of the meeting (12.10pm instead of the advertised time of 10.30am) was due to the Council meeting running longer than scheduled.

Resolved: (Crs Macpherson/Yeung)

That the agenda was confirmed, noting the order would need to be changed as needed to:

- accommodate external visitors; and
- to meet a submission deadline of 6pm, 28 March 2017 in relation to *Item 18: Hamilton City Council's Draft 1 Submission to the WEL Energy Trust's Draft Statement of Intent 2017/18*.

3. Declarations of Interest

No members of the Committee declared a Conflict of Interest.

4. Public Forum

Mr Crowley and Mr Elkington (Pukeko Street Residents) spoke to the Pukeko Street issue outlined in *Item 9: General Manager's Report*. They expressed their continuing concern in relation to bad driver behaviour and speeding issues in and around Pukeko Street. They asked that Council consider implementing further traffic calming measures to help deal with the problems.

Following the public forum, the Chair asked staff to responded to questions from Committee Members in relation to the Pukeko Street section of Item 9 : General Manager's Report, including remedial options to help address the issues outlined by residents – refer Item 9 below.

9. General Managers' Report

The City Transportation Unit Manager and Transportation Operations Team Leader talked to the Pukeko Street section of *Item 9: General Manager's Report*, and responded to questions from Committee Members concerning:

- **Speed humps:** Pukeko Street was located on an area with underlying peat layers and, as a result, vibration issues from vehicle traffic had occurred when speed humps were installed in other streets within the area. Any installation of speed humps would also need to consider waste management collections and potential impacts on how trucks were able to operate;
- **Frankton Plan:** staff would continue to speak to community members and planners to ensure alignment of any traffic management solutions to the Frankton Plan;
- **Budget:** costs associated with the trialing of traffic calming measures in Pukeko Street would not be large, and could be done out of discretionary transport funding; and
- **Reporting of trial outcomes:** executive updates would be used to report the outcomes of any traffic calming measures to be trialed on Pukeko Street.

Resolved: (Crs Macpherson/O'Leary)

That the Growth and Infrastructure Committee:

- a) receive paragraphs 28-34 of the GM's report;
- b) request staff to continue to work with Pukeko Street and area residents to look at solutions for their traffic issues, including considering trial solutions; and
- c) request staff write to NZ Police requesting increased enforcement in the area.

Item 18: Hamilton City Council's Draft 1 Submission to the WEL Energy Trust's Draft Statement of Intent 2017/18 was considered next to meet the submission's deadline of 6pm, 28 March 2017.

18. Hamilton City Council's Draft 1 Submission to the WEL Energy Trust's Draft Statement of Intent 2017/18

The Executive Director Special Projects spoke to the report and noted that the Mayor, Councillor Bunting and himself had attended a Capital Beneficiaries Meeting in March 2017 to consider the Statement of Intent (SOI) and outcomes of a strategic review of the WEL Energy Trust (WEL). The Mayor and Executives of Waikato District Council and Waipa District Council were also in attendance at that meeting. The draft submission reflected these discussions.

The Executive Director Special Projects and Programme Manager, Analysis and Research responded to questions from Elected Members concerning:

- **WEL funding priorities:** the SOI from WEL documented WEL's intention to allocate its funding through fewer, larger grants. The SOI did not quantify the number or funding levels of its proposed grant priorities;
- **Timelines:** staff were working with WEL to ensure longer lead in times for consultation with local authorities which would allow HCC Elected Members to have more input into similar processes in the future; and
- **WEL discounts:** the proportion of WEL's grant funding, as compared to its public discounts on power charges, was unknown.

Motion: (Crs Bunting/Gallagher)

That the Growth and Infrastructure Committee:

- a) receives the report;
- b) approves Hamilton City Council's **Draft 1** submission to the WEL Energy Trust's Draft Statement of Intent 2017/18; noting points raised by Committee Members preference for status quo (mix of smaller and larger grants);
- c) notes the approved submission will be sent to the WEL Energy Trust on 28 March 2017; and
- d) notes the approved submission be uploaded to Hamilton City Council's website.

Amendment: (Crs Mallett/Casson)

That the Growth and Infrastructure Committee:

- a) receives the report;
- b) approves Hamilton City Council's **Draft 1** submission to the WEL Energy Trust's Draft Statement of Intent 2017/18; noting points raised by Committee Members concerning the weighting of discounts to the public versus grants, be increasingly directed towards discounts.
- c) notes the approved submission will be sent to the WEL Energy Trust on 28 March 2017; and
- d) notes the approved submission be uploaded to Hamilton City Council's website.

The Amendment was put.

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|-------------------------------------|--|
| Those for the Amendment: | Councillors Casson and Mallett |
| Those against the Amendment: | Councillors Bunting, Gallagher, Henry, O'Leary, Macpherson, Pascoe, Southgate, Taylor, Tooman and Yeung. |

The Amendment was declared lost.

The Motion was then put.

| | |
|----------------------------------|---|
| Those for the Motion: | Councillors Bunting, Gallagher, Henry, Macpherson, Mallett, Pascoe, Southgate, Taylor, Tooman and Yeung |
| Those against the Motion: | Crs Casson and O'Leary |

The Motion was declared carried.

Resolved: (Crs Bunting/Gallagher)

That the Growth and Infrastructure Committee:

- a) receives the report;
- b) approves Hamilton City Council's **Draft 1** submission to the WEL Energy Trust's Draft Statement of Intent 2017/18; noting points raised by Committee Members preference for status quo (mix of smaller and larger grants);
- c) notes the approved submission will be sent to the WEL Energy Trust on 28 March 2017; and
- d) notes the approved submission be uploaded to Hamilton City Council's website.

7. Waikato Plan Update and Draft Submission

The Executive Director Special Projects introduced Ken Tremaine, Independent Project Advisor to the Waikato District Plan, who passed on an apology from Margaret Devlin, Chair of the Waikato District Plan Joint-Committee.

Mr. Tremaine spoke to a PowerPoint presentation (tabled at the meeting), at the conclusion of which the Executive Director Special Projects stated that:

- **Waikato inter-relationships:** HCC's relationship with the wider Waikato was vital to improved social, cultural, community and economic wellbeing outcomes; the Waikato District Plan would help leverage these by linking HCC initiatives to the broader region (and vice versa); and
- **HCC position:** staff recommended that HCC support the Waikato Plan as a collaborative initiative sponsored by the Mayoral Forum within the region; and
- **Implementation of the Waikato District Plan:** an Implementation Joint Committee would be established later in the year, prior to which a report would be provided to Council outlining next steps in the process.

The Executive Director Special Projects responded to questions from Elected Members concerning:

- **Transport networks:** the purpose of the Waikato Plan was to champion infrastructure linkages, such as the planned Kaimai and Southern Links roadways;
- **HCC Mayor/Deputy Mayor input:** while the timing of the Draft Waikato Plan meant that the Mayor and Deputy Mayor had had limited input into its development during the current triennium, former Mayor Hardaker and Deputy Mayor Gallagher (then Councillor) both had significant input into the process;
- **Waikato Plan - Implementation Joint Committee:** it was planned that the Waikato Plan's Implementation Joint Committee would be comprised of five local government representatives, one of which would be a representative of HCC (to be determined by Council at a future date). The Implementation Joint Committee was due to be convened in August 2017;
- **HCC financial contribution:** \$182k was contributed towards development of the Waikato Plan by HCC; any future contributions towards its implementation would be by resolution of Council at a future date; and
- **Regional funding:** while it was not stated in the Draft Waikato Plan, the issue of regional funding was being considered by the Mayoral Forum.

Resolved: (Crs Gallagher/O'Leary)

That the Growth and Infrastructure Committee:

- a) receives the report;
- b) approves the attached *Submission by Hamilton City Council: Draft Waikato Plan (February 2017)*; noting Council's emphasis on transport links east and south of Hamilton and funding for regional facilities and services; and
- c) staff report to Council (noting agreed additions prior to August 2017) on the costs, deliberation and monitoring and implementation of the processes

The meeting adjourned 1.15pm – 1.45pm.

Mayor King joined the meeting during the above adjournment (1.45pm).

Item 5

Attachment 1

10. Hamilton Central Business Association six-monthly report

The General Manager (GM) City Growth spoke to the report and stated that a review of the Business Improvement District (BID) Policy, which stipulates Hamilton Central Business Association's (HCBA's) reporting requirements to HCC, had been undertaken in 2016 to give the Policy a more strategic focus.

The GM City Growth introduced representatives of HCBA, Vanessa Williams (General Manager) and Kevin Flynn (Board Chairperson), who spoke to a PowerPoint presentation (tabled at the meeting) and responded to questions from Elected Members concerning:

- **Garden Place:**
 - the scope of the HCBA's *Garden Place Working Group* was to facilitate input from key stakeholders, so as to identify potential improvements to the space that would have minimal cost implications; this included a consideration of Garden Place-specific car parking options;
 - Garden Place was not a travel destination, but rather a space people travel through, and it would be important to link Garden Place to developments along the Waikato River as they occur, especially Victoria On The River; and
 - HCBA did not have the resources to take over the management of Garden Place.
- **Events:** in future, it was hoped that major regional events could be represented in Garden Place to help improve the profile of the events and city;
- **'Your Help May Harm' campaign:** the 2016 campaign resulted in a positive behavioural change, with less giving to street beggars. The campaign poster had been widely displayed in shop fronts in the CBD; exceptions were instances where the poster did not fit with the aesthetics of the window display and/or with head office window display policy;
- **Budget:** HCBA's budget had a significant proportion of its expenses at the front-end of the financial year; however, activities for the rest of the financial year would be managed within budget;
- **Christmas event in Garden Place:** HCBA was only a contributor towards the cost of the Garden Place Christmas events (the GM Venues, Tourism and Major Events clarified that the Christmas Tree and Christmas Parade were managed by the Christmas Trust with support from HCC's Event Sponsorship Funding);
- **Collaborations:** discussions regarding BID strategies were ongoing between HCBA and other key stakeholders; for example, as part of the *Garden Place Working Group*;
- **Key Challenges:** a major initiative for HCBA was working with the commercial real-estate sector to attract a greater number of business into the CBD. This aim was supported by Hamilton being perceived to be a low natural disaster risk for national offices looking to relocate to the city, and its comparatively low office space costs as compared to Auckland;
- **Committee skill set:** the GM City Growth stated that HCBA had identified a skill gap in its Committee. HCC had the ability to appoint three members out of a minimum of five/maximum of nine Committee members. HCBA's GM stated that invitations had been extended to three representatives (property, non-profit and commercial) to become Committee members; and
- **Free CBD Parking:** HCBA had received approximately 90 responses to its survey seeking business views on HCC's CBD parking proposal and the proposed targeted rate for BID members; approximately 50% were positive, 38% negative, and 12% unsure (noting the survey had not closed).

Action:

A copy of the 'Your Help May Harm' campaign outcomes would be provided to staff to circulate to Elected Members.

Resolved: (Crs Macpherson/Tooman)

That the Growth and Infrastructure Committee receives the report.

Cr Mallett left the meeting (2.17pm) during the above item and was not present when the matter was voted on.

13. Hamilton and Waikato Tourism Limited Six-Monthly Report 1 July - 31 December 2016

The GM Venues, Tourism and Major Events took the report as read, and introduced Hamilton and Waikato Tourism Limited (HWTL) representatives, Jason Dawson (Chief Executive), Annabel Cotton (Board Chairperson), and Malcolm Phillipps (Board Member).

The HWTL Chief Executive spoke to a PowerPoint (tabled at the meeting) and responded to questions from Elected Members concerning:

- **Financial investment/benefit:**
 - HWTL was the largest regional tourism organisation in New Zealand with economy of scale benefits in terms of:
 - (i) level of financial investment in the organisation (\$6 per rate payer);
 - (ii) measurable financial return into the region (\$1092 for every \$6 invested), comprised mainly of tourist expenditure on accommodation, food, and transport;
 - figures on financial return to the region excluded Airbnb overnight stays due to confidentiality issues; HTWL was advocating that Statistics New Zealand release region wide data on Airbnb overnight stays;
 - a doubling of investment into HWTL would not necessarily result in a doubling of the financial return to the region, as lack of infrastructure was an impediment to increasing visitor stays/spend;
 - HCC's financial investment in HWTL did not include funding of HCC conference and sporting venues;
 - the \$1092 return, for every \$6 of funding to HWTL, did not equate to a return to ratepayers but to the larger economy; and
 - Private sector input into HWTL was the largest of any regional tourism organisation.
- **Increased visitation to Hamilton:** the absence of 1-2 additional four-and-a-half to five star hotels in Hamilton was the biggest barrier to increased overnight tourist stays in the city;
- **Tourist attractions:** after the Hamilton Gardens, the Waikato River was the next biggest attraction that could increase visitor numbers to the city; however, additional amenities along the river were needed;
- **H3 venues:** while HCC's H3 venues return a loss, the conference and sporting activities generated added value in terms of overnight stays in Hamilton. The lack of an additional four-and-a-half to five star hotel was the biggest barrier to increased usage of HCC conference and sporting venues;
- **Hamilton Zoo:** HWTL supported the product development of the Zoo as a tourist destination, together with other tourist attractions; for example, the Hamilton Gardens Arts Festival;
- **Hauraki Rail Trail:** HWTL promoted the Hauraki Rail Trail given it finished in the Waikato;
- **West coast tourism route:** HWTL had identified the potential for a West Coast Tourist Route, but acknowledged there were a number of access issues associated with the concept;
- **Lions Rugby Tour 2017:** the GM Venues, Tourism and Major Events stated that planning for the Lions Ruby Tour included an option to activate a pop-up motorhome park at Claudelands as required.

Action:

The GM Venues, Tourism and Major Events NOTED Committee Members' request for the issue of hotel accommodation in Hamilton to be added to an Elected Member Briefing, on a date to be confirmed.

Resolved: (Crs Macpherson/Henry)

That the Growth and Infrastructure Committee receives the report.

Cr Mallett re-joined the meeting (2.23pm) during the above item and was present when the matter was voted on.

Cr Tooman left the meeting (2.50pm) during the above item and was not present when the matter was voted on.

6. Chair's Report - 28 February 2017

The Chair took the report as read and, together with staff, responded to questions from Committee Members concerning recent travel, namely:

- **Housing Infrastructure Fund:** one rate payer funded trip to Wellington;
- **Fluoride Submission to central government:** one rate payer funded trip to Wellington, by Council resolution at a meeting on 8 February 2017 (*Item 6: HCC's Draft 2 Submission to the Health [Fluoridation of Drinking Water] Amendment Bill*). The Chair stated that he maximised outcomes by arranging meetings with Members of Parliament to coincide with the trip; and
- **'Smart' cities:** one rate payer funded trip to Australia, with the Chair's costs paid from his training budget in accordance with the Elected Members Support Policy.

The CE responded to questions from Committee Members concerning the Committee's work programme, stating that staff were in the process of developing a Work Plan that would be reported to the Committee.

- **Resolved:** (Crs Macpherson/Casson)
- That the Growth and Infrastructure Committee receive the report.

Cr Tooman re-joined the meeting (3.05pm) during the above item and was present when the matter was voted on.

8. Future Proof Update

The meeting adjourned (3.53pm – 4.05pm) during the discussion of the above Item.

Following the adjournment, it was decided that the Item would be voted on in parts.

The Executive Director Special Projects and Principal Planner spoke to the report, noted that it was a nationally recognised initiative that had been in place since 2009, and responded to questions from Committee Members concerning:

- **Growth cells:**
 - **WA:** the only impediment to opening up the WA growth cell was lack of infrastructure; however, solutions to the issues were known, with the majority of required funding earmarked in the 10-year Plan;
 - **HT1:** completion of the Waikato Expressway was a trigger to open up the HT1 growth cell, as documented in the *Strategic Agreement on Future Urban Boundaries* (2005); and
 - **Tamahere:** was not deemed a viable growth option for HCC due to impediments to subdivision and that, based on previous examples, the cost of increasing services to meet resident expectations would outweigh any increased rating revenue. Inclusion of Tamahere within the city boundary would need to be driven by a 'community of interest' perspective, and this was a different conversation to that of growth.
- **Planning processes:** the planning of Future Proof was based on robust information and contributed to greater shared understanding between collaborating parties.

Resolved: (Crs Macpherson/Southgate)

That the Growth and Infrastructure Committee:

- a) receives the report;
- b) notes the resolutions of the 7 June 2016 Strategy and Policy Committee as the basis for advocacy by the HCC representatives at the Future Proof Implementation Committee in relation to the update of the Future Proof Growth Strategy and Implementation Plan 2009;
- c) confirms:
 - (i) That as a general principle, the next areas of future land to come into the City will be defined by the land bounded by the Waikato Expressway and Southern Links designations;
 - (ii) That an implementation action be included in the Future Proof update to negotiate an amendment to the timing of the HT1, R2 and WA growth cells coming into the city in the Strategic Agreement on Future Urban boundaries (2005), to provide flexibility to bring the land into the City earlier, based upon agreed triggers or where circumstances or opportunities exist which may necessitate or warrant a review of the timing;
 - (iii) That an implementation action be included in the Future Proof update to negotiate a Strategic Agreement with Waipa District Council in relation to the Waipa District land on the City-side of the Southern Links designation;
- d) notes that the HCC representatives on the Future Proof Implementation Committee are mandated to develop and finalise the draft updated Future Proof Strategy; and

- e) notes that as part of the 2018-28 10-Year Plan discussions on the future growth areas of the City, that information on estimated growth cell costs, yields and timing is also provided on HT1 and R2, currently in the Waikato District Council area.

Cr Casson retired from the meeting (4.20pm) at the conclusion of the above motion being resolved.

Amendment: (Crs Gallagher/Taylor)

That the existing Council resolution (7 June 2016) concerning Tamahere be upheld and further discussed during the Long Term Plan.

The Amendment was put.

Those for the Amendment: Mayor King, Councillors Gallagher, Yeung, Macpherson, Southgate, Henry, Taylor, Pascoe, Tooman, and O'Leary.

Those against the Amendment: Councillors Bunting and Mallett.

The Amendment was declared carried.

The Amendment as the Substantive Motion was then put and declared carried.

Resolved: (Crs Gallagher/Taylor)

That the existing Council resolution (7 June 2016) concerning Tamahere be upheld and further discussed during the Long Term Plan.

12. Speed Management in Hamilton City

The City Transportation Unit Manager and Transportation Operations Team Leader spoke to the report, and noted the need to include two extra speed limit changes into the report's recommendations (Borman Road and Hare Puke Drive, and Kimbrae Drive), which were discussed in the report but were omitted from the staff recommendations.

The City Transportation Unit Manager and Transportation Operations Team Leader responded to questions from Committee Members concerning:

- **Monitoring compliance to speed zones/effectiveness of traffic calming:**
 - HCC tried to minimise the use of speed humps due to the knock on effects of vibrations, noise, and associated problem driving behaviours; and
 - Generally speed levels had dropped due to a number of initiatives, including the use of speed limit markings on roads.
- **Dinsdale Road:** speed limits for all streets within Hamilton, including Dinsdale Road, would be considered by the proposed Speed Management Taskforce;
- **Taskforce membership:** it was planned that key stakeholders would be consulted as appropriate, and that this would include New Zealand Police, New Zealand Traffic Authority and AA;

Resolved: (Crs Macpherson/Yeung)

That the Committee:

- a) receives the report;
- b) approves stakeholder and community engagement on the following speed limit changes proposed for implementation in 2017:
 - Endeavour Avenue
 - North City Rd
 - Masters Ave
 - Arthur Porter Drive and Te Kowhai Rd area
 - Rotokauri Road
 - Knox Street
 - Borman Road and Hare Puke Drive
 - Kimbrae Drive;
- c) notes that based on the results of the engagement, a Statement of Proposal report will be prepared for presentation to the 20 June 2017 meeting of the Growth and Infrastructure Committee outlining the locations for speed limits changes; and
- d) approves the formation of a Speed Management Taskforce for the development of the Hamilton City Speed Management Plan for the 2018-21 period and review of the Hamilton City Speed Management Policy in accordance with the terms of reference attached to this report. NZ Police are to be invited to nominate a member of the Road Policing Group to the taskforce.
- e) approves the appointment of Cr *Tooman (as Chair)*, Mayor King, Crs *Casson, Mallett, and Henry*, to the Speed Management Taskforce.

11. Wairere/Huntington intersection - safety improvements

The City Transportation Unit Manager and Transportation Operations Team Leader spoke to the report, and noted that community members were generally happier following the establishment of a Working Group and a community meeting.

Councillors Yeung and Pascoe provided a verbal update as members of the Working Group, stating:

- following initial concerns, residents were very positive with the level of consultation with the community; this included a community meeting held on the 9 March 2017, and provision of expert traffic management advice from Dr Shane Turner;
- community members generally supported the no right turn, from Wairere Drive into Huntington Drive;
- a major concern was the size, width and angle of the central traffic island, but that this issue had been addressed by staff; and
- residents had a greater understanding of the limitations of what HCC could do to rectify the issues, and appreciated that HCC's first and foremost consideration was safety.

The GM City Infrastructure, City Transportation Unit Manager and Transportation Operations Team Leader responded to questions from Committee Members concerning:

- **Gordonton Road:** installation of signs alone would not reduce speed behavior, as drivers drive to their environment and Gordonton Road was conducive to faster speeds; the Chair stated the matter would be considered as part of the Speed Management Taskforce;
- **Wairere Drive:** future plans to make Wairere Drive four lanes between Gordonton Road and Resolution Drive was linked to the development of the Waikato Expressway but could be staged, and the proposed four lanes could be done in sections;
- **Budget:**
 - approval of a budget for the 'Wairere/Huntington intersection - safety improvements' works of up to \$300k did not mean the full amount would necessarily be expended, but did give flexibility for any changes in scope of works,
 - New Zealand Traffic Authority subsidies towards the cost of the works would be sought;
 - approval of the \$300k budget would place the works on the proposed list of 'Discretionary Transport Funding' projects in 2017/18.

GM City Infrastructure indicated he would provide a list of proposed 'Discretionary Transport Funding' projects to the Access Hamilton Taskforce before the end of the 2016/17 financial year.

Resolved: (Crs Yeung/Pascoe)

That the Committee:

- a) receives the report;
- b) approves permanent minor physical improvements to the Huntington Drive (west) intersection with Wairere Drive based upon the current trial arrangements including the removal of the right turn into Huntington Drive (west);
- c) approves an allocation of up to \$300,000 to undertake the permanent minor physical improvements to the Huntington Drive (west) intersection with Wairere Drive to be considered for inclusion in the 2017/18 Discretionary Transport Programme;

- d) approves funding for the preliminary design of a more permanent solution for the Huntington Drive intersections be considered for inclusion in the 2017/18 Discretionary Transport Programme;
- e) approves minor safety improvements identified for Gordonton Road intersections be considered for inclusion in the 2017/18 Discretionary Transport Programme;
- f) approves continued monitoring of the safety performance of the Huntington Drive intersections continue by the Working Group, noting that should the monitoring indicate that the crash risk is increasing at these locations, left in – left out restrictions may need to be installed; and
- g) approves funding for a long term intersection solution for the Huntington community be considered in the development of the 2018-28 10 Year Plan.

15. Rubbish and Recycling Deliberation Report

The GM City Infrastructure and Facilities Unit Manager took the report as read, and noted that:

- the purpose of the report was to progress a consultation process, in keeping with a previous resolution of Council;
- approval was sought to test the market for service providers for the new service (wheelie bins), at the same time as obtaining an updated market price to maintain the existing service (black rubbish bags) for comparison purposes only; and
- approval was not being sought for final approval of the new service; a future report would come to the Committee for consideration once pricing had been obtained. Staff recommendation (c) in the report should therefore be removed.

The Chair of the Hearings Deliberations, Councillor O’Leary, noted that of the nearly 3000 submissions, 87% were in support of the wheelie bin model of service and that appropriate weight should be given to this overwhelming public support in considering the outcome of the hearings process.

The GM City Infrastructure and Facilities Unit Manager responded to questions from Committee Members concerning:

- **Response to submitters:** an automated ‘Thank you’ was sent to everyone who submitted online;
- **Phased approach:** staging the implementation of the wheelie bin model of service over any length of time would have knock on cost implications, due to the period of time during which the new service run concurrently with the existing service;
- **Rotorua system:** while Rotorua operated a dual system of bags and bins, feedback suggested this decreased the efficiency of the service and was only offered for holiday homes around the lake (not town wide);
- **Mobility assistance:** in Rotorua, people could pay an additional \$12 per annum to have their wheelie bins collected from on their property and taken to the curbside, and put back again with every collection; bespoke services such as this would, in general terms, be included in the request for tender process;
- **Impact on HCC budget:**
 - the wheelie bin waste and recycling service was expected to be cheaper than continuing the existing model of service under a new contract;
 - the costs of wheelie bins was a new cost that would effectively be transferred to HCC;
 - households would no longer have to purchase black rubbish bags;
- **Waste minimisation incentives:**
 - education campaigns would encourage people to only place bins out for collection when full (excepting the food waste container; households would be encouraged to empty this weekly); and
 - user pay options to incentivise waste minimisation had been previously considered by Council. The wheelie bin model provided a good balance between waste minimization and sustainable waste management.

Resolved: (Mayor King/Cr O’Leary)

That the Growth and Infrastructure Committee:

- a) receives the report;
- b) approves the proposed service for the purpose only of undertaking a Request for Proposals. The proposed service includes:
 - (i) Rubbish in a 120 L wheeled bin collected weekly
 - (ii) Recycling in a 240 L wheeled bin collected weekly (with an option to consider a fortnightly collection)
 - (iii) Glass to be collected separately in a crate (with an option to instead place glass in the 240L recycling bin)
 - (iv) Food collection service collected weekly and processing, and
 - (v) Management of the refuse transfer station and organic center.
- c) approves the Terms of Reference for the Waste Task Force as attached to this report; and
- d) approves the appointment of *Cr Bunting (as Chair), Crs Henry, Southgate and Gallagher* to the Waste Task Force.

The meeting adjourned (6.10pm – 6.36pm).

5. Growth and Infrastructure Committee - Open Minutes - 14 February 2017

- **Resolved:** (Crs Mallett/Tooman)
- That the Growth and Infrastructure Committee confirm the Open Minutes of the Growth and Infrastructure Committee Meeting held on 14 February 2017 as a true and correct record; noting the following changes to be made:
 - Page 9, spelling of Rosselle in the second paragraph to be corrected
 - Page 14, removal of the words ‘in Worley Place’ in relation to the Maintenance Strategy for Footpaths section.

Cr Gallagher re-joined the meeting (6.38pm) at the conclusion of the above Item after leaving the meeting during the adjournment. He was not present when the matter was voted on.

14. Rotokauri Growth Cell

The GM City Growth took the report as read and responded to questions from Committee Members concerning Lake Rotokauri, including noting:

- Staff were unaware of any consideration having been given to expanding the city boundary, so that Lake Rotokauri would become part of Hamilton; and
- The floodway was a storm water solution which would help collect and filter water before it entered Lake Rotokauri.

Resolved: (Crs Macpherson/Gallagher)

That the Growth and Infrastructure Committee receive the report.

Cr Southgate retired from the meeting (6.46pm) during the above Item. She was not present when the matter was voted on.

The following motion was resolved at 6.50pm in accordance with Standing Order 3.2.7 to extend the time of the meeting past 6 hours.

Resolved: (Crs O'Leary/Gallagher)

That the meeting be extended to continue past 6 hours as per standing order 3.2.7.

16. Extension of Transportation Corridor Maintenance and Renewal Contract (12080)

The GM City Infrastructure spoke to the report and responded to questions from Committee Members concerning:

- **Increase in contract value:** the proposed renewal of the contract included capital renewal projects in alignment with the Long Term Plan; the 26% increase in contract value reflected this greater volume of work;
- **Contract performance/value for money:**
 - The contract was working well, and had rationalized work that was previously delivered under 13 different contracts;
 - The Alliance between HCC and the provider, Downer New Zealand, created greater flexibility to allocate resources and achieve efficiencies; for example, the contract had built in incentives and penalties to help improve contract performance;
 - The contract mechanism of paying on a 'cost plus' basis enabled as much work to be performed under the contract as the budgeted amount allowed, thereby allowing HCC to run an optimum network;
 - A number of measures were in place to monitor performance, including: (a) the close working relationship between Downer New Zealand and HCC staff; (b) annual audit of the contract; and (c) GM Infrastructure and GM Corporate membership on the Alliance's governance board;
 - The Alliance is ideally suited to large scale projects where efficiencies can be gained; but HCC often goes out to the market for other providers on small scale projects; and
 - Future efficiency opportunities will be explored as part of the Waikato Alliance.
- **Contract review:** after the proposed contract renewal of three years, there would be the right to a last contract renewal for another three years. After that, the market would be tested with the opportunity to refine the model further as required;
- **Contract expenditure:** the forecast expenditure to 30 June 2017 was \$65.7m, as compared to an approved contract sum of \$67m. The difference of \$1.3m did not constitute a saving, as:
 - annual budgets could differ from those in the Long Term Plan;
 - the budgeted amount also included transport; and
 - the report should have read 'contract sum' as compared to 'budget', as the approved budget will be expended.
- **Subsidies:** the New Zealand Transport Authority provided subsidies on some, but not all project works.

Resolved: (Cr Pascoe/Mayor King)

That the Growth and Infrastructure Committee:

- a) receives the report;
- b) approves a three year extension of the Hamilton Transportation Corridor Maintenance and Renewal Contract (12080) with Downer New Zealand Ltd from 1 July 2017 to 30 June 2020; and
- c) approves a \$68,000,000 increase in the Approved Contract Sum for Contract 12080 from \$67,000,000 to \$135,000,000 to extend this contract for 3 years to 30 June 2020.

Cr Macpherson Dissenting.

17. Taskforce Update

The GM City Infrastructure and Transportation Unit Manager took the report as read, and noted that:

- the Taskforce meet on 24 March 2017;
- an Elected Member Briefing regarding CBD parking was scheduled on 30 March 2017; and
- a report to Council regarding CBD parking was scheduled on 6 April 2017.

The GM City Infrastructure responded to questions from Committee Members regarding:

- **New Zealand Transport Authority:** as a prerequisite to accessing its funding, the New Zealand Transport Authority required that issues and benefits be identified as the first step in the development of a business cases. HCC was conforming to this requirement; and
- **Central City Parking:** the issue of parking in the CBD, as considered by the Central City Parking Control Taskforce, would be considered at an Elected Member Briefing on 30 March 2017.

Resolved: (Crs Macpherson/Gallagher)

That the Growth and Infrastructure Committee receives the report, noting the information in relation to the parking taskforce meeting that took place on 24 February 2017.

Item 9: General Manager's Report was considered next, noting the section in that report relating to Pukeko Street Traffic was taken previously following the Public Forum.

9. General Managers' Report

The GM City Infrastructure, GM City Growth, Executive Director Special Projects and other staff as appropriate responded to questions from Committee Members concerning:

- **Bus Stops:** HCC was exploring options with Adshell (a company that had an exclusive contract to advertise in HCC's bus shelters), to increase the number of bus shelters that were commercially viable for advertising; this included the planned rollout of digital screens in a number of shelters, as compared to the current use of posters;
- **Paxter Vehicles on Footpaths:**
 - The number of footpaths that were less than 1.5 meters in width would be identified as part of the implementation phase, should HCC approve the use of Paxter vehicles on footpaths by New Zealand Post (NZ Post);
 - Paxters would be required to travel on the road in instances where footpaths were less than 1.5 meters in width, noting that extended travel on footpaths would be limited to the delivery of mail between premises that were in close proximity to each other;
 - NZ Post had a robust health and safety framework to support the operation of Paxters on footpaths, and had a vested interest in ensuring the proposed trial went well; other courier companies were not known to have permission to operate motorised transport (motorbikes) on footpaths; and
 - HCC would retain the right to withdraw permission at any stage should NZ Post's trial prove unsuccessful.

The Chair sought an indication of support or otherwise for the proposed trial of Paxters on footpaths to help inform the Chief Executive in making his decision under delegated Road Controlling Authority. The Committee indicated they were generally supportive (excluding Crs Tooman and Macpherson who indicated they were not supportive of the proposed trial).

- **Water Supply Agreement:** charges for the supply of water were made without profiteering, as required by legislation;
- **Draft Government Policy Statement on Land Transport 2008:** HCC's draft submission was provided for the Committee's approval, noting the tight timelines set by central Government for submissions to be lodged;
- **Waikato Mayoral Forum:** executive updates could be provided in future to improve communication of the Forum's activities to Elected Members, noting the need to respect confidentiality issues where appropriate; and
- **Cycle trends:** cycle trends were on the rise, noting that what was being measured over different years would influence number counts.

It was noted that:

- *Executive Updates would be provided to the Committee in future, outlining activities of the Waikato Mayoral Forum as they relate to HCC; and*
- *The GM City Infrastructure would clarify the data measures as reported in the Biking Plan Update (graph on Page 199 of the Agenda); for example, duration of count/s.*

Resolved: (Crs Macpherson/Gallagher)

That the Growth and Infrastructure Committee:

- a) receives the report;
- b) approves the proposed submission on the Government's *Draft Policy Statement on Land Transport 2018/19 – 2027/28*, and that the submission is lodged by 5pm Friday 31 March 2017 (refer points 58 to 68 of this report);
- c) notes that the Hamilton Biking Plan 2015-2045 will be reported annually to the Community and Services Committee and that the report includes measures against the plan's KPI's and the Annual Manual Cycle Count survey as detailed in this report;
- d) notes that staff work with the Elected Members on the Public Transport Committee to get information relating to the business case for Adshel bus stops.

The meeting was declared closed at 8.22pm.

Committee: Growth and Infrastructure
Committee

Date: 09 May 2017

Report Name: Chair's Report - 9 May 2017

Author: Ian Loiterton

| | |
|---------------|-------------|
| Status | <i>Open</i> |
|---------------|-------------|

1. Purpose

- For the information of the Committee.

Recommendation

That the Growth and Infrastructure Committee receive the report.

1. Attachments

- Attachment 1 - Growth and Infrastructure Committee - Chair's Report - 9 May 2017



Chairperson's Report

1. Hamilton-Auckland Passenger Rail

2. We've been working with management, and Regional Council and NZTA staff on the topics to be covered in a report to the Committee on this issue during the next couple of months. These will include:
 - the issue of where rail stops/park & ride bases might be situated in Hamilton and how land for them might be 'future-proofed'
 - a proposal to extend Auckland services into towns in the north Waikato, and the need for that to be synchronised with a future Hamilton-Auckland service
 - the nature of a passenger rail service itself, what type of trains, which stops, how it could be funded, etc.
 - work that needs to be done with Auckland Transport & Auckland Council to ensure space is made available for Waikato trains.
3. On 30th April; I was invited by The Rail Opportunities Network (TRON), to be part of a panel discussing the service at a public meeting in Frankton. The meeting was well-attended, with 3 local MPs, the Mayor, 5 Councillors, and couple of Kiwi Rail employees and about 50 others present. There was a strong call for a non-partisan community & business lobby to push this issue forward more strongly than perhaps in the past.

4. Planning for growth

5. All elected members are seeing some of the alarming population growth figures now coming forward – especially for Hamilton and the north Waikato, but now noticeable also in places like Cambridge and Morrinsville. Unfortunately, planners in other Waikato organisations seem to be a little out of touch, and in dire need of receiving the same sort of information this Council is getting, especially from our work on the Future Proof strategy.
6. By way of example, I'll mention that two weeks ago, at a DHB strategic planning meeting, a well-meaning but out of touch Auckland consultant business planner was telling the Board and management that Hamilton's population in 2026 would be 157,000 – he seemed confused when I pointed out that the city had passed that figure 2-3 years ago, and that the latest projections had the 2026 city population figure at 186,000! That's a whole new city bigger than the DHB was being told it had to provide for – and an example of how far behind much of the planning for growth is in this region. He claimed that he was using Treasury figures, which adds to the concern about how out of touch Government agencies are.

7. Complaints

8. We continue to receive a number of complaints relating to road and footpath issues, many of which would not have been elevated to elected member level if some of the early communications had been handled well. We are working with the GMs to try and come up with a process that works better, and keeps Councillors updated on issues they have raised – including with our infrastructure contractors, the Infrastructure Alliance, who need to be acting like Council staff when they are working in the field.

9. Attachments

10. There are no attachments to this report.

Councillor Dave Macpherson
Chair, Growth and Infrastructure Committee
+64 21 477 388
dave.macpherson@hcc.govt.nz

Committee: Growth and Infrastructure Committee

Date: 09 May 2017

Report Name: General Managers' Report

Author: Kelvyn Eglinton
Chris Allen

| | |
|---|--|
| Report Status | <i>Open</i> |
| Strategy, Policy or Plan context | <i>Hamilton Plan, Central City Transformation Plan (CCTP), Economic Development Agenda</i> |
| Financial status | <i>There is no budget allocated</i> |
| Assessment of significance | <i>Having regard to the decision making provisions in the LGA 2002 and Council's Significance Policy, a decision in accordance with the recommendation is not considered to have a high degree of significance</i> |

1. Purpose of the Report

- To inform the Committee on topical issues, areas of concern for elected members, customers or the public.

Recommendations from Management

That the Growth and Infrastructure Committee receives the report.

3. Attachments

- Attachment 1 - Footpath & Road Surfacing Treatments
- Attachment 2 - Access Hamilton Strategy

6. Growth and Infrastructure Committee Draft 2017 Schedule of Reports

- The Chief Executive has previously undertaken to provide Elected Members with schedules of planned and anticipated activities that fall within the responsibilities of the Council and each of the whole of Council Committees within the calendar year.
- The first of these schedules to be presented to Elected Members is the draft Schedule of Reports for 2017 the Growth and Infrastructure Committee. This is a separate report in this agenda (item 8).
- The draft 2017 schedule has been developed by the Chair and Deputy Chair of this Committee and the General Managers, City Growth and City Infrastructure, in conjunction with appropriate staff.

10. The draft schedules of reports for 2017 for the Community and Services and Finance Committees will be presented at the May meetings of those committees, and the schedule for the Council will come to its 1 June meeting.
11. The schedules will be updated on a regular basis, with Elected Members notified of all changes. The document will be maintained by the Governance Unit in conjunction with the relevant General Managers and their Executive Assistants.

12. Risks/benefits and costs associated with different paving on footpaths and roadways (GM City Infrastructure)

13. At the meeting held on 14 February, The Committee received a GM Update on the maintenance strategy for footpaths. Part of the resolution for the GM Update was that staff report to the 9 May 2017 Growth and Infrastructure Committee meeting on the risks/benefits and costs associated with different forms of paving on footpaths and roadways.
14. A table (Attachment 1) outlines the various footpath and road surfacing treatments currently available as part of our maintenance strategy, including the risks/benefits of each treatment and associated cost/m2.
15. Summary of fatal crashes in Hamilton for the past 5 years
16. The Chair of the Growth and Infrastructure Committee has requested that staff report on the number of fatal crashes in Hamilton this year and for the past five years.
17. The table below shows the number of fatal crashes for both the local roads and state highways within Hamilton.

| Financial Year | No. of Fatal |
|--------------------------|--------------|
| HCC | 19 |
| 2011/ 12 | 4 |
| 2012/ 13 | 4 |
| 2013/ 14 | 3 |
| 2014/ 15 | |
| 2015/ 16 | 7 |
| 2016/ 17 ^{1, 2} | 1 |
| NZTA | 8 |
| 2011/ 12 | |
| 2012/ 13 | 2 |
| 2013/ 14 | 1 |
| 2014/ 15 | 2 |
| 2015/ 16 | |
| 2016/ 17 ¹ | 3 |
| Total | 27 |

Source: Crash Analysis System (CAS) as at 19 April 2017

Item 7

Notes:

¹ = For the 2016/17 FY this information could be incomplete as a delay between can be expected as the Police investigations are completed.

² = There was a fatal crash in Hamilton (8 April) that is not recorded in the data above.

18. Central City Parking Control Task Force (GM City Infrastructure)

19. Staff have been working with the Central City Parking Task Force to prepare a staff report on a proposal to provide 'free' two-hour on-street parking within the CBD. The report was received by Council on 6 April 2017) and the proposal is currently out for public consultation as part of the 2017-18 Annual Plan. Key dates for considering this proposal are:

- 7 April to 8 May 2017: Public Consultation
- 18 May 2017: Hearings (for the 2017-18 Annual Plan)
- 1 June 2017: Staff report (& recommendations) received by Council

20. With the parking proposal out for public consultation the focus of staff working with the task force will be on progressing work approved through resolution (Growth and Infrastructure Committee 14 February) to further investigation of additional parking for sites assessed as "requiring some effort to implement" and "requiring significant effort to implement". A list of these sites are listed below.

Table: Sites that will require some effort to implement

| Location | Sites |
|----------|--|
| d | Harwood St - between London St and Rostrevor St |
| e | Barton St – between London St and Bryce St |
| f | Ward St –between Victoria St and Worley Pl |
| g | Worley Place – between Ward St and the shared zone |
| h | Caro St –between Anglesea St and Alexandra St |
| i | Alexandra St –between Caro St and Collingwood St |
| J | Hood St – between Alexandra St and Victoria St |
| k | Victoria St – between Grantham St and Anzac Parade |



Table: Sites that require significant effort to implement

| Location | Site |
|----------|--|
| l | Victoria St – centrally London St to Liverpool Street |
| m | Victoria St – both sides between Bryce St to London Street |
| n | Garden Place |



21. Access Hamilton Task Force (GM City Infrastructure)

22. Since the last Growth and Infrastructure Committee two Task Force meetings have been held. The March Task Force focused on the long list of projects which could deliver on the objectives for transport in the city and identified any gaps. Staff took this list and considered the programme options.
23. The April Task Force confirmed the problems, benefits and objectives for transport (see Attachment 2). The discussion continued into the programme of work which will meet the objectives as agreed. The programme will be further refined to assist 10 year plan discussions.
24. A presentation of the outcomes of the Task Force will be presented at a Elected Member briefing on 15 June.
25. A full Task Force report will be presented at the 20 June Growth and Infrastructure Committee meeting.

26. Hamilton to Auckland Passenger Rail (GM City Infrastructure)

27. A report on the assessment of a Hamilton to Auckland passenger rail service has been prepared by the Waikato Regional Council (WRC) with input from staff and the North Waikato Programme Business Case project partners (Waikato District Council, NZTA, Auckland Transport). The report contains the details of staff's high level assessment of the 2011 Rail Working Party report and three broad options for next steps. WRC is seeking feedback on the report, and the preferred option going forward, to report back to the Waikato Regional Transport Committee on 3 July 2017.

28. At the next Growth and Infrastructure Committee meeting (20 June) staff will report on future proofing opportunities for Park'n Ride and it is intended that the WRC report will be incorporated into this.
29. Staff sense is there is a degree of political interest in this item and that a Council briefing is appropriate to talk through the detail and dependences of the subject material. Key dates identified are:
- 15 June: Elected Member Briefing
 - 20 June: Growth & Infrastructure Committee Report
 - 3 July: WRC staff report to the Waikato Regional Transport Committee

1. Signatory

| | |
|------------|--|
| Authoriser | Chris Allen, General Manager City Infrastructure Group Kelvyn Eglinton, General Manager City Growth |
|------------|--|

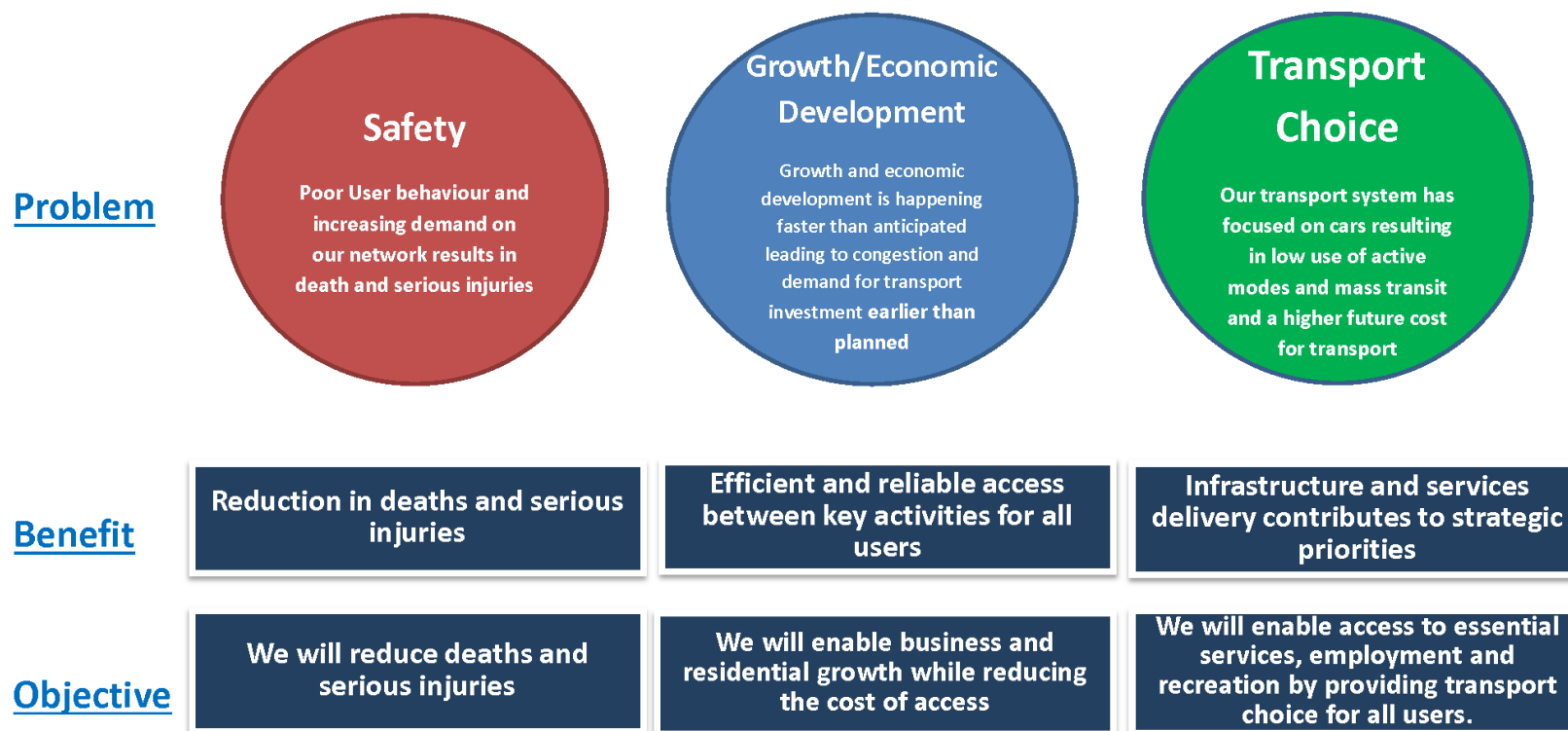
Table 1.0 - Footpath & Road Surfacing Treatments (including risks/benefits and associated costs/m2)

| Area | Treatment | \$/m2 (cost to council including agreed allocation of P&G, overhead and margin) | Benefits | Risks | Other comments (all activities include TTM) |
|-----------|---|--|--|---|---|
| Footpaths | Asphalt | \$69.45 | <ul style="list-style-type: none"> - Can last up to 20 years - Easy and quick to lay - Cheaper to maintain due to being able to take out and reinstate smaller patches - Colour fades to match existing relatively quickly | <ul style="list-style-type: none"> - Footpath staining and chewing gum removal can be difficult without leaving stains/marks | Includes removal of existing surfacing, dig out to 150mm basecourse depth, timber edging, place basecourse and lay 25mm of AC surfacing. Reinstate berm |
| | Concrete | \$124.71 | <ul style="list-style-type: none"> - Can last 50-60 years | <ul style="list-style-type: none"> - Susceptible to lifting and cracking by tree roots - Colour takes some years to match existing - Expensive to maintain/patch | Includes removal of existing surfacing, dig out to 100mm depth, timber boxing, prep subgrade place 100mm depth of concrete. Strip boxing and reinstate berm |
| | Cobblestones - concrete | \$157.30 | <ul style="list-style-type: none"> - Visually appealing when new - Creates decorative and visual demarcation between streets/zones | <ul style="list-style-type: none"> - Difficult to clean and to keep clean - Difficult to lift and relay in patches (they generally don't fit back in the hole) - Manufacture of certain blocks can cease based on what is popular over time - Expensive to lay and high maintenance costs | Includes removal of existing pavers, prep subgrade and lay 25-30mm sand bedding. Lay concrete pavers |
| | Cobblestones - clay | \$254.10 | | | Includes removal of existing pavers, prep subgrade and lay 25-30mm sand bedding. Lay clay pavers |
| | Site Specific Treatment: Asphalt with paving strips (Commerce Street) | \$95.83 | Whilst more expensive than an asphalt only footpath, this has worked out significantly cheaper than replacement with cobblestones and will retain all of the other pros of being an asphalt footpath | The solution provided may be perceived to offer a lower customer level of service than cobblestones (visual perspective) | Includes removal of existing surfacing, dig out to 150mm basecourse depth, lay paver strips and rear concrete adging, place basecourse and 25mm of AC surfacing. Reinstate gardens |
| Roads | Chipseal surfacing (reseal) | \$6.07 | <ul style="list-style-type: none"> - Cost effective - Proven engineering solution - Can achieve 15-20 year life depending on vehicle movements - Suits pavements with higher deflections | <ul style="list-style-type: none"> - Can be noisier depending on chip size - Perceived lower customer level of service than AC - Not always suitable for high stress areas - Needs follow up sweeping - Loose chip can cause damage and complaints - Can be susceptible to extremes of heat/cold/moisture | Average rate in 16/17 year for various reseal treatments including void fill, single coat and racked in seal (single coat with dry lock), 2 coat, using emulsified bitumen. Inclusive of sweeping and roadmarking |
| | Asphalt surfacing (reseal) | \$36.85 | <ul style="list-style-type: none"> - Proven engineering solution - Can achieve 15-20 year life in lower trafficked areas - More robust solution in high stress areas - Once laid, no need to revisit (in and out clean and tidy) - Less susceptible to environmental factors (shading, moisture etc) - Generally generates less road noise than a chipseal | <ul style="list-style-type: none"> - May only achieve 8-12 years life in higher trafficked areas - 5-6 times the cost of a chipseal - Usually only suitable for pavements with low deflections | Average rate in 16/17 for a whole host of treatments and mixes (AC, SMA, OGPA, UTA), generally 35-40mm layer thickness and is inclusive of any milling required at the site, plus roadmarking |
| | Site Specific Treatment: Worley Place | <p>A maintenance strategy has been assessed for the Worley Place shared space, with the economic evaluation assessed over a 40 year analysis period. Four options and the Do Minimum were assessed.</p> <p>Do-Minimum \$339,627 (Reactive Maintenance NB: this is the current maintenance regime) Option 1: \$255,024 (Digout & replace with 150mm structural AC, & resurface with AC) Option 2: \$235,058 (Recompac existing pavement & resurface with AC) Option 3: \$465,713 (Concrete Pavement with pavers) Option 4: \$301,853 (150mm Structural AC with Pavers)</p> <p>Options 1 and 2 do not provide the same level of service (i.e. look and feel of a pedestrianised area required for a shared space). Option 3 is not the preferred option due to cost. Option 4 is the lowest cost option (assessed over a 40 year period) with a cost saving of \$37,774 over the Do-Minimum.</p> <p>With the possibility of future works happening in Garden Place (i.e. creation of a shared space on the northern side of Garden Place - CCTP project currently unfunded); car parking opportunities - yet to be assessed) and the comparable costs between the Do-Minimum and Option 4 the Do-Minimum is considered the appropriate maintenance regime at the present time.</p> <p>FYI - The maintenance work completed earlier this year cost \$217.56/m2.</p> | | | |

Estimated cost to council as we do not do a representative amount of this type of work

Access Hamilton Strategy

- The 2017 refresh of the strategy has confirmed the strategic direction is still robust but we need to revisit the programme delivery
- We have considered the biggest problems facing transport for Hamilton over the next 30 years, the benefits to the city of resolving these problems and identified objectives against which the programme can be assessed



Committee: Growth and Infrastructure Committee

Date: 09 May 2017

Report Name: Growth and Infrastructure Committee Draft 2017 Schedule of Reports

Author: Lee-Ann Jordan

| | |
|---|--|
| Report Status | <i>Open</i> |
| Strategy, Policy or Plan context | <i><Enter Strategy, Policy or Plan></i> |
| Financial status | <i>There is/is not budget allocated Amount \$<enter amount></i> |
| Assessment of significance | <i>Having regard to the decision making provisions in the LGA 2002 and Council's Significance Policy, a decision in accordance with the recommendations is/is not considered to have a high degree of significance</i> |

1. Purpose of the Report

2. To present the draft 2017 Schedule of Reports for the Growth and Infrastructure Committee.

Recommendations from Management

That the Growth and Infrastructure Committee:

- a) receives the draft 2017 Report Schedule; and
- b) notes that the Report Schedule is intended to be a living document to be updated as necessary with changes notified to Committee members.

3. Attachments

4. Attachment 1 - Growth and Infrastructure Committee Draft 2017 Schedule of Reports

5. Key Issues

6. Background
7. The Chief Executive undertook to provide Elected Members with schedules for the tasks and responsibilities to be undertaken each calendar year by the Council and the whole of Council Committees (Growth and Infrastructure, Community and Services, and Finance).
8. The purpose of the schedules is to provide Elected Members with oversight of the planned and upcoming activities for which they are responsible as members of those committees. The

schedules set out the key reports and pieces of work assigned to each committee as well as the intended meeting dates where these will be presented.

9. The schedules have been (or are being) developed by the Principal Advisors and Chairs of each committee in conjunction with key staff, the Strategy Unit, and the Governance Unit. Content covers:
 - Standing agenda items and regular reports;
 - The development, review, and status reporting of strategic plans and policies;
 - Anticipated submissions and legislative reports;
 - Items relating to the Annual Plan and 10 Year Plan;
 - Reporting of joint organisations, stakeholder groups, and established taskforces; and
 - Business as usual matters identified by staff as requiring governance decisions or oversight.
10. In order for Elected Members to have a current view of committee activities throughout the year, the schedules will need to be updated when new items arise or when timing or circumstances change. Elected Members will be advised of any and all changes to the schedules.
11. The Governance Unit and the Principal Advisors' Executive Assistants will take responsibility for maintaining up-to-date documents.
12. The report schedules for the four committees will be uploaded in the Councillors' Onedrive and will be circulated with the notifications of agenda distribution.
13. 2017 Report Schedules for the other committees of the whole will be presented at their May meetings, and the Council report schedule at the 1 June meeting.

Signatory

| | |
|------------|---|
| Authoriser | David Bryant, General Manager Corporate |
|------------|---|

| Growth & Infrastructure Committee Report Schedule 2017 | | | | | | | | |
|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Standard Reports | 14-Feb-17 | 28-Mar-17 | 09-May-17 | 20-Jun-17 | 01-Aug-17 | 12-Sep-17 | 24-Oct-17 | 05-Dec-17 |
| Chair's report | | | | | | | | |
| General Managers' report | | | | | | | | |
| Guest Presenter | NZTA | NII | | | | | | |
| Strategic Reports | 14-Feb-17 | 28-Mar-17 | 09-May-17 | 20-Jun-17 | 01-Aug-17 | 12-Sep-17 | 24-Oct-17 | 05-Dec-17 |
| HUGS / NPS Assessments | | | | | | | | |
| Waikato Plan | | | | | | | | |
| Future Proof | | | | | | | | |
| Waikato Regional Economic Development | | | | | | | | |
| Waikato Mayoral Forum | | | | | | | | |
| Three Waters Strategy | | | | | | | | |
| District Plan | | | | | | | | |
| Strategy - Waikato Means Business | | | | | | | | |
| Economic Development Agenda | | | | | | | | |
| Central City Transformation Plan | | | | | | | | |
| Traffic Bylaw 2015 | | | | | | | | |
| Smart City Plan/Strategy | | | | | | | | |
| Waste Management and Minimisation Plan | | | | | | | | |
| Service Connections and Charging Policy for Three Waters 2013 | | | | | | | | |
| Development Contributions Policy | | | | | | | | |
| Growth Funding Policy | | | | | | | | |
| Business Improvement District Policy (BID) | | | | | | | | |
| Local Alcohol Policy (LAP Provisional) | | | | | | | | |
| Gambling - Board (TAB) Venue Policy 2016 | | | | | | | | |
| Gambling - Class 4 Gambling Venue Policy 2016 | | | | | | | | |
| Psychoactive Substances (Local Approved Products) Policy 2014 | | | | | | | | |
| Prostitution Bylaw 2009 | | | | | | | | |
| Streetscape Beautification and Management Policy 2015 | | | | | | | | |
| Hamilton Gateways Policy 2015 | | | | | | | | |
| Trade Waste and Wastewater Bylaw 2016 | | | | | | | | |
| Stormwater Bylaw 2015 | | | | | | | | |
| Water Supply Bylaw 2013 | | | | | | | | |
| Service Connections and Charging Policy for Three Waters 2013 | | | | | | | | |
| Solid Waste Bylaw 2016 | | | | | | | | |
| Submission/Legislative Reports | 14-Feb-17 | 28-Mar-17 | 09-May-17 | 20-Jun-17 | 01-Aug-17 | 12-Sep-17 | 24-Oct-17 | 05-Dec-17 |
| Housing Infrastructure Fund final proposal | | | | | | | | |
| Urban Development Authorities - discussion document | | | | | | | | |
| Waikato Plan Submission | | | | | | | | |
| Submission to WEL Energy Annual Plan | | | | | | | | |
| Annual Plan/LTP Reports | 14-Feb-17 | 28-Mar-17 | 09-May-17 | 20-Jun-17 | 01-Aug-17 | 12-Sep-17 | 24-Oct-17 | 05-Dec-17 |
| LTP Performance Measures | | | Q3 | | Q4 | | | Q1 |
| Stakeholder Liaison Reports | 14-Feb-17 | 28-Mar-17 | 09-May-17 | 20-Jun-17 | 01-Aug-17 | 12-Sep-17 | 24-Oct-17 | 05-Dec-17 |
| Task Force reporting: | | | | | | | | |
| 1. Central City Parking Plan | | | | | | | | |
| 2. Access Hamilton | | | | | | | | |
| 3. Waste | | | | | | | | |
| 4. Speed Management Policy | | | | | | | | |
| Waikato Expressway Update and Network Signage (AP) | | | | | | | | |
| Auckland to Hamilton Rail Passenger Transport | | | | | | | | |
| Rubbish and waste review | | | | | | | | |
| Public Transport Development Plan | | | | | | | | |
| Hamilton Central Business Association (HCBA) six-monthly report | | | | | | | | |
| Hamilton Waikato Tourism - six-monthly report | | | | | | | | |
| Update on MOU with SPCA | | | | | | | | |
| WDC Bulk Water Supply Agreement | | | | | | | | |
| Regional Land Transport Development and Plan (RLTP) | | | | | | | | |
| BAU Reports | 14-Feb-17 | 28-Mar-17 | 09-May-17 | 20-Jun-17 | 01-Aug-17 | 12-Sep-17 | 24-Oct-17 | 05-Dec-17 |
| Park and Ride | | | | | | | | |
| Growth Indicator | | | | | | | | |
| Development Contributions remissions (quarterly report) | | | | | | | | |
| Rotokauri Growth Cell | | | | | | | | |
| Rototuna Growth Cell | | | | | | | | |
| Ruakura Growth Cell | | | | | | | | |
| Te Rapa North Growth Cell | | | | | | | | |
| Temple View Growth Cell | | | | | | | | |
| Infill and Intensification | | | | | | | | |
| Rubbish and recycling | | | | | | | | |
| Dinsdale Roundabout | | | | | | | | |
| Valley Terrace Remedial options | | | | | | | | |
| Ring Road Overpass | | | | | | | | |
| Stormwater challenges | | | | | | | | |

Committee: Growth and Infrastructure Committee

Date: 09 May 2017

Report Name: Rototuna Growth Cell

Author: Alice Morris

| | |
|---|---|
| Report Status | <i>Open</i> |
| Strategy, Policy or Plan context | <i>Partly Operative District Plan; Hamilton Urban Growth Strategy; 2015-25 10 Year Plan</i> |
| Financial status | <i>N/A</i> |
| Assessment of significance | <i>Having regard to the decision making provisions in the LGA 2002 and Council's Significance Policy, a decision in accordance with the recommendations is not considered to have a high degree of significance</i> |

1. Purpose of the Report

- To inform the Growth and Infrastructure Committee on the planning and investment framework for the Rototuna growth cell.

3. Executive Summary

- Rototuna is identified as a growth cell in the Hamilton Urban Growth Strategy ('HUGS') (Refer to Attachment 1: Locality Plan).
- This growth cell is made up of two broad land parcels that were brought into the City from Waikato County in 1977 and 1989 respectively (Attachment 1). The 1977 'parcel', known as Flagstaff, began to be developed for residential purposes in the late 1980s.
- The second 'parcel' brought into Hamilton City in 1989 was zoned Future Urban in 1997 to ensure a land resource for future urban purposes.
- The strategic and integrated planning of this growth cell as a whole began under the of the 1999 District Scheme Review. The decision version of the Structure Plan was released in 2001 Hamilton City District Plan (Attachment 3, Map A).
- Rototuna was Hamilton's first structure planned area.
- Development of the area was planned to be staged to align with the provision of infrastructure. Staging commenced in the southern sector of the Structure Plan area (Stages '0' – '2') and finishes in the northern section (Stages '3' and '4') (Refer to Attachment 2: Staging Plan, 2001).
- Stages '0' to '2' of the Rototuna growth cell have been substantially urbanised over the past 16 years. Because of this, the extent of the Structure Plan area as defined in the 2012 Proposed District Plan was reduced to cover only Stages '3' and '4'. Only those two areas are either currently under development or planned to be, but, as yet not developed.

11. The key Council projects include:
 - Construction of the new Rototuna Reservoir and supporting bulk water mains;
 - Construction of the Borman Road East, Borman Road West and Resolution Drive extension;
 - Provision and upgrade of the roading network for the Rototuna Town Centre;
 - Upgrading rural roads to urban standard (e.g. kerbs, street lights and footpaths);
 - Development of Rototuna Sports Park;
 - Playground Development;
 - Planning for the Rototuna Town Square, North East Library and the North East Aquatic Facility at Rototuna Town Centre;
 - Development of Indoor Recreation Centre (in partnership with the Rototuna High School).
12. Note that the projects listed in bullet points 4 and 7 above are not funded in the current 2015-2025 Long Term Plan ('LTP').
13. Other key projects undertaken by stakeholders in the Rototuna growth cell include:
 - Designation and construction of the Waikato Expressway (New Zealand Transport Authority ('NZTA'));
 - Planning, designation and construction of four primary schools, and a high school (Ministry of Education ('MoE'));
 - Business developments located in Flagstaff, Thomas Road, Tramway Road and the Rototuna Town Centre.

Recommendation from Management

That the Growth and Infrastructure Committee receives the report.

14. Attachments

15. Attachment 1 - Locality Plan
16. Attachment 2 - Staging Plan
17. Attachment 3 - Maps A-D
18. Attachment 4 - Infrastructure
19. Attachment 5 - Recreational Open Spaces and Community Facilities
20. Attachment 6 - Development Contributions
21. Attachment 7 - Development Capacity

22. Key Issues

23. Background

24. The Rototuna growth cell, along with Rotokauri and Peacockes, was incorporated into Hamilton City to provide for the long-term development and city growth as a consequence of the 1989 Local Government Reforms.
25. Rototuna growth cell was originally an area of 304 hectares bounded by the eastern bank of the Waikato River, the southern side of Sylvester Road, the northern side of what is now Discovery Drive and to the east of where Resolution Drive is now located until it intersects with Gordonton Road. That area was previously in the Waikato County (now the Waikato District) (Refer to Attachment 1).
26. The first area of the Rototuna growth cell to be developed was Flagstaff in the late 1980s. It was brought into the City from Waikato County in 1977 and was zoned for urban purposes in the 1981 Hamilton District Scheme. This area was already being urbanized when the rest of the Rototuna growth cell area was brought into the City in 1989 as a result of the Local Government Reforms (Attachment 1).
27. Development of the wider Rototuna area commenced in the late 1990s when the original Rototuna Structure Plan framework was introduced as part of the 2001 Proposed District Plan.
28. The 2001 Structure Plan area has, over the past 16 years, been Council's fastest developing growth cell. Attachment 3, Maps A-C set out the planning framework for the development of the structure plan over this time period.
29. Growth in the Stages '0' – '2' was advanced through partnership with developers by forward funding of 'out-of-sequence' subdivisions during the early 2000s. As previously reported to Council in the General Manager City Growth's August 2016 report this was due to Council's "just-in-time" approach:

"Council has always taken a just-in-time approach to providing infrastructure to achieve developer ready land and to ensure Council is not financially exposed. This approach means not putting in infrastructure way ahead of when it is needed and instead aligning timing with the programmes of active developers in programmed cells. This approach has served the City well to date as evidenced by the supply of developer ready residential land ..."

(C-5826, 'Growth in Hamilton', Council meeting 25 August 2016, bullet point 2, paragraph 64, page 9)
30. The extent of the structure plan area was reduced in the 2016 Partly Operative District Plan ('PODP') to Stages '3' and '4' of the original structure plan area (Attachment 3, Map C). There is approximately 242 hectares of land within this area for development purposes (refer to Attachment 7).
31. Hamilton Urban Growth Strategy ('HUGS')
32. The long-term strategy for the City's growth areas has been to utilize the land areas for urban development through the development of structure plans whilst managing the interim development and transition from rural to urban via the district plan framework.
33. Rototuna, Rotokauri, Peacockes and Ruakura are the four growth areas within Hamilton City. The City is committed to developing the remainder of Rototuna alongside Stage 1 of both Peacockes and Rotokauri growth cells simultaneously to enable greater choice in living environments.

34. Stages '3' and '4' of the Rototuna growth cell continue to be the City's primary growth area for residential development. However, since 2012, Stage 1 of Peacockes growth cell has been developed along with the construction commencing in the residential area of Ruakura in 2015-16.
35. District Plan Provisions and Structure Plan Elements
36. The two land parcels that make up the Rototuna growth cell (the 1977 and 1989 parcels) were both zoned Rural under the Waikato County when each parcel was brought into Hamilton City.
37. The 1977 parcel was rezoned for residential purposes in 1981. The 1989 parcel remained rurally zoned until 1997 when the area was rezoned to Future Urban via a variation to the 1991 District Scheme (referenced as the 'Transitional District Plan').
38. The 2001 Rototuna Structure Plan's key role was to map out an indicative layout for the future development of the area. The Structure Plan enabled a forward planned area that provided integration and connectivity of land use activities, transportation network and open space corridors. It also provided forward planning detail for infrastructure development and funding (Attachment 3, Map A).
39. The original 2001 Structure Plan, developed as part of the 1999 District Scheme Review, was divided into five stages that aligned with infrastructure planning. These five stages were identified as 'Stage 0' through to 'Stage 4' and anchored into the Chapter 6.9 'Staging of Development' in the 2001 Proposed District Plan (Attachment 2).
40. Key planning milestones have been the:
 - Rezoning from Rural to Future Urban in 1997;
 - Introduction of the structure plan framework via the notification of the 1999 Proposed District Plan. At the time of formalizing the original structure plan the urbanization of the eastern area of 'Stage 0' was underway. This area is known as 'Flagstaff';
 - In 2001 the Notice of Requirement for the establishment of the Waikato Expressway Designation corridor was notified;
 - Between 2001 to 2016 Stages 0, 1 and 2 have been predominantly completed and residentially zoned and serviced with a road network, 3 water infrastructure and provision of active and passive open space that all aligned with the intent of the structure plan's direction for development;
 - Variation 12 to the 2001 PDP was notified in 2010, rezoning Stages '3' and '4' from Future Urban to a selection of zones including business, employment and mixed use zoning for the Rototuna Town Centre, a mix of residential densities the western Neighbourhood Centre and community facilities and active recreational areas (Attachment 3, Map B);
 - The 2016 Structure Plan boundaries were refined to Stages '3' and '4' only (Attachment 3, Map C);
 - The key change under the PODP is the establishment of a specific Rototuna Town Centre Zone (Attachment 3, Map D).
41. The location of future business and community nodes (now known as the Rototuna Town Centre and the Western Neighbourhood Centre) on Borman Road were first identified in the 1999 Structure Plan. The location of these nodes was confirmed in 2010 through Variation 12.
42. The 2016 Rototuna Structure Plan provides zoning for a mix of residential densities, town centre activities and community facilities that continue to align with the original 1999 structure plan's intent (Attachment 3, Map C).

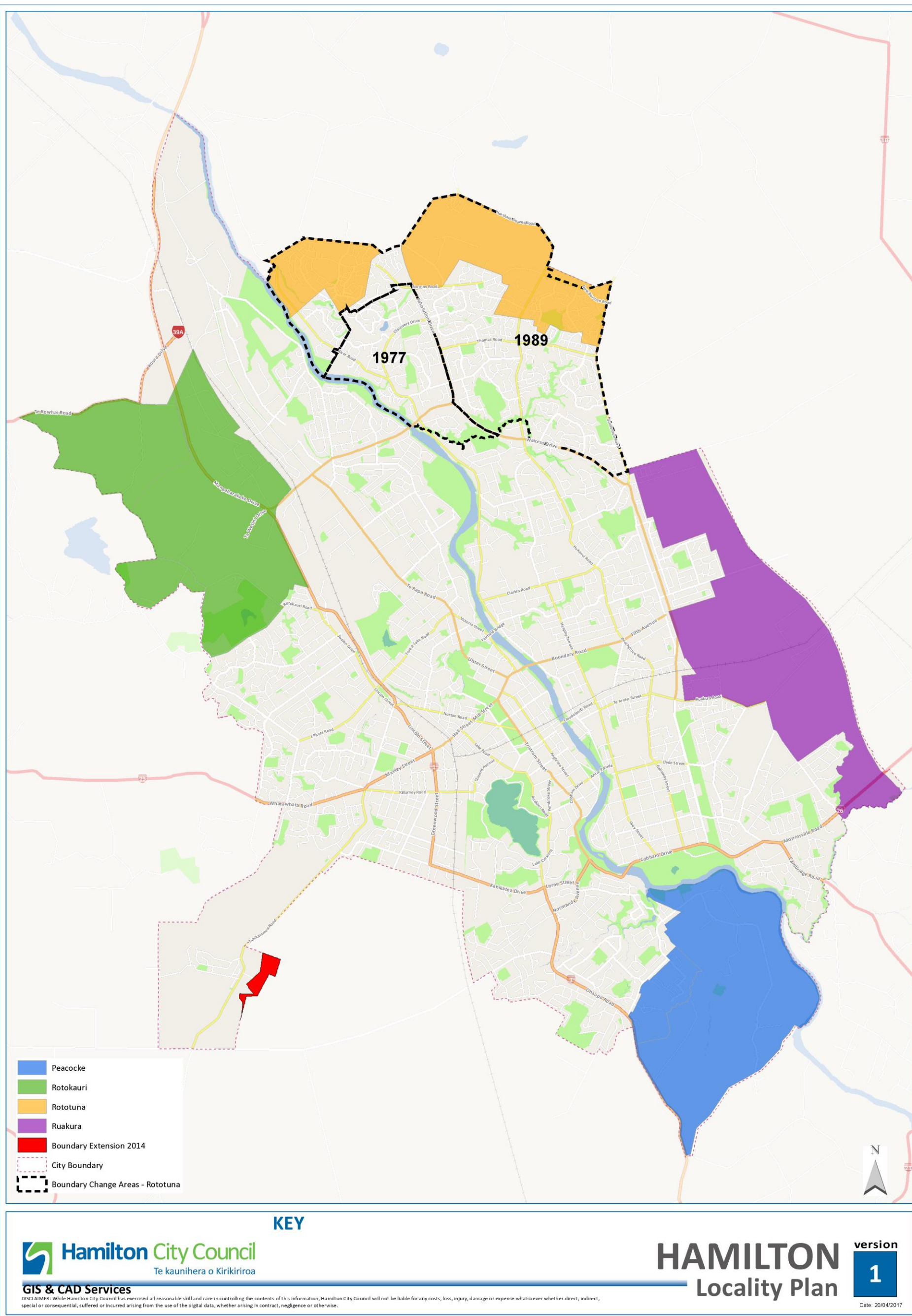
43. This Structure Plan continues to identify future road network layout, indicative land use elements such as recreational areas, storm water management and road closures in addition to potential locations for commercial and community nodes.
44. All of the land area within the original structure plan boundaries for Rototuna has now been zoned for urban purposes. The PODP Rototuna Structure Plan zoning is as follows (Refer to Attachment 3, Map C):
- 260 ha of General Residential zoned land, allowing sites over 400m² in area and mainly for single or duplex dwellings;
 - 15.3 ha of Medium Density Residential zoned land with set development yields to encourage greater flexibility with design and layout of these areas;
 - 33 ha Open Space zoned land (active and passive recreation)
 - 20.6 ha Community Facilities zoned land (public and privately owned)
 - 93 ha Rototuna Town Centre zoned land (Attachment 3, Map D). Excluding land for roading requirements, this area contains the following mixed land use of, approximately:
 - 44.8 ha of residential (including mixed use residential of 2.9 ha),
 - 4 ha business,
 - 5.5 ha employment,
 - 7.4 ha community facilities, and
 - 17.6 ha active recreation and open space.
45. Strategic Infrastructure Planning and Development
46. Council has invested significantly in infrastructure to support development in Rototuna. Early investment in the 1990s included a new major arterial from Pukete (Wairere Drive) and new traffic and wastewater bridges over the Waikato River. Attachment 4, Table A and Map B identifies a range of the infrastructure items planned or underway within the Rototuna area. As a result of this investment the Rototuna area is well serviced by strategic infrastructure networks that extend into the growth cell.
47. The 2001 Structure Plan and staging helped identify strategic infrastructure needed to support growth in the area. The subsequent timing and location of development within the growth cell has been largely influenced by the development plans of key landowners, with more recent strategic infrastructure being delivered in a just-in-time manner. Some infrastructure components have been, or continue to be, managed through development agreements. Much of the trunk and local networks are provided as and when required by developers as is normally the case.
48. Increased traffic arising from growth within and beyond Rototuna will continue to put pressure on the roading network along the fringes of the growth cell. These roads are currently built to rural standards only (e.g. Kay, Horsham Downs and Gordonton Roads). There will be increasing pressure for better and safer transportation infrastructure (e.g. improved intersections, new footpaths, kerb and channel, street lighting, speed limit changes and stormwater management). Funding for most of these projects is not within the current 10 Year Plan (LTP) period and will need to be considered as part of the upcoming 2018-2028 10 Year Plan Review.
49. Recreational Open Spaces and Community Facilities
50. Between 2003 to 2016 there have been seven key milestones achieved, including large land purchases for recreational and community purposes (e.g. Town Square, North East Library and North East Aquatic Facility; Rototuna Sports Park, Te Manatu Park; Mangaiti Sports Park; and Hare Puke Sports Park). (Refer to Attachment 5. Table A and Map B).

51. Attachment 5 also sets out the continuing work being undertaken by both Council's Parks and Open Spaces and Community Development Units within the remaining Rototuna Structure Plan area. Some of these projects include:
 - The planning and staging for the development of the Rototuna Sports Park;
 - Destination playground development;
 - The planning for the Rototuna Town Centre, including the North East Library, Town Square and North East Aquatic Facility (in partnership with Kirkdale Developments Ltd);
 - Land purchase of the Te Awa O Katipaki Esplanade; and
 - The completion of the Indoor Recreation Centre in partnership with the Rototuna High School.
52. There are also projects, not funded by the current LTP, that are captured in the Council's 30 Year Infrastructure Plan:
 - Mangaiti Park, Te Manatu Park and Hare Puke Sports Park development;
 - Open space acquisition and development generally in the Rototuna growth cell area;
 - North East Aquatic Facility;
 - North East Library.
53. All of Parks and Open Spaces and Community Development Units' other infrastructure is unfunded. However, planning is currently in progress as part of the Activity Management Plans.
54. Clarification of Development Contributions ('DC')
55. Recent and planned capital expenditure that relates to the Rototuna area is summarized in Attachment 6. Table A. Attachment 6, Map A and Map B reference the stormwater catchments and the extent of the Rototuna catchment detailed in Table A.
56. Attachment 6, Table A outlines what proportion of the Rototuna capital expenditure (for total growth costs as set out in the LTP) and which are either rates funded or recovered through DCs. As shown, the DC component is managing the growth and infrastructure needs for the remaining growth in the Rototuna growth cell.
57. Note that only the Rototuna specific infrastructure is shown on Attachment 6, Table A. Citywide infrastructure (e.g. the Ring Road, headworks upgrades), which also provide benefit to the growth in the Rototuna growth cell, but whose costs are recovered from across all of the city, is not shown.
58. Development Capacity for the Growth Cell
59. A total of 242.34 ha of developer ready land is left in the Rototuna growth cell. Approximately 149 ha of that land is 'ready' now (refer to Attachment 7, areas shaded dark green); of that approximately 115 ha is located within the Structure Plan area (Staged '3' and '4'). The remainder of this green shaded land is made up of land holdings that have not as yet been developed in the already developed areas of the Rototuna growth cell (e.g. Stages '0'-'2').
60. Also identified on Attachment 7, by using orange and red shading are the residential areas that will be developer ready in years 2 to 3 and 4 to 10 respectively. This land area has a total area of approximately 93ha.

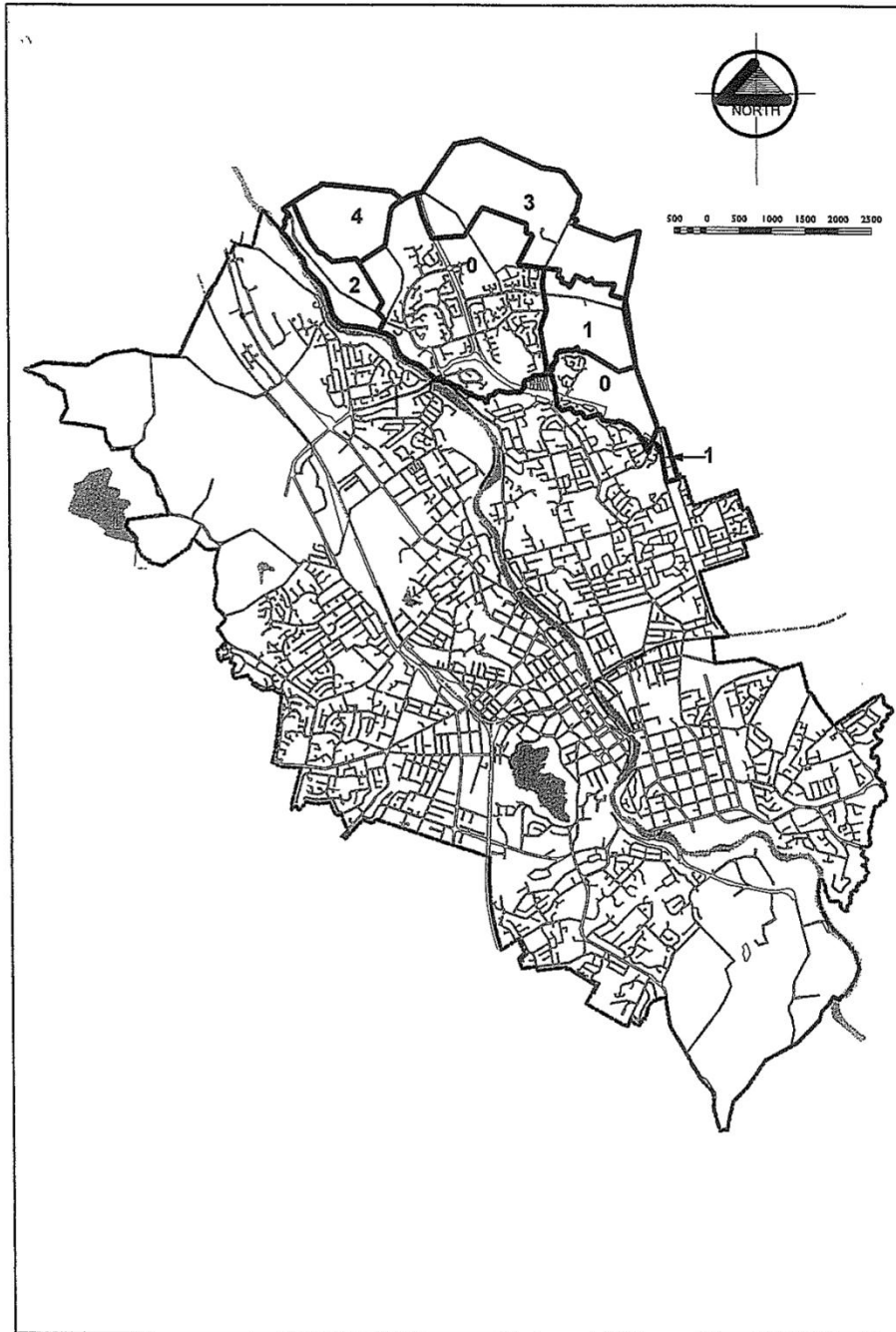
61. Key Stakeholder Discussions
62. Council works closely with the key stakeholders within the Rototuna Area, in particular, the Ministry of Education ('MoE') and the boards of both the local and private schools. Key points of focus are the coordination of roading, pedestrian safety, accessibility, and shared facility opportunities.
63. Council has worked, and continues to work closely with the New Zealand Transport Agency ('NZTA') on aligning the local transportation network with the construction of the Waikato Expressway.
64. The overall development of the Rototuna growth cell over the past 16 years been mainly undertaken by a small number of land owners who hold the larger blocks of land. Council works very closely with these landowners and developers in completing the remaining areas to be developed within the growth cell.

Signatory

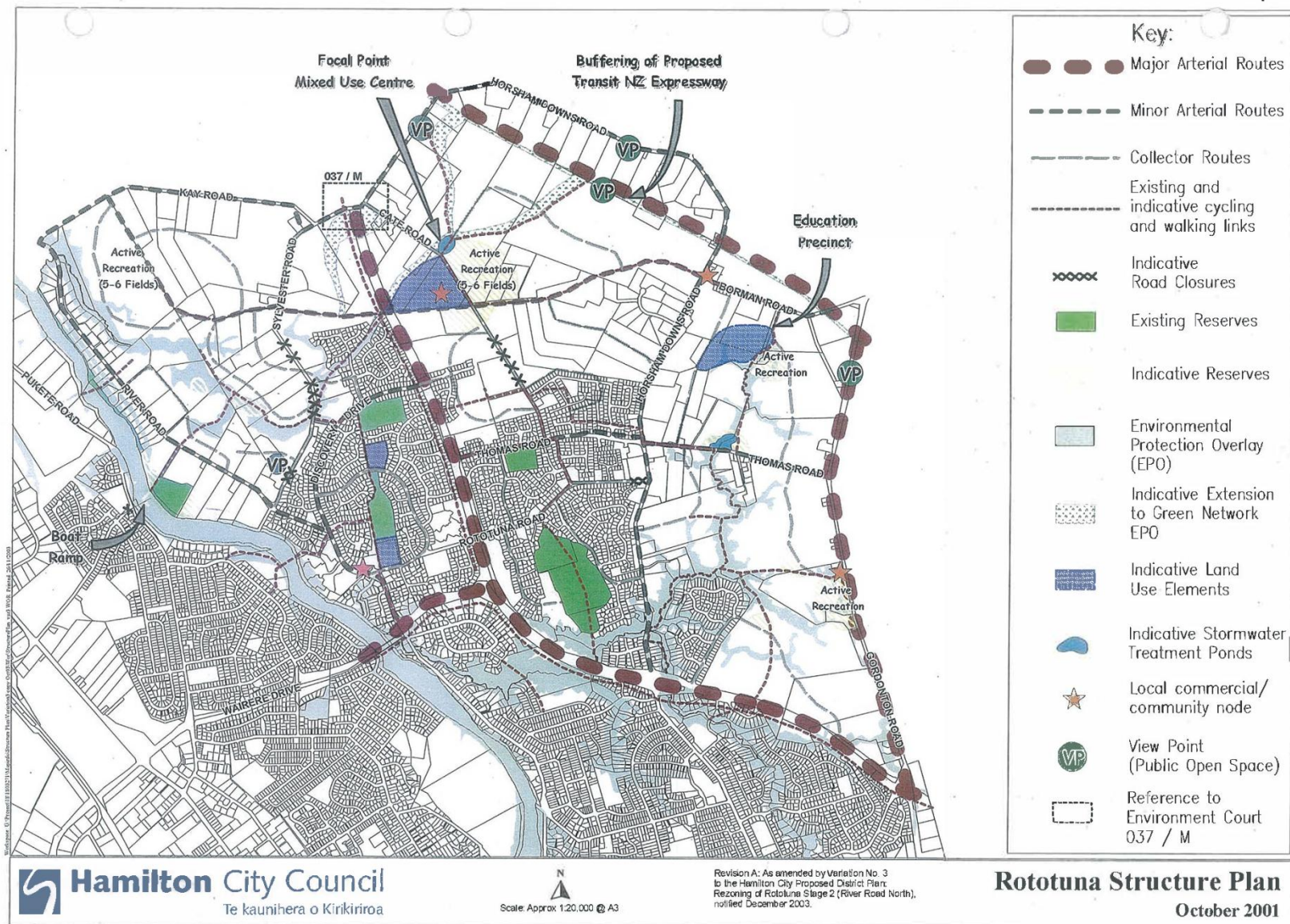
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| Authoriser | Kelvyn Eglinton, General Manager City Growth |
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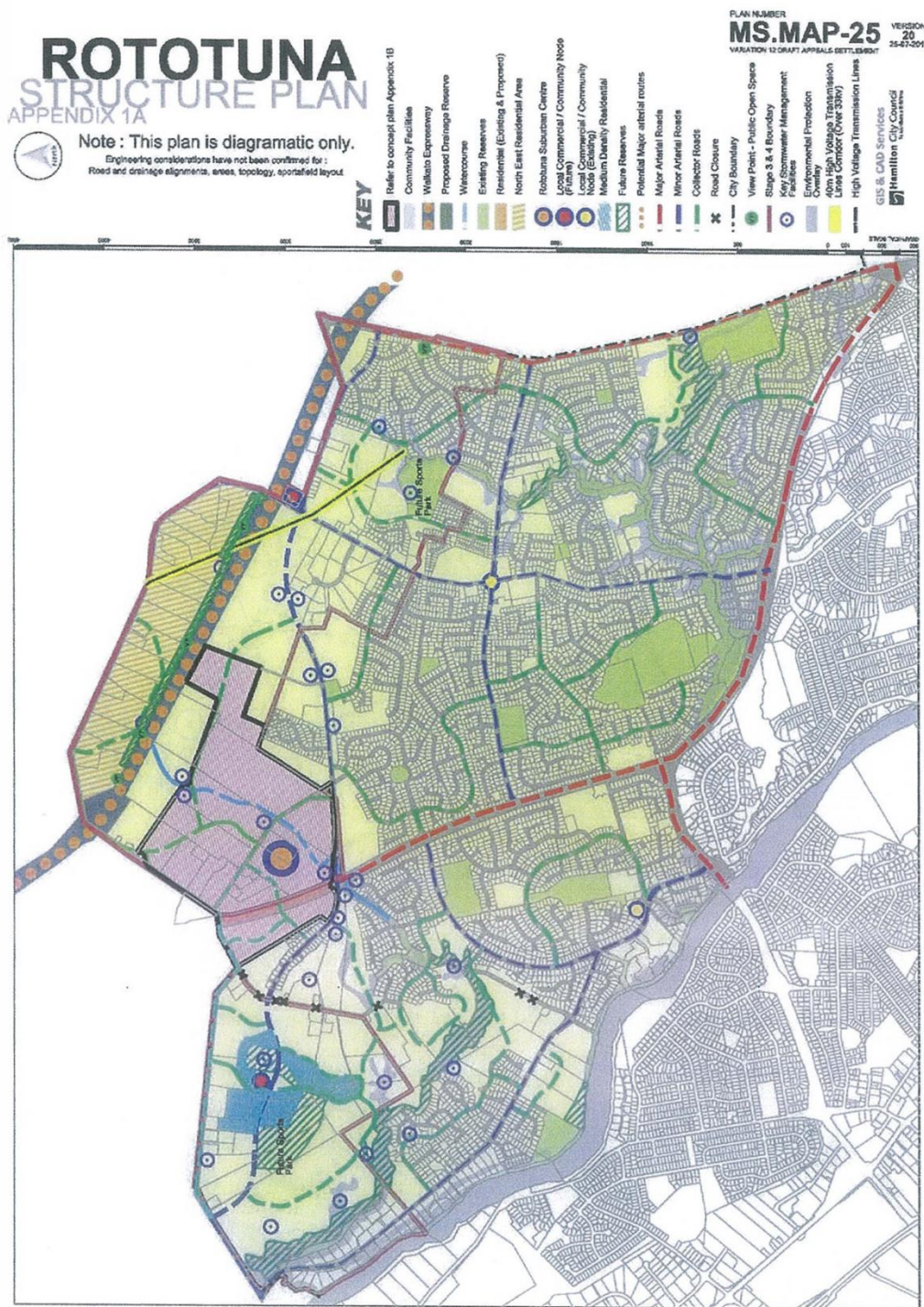


Appendix 6.9-II Staging of Urban Development



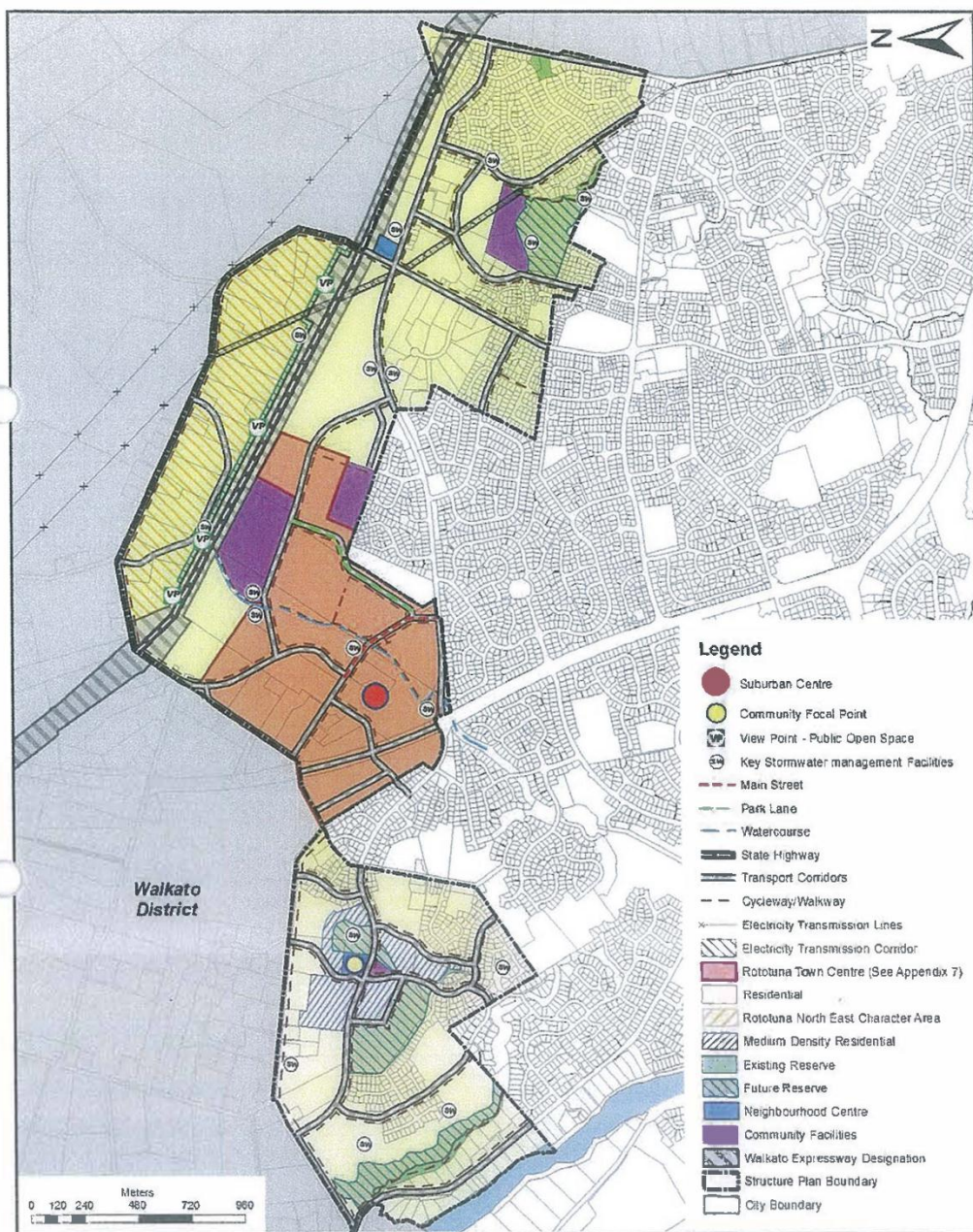
Attachment 3 - Map A





Attachment 3 - Map B

Figure 2-4: Rototuna Structure Plan – Land Use



Rototuna

| Attachment 4. Table A: Strategic Infrastructure Planning and Development | | | | |
|--|--|--|-----------------------------------|---|
| Map B ref | Strategic Infrastructure | Description | Current LTP provision | Indicative construction start based on Current 2015-25 LTP funding |
| A | New Reservoir (Rototuna) | This new reservoir (including pump station) on Kay Road will provide capacity for the remaining growth in the Rototuna area. Allows the isolation of Rototuna as a separate supply zone and improves city wide water supply resilience | Funded | Construction underway – Expected commissioning early summer 2017 |
| B | Strategic Water | Water bulk mains to supply/fill the Rototuna reservoir. | Funded | Constructed and commissioned – Awaiting completion of reservoir |
| C | Resolution Drive extension | Extension of existing Resolution Drive (Major Arterial) to connect to new Waikato Expressway. | Funded | Contractually committed – Being delivered as part of Waikato Expressway project |
| D | Waikato Expressway (Hamilton Section) | NZTA project providing a route and connection points along the eastern side of Hamilton. Connects the completed Ngaruawahia and Cambridge sections. Reduces traffic congestion and improve safety on Hamilton's local road network by reducing through traffic. | Funded (NZTA) | Construction underway – Expected completion 2020 |
| E | Wairere Drive / Huntington Drive Intersection (East) | Upgrading of the existing Wairere Drive / Huntington Drive Intersection (East). Interim safety solutions prior to four-laning of Wairere Drive. | Unfunded | Construction funding currently outside 10 year plan |
| F | Wairere Drive Upgrade | Four-laning of Wairere Drive to Gordonton Road, including intersection at Huntington Drive east. | Not within 2015-25 period | Construction funding currently outside 10 year plan |
| G | Northern River crossing | Planning and designation process for future Northern River crossing. To provide for long term city network growth. Note: This is a multi-function infrastructure corridor, bulk water and wastewater infrastructure to support the future HT1 are will also be a component of this work. | Funded (Designation process only) | Expected commencement Year 8 (2022/23) -Designation process only |
| H | Arterial - Borman Road extension (West) | Extension of existing Borman Road (Minor Arterial) to the west to connect to Kay Road. To maintain arterial network connectivity once Kay Road is severed by the Resolution Drive Extension. | Funded | Construction funded for Year 3 (2017/18) – Negotiations with landowner underway |

| | | | | |
|---|--|---|--|--|
| I | Borman Road extension (East Stage 1) | Extension of existing Borman Road (Minor Arterial) to the east to connect to new collector road (Kimbrae Drive). To provide network connectivity and capacity in response to growth of the Rototuna High School and Kirkdale development area. | Funded | Construction underway – Expected completion Mid 2017 |
| J | Borman Road extension (East Stage 2) | Completion of Borman Road (Minor Arterial) to the east to connect to Horsham Downs Road including the urban upgrade of the existing length of Borman Road (East of Horsham Downs Road). To provide network connectivity and capacity in response to growth. | Funded | Construction funded for Year 7 and Year 8 (2021/22 and 2022/23) |
| K | River Road Upgrade | Upgrading of River Road (Minor Arterial) Te Huia Drive to Kay Road from a rural to an urban standard | Not within 2015-25 period | Construction funding currently outside 10 year plan |
| L | Kay Road Upgrade | Upgrading of Kay Road from River Road to Borman Road (Minor Arterial) then to Horsham Downs Road (Collector) from a rural to an urban standard | Not within 2015-25 period | Construction funding currently outside 10 year plan |
| M | Horsham Downs Road Upgrade | Upgrading of Horsham Downs Road (Minor Arterial) from a rural to an urban standard. | Funding available to Borman Road – To Kay Road not within 2015-25 period | Construction funded to Borman Road for Year 7 and Year 8 (2021/22 and 2022/23) |
| N | Gordonton Road and Intersections Upgrade | Upgrading of Gordonton Road (Minor Arterial) from a rural to an urban standard and intersection upgrades at Thomas Road and Puketaha Road. | Funding available (intersections only) – Urban upgrade not within 2015-25 period | Construction funded for intersections in Year 7 and Year 8 (2021/22 and 2022/23) Urban upgrade construction funding currently outside 10 year plan |
| O | North Ridge Drive Upgrade | Upgrading of North Ridge Drive (Local) from a rural to an urban standard. | Not within 2015-25 period | Construction funding currently outside 10 year plan |
| P | North City Road Upgrade (North) | Upgrading of North City Road (Collector) to the north of Bourne Brook Avenue from a rural to an urban standard. To support new Rototuna Town Centre. | Not within 2015-25 period | Construction funding currently outside 10 year plan |
| Q | North City Road Upgrade | Upgrading of North City Road (Collector) to the south of Bourne Brook Avenue from a rural to an urban / mainstreet standard. To support new | Funding available | Construction funded for Year 2 and Year 6 (2016/17 and |

| | | | | |
|---|---------------|---|--|---|
| | (South) | Rototuna Town Centre. Requires a PDA. | | 2021/22) |
| R | Park Lane | New local road connecting North City Road to Kimbrae Drive. | Funded | Construction funded for Year 7 and Year 8 (2021/22 and 2022/23) |
| S | Kimbrae Drive | New collector road connecting Bourne Brook Avenue to an extended Borman Road. To provide network connectivity and capacity in response to growth of the Rototuna High School and Kirkdale development area. | Funding (upsized only) | Construction upsized funding Year 3 (2017/18) Developer progressing project – anticipated completion 2017/18 |
| T | Magellan Lake | Alteration to of the existing stormwater device to improve water quality functionality. This will also provide additional attenuation capacity for roading projects. | Funded - Investigation Partial Funded – Construction dependent on final cost estimate | Investigation underway |

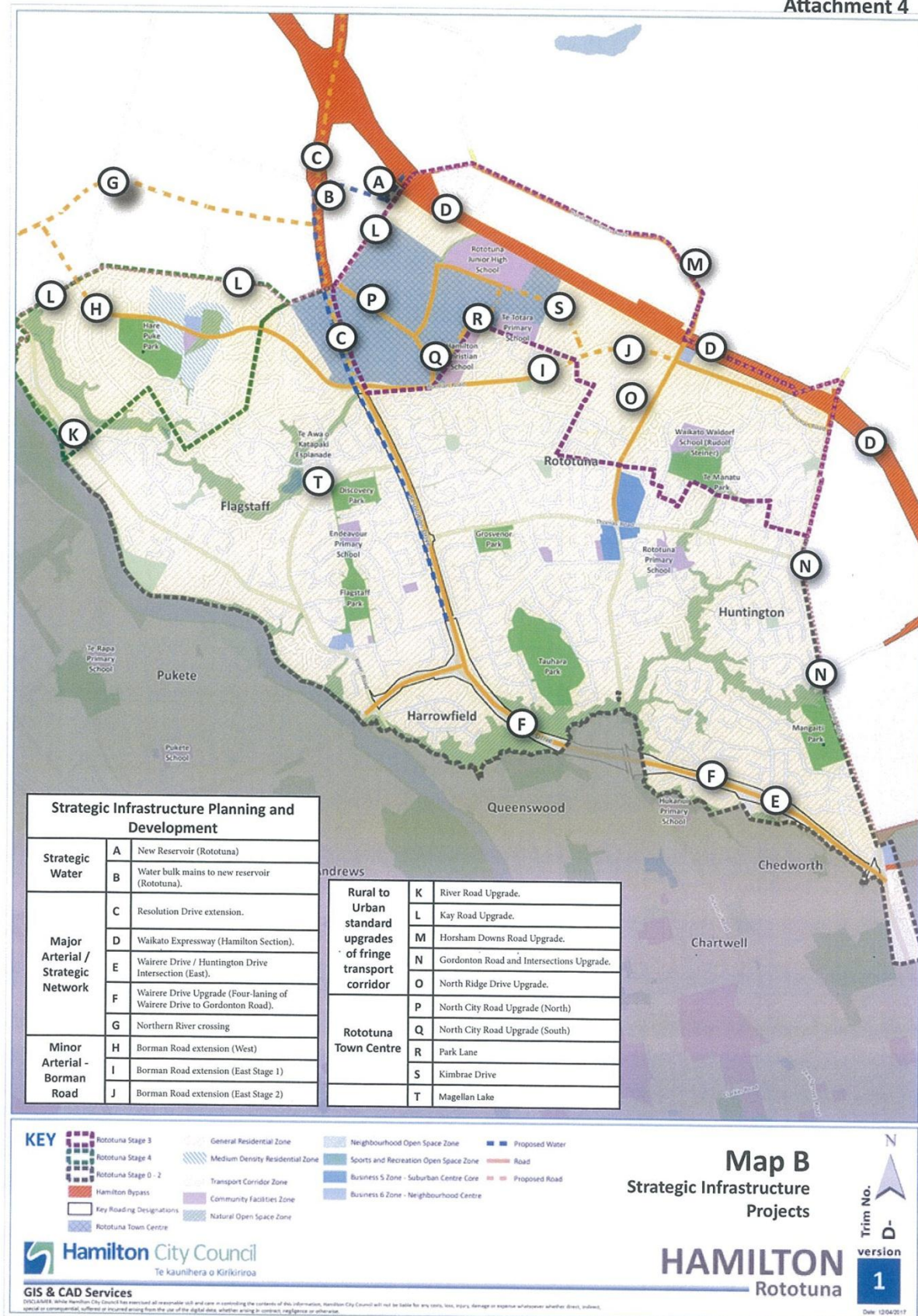
Land access – Council is working closely with land owners to secure ownership and/or legal access to enable the construction of strategic infrastructure. The efficiency of these processes rely on various parties being able to reach negotiated agreements.

Cost certainty – Project costs are likely to increase over time as a consequence of factors outside of Council's control and at rates that are difficult to predict. This summary does not include all local infrastructure required. Trunk and local infrastructure is normally provided by developers to connect to existing or planned strategic networks.

Most roading projects will also include various water, wastewater and stormwater servicing infrastructure.

7

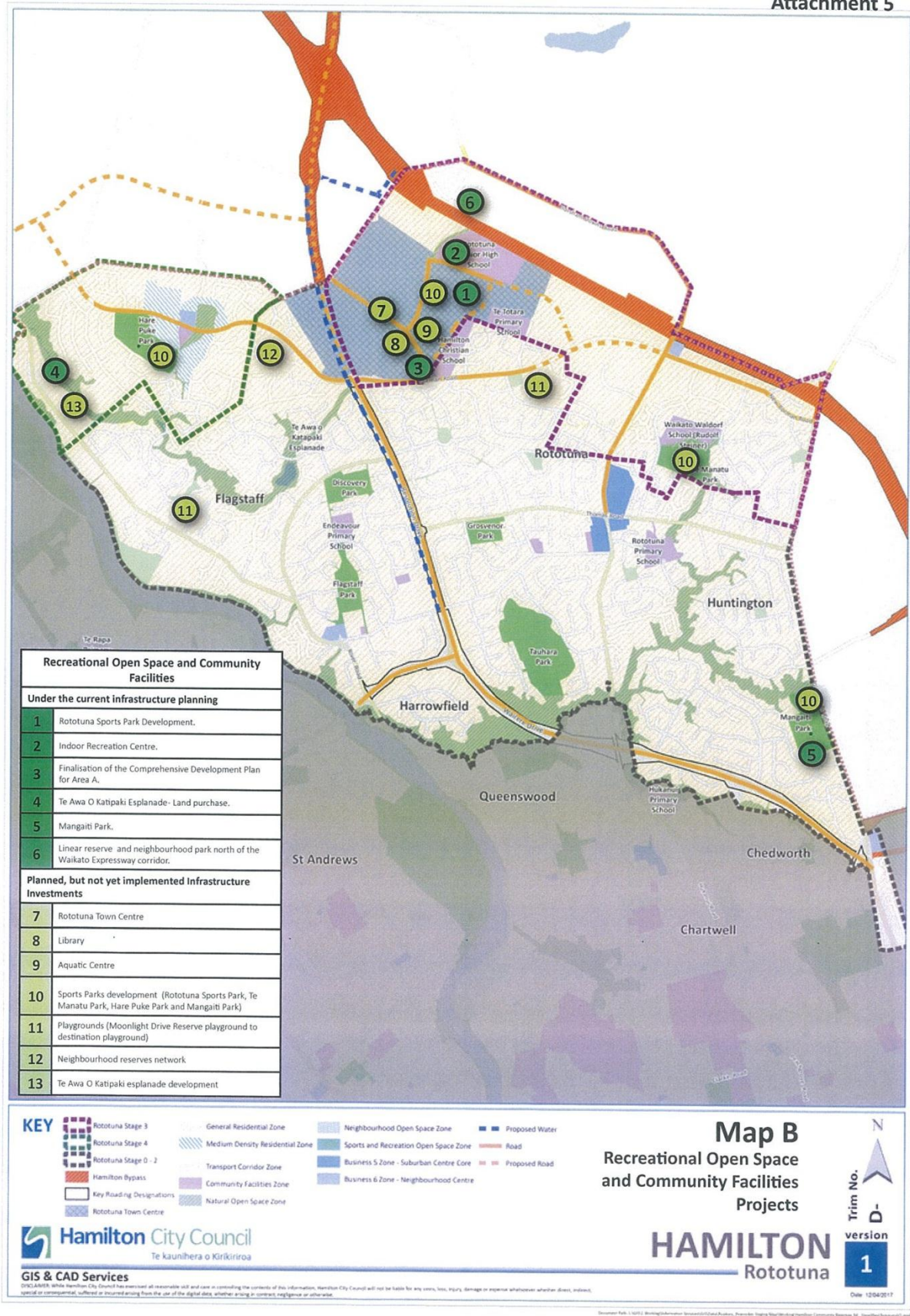
8



| Attachment 5. Table A: Reserves and Community Infrastructure Actions | | | | | | |
|--|----------------------|---------|--|--|--|--|
| Action | Unit | Map Ref | Strategic Infrastructure | Description | Current LTP Provision | Indicative commencement date based on current 2015-2015 LTP Funding |
| Work in progress | Community Facilities | 1 | Indoor Recreation Centre | Currently being built in partnership with the MoE at the Rototuna High School. | Funded | Construction 2016/17. Opening 2017. |
| | | 2 | Finalisation of the Comprehensive Development Plan ('CDP') and resource consent application for Area A of the Rototuna Town Centre | The CDP for Rototuna Town Centre, including library, aquatic facility and town centre developed in partnership with Kirkdale Developments (to be lodged mid 2017). | Funded | CDP to be lodged for resource consent in mid 2017. |
| | Parks & Open Spaces | 3 | Rototuna Sports Park Development | Comprehensive development plan in accordance with the planning requirements being prepared as part of a resource consent process. | Funded Allocated in year 10 24/25 of LTP for development of Rototuna Sports Park. Draft Annual Plan approved to be brought forward to 2017/18 for part park development. | Resource consent to be lodged mid 2017. \$6.1M Funded for Year 10 (2024/25). Part of that funding, \$730k brought forward in Year 3 (2017/18) for park development in the Draft Annual Plan. |

| | | | | | | |
|----------------------------------|-----------------------|----|---|---|----------|---|
| Planned, but not yet implemented | | 4 | Te Awa O Katipaki Esplanade | - | Funded | - |
| | | 5 | Mangaiti Park | - | Unfunded | - |
| | | 6 | Linear reserve and neighbourhood parks north of the Waikato Expressway corridor | Working with developers through the resource consent process to acquire land. | Unfunded | - |
| | Community Facilities | 7 | Rototuna Town Square | | Unfunded | - |
| | | 8 | North East Library | | Unfunded | \$12 M in Years 14-15 of the 30 Year Infrastructure Strategy. |
| | Parks and Open Spaces | 9 | North East Aquatic Centre | | Unfunded | \$14M in Years 11-13 of the 30 Year Infrastructure Strategy. |
| | | 10 | Parks Development | Development of Te Manatu Park, Hare Puke Park and Mangaiti Park. | Unfunded | \$400K estimated in Year 15 (2029/30) of the Infrastructure Strategy for Te Manatu Park development. \$3.55M estimated in Years 19 to 21 (2033/34 and 2034/35) of the Infrastructure Strategy for Mangaiti Park development. |
| | | 11 | Playgrounds | Development of new playgrounds. | Funded | \$887k Funded in Year 3 (2017/18) for development of destination playground in Rototuna. \$500k Funded in Year 9 |
| | | | | | | |
| | | | | | | |
| | | | | | | |

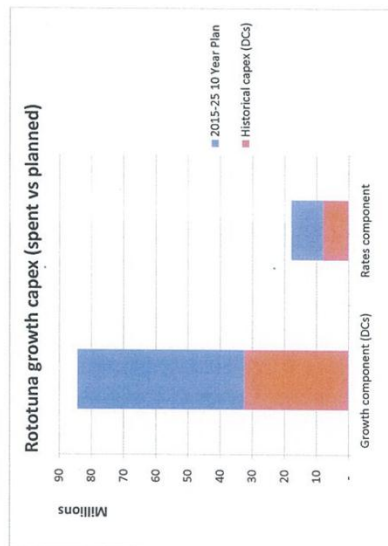
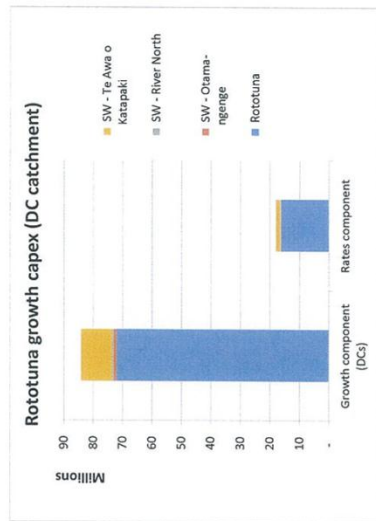
| | | | | | |
|----|---|--|--|----------|---|
| | | | | | (2023/24) for development of destination playground at Te Manatu Park. |
| | | | | | External funding to also be secured. |
| | | | | | Negotiating agreement with developers for developer funded neighbourhood playground at Mangaiti Park. |
| 12 | Neighbourhood reserves network | | | Unfunded | - |
| 13 | Te Awa O Katipaki esplanade development | | | Unfunded | - |



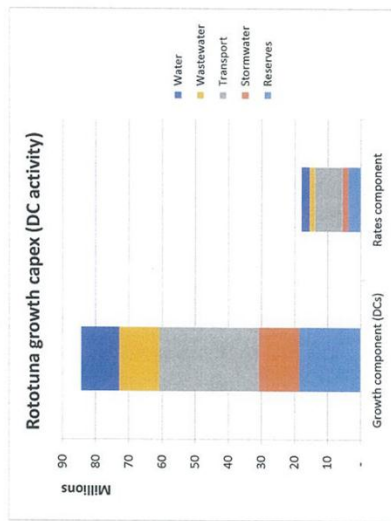
Attachment 6. Table A: Rototuna capital expenditure (planned and historical) that has a growth component

| By DC catchment | DC Catchment name | Growth component (DCs) | \$ '000's Rates component | Total capex |
|------------------------|-------------------|------------------------|---------------------------|----------------|
| Rototuna | | 72,157 | 16,160 | 88,317 |
| SW - Otama-rige | | 1,029 | 149 | 1,179 |
| SW - River North | | 475 | 75 | 550 |
| SW - Te Awa o Katapaki | | 10,717 | 1,561 | 12,278 |
| Total | | 84,379 | 17,945 | 102,324 |

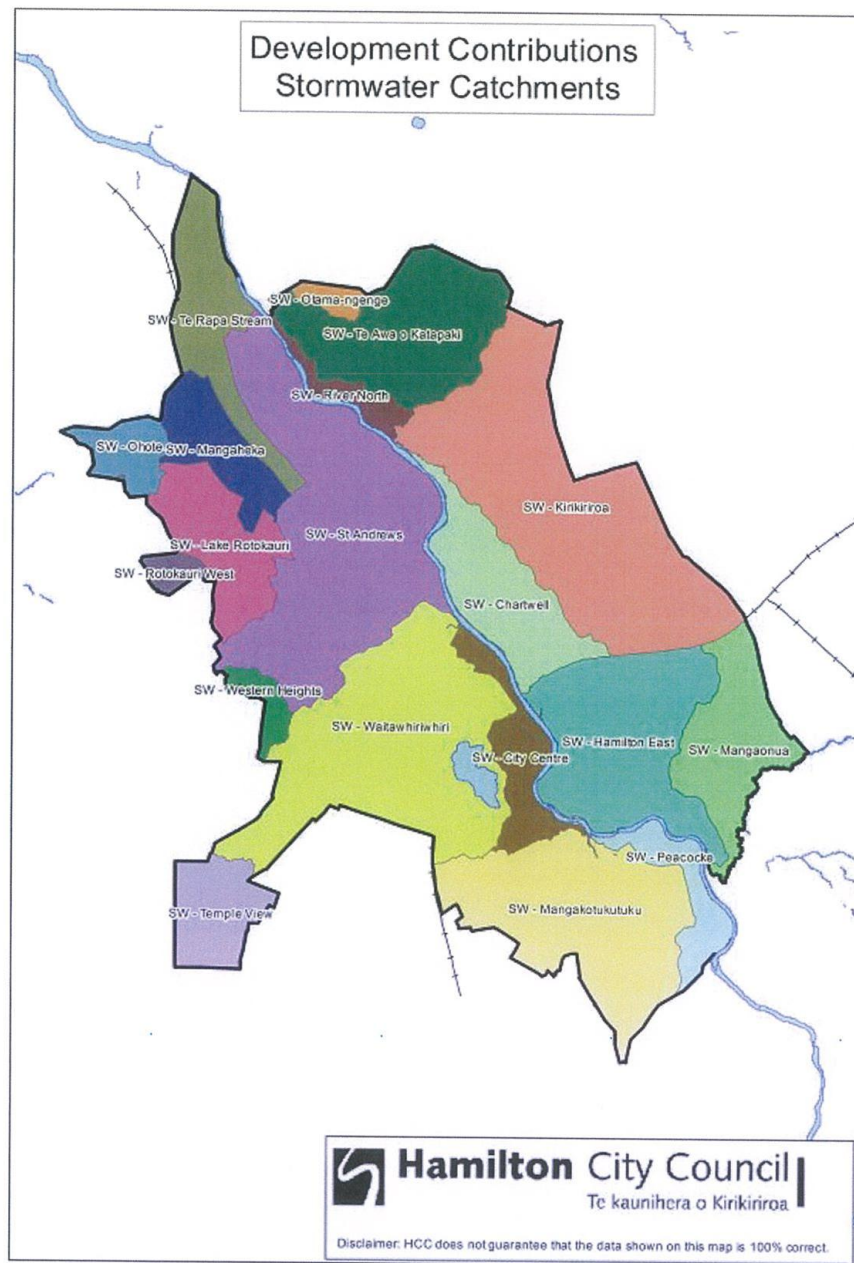
| By DC activity | DC Activity name | Growth component (DCs) | \$ '000's Rates component | Total capex |
|----------------|------------------|------------------------|---------------------------|----------------|
| Reserves | | 15,611 | 3,754 | 22,364 |
| Stormwater | | 12,221 | 1,785 | 14,007 |
| Transport | | 30,023 | 8,342 | 38,365 |
| Wastewater | | 12,051 | 1,682 | 13,733 |
| Water | | 11,473 | 2,382 | 13,855 |
| Total | | 84,379 | 17,945 | 102,324 |



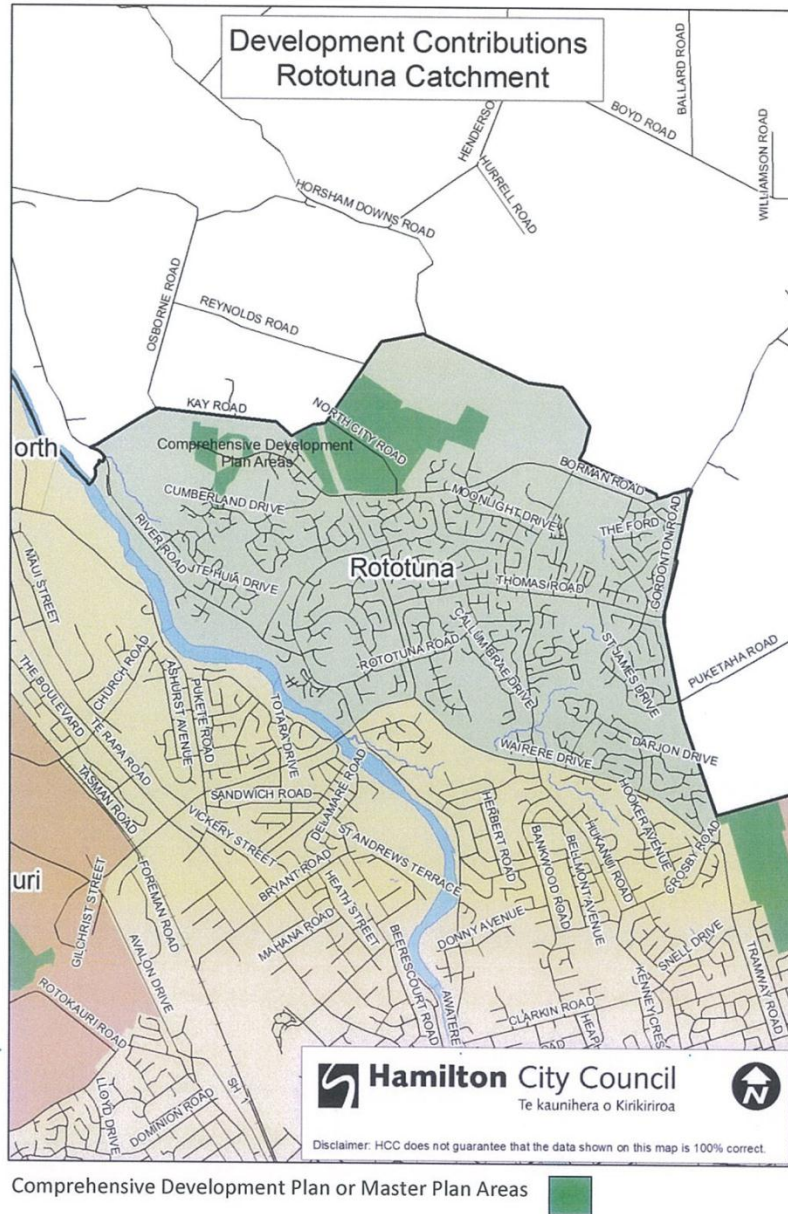
| Future / historical capex | Growth component (DCs) | \$ '000's Rates component | Total capex |
|---------------------------|------------------------|---------------------------|----------------|
| 2015-25 10 Year Plan | 51,938 | 10,000 | 61,938 |
| Historical capex (DCs) | 32,441 | 7,945 | 40,386 |
| Total | 84,379 | 17,945 | 102,324 |



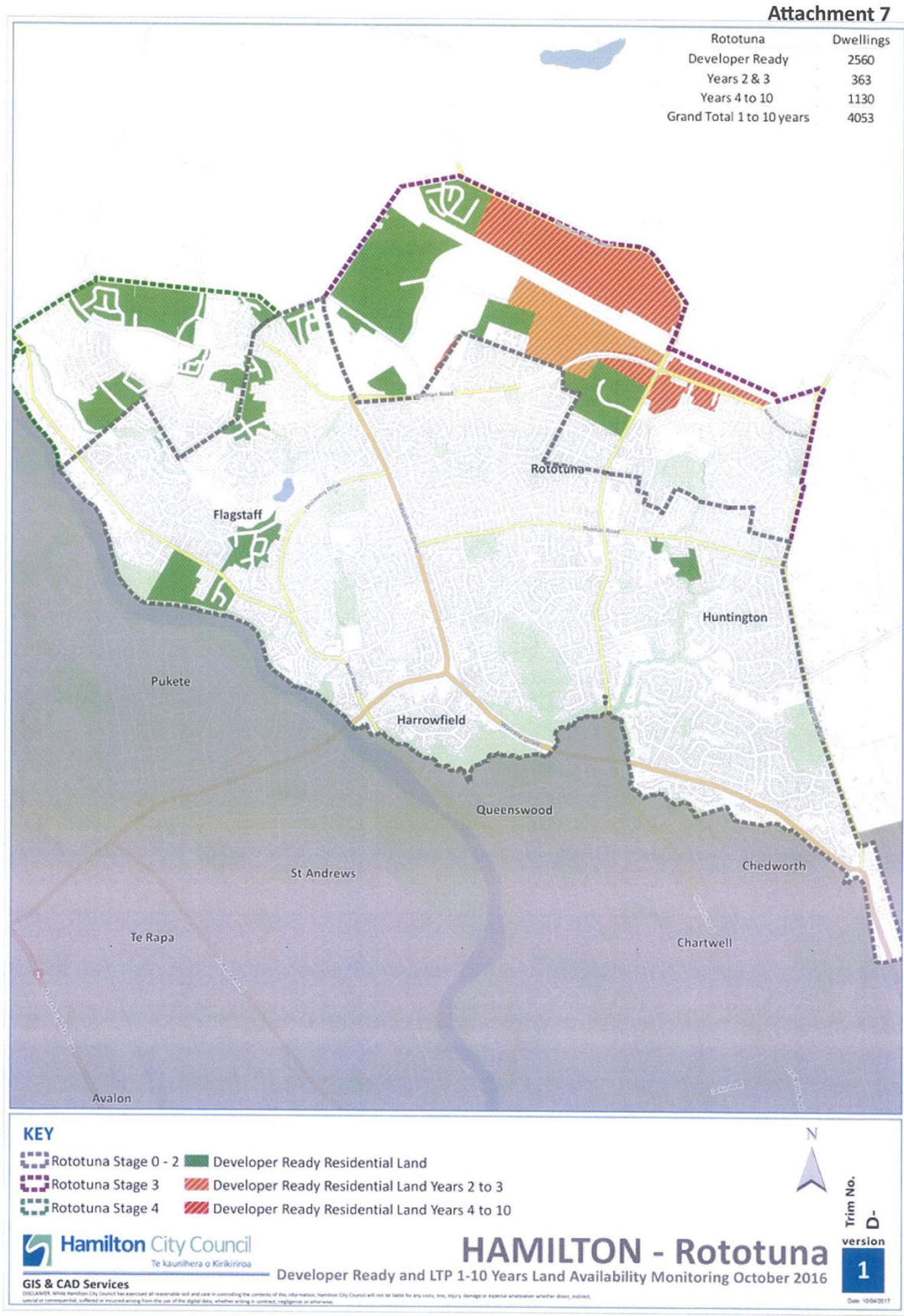
Important Note: the figures above do not include the citywide component of any DC charge in Rototuna, rather they reflect capital expenditure allocated exclusively to Rototuna catchments.



Development Contributions Policy 2016/17 - Schedules



Development Contributions Policy 2016/17 - Schedules



Committee: Growth and Infrastructure Committee

Date: 09 May 2017

Report Name: Hamilton City Council's Draft 1 Submission to the MBIE's Discussion Document on Urban Development Authorities

Author: Luke O'Dwyer

| | |
|---|--|
| Report Status | <i>Open</i> |
| Strategy, Policy or Plan context | Long Term Infrastructure Strategy 2015-2045; Economic Development Agenda; Hamilton Housing Accord; Hamilton Urban Growth Strategy; Future Proof. |
| Financial status | <i>There is no budget allocated.</i> |
| Assessment of significance | <i>Having regard to the decision making provisions in the LGA 2002 and Council's Significance Policy, a decision in accordance with the recommendations is not considered to have a high degree of significance.</i> |

1. Purpose of the Report

- To seek approval of Hamilton City Council's **Draft 1** submission to the Ministry of Business, Innovation and Employment's February 2017 Discussion Document on Urban Development Authorities.

3. Executive Summary

- On 14 February 2017 the Ministry of Business, Innovation and Employment (MBIE) released a discussion document on Urban Development Authorities (UDAs) for consultation/public submissions.
- The discussion document proposes establishing new legislation that would allow nationally or locally significant urban development projects to be built more quickly.
- It is proposing a toolkit of enabling powers that could be used to streamline and speed up particular large-scale projects, such as suburb-wide regeneration.
- The proposed legislation would enable a UDA to levy development contributions and a targeted infrastructure charge on properties within a development project area.
- The projects would be planned and facilitated by publicly-controlled UDAs, potentially in partnership with private companies and/or landowners.

9. Given the current growth-related work currently being undertaken by Council (e.g. the Housing Infrastructure Fund, Hamilton Housing Accord and ongoing work commitments to meet the National Policy Statement on Urban Development Capacity), it is considered important that a Council submission be made to MBIE.
10. Elected Members were advised of the discussion document and Council's intention to make a submission in the 21 February 2017 Executive Update.
11. HCC's **Draft 1** submission was circulated to Elected Members on 27 April 2017 for feedback.
12. As no feedback was received, **Draft 1** remains unchanged (Attachment 1).
13. HCC's **Draft 1** submission primarily supports the content and direction of LGNZ's draft submission (Attachment 2), which is broadly supportive of the UDA concept and its use as an additional delivery tool for more enabling land use powers.

Recommendations from Management

That the Growth and Infrastructure Committee:

- a) receives the report;
- b) approves Hamilton City Council's **Draft 1** submission to MBIE's February 2017 Discussion Document on Urban Development Authorities;
- c) notes the approved submission will be sent to MBIE by the 19 May 2017 submission closing date; and
- d) notes the approved submission will be uploaded to Hamilton City Council's website.

14. Attachments

15. Attachment 1 - HCC's Draft 1 Submission to MBIE's Discussion Document on Urban Development Authorities (9 May 2017)
16. Attachment 2 - LGNZ's Draft Submission - Urban Development Authorities (20 April 2017)

Signatory

| | |
|------------|--|
| Authoriser | Kelvyn Eglinton, General Manager City Growth |
|------------|--|

DRAFT 1

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Submission by Hamilton City Council

Urban Development Authority Discussion Paper (February 2017)

9 May 2017

1 Introduction

1.1 Hamilton City Council (HCC) appreciates the opportunity to be able to comment on the concept of Urban Development Authorities (UDAs) and the role they may play in planning and delivering future development. HCC broadly understands the purpose of the proposed legislation is to enable local and central government:

- To empower nationally or locally significant urban development projects to access more enabling development powers and land use rules; and
- To establish new UDAs to support those projects where required.

1.2 HCC is broadly supportive of the intent of the proposal for the following reasons:

- UDAs have the potential to create a significant positive legacy. HCC has noted that use of equivalent organisations overseas has given new purpose and new life to areas needing regeneration and revitalisation.
- UDAs have the potential to be able to effectively and efficiently address existing complex situations, particularly where there may be multiple ownership of land parcels, or numerous stakeholder interests.
- The proposal recognises the need for central government and territorial authorities to work closely together to provide for growth and development, and meet the needs of communities; this is seen as a positive and enabling approach.
- UDAs are seen as an additional tool to assist in the delivery of housing and business land and meeting ongoing requirements of the National Policy Statement on Urban Development Capacity.

1.3 There are a number of constructive points that HCC wishes to have considered as part of the ongoing thinking and decision-making process. These are outlined below.

2 Specific Comments

2.1 Proposals: Framework - Application

2.1.1 In Proposals 15-20 it would be helpful to have much greater clarity of the areas or scale of projects that might be subject to a UDA process. We note that Section 10A seeks to draw further discussion in this regard and HCC supports the 'principle' based

approach with a scale and degree appraisal based on local urban context, rather than generic nationally set prescriptive thresholds.

2.2 **Proposals: Processes - Development Plan Stage**

- 2.2.1 Irrespective of the use of UDAs, HCC considers that territorial authorities still have a critical role to play in terms of any project, particularly the extent to which it integrates into the existing urban area, the role and function of the area in respect to other current and future developments occurring within the urban area, and costs of providing or maintaining infrastructure in the wider area. Councils are elected to represent their communities. Therefore, HCC considers that it should be a requirement that territorial authorities agree any development plan prior to further implementation.

2.3 **Proposals: Processes - Approval of the Development Plan**

- 2.3.1 Proposal 48 requires the relevant territorial authority and regional council to have regard to the development plan when reviewing their own plans and policy statements. Given the importance of strategy, the development plan should be consistent with any relevant existing strategic frameworks (rather than vice-versa).

2.4 **Proposals: Planning, Land Use and Consenting - Role of Existing RMA Instruments and Entities**

- 2.4.1 HCC does not support the proposal to the extent the strategic objectives trump Part 2 of the RMA. Furthermore, existing strategic plans should have status in the decision-making framework. Of special note is the new provision in Part 2 relating to risk and natural hazards, as under this provision a UDA could initiate a development in areas subject to particular hazards, such as a flood plain. HCC is concerned that the proposal effectively removes UDA projects from RMA jurisdiction, and creates a fast-track or streamlined pathway with its own administration and rules (and need for appropriately trained and directed planning staff), the ability to veto existing consents if contrary to the objectives of the development plan and the potential to further fragment what is already at risk of becoming an extremely fractured and complex planning system. With an already complex planning system in place, HCC seeks clarity as to how UDAs are intended to fit efficiently and effectively into that planning framework without contributing further complexities. There also needs to be further advice on timing and transitional arrangements for existing district plans or regional policy statements.
- 2.4.2 Territorial authorities have a range of responsibilities to provide services to their communities. This includes management of natural and physical resources under the RMA, but also provision of services for social and cultural well-being (for example, public transport, reserves, and community facilities). The fragmentation described may lead to poor social outcomes as the compartmentalised approach of the proposed UDA planning system could impact the cohesion needed for effective transport, education and other social infrastructure planning. HCC recommends that any development plan process consider the wider suite of community outcomes and services that territorial authorities are providing.

2.5 **Proposals: Planning, Land Use and Consenting - Development Plan**

- 2.5.1 Emphasis should be placed on ensuring that any development plan administered by the UDA is consistent with any existing growth strategy. For example, the Future Proof

Growth Strategy sets out a 50-year preferred settlement pattern for Hamilton City, Waikato and Waipa Districts. Underpinning Future Proof is the need to integrate infrastructure with land-use and, in doing so, Future Proof takes a sub-regional view of growth, i.e. it considers the way in which growth and development in one part of the sub-region affects the remainder of the sub-region.

- 2.5.2 HCC notes that UDAs and development plans may be able to circumnavigate the requirements of regional policy statements. The Waikato Regional Policy Statement plays an important role in terms of setting out objectives and policies to achieve integrated development. It is the one statutory plan that works across territorial jurisdiction boundaries and provides important direction for achieving sub-regional integration of land use and infrastructure. Regional policy statements also contain community aspirations for other key and relevant resource management matters such as use of freshwater, natural hazards and maintenance of biodiversity. HCC considers that regional policy statement directions should be a key consideration for UDA development plans and should not be overridden.
- 2.5.3 In terms of Proposal 51, Mayors have no executive powers and cannot make financial commitments on their own. Therefore, HCC recommends that references to the “agreement of the Mayor” be replaced with “agreement of the affected local authority.” It would be damaging to a project should public consultation take place without the support of the local authority.
- 2.5.4 HCC considers that careful thought should be given to when a UDA may be given the powers to be the consent authority. The costs associated with creating the necessary structure to consider and issue consents would need to be calculated on a case-by-case basis. Consenting processes include a significant administrative component which manages the inputs from relevant experts (traffic, water quality, geotechnical, land development, infrastructure, heritage, urban design), all of which typically sit within the territorial or regional authority. The costs of setting up an alternative regulator would need to account for this.
- 2.6 **Proposals: Processes - Urban Development Authorities - Organisational Form**
- 2.6.1 Proposal 61 requires further clarity over when and in what circumstances a new public entity is desired to lead a development project.
- 2.6.2 It is unclear where costs fall for an alternative consenting authority. Of note is that for Special Housing Areas the councils remain responsible for any consenting and all initial site assessment. It is not clear from the proposals who would undertake the initial assessment of development projects.
- 2.6.3 HCC agrees that UDAs should be required to consult with relevant territorial authorities and regional councils on the content of the draft development plan and that the legislation would override obligations to consult separately under the LGA 2002.
- 2.6.4 HCC notes the multiple roles that can be assigned to UDAs, including functions of monitoring and compliance. HCC is unclear how the full suite of potential functions will be resourced, and the extent to which councils may be required to support these functions (for example through funding or human resourcing).

2.7 **Proposals: Infrastructure - Link with Local Government Planning**

2.7.1 Proposals 123-124 posit legislation to require territorial authorities to undertake 'trunk' infrastructure work where required to enable UDAs to operate outside their boundaries. Considering and prioritising the costs to HCC and the community associated with providing lead strategic infrastructure is a significant decision. HCC would ordinarily debate the provision of infrastructure and funding major project areas or UDAs as part of the wider LTP deliberations. HCC would also debate levels of service, community infrastructure provision and asset management plan recommendations during the LTP development process.

2.7.2 The proposed legislation would enable a UDA to levy development contributions and a targeted infrastructure charge on properties within a development project area. Any charges are then collected by the territorial authority and forwarded to the UDA or privately-owned vehicle. Clarification is required as to whether or not revenue raised as development contributions by TAs would stay on their books or not. In addition, councils are required to carry out all related enforcement activities pertaining to collection of these additional infrastructure charges which would have an additional cost to council.

2.7.3 It is unclear what will occur if facilities or infrastructure are (for whatever reason) not delivered through the development plan. Under the proposal, some UDAs would be created with a built-in expiry date. HCC is concerned that the burden of any remaining development and debt may fall to Council (and the ratepayer generally), along with ongoing maintenance requirements. The proposal indicates that there is a possibility that if there is significant debt and other financial liabilities attached to infrastructure at the time a UDA is ended, local authorities could agree to take on the debt and liabilities. Given the need to carefully manage local authorities' debt levels, this may not always be practical.

2.8 **Proposals: Infrastructure - Performance Requirements and Standards**

2.8.1 The current proposal is that any infrastructure built in UDA areas will need to meet the system performance requirements and levels of service, of councils' and utility providers' existing or planned networks. HCC supports this part of the proposal and would wish to see it remain.

2.9 **Proposals: Infrastructure - Winding up the Development Project**

2.9.1 Throughout the discussion document it mentions that the UDA may vest any new infrastructure for a development project in the host territorial authority or relevant public agency or network operator at no cost to the receiving organisation, with the timing of the transfer to be discretionary, depending on which entity owns the infrastructure. However, there are likely to be situations where it would not be advantageous for councils to have the asset vested. There should be clear provision for HCC to make a decision whether they want the asset or not.

2.10 **Proposals: Maori Interests in Urban Development and Land Use**

2.10.1 HCC supports the proposals to ensure Maori interests are identified, the principles of Te Ture Whenua Maori Act 1993 and the Treaty of Waitangi are upheld and Treaty settlements are honoured in any urban development project.

3 Further Information

- 3.1 Should the Ministry of Business, Innovation and Employment require clarification of the points raised in this submission, or further information, please contact Luke O'Dwyer (Economic Growth and Planning Unit Manager) on 07 838 6418, email Luke.O'Dwyer@hcc.govt.nz in the first instance.

Yours faithfully

Richard Briggs
CHIEF EXECUTIVE



< Local
Councils play
an active role
in keeping our
communities
moving.>

Urban Development Authorities

Local Government New Zealand's submission to the Ministry of
Business Innovation and Employment

20 April 2017

SUBMISSION

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Contents

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DRAFT

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Local Government New Zealand (LGNZ) is the national organisation of local authorities in New Zealand and all 78 councils are members. We represent the national interests of councils and lead best practice in the local government sector. LGNZ provides advocacy and policy services, business support, advice and training to our members to assist them to build successful communities throughout New Zealand. Our purpose is to deliver our sector's Vision: "Local democracy powering community and national success."

This final submission was endorsed under delegated authority by Lawrence Yule, President, Local Government New Zealand.

We would like to discuss with the Ministry of Business Innovation and Employment the matters raised in this submission.

Introduction

Thank you for this opportunity to submit on the proposals for Urban Development Authorities (UDAs). This submission has been prepared on behalf of New Zealand's local authorities.

We support the overall concept of legislation to enable UDAs and we welcome the prospect of this new tool.

To make more headway in providing more land for housing, councils need innovative tools to fund and finance infrastructure. This is the number one priority for local government and we urgently seek a focus from the Government on this.

Generally, the nature of the problem the discussion document seeks to address by way of UDAs needs to be more explicit and clearly identified. Many of the initiatives/tools intended for UDAs' use are already available to local authorities. For instance, councils already use the PWA to acquire private land after open market negotiations are unsuccessful and area specific planning provisions are applied to specific areas to promote greater intensification and development yield. In addition, the recent amendments to the RMA have enabled a "streamlined planning process" as an alternative to the Schedule 1 plan making process. This has the potential to be used for projects for which a UDA might be established.

If one of the objectives of the UDAs is increasing the supply of land (to support new housing), the scope of the Public Works Act (PWA) should be looked at. The PWA is the legislative tool for land assembly and whether it can be used to increase housing supply by a public organisation appears to be uncertain and attention should be given to this.

The package of proposals is significant in scale and complexity, especially when taking into account the recently amended RMA including the 'streamlined planning process' and the existing Housing Accords and Special Housing Areas legislation. Whether there are simpler solutions that are also worth exploring is also worth consideration.

LGNZ gives strong support to the partnership approach between central government and territorial authorities, and the agreement of either party is necessary for a particular proposal to progress.

Lastly, we consider more attention should be given to the weight of existing strategies and to Part 2 of the RMA.

The stated benefits include better integration between land use planning and transport systems and increased planning certainty for developers but if they enable out of sequence/random greenfields

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proposals to come forward ahead of a local authority's long term planning for growth and infrastructure investment, they have the potential to work against integration and to reduce certainty for local government (and other actors).

The UDA proposals are intended to address low housing supply, reduce land market constraints, and ensure that urban areas experiencing high growth are vibrant, attractive, liveable cities. Councils experiencing high growth have a number of initiatives or mechanisms already in place for their regions including providing residential capacity which is feasible and enabled through infrastructure and Special Housing Areas (SHAs).

Framework and processes

Proposals: Framework – Core components

Local Government New Zealand supports the core concepts of the framework for UDAs. Specifically, LGNZ supports the concept that territorial authorities will be able to access more enabling development powers and land use rules.

The framing of the proposals will allow tailor-made solutions to be developed for specific proposals with the appropriate suite of tools.

LGNZ has concerns with the proposal that a strategic direction, developed and agreed through consultation with relevant local authorities and stakeholders, has little or no weight under the framing of the proposals and that a strategy may be undermined if it is required to be altered to be consistent with an approved urban development project.

Proposals: Framework – Scope

LGNZ supports how the scope is conceptualised, in particular:

- the definition of 'urban development' proposed. As per comments that follow, the proposal should be consistent with any strategy that has been set;
- that both public and private sector developments are eligible to become development projects; and
- the development powers are only available during the time it takes to realise the strategic objectives of the relevant development.

However, the powers should only be available beyond the edge of any existing built-up area where this is consistent with an approved strategic framework. Thus, an approved strategic framework needs to be given weight.

Proposals: Framework – Application

LGNZ supports the proposed framework, and the partnership approach between central government and territorial authorities. Regional councils, having legislated responsibility for Regional Land Transport Plans, Regional Policy Statements, and integrating land use and transport under the Resource Management Act should be part of the framing of any urban development proposal, as discussed below.

Proposal: Framework – Benefits

LGNZ supports this proposal.

Proposals: Processes – Establishment stage

LGNZ supports the proposal that territorial authorities can recommend that the Government consider a

LGNZ draft submission 20 April 2017 – Urban Development Authorities 4

particular development project, which essentially initiates the process. Officials, together with council officers should be involved in the initial assessment of the project. Infrastructure providers must also be included in this phase, to identify the availability (or otherwise) of infrastructure.

The proposals do not take into account that for some councils, a CCO has the powers of a territorial authority, and the territorial authority is not the road controlling authority. This applies to Auckland, where the Local Government Auckland Council Act establishes Auckland Transport with functions and powers of a local authority under a range of acts. This legislative role should be recognised in the UDA legislation and should be broad enough to recognise other and future CCOs which have these powers.

Prior to a territorial authority recommending or the Government initiating the process, for a particular development project to have access to powers under the proposed legislation, consultation should be required with the regional council. How a particular development project fits with existing strategic plans should be part of the initial recommendation (prior to the next step).

Iwi should be present at each stage of the establishment process where the government is present (initiation, assessment, government agreement, public consultation and establishment stages). This is necessary to uphold co-governance requirements under the Treaty of Waitangi.

The relevant regional council should also be present at each stage of the establishment process (initiation, assessment, government agreement, public consultation and establishment stages) to ensure the statutory role and functions of the regional council are recognised in establishing the UDA.

Environmental considerations should be in play at all stages of the proposal (including initial assessment and pre-establishment consultation), as both constrains/potential for adverse effects and opportunities for environmental enhancement to improve UDA outcomes (proposals 23, 32, 34). A stronger recognition of mitigation, offsetting and enhancement through the development plan (and earlier). Consideration of environmental outcomes only explicitly required to be considered at the development plan stage is too late (proposal 40(e)).

The initial assessment should also include “fit” with existing strategic documents. Being clear on the strategic objectives for the development project is strongly supported.

With regard to #28, it is not clear at what stage this consultation is expected to happen and the weight any views are given. This aspect of the proposal needs more thought.

It is unclear where costs fall for the consultation and assessment.

Proposals: Processes – Development plan stage

Clarity is needed on where the costs of preparing the draft development plan fall. The relative weight given to consultation with the listed parties (#36) compared with views received in submissions (#37) is unclear.

Proposals: Processes – Contents of the development plan

It is unclear who will be responsible for preparing the development plan, including the assessment of effects on the environment and then who is charged with assessing its adequacy and what the implications might be.

The assessment should also be required to assess the strategic “fit” of the development plan against existing strategic frameworks.

Proposals: Processes – Objections

LGNZ considers the time frames for objections should be specified and clarity is needed on how the commissioners are selected.

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48 requires the relevant territorial authority and regional council to have regard to the development plan when reviewing their own plans and policy statements. Given the importance of strategy, the development plan should be consistent with any relevant existing strategic frameworks (rather than vice versa).

Proposals: Processes – Role of territorial authorities

Mayors have no executive powers and cannot make financial commitments on their own, therefore LGNZ recommends that references to the “agreement of the Mayor” be replaced with “agreement of the affected territorial authority.” It would be damaging to a project should public consultation take place without the support of the local authority.

LGNZ also agrees that UDAs should be required to consult with relevant territorial authorities and regional council on the content of the draft development plan and that the legislation will override obligations to consult separately under the LGA 2002.

Territorial authorities should be the decision-maker on agreement to proceeding to public consultation on a development proposal (#51).

LGNZ strongly supports territorial authorities having veto rights.

Proposals: Processes – Role of regional councils

LGNZ considers the role of regional councils needs to be more fully considered, particularly with respect to the powers a UDA is proposed to have regarding infrastructure and consenting.

Regional councils are directly affected – because of their statutory functions under the RMA for environmental management and as significant infrastructure providers. A UDA proposal will likely impact on infrastructure supplied by regional councils, both in terms of existing capacity, and the implication that UDAs can require upgrades beyond the development area (#50-51).

How regional councils are involved in the process to establish a UDA needs further consideration.

Urban Development Authorities**Proposals: Urban development authorities – Organisational form**

LGNZ considers that careful consideration should be given to when a UDA may be given the powers to be the consent authority. The costs associated with creating the necessary structure to consider and issue consents would need to be calculated on a case by case basis. Consenting processes include a significant administrative component which manages the inputs from relevant experts (traffic, water quality, geotechnical, land development, infrastructure, heritage, urban design) all of which typically sit within the territorial or regional authority. The costs of setting up an alternative regulator would need to account for this. If the UDA would use the existing resources of the council(s) it begs the question as to why an alternative regulator is necessary.

It is unclear where costs fall for an alternative consenting authority.

Proposal: Urban development authorities – Objectives

LGNZ is happy with these objectives.

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Proposals: Urban development authorities – Accountability and monitoring

It is unclear which entity, if it is not the urban development authority, might be responsible for leading the development project.

Monitoring the activity of urban development authorities is very important and this function can best be performed by an agency at arm's length.

Proposals: Urban development authorities – Lead development entities

LGNZ supports these proposals.

Land assembly, compulsory acquisition and reserves

Proposals: Land assembly – Market based negotiations

LGNZ supports these proposals.

Proposals: Land assembly – Compulsory acquisition

These proposals do not appear to offer more than the existing powers under the Public Works Act which we understand do not allow public authorities to compulsorily acquire property for “strategic objectives” related to housing. Given the reasons for establishing UDAs, the scope of the Public Works Act should be looked at as part of this package of legislative reform.

LGNZ recommends that further criteria should be incorporated to ensure compulsory acquisition is only used for greater public good and not private gain. UDAs should have access to the proposed powers, subject to the requirements in proposal 78, including seeking approval from the Minister for Land Information.

Proposal: Land assembly – Value of compensation

The proposal states that “in calculating compensation for land acquired or taken, no allowance is made for any increase or reduction in the value of the land as a result of a development project.” LGNZ supports this proposal.

Proposals: Land assembly – Assembling public land

This provision may conflict with the offer back provisions in the PWA, which will need to be addressed.

Proposals: Land assembly – Dealing with lesser interests in land

LGNZ supports these proposals, particularly the powers to remove any legal encumbrances.

Proposals: Reserves – Limitations on the powers

LGNZ supports these proposals and particularly that powers can only be exercised after consultation with the bodies that administer, manage and own the reserve. However it is not clear what weight the consultation is given and how any dissent is managed where the body responsible for the reserve does not agree with the development plan.

Proposals: Reserves – Management plans and by-laws

LGNZ supports these proposals but, as per the comment above, clarification is needed regarding the weight that any consultation with the administering body has and whether its agreement required?

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Proposals: Reserves – Other matters

LGNZ supports these proposals but, as per the comment above, clarification is needed regarding the weight that any consultation with the administering body has and whether its agreement required?

Planning, land use and consenting powers

Proposals: Planning, land use and consenting – Decision-making considerations

LGNZ does not support this proposal to the extent the strategic objectives trump Part 2 of the RMA. Further, existing strategic plans should have status in the decision-making framework. Of special note is the new provision in Part 2 relating to risk and natural hazards as under this provision a UDA could initiate a development in areas subject to particular hazards, such as a flood plain.

Part 2 should remain the over-riding consideration (#97). In the event a Development Plan contains land use regulations it should be required to adopt the same protection for all RMA section 6 matters as district plans. LGNZ does not agree there are circumstances in which these matters should be over-ridden or deprioritised.

It is unclear how urban development (as a matter of national importance) can assume a national value which overrides enshrined and tested matters of national importance as per Part 2 RMA. The National Policy Statement – Urban Development Capacity should continue to provide the policy direction.

RMA Part 2 matters relating specifically to Māori and Māori interests and concerns reflect the importance of these matters for Māori and the nation. There is a concern that the proposals undermine these specific matters and are contrary to the Treaty covenant the Crown holds with Māori (#97).

Proposals: Planning, land use and consenting – Role of existing RMA instruments and entities

LGNZ considers that careful consideration should be given to when a UDA may be given the powers to be the consent authority. The costs associated with creating the necessary structure to consider and issue consents would need to be calculated on a case by case basis. Consenting processes include a significant administrative component which manages the inputs from relevant experts (traffic, water quality, geotechnical, land development, infrastructure, heritage, urban design) all of which typically sit within the territorial or regional authority. The costs of setting up an alternative regulator would need to account for this. If the UDA would use the existing resources of the council(s) it begs the question as to why an alternative regulator is necessary.

It is unclear where costs fall for an alternative consenting authority. Of note is that for Special Housing Areas the councils remain responsible for any consenting.

Proposals: Planning, land use and consenting – Development plan

With respect to the proposal that the urban development authority must provide an assessment of the efficiency and effectiveness of the proposed rules in the development plan with respect to controlling land-use and managing effects on the environment, it is unclear who this is provided to and what is to be done with it.

LGNZ considers that whilst the plan making process is a significant exercise for a local community that is best left with the council to undertake, the plan administration functions (including resource consents) could readily be undertaken by a UDA acting under delegation from the council(s). Master-planning for a project area is separate from regulatory plan making and enabling a UDA to undertake master-planning is supported, enabling regulatory plan-making is not supported.

LGNZ does not support the development plan being able to override/replace the Regional Policy Statement, which is effectively the strategic framework for the region and which gives effect to Part 2 of the RMA.

These powers essentially mean the development plan does not give effect to or be consistent with Part 2 of the RMA. LGNZ does not support this.

Proposals: Planning, land use and consenting – Consenting and enforcement

Please see previous commentary re consenting. We note it is unclear what is meant by “planning” powers.

Proposals: Planning, land use and consenting – Activities included in the development plan (Process A)

Please see previous commentary re consenting. We note it is unclear what is meant by “planning” powers.

It is unclear who will have responsibility (and bear the associated costs) for monitoring and enforcement of any conditions, especially once a UDA is disestablished. This is another argument for the appropriate regulatory authority to maintain the consenting powers.

Proposals: Planning, land use and consenting – Activities not included in the development plan (Process B)

Please see previous commentary re consenting and we note it is unclear what is meant by “planning” powers. It is unclear where responsibility for monitoring and enforcement sits.

Proposals: Planning, land use and consenting – Designations and heritage orders

LGNZ supports these proposals.

Proposals: Infrastructure – General matters

LGNZ notes the rationale behind giving a UDA these powers for the purpose of achieving strategic objectives within a defined area. It is not clear whether the UDA will be required to compensate a public agency, such as a TA, for any costs borne by that public agency as a result of a decision to move/extend etc the local infrastructures.

Proposals: Infrastructure – Independent method for providing infrastructure and link with local government planning

Councils plans and budgets are set in accordance with statutory requirements that specify processes for making amendments and changes. It is quite possible that the requirements in this section will require an amendment to a council's Long Term Plan, potentially including 30 year infrastructure strategies. These are expensive and drawn out processes and can have funding implications – this tension needs to be considered.

The question of funding needs to be addressed in this section. If a UDA requires a local authority to undertake work on local infrastructure then the UDA should compensate the TA for the cost of that work.

Proposals: Infrastructure – Performance requirements and standards

LGNZ agrees with these proposals.

SUBMISSION

**We are.
LGNZ.**

Proposals: Funding and financing – General matters

LGNZ supports these proposals.

Proposals: Funding and financing – Collecting targeted infrastructure charges

Clarification is required as to whether or not revenue raised as development contributions and then transferred to the UDA stay on the council's books or not. Advice from the Office of the Auditor General might be helpful here.

Proposals: Funding and financing – Cross border funding issues

LGNZ agrees with these provisions however councils will need to know any likely costs prior to the adoption of its annual budget.

Māori interests in urban development and land use

Proposals: Māori interests – Honouring Treaty settlements

LGNZ supports these proposals. A UDA should be bound to uphold any co-governance arrangements established through Treaty settlements, even where those arrangements refer to planning and consenting frameworks that have been replaced under the proposed legislation (#150). This should also include any co-governance/co-management arrangements that have arisen outside of treaty settlements. Further clarification is sought regarding how future co-governance/co-management agreements are dealt with, given that they won't exist prior to a proposed development plan

Proposals: Māori interests – Process of establishing a development project

LGNZ supports these proposals

Proposals: Māori interests – Preparation of a development plan

LGNZ supports these proposals.

Proposals: Māori interests – Rights of first refusal

LGNZ supports these proposals.

Proposals: Māori interests – Land assembly powers

LGNZ supports these proposals.

Committee: Growth and Infrastructure Committee

Date: 09 May 2017

Report Name: 2015-25 10-Year Plan Service Performance Exceptions Report - Year 2, Quarter 3

Author: Jolie Humphreys

| | |
|---|---|
| Report Status | <i>Open</i> |
| Strategy, Policy or Plan context | <i>2015-25 10-Year Plan</i> |
| Financial status | <i>There is budget allocated within budgeted work programmes.</i> |
| Assessment of significance | <i>Having regard to the decision making provisions in the LGA 2002 and Council's Significance Policy, a decision in accordance with the recommendations is not considered to have a high degree of significance</i> |

1. Purpose of the Report

- To inform Council of the status of the Growth and Infrastructure key performance indicators (KPIs) for quarter 3, year 2 of the 2015-25 10-Year Plan.

Recommendations from Management

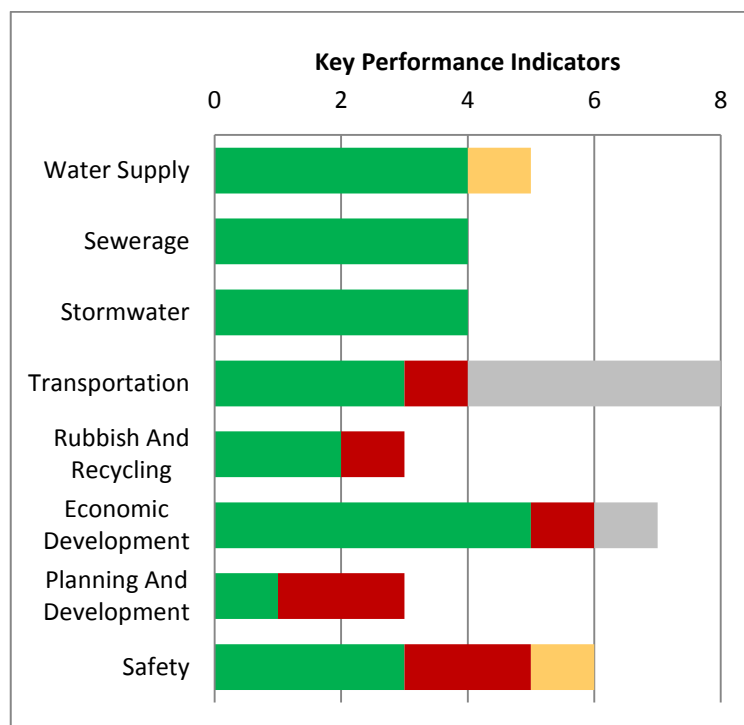
That the Growth and Infrastructure Committee receives the report.

3. Attachments

- Attachment 1 - 2016/17 Quarter 3 KPI Exceptions Report

5. Status Update

- There are 65 KPIs contained in the 2015-25 10-Year Plan. These have previously been reported to the Finance Committee as an attachment in the 10 Year Plan Monitoring Report. The KPIs have been split to report to the relevant committee, either Growth and Infrastructure or Community and Services.
- This is an exceptions report so only KPI's that are "Off Track", "Need Corrective Action" or have "No Data" are reported to the committee on a quarterly basis.
- There are 26 Growth and Infrastructure KPIs "On Track" to meet the annual target by June 2017. Seven are "Off Track" and are not expected to meet the target, two "Need Corrective Action" and five have "No Data" yet due to data being collected annually. The graph below summarises the KPIs in each Activity group. Details of the KPIs that are off track (red) need corrective action (yellow) or have no data (grey) are in attachment 1.



9. Financial and Resourcing Implications

10. The off track KPIs do not result in any financial implications.

11. Risk

12. KPIs are a measure of our level of service, agreed with our community through the 10-Year Plan. Failure to deliver to the target creates a reputational risk for the Council. The targets were set as part of the 2015-25 10-Year Plan and cannot be revised during the 3 years.

Signatory

| | |
|-------------|--|
| Authorisers | Kelvyn Eglinton, General Manager City Growth Chris Allen, General Manager City Infrastructure |
|-------------|--|

2015-25 10 Year Plan Growth & Infrastructure Service Performance Exceptions Report - Year 2 (2016/17)

| Quarter 3 Summary Results of Growth & Infrastructure Indicators | | | |
|---|----------------|-------------------|--------------|
| On Track: 65% | Off Track: 18% | Action Needed: 5% | No Data: 13% |

| # | LEVEL OF SERVICE | MEASURE | ANNUAL TARGET | YEAR TO DATE | QUARTER 3 Jan-Mar | | | QUARTER 2 | QUARTER 1 |
|---|------------------|---------|---------------|--------------|----------------------|--------|---------|-----------|-----------|
| | | | | Result | Result | Status | Comment | Result | Result |

WATER SUPPLY

| | | | | | | | | | |
|---|--|--|---------------------|--------|---|---------------|---|---|---|
| 1 | A timely response if there is a problem with the water supply. | The median response times for the following when the Council attends a call-out in response to a fault or unplanned interruption to its water reticulation system: C) Attendance for non-urgent call-outs: From the time that Council receives notification to the time that service personnel reach the site. | No more than 5 days | 6 Days | 6 | Action Needed | A backlog of Work Orders (due to increased work volumes from the recent weather events) means this result may be understated. Additional resources has been provided to clear the backlog and implement improvements to reduce the risk of a backlog in the future. | 4 | 7 |
|---|--|--|---------------------|--------|---|---------------|---|---|---|

TRANSPORTATION

| | | | | | | | | | |
|---|--|--|--|---|---|---------|---|---|---|
| 2 | A Transport network that is safe to use | The change from the previous financial year in the number of fatalities and serious injury crashes on Hamilton's local road network. | Two less deaths or serious injuries than the previous financial year | - | - | No Data | Data is collected annually. The data for 2016/17 is not available and is reported in Quarter 1 of 2017/18. Year to date there have been 27 deaths/serious injuries. Previous Data: 2015/16 = 34 2014/15 = 27 2013/14 = 30 | - | - |
| 3 | The Council will invest in making biking safer | The change from the previous financial year in the number of deaths and serious injuries involving cyclists on Hamilton's roads. | Decreasing trend | - | - | No Data | Data is collected annually. The data for 2016/17 is not available and is reported in Quarter 1 of 2017/18. Year to date there have been 2 deaths / serious injuries involving cyclists. Previous Data: 2015/16 = 6 2014/15 = 4 2013/14 = 3 | - | - |

| # | LEVEL OF SERVICE | MEASURE | ANNUAL TARGET | YEAR TO DATE | QUARTER 3 Jan-Mar | | | QUARTER 2 | QUARTER 1 |
|---|---|---|------------------|--------------|----------------------|-----------|---|-----------|-----------|
| | | | | Result | Result | Status | Comment | Result | Result |
| 4 | Roads will be adequately maintained. | The percentage of Hamilton's sealed local road network that is resurfaced each year. | 5.5% | 4.7% | 4.7% | Off Track | The work programme target has been reset based on increased understanding of need and delivering overall value for money in the transport maintenance and renewal activity. | 0.4% | 0.2% |
| 5 | Predictable vehicle travel times for peak time trips. | The percentage of extra time taken for vehicles to travel key routes in the city during peak travel times. | No more than 50% | 32% | 0% | No Data | Next half yearly survey to be completed in May. We have had confirmation that the sensors have been repaired. | 32% | 0% |
| 6 | Parking in the central city will be managed effectively | The percentage of on-street car parks in the central city high demand parking areas that are full between 10am - 4pm on weekdays. | No more than 85% | 70% | 0% | No Data | The data collection for the CBD is completed 6 monthly. Next survey results will be available for quarter 4. | 70% | 0% |

Rubbish and Recycling

| | | | | | | | | | |
|---|---|--|--------------|-----|-----|-----------|--|-----|-----|
| 7 | The Council will promote and encourage recycling and reuse. | The percentage of waste recovered for recycling through the kerbside collection. | At least 30% | 27% | 27% | Off Track | Further significant improvements in the percentage of waste recovered for recycling are not anticipated to be observed until proposed improvements are implemented. These improvements include the long term waste education, communication, marketing and engagement strategy and any future changes to expand the level of service of the kerbside recycling collection. | 28% | 28% |
|---|---|--|--------------|-----|-----|-----------|--|-----|-----|

Economic Development

| # | LEVEL OF SERVICE | MEASURE | ANNUAL TARGET | YEAR TO DATE | QUARTER 3 Jan-Mar | | | QUARTER 2 | QUARTER 1 |
|---|---|---|----------------------|---------------|----------------------|-----------|---|-----------|-----------|
| | | | | Result | Result | Status | Comment | Result | Result |
| 8 | Our venues should be well used | The total number of hire days across the stadium facilities each year | At least 420 | 239 hire days | 73.75 | Off Track | A long standing system error has been identified that would have inflated target setting expectations. As a result the number of stadia hire days is anticipated to be well below the target that has been set. However, attendance and financial results are ahead of budget and indicate higher yielding events are taking place. | 79.75 | 85.5 |
| 9 | Growth in Hamilton and Waikato region visitor economy | The percentage of growth in the visitor economy of the Hamilton and Waikato region. | 2.8% growth annually | - | - | No Data | This is an annual expenditure figure provided by Ministry of Business, Innovation and Employment (MBIE) and isn't available quarterly. The results for year end March 2017 will be available in November 2017. MBIE have recast growth figures so Hamilton and Waikato Tourism have decreased their target to 2.7%. | - | - |

Planning and Development

| | | | | | | | | | |
|----|--|---|------|-------|------|-----------|---|------|------|
| 10 | Planning and building consents will be processed on time | The percentage of non-notified resource consent applications processed within statutory timeframes. | 100% | 99.5% | 100% | Off Track | 624 consents have been processed year to date. All consents were processed within timeframes this quarter but three went overtime during quarters 1 and 2. | 99% | 99% |
| 11 | Planning and building consents will be processed on time | The percentage of building consents processed within statutory timeframes. | 100% | 99.7% | 99% | Off Track | Four out of 448 consents exceeded timeframe during January and March owing to a resourcing issue and technology error. A job has been raised with our service provider. | 100% | 100% |

| | | | | YEAR TO DATE | QUARTER 3 Jan-Mar | | | QUARTER 2 | QUARTER 1 |
|--------|---|--|---|--------------|----------------------|---------------|--|-----------|-----------|
| # | LEVEL OF SERVICE | MEASURE | ANNUAL TARGET | Result | Result | Status | Comment | Result | Result |
| Safety | | | | | | | | | |
| 12 | The Council will work with others to improve perceptions of safety in the central city. | The percentage of central city users surveyed who feel very safe or reasonably safe in the central city during the daytime | Improvement on the previous year's result | 79.0% | - | Off Track | The result in the 2015 and 2016 survey was 79%. There was no increase therefore the target was not met. The team have continued to increase their level of engagement with the Business community and the Public on a daily basis. The next survey will be done in July 2017 | - | - |
| 13 | A reliable response to requests for graffiti, excessive noise and dog control | The percentage of complaints about excessive noise responded to within 30 minutes. | 95% | 94.3% | 95% | Action Needed | 5,790 noise complaints have been year to date. The target was met this quarter but due to previous quarters being down, the overall result is slightly below. | 94% | 94% |
| 14 | A reliable response to requests for graffiti, excessive noise and dog control | The percentage of urgent requests for dog control responded to within 60 minutes. | 100% | 99.4% | 100% | Off Track | 180 urgent requests for dog control have been made year to date. The target was met in quarters 1 and 3 but due to 1 request being responded to late in quarter 2 the target is not met. | 94% | 100% |

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. Development Contributions Remissions Report - Three Months to 31 March 2017 |) Good reason to withhold) information exists under) Section 7 Local Government) Official Information and) Meetings Act 1987) | Section 48(1)(a) |

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 protect the privacy of natural persons | Section 7 (2) (a) |
| | to maintain legal professional privilege | Section 7 (2) (g) |