26. Paper Road next to 1692 State Highway 27 Patetonga

Property Details	
Address	Paper Road next to 1692 State Highway 27 Patetonga 3373
Area	
Land Status	
LINZ Parcel ID	
Legal Description	Road Reserve – Anzac Street Patetonga
Leases and Licences	YES (Grazing)
Administration	HDC



27. 1050 Miranda Road Kaiaua 2473

Property Details	
Address	1050 Miranda Road Kaiaua 2473
Area	8865 square metres
Land Status	
LINZ Parcel ID	4894491
Legal Description	Lot 1 DP 134415
Leases and Licences	NO
Administration	HDC



28. 1195A East Coast Road Kaiaua 2473

Property Details	
Address	1195A East Coast Road Kaiaua 2473
Area	1148 square metres
Land Status	
LINZ Parcel ID	5000112
Legal Description	Lot 1 DP 25883
Leases and Licences	NO
Administration	HDC



29. 27 Lipscombe Road Kaiaua 2473

Property Details	
Address	27 Lipscombe Road Kaiaua 2473
Area	821 square metres
Land Status	
LINZ Parcel ID	8117778
Legal Description	Section 1 SO 553381
Leases and Licences	YES (Kaiaua Community Library)
Administration	HDC



30. 29 Puriri Avenue Kaiaua 2473

Property Details	
Address	29 Puriri Avenue Kaiaua 2473
Area	6956 square metres
Land Status	[Create] Recreation Reserve [Kaiaua Domain] New Zealand Gazette 1979 p 252
LINZ Parcel ID	5072173
Legal Description	Lot 12 DP 18342
Leases and Licences	NO
Administration	HDC



31. 23 Lipscombe Road Kaiaua 2473

Property Details	
Address	23 Lipscombe Road Kaiaua 2473
Area	4742 square metres
Land Status	[Create] Recreation Reserve [Kaiaua Domain] New Zealand Gazette 1979 p 2521
LINZ Parcel ID	5072175
Legal Description	Lot 5 DP 41694
Leases and Licences	NO
Administration	HDC



32. 1254 East Coast Road Kaiaua 2473

Property Details	
Address	1254 East Coast Road Kaiaua 2473
Area	Property forms part of esplanade
Land Status	
LINZ Parcel ID	
Legal Description	
Leases and Licences	LTO Bach
Administration	HDC



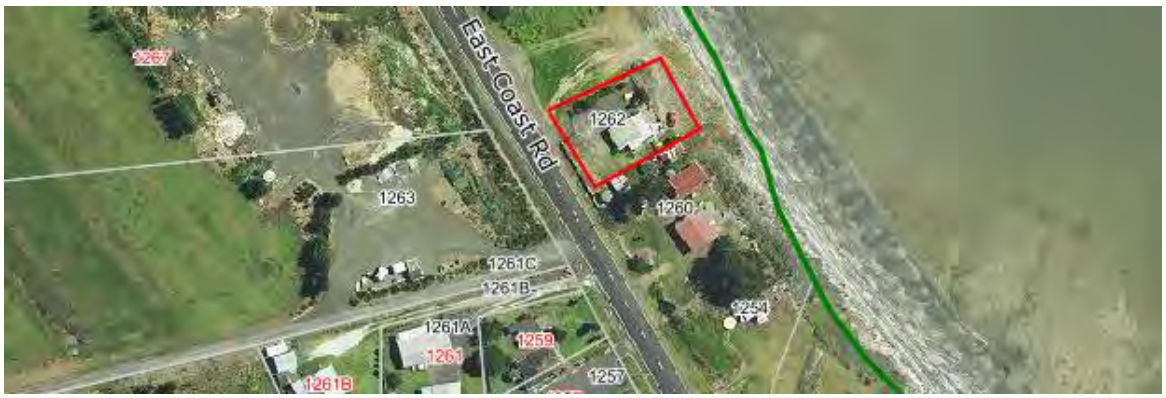
33. 1260 East Coast Road Kaiaua 2473

Property Details	
Address	1260 East Coast Road Kaiaua 2473
Area	Property forms part of esplanade
Land Status	
LINZ Parcel ID	
Legal Description	
Leases and Licences	LTO Bach
Administration	HDC



34. 1262 East Coast Road Kaiaua 2473

Property Details	
Address	1262 East Coast Road Kaiaua 2473
Area	Property forms part of esplanade
Land Status	
LINZ Parcel ID	
Legal Description	
Leases and Licences	LTO Bach
Administration	HDC



35. 1268 East Coast Road Kaiaua 2473

Property Details	
Address	1268 East Coast Road Kaiaua 2473
Area	Property forms part of esplanade
Land Status	
LINZ Parcel ID	
Legal Description	
Leases and Licences	LTO Bach
Administration	HDC



36. 2 Reta Crescent Kerepehi 3671

Property Details	
Address	2 Reta Crescent Kerepehi 3671
Area	3620 Square Metres
Land Status	
LINZ Parcel ID	7110183
Legal Description	Lot 1 DP 400203
Leases and Licences	NO - Ice cream factory waste water system.
Administration	HDC



37. 179 Kerepehi Town Road Kerepehi 3671

Property Details	
Address	179 Kerepehi Town Road Kerepehi 3671
Area	7512 Square Metres
Land Status	
LINZ Parcel ID	4476564
Legal Description	Section 1 SO 58611
Leases and Licences	YES (Grazing)
Administration	HDC



38. 15 Pakatoa Street Kerepehi 3671

Property Details	
Address	15 Pakatoa Street Kerepehi 3671
Area	1242 Square Metres
Land Status	
LINZ Parcel ID	4515081
Legal Description	Lot 4 DPS 46963
Leases and Licences	NO
Administration	HDC



39. 202 Kaikahu Road Kerepehi 3671

Property Details	
Address	202 Kaikahu Road Kerepehi 3671
Area	102056 Square Metres
Land Status	Recreation Reserve New Zealand Gazette 1979 p 3778
LINZ Parcel ID	4527396
Legal Description	Section 71 Block VI Waihou SD
Leases and Licences	YES(Bowling Club)
Administration	HDC



40. 8 Orchard West Road Ngatea 3503

Property Details	
Address	8 Orchard West Road Ngatea 3503
Area	864 Square Metres
Land Status	
LINZ Parcel ID	6541275
Legal Description	Lot 1 DPS 90721
Leases and Licences	NO
Administration	HDC



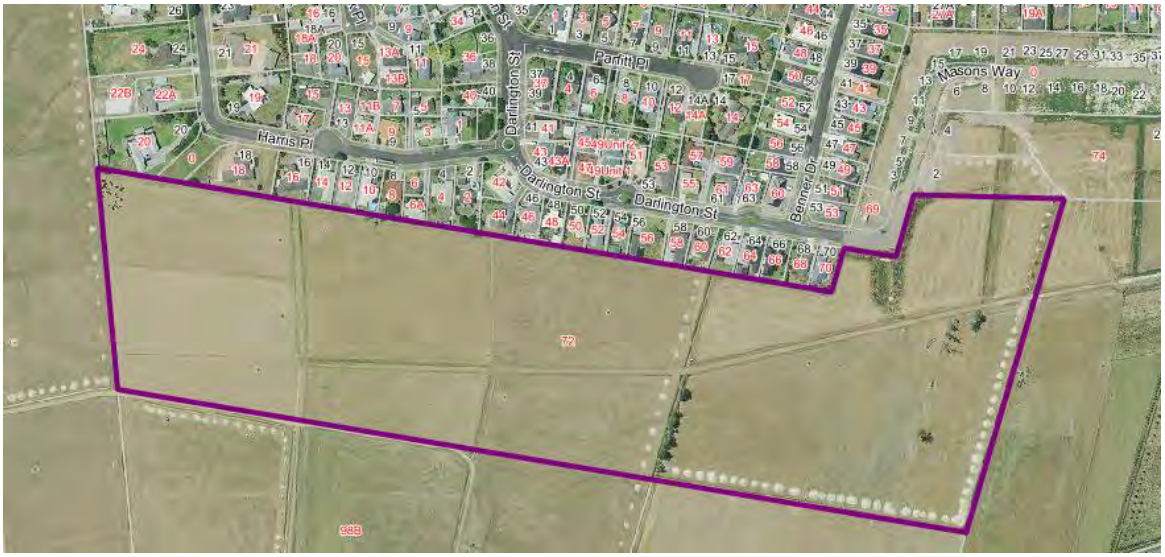
41. Harris Place Ngatea 3503

Property Details	
Address	Harris Place Ngatea 3503
Area	974 Square Metres
Land Status	
LINZ Parcel ID	6605141
Legal Description	Lot 172 DP 316852
Leases and Licences	NO
Administration	HDC



42. 72 Darlington Street Ngatea 3503

Property Details	
Address	72 Darlington Street Ngatea 3503
Area	150142 Square Metres
Land Status	
LINZ Parcel ID	7983149
Legal Description	Lot 1 DP 526876
Leases and Licences	YES (Farmland Lease)
Administration	HDC



43. 60 Kaihere Road Ngatea 3597

Property Details	
Address	60 Kaihere Road Ngatea 3597
Area	4436 Square Metres
Land Status	
LINZ Parcel ID	7983152
Legal Description	Lot 4 DP 526876
Leases and Licences	NO
Administration	HDC



44. Stembridge Road Ngatea 3503

Property Details	
Address	Stembridge Road Ngatea 3503
Area	53540 Square Metres
Land Status	
LINZ Parcel ID	8167700
Legal Description	Lot 400 DP 549298
Leases and Licences	NO
Administration	HDC



45. 246 Kaihere Road Ngatea 3597

Property Details	
Address	246 Kaihere Road Ngatea 3597
Area	398309 Square Metres
Land Status	
LINZ Parcel ID	4307535
Legal Description	Lot 1 DPS 75847
Leases and Licences	YES(Grazing)
Administration	HDC



46. 18 Paul Drive Ngatea 3503

Property Details	
Address	18 Paul Drive Ngatea 3503
Area	1090 Square Metres
Land Status	
LINZ Parcel ID	4284134
Legal Description	Lot 22 DPS 16829
Leases and Licences	YES(EPH)
Administration	HDC



47. 20 Paul Drive Ngatea 3503

Property Details	
Address	20 Paul Drive Ngatea 3503
Area	1044 Square Metres
Land Status	
LINZ Parcel ID	4320239
Legal Description	Lot 23 DPS 16829
Leases and Licences	YES(EPH)
Administration	HDC



48. 78 Orchard West Road Ngatea 3503

Property Details	
Address	78 Orchard West Road Ngatea 3503
Area	11.55 Hectares
Land Status	
LINZ Parcel ID	4259648
Legal Description	LOT 1 DPS 1986, LOT 2 DPS 1986, PSC 25 BLK I SD Waihou Survey District, LOT 1 DP 29396, LOT 94 DPS 19453, PSC 25 BLK I SD Waihou Survey District
Leases and Licences	YES(Sports Clubs)
Administration	HDC



49. 27 River Road Ngatea 3503

Property Details	
Address	27 River Road Ngatea 3503
Area	1241 Square metre
Land Status	
LINZ Parcel ID	4403723
Legal Description	Lot 2 DPS 29794
Leases and Licences	YES(Kindergarten)
Administration	HDC



50. 84 Orchard West Road Ngatea 3503

Property Details	
Address	84 Orchard West Road Ngatea 3503
Area	7019 Square metre
Land Status	
LINZ Parcel ID	4340711
Legal Description	Lot 8 DPS 15933
Leases and Licences	Ngatea SC
Administration	HDC



51. 26 Kaihere Road Ngatea 3503

Property Details	
Address	26 Kaihere Road Ngatea 3503
Area	852 Square metre
Land Status	
LINZ Parcel ID	4416528
Legal Description	Lot 1 DPS 37415
Leases and Licences	YES (EPH)
Administration	HDC



52. 38 Kohunui Street Ngatea 3503

Property Details	
Address	38 Kohunui Street Ngatea 3503
Area	1122 Square metre
Land Status	
LINZ Parcel ID	4299796
Legal Description	Lot 9 DPS 88714
Leases and Licences	NO
Administration	HDC



53. Hayward Road Ngatea 3503

Property Details	
Address	Hayward Road Ngatea 3503
Area	17943 Square metre
Land Status	
LINZ Parcel ID	4324440
Legal Description	Lot 3 DPS 72496
Leases and Licences	YES (Sports Clubs)
Administration	HDC



54. 7 McMillan Street Ngatea 3503

Property Details	
Address	7 McMillan Street Ngatea 3503
Area	838 Square metre
Land Status	
LINZ Parcel ID	4349003
Legal Description	Lot 3 DPS 53449
Leases and Licences	YES (Playcentre)
Administration	HDC



55. 1559 Kaihere Road Ngatea 3597

Property Details	
Address	1559 Kaihere Road Ngatea 3597
Area	8301 Square metre
Land Status	[Create] Recreation Reserve [Kaihere Domain Recreation Reserve] New Zealand Gazette 1979 p 1823
LINZ Parcel ID	4306602
Legal Description	Section 6 Block I Kaihere VILL
Leases and Licences	NO
Administration	HDC



56. Orchard West Road Ngatea 3503

Property Details	
Address	Orchard West Road Ngatea 3503
Area	812 square metres
Land Status	[Create] Recreation Reserve New Zealand Gazette 1958 p 387
LINZ Parcel ID	4416342
Legal Description	Lot 16 DPS 1739
Leases and Licences	NO
Administration	HDC



57. 573 Abattoir Road Turua 3574

Property Details	
Address	573 Abattoir Road Turua 3574
Area	5.8902 hectares
Land Status	
LINZ Parcel ID	4431720
Legal Description	Part Lot 17 DP 11533
Leases and Licences	YES (Rental and Grazing)
Administration	HDC



58. 54 Hauraki Road Turua 3574

Property Details	
Address	54 Hauraki Road Turua 3574
Area	1012 square metres
Land Status	Recreation Reserve New Zealand Gazette 2022 Notice # 4334
LINZ Parcel ID	4448276
Legal Description	Lot 106 DP 11534
Leases and Licences	YES (Turua Hall and Domain Comm)
Administration	HDC



59. Piako Road Turua 3574

Property Details	
Address	Piako Road Turua 3574
Area	2019 square metres
Land Status	"[Create] Recreation Reserve New Zealand Gazette 1974 p 1865 [Referenced] Recreation reserve New Zealand Gazette 2022 ln 4310 Declaration That Land is a Recreation Reserve"
LINZ Parcel ID	4335583
Legal Description	Lot 256 DP 16375
Leases and Licences	YES (Daycare)
Administration	HDC



60. 701 State Highway 25 Waitakaruru 3576

Property Details	
Address	701 State Highway 25 Waitakaruru 3576
Area	4.0393 hectares
Land Status	[Create] Recreation Reserve [Waitakaruru Recreation Reserve] New Zealand Gazette 1980 p 2194
LINZ Parcel ID	4335583
Legal Description	Section 14 Block II Waitakaruru TNSP
Leases and Licences	NO
Administration	HDC



61. State Highway 2 Ngatea 3576

Property Details	
Address	State Highway 2 Ngatea 3576
Area	7320 square metres
Land Status	[Referenced] Recreation Reserve New Zealand Gazette 2022 ln 4463 Classification of reserve
LINZ Parcel ID	4334975
Legal Description	Lot 1 DPS 17663
Leases and Licences	YES (Grazing and Sports)
Administration	HDC



62. Steen Road Waitakaruru 3576

Property Details	
Address	Steen Road Waitakaruru 3576
Area	37.8381 hectares
Land Status	Local Purpose Reserve (Water Conservation) New Zealand Gazette 1979 p 129
LINZ Parcel ID	4412938
Legal Description	Section 10 Block II Piako SD
Leases and Licences	YES (Grazing)
Administration	HDC



63. 27 Dean Crescent Waihi 3682

Property Details	
Address	27 Dean Crescent Waihi 3682
Area	6360 square metres
Land Status	
LINZ Parcel ID	6558703
Legal Description	Lot 16 DP 308165
Leases and Licences	Waihi RTS
Administration	HDC



64. 40 Rosemont Road Waihi 3610

Property Details	
Address	40 Rosemont Road Waihi 3610
Area	824 square metres
Land Status	
LINZ Parcel ID	4345261
Legal Description	Part Section 2L TN OF Waihi
Leases and Licences	Waihi SC
Administration	HDC



65. 41 Seddon Street Waihi 3610

Property Details	
Address	41 Seddon Street Waihi 3610
Area	706 square metres
Land Status	
LINZ Parcel ID	4444031
Legal Description	Part Section 9 TN OF Waihi
Leases and Licences	Waihi Memorial Hall
Administration	HDC



66. 22 Haszard Street Waihi 3610

Property Details	
Address	22 Haszard Street Waihi 3610
Area	171 square metres
Land Status	
LINZ Parcel ID	4468506
Legal Description	Part Section 17B TN OF Waihi
Leases and Licences	NO
Administration	HDC



67. 22 Haszard Street Waihi 3610

Property Details	
Address	22 Haszard Street Waihi 3610
Area	607 square metres
Land Status	
LINZ Parcel ID	4546829
Legal Description	SEC 31A TWN Town of Waihi
Leases and Licences	YES (Restaurant)
Administration	HDC



68. 26 Haszard Street Waihi 3610

Property Details	
Address	26 Haszard Street Waihi 3610
Area	2654 square metres
Land Status	[Create] Local Purpose Reserve (Community Use) New Zealand Gazette 1995 p 3008
LINZ Parcel ID	4562320
Legal Description	Lot 1 DPS 83645
Leases and Licences	YES (Sports)
Administration	HDC



69. 28 Haszard Street Waihi 3610

Property Details	
Address	28 Haszard Street Waihi 3610
Area	291 square metres
Land Status	
LINZ Parcel ID	4442238
Legal Description	Section 31C TN OF Waihi
Leases and Licences	NO
Administration	HDC



70. 13 Dean Crescent Waihi 3682

Property Details	
Address	13 Dean Crescent Waihi 3682
Area	1199 square metres
Land Status	
LINZ Parcel ID	6558695
Legal Description	Lot 8 DP 308165
Leases and Licences	RTS
Administration	HDC



71. 49 Moresby Avenue Waihi 3610

Property Details	
Address	49 Moresby Avenue Waihi 3610
Area	551 square metres
Land Status	
LINZ Parcel ID	4369861
Legal Description	Section 26A TN OF Waihi
Leases and Licences	NO
Administration	HDC



72. 51 Moresby Avenue Waihi 3610

Property Details	
Address	51 Moresby Avenue Waihi 3610
Area	926 square metres
Land Status	
LINZ Parcel ID	4369879
Legal Description	Section 26D TN OF Waihi
Leases and Licences	YES (EPH)
Administration	HDC



73. Seddon Street Waihi 3610

Property Details	
Address	Seddon Street Waihi 3610
Area	358 square metres
Land Status	
LINZ Parcel ID	4384261
Legal Description	Lot 1 DPS 72865
Leases and Licences	NO
Administration	HDC



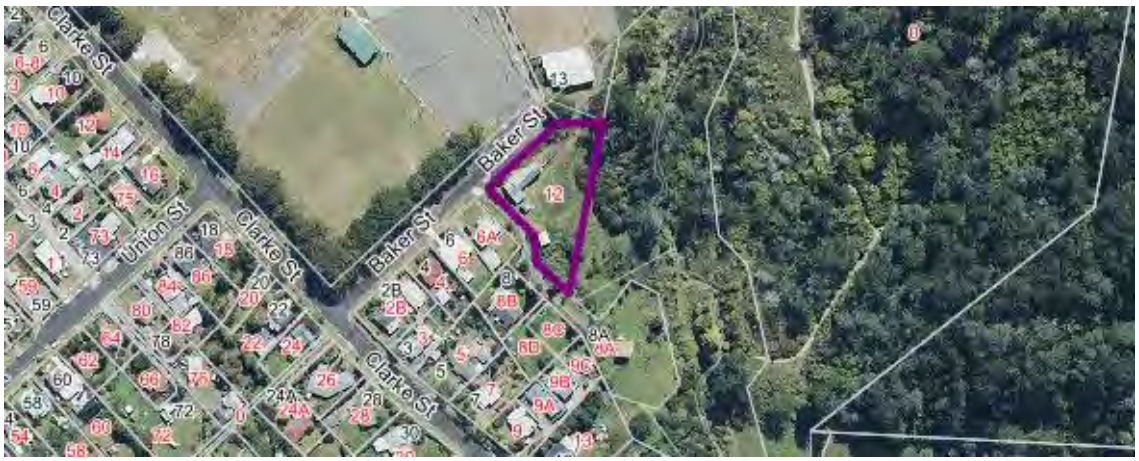
74. 81 Seddon Street Waihi 3610

Property Details	
Address	81 Seddon Street Waihi 3610
Area	213 square metres
Land Status	
LINZ Parcel ID	4384263
Legal Description	Lot 2 DPS 72865
Leases and Licences	NO
Administration	HDC



75. 12 Baker Street Waihi 3610

Property Details	
Address	12 Baker Street Waihi 3610
Area	3315 square metres
Land Status	
LINZ Parcel ID	4394487
Legal Description	Section 1075 TN OF Waihi
Leases and Licences	YES(Scout)
Administration	HDC



76. 13 Baker Street Waihi 3610

Property Details	
Address	13 Baker Street Waihi 3610
Area	8650 square metres
Land Status	
LINZ Parcel ID	4394612
Legal Description	SEC 437D TWN Town of Waihi
Leases and Licences	YES(Sport)
Administration	HDC



77. 144 Seddon Street Waihi 3610

Property Details	
Address	144 Seddon Street Waihi 3610
Area	2914 square metres
Land Status	
LINZ Parcel ID	4472807
Legal Description	Lot 2 DPS 26706
Leases and Licences	YES(EPH)
Administration	HDC



78. 54 Seddon Street Waihi 3610

Property Details	
Address	54 Seddon Street Waihi 3610
Area	1963 square metres
Land Status	
LINZ Parcel ID	4301575
Legal Description	Section 257 Block XV Ohinemuri SD
Leases and Licences	YES(Museum)
Administration	HDC



79. 84 Kenny Street Waihi 3610

Property Details	
Address	84 Kenny Street Waihi 3610
Area	470 square metres
Land Status	
LINZ Parcel ID	4464830
Legal Description	Section 67 TN OF Waihi
Leases and Licences	YES(EPH)
Administration	HDC



80. 73 Kenny Street Waihi 3610

Property Details	
Address	73 Kenny Street Waihi 3610
Area	371 square metres
Land Status	
LINZ Parcel ID	4432457
Legal Description	Part Section 51C TN OF Waihi
Leases and Licences	YES(EPH)
Administration	HDC



81. Morgan Park Kenny Street Waihi 3610

Property Details	
Address	Morgan Park Kenny Street Waihi 3610
Area	9060 square metres
Land Status	Local Purpose Reserve (Museum) New Zealand Gazette 1980 p 757
LINZ Parcel ID	4384482
Legal Description	Section 1049 TN OF Waihi
Leases and Licences	YES(Sport)
Administration	HDC



82. Mueller Street Waihi 3610

Property Details	
Address	Mueller Street Waihi 3610
Area	1228 square metres
Land Status	
LINZ Parcel ID	4447742
Legal Description	Lot 1 DPS 23028
Leases and Licences	NO
Administration	HDC



83. Consols Street Waihi 3610

Property Details	
Address	Consols Street Waihi 3610
Area	6030 square metres
Land Status	Local Purpose Reserve (Community Marae) New Zealand Gazette 1981 p 101
LINZ Parcel ID	4507079
Legal Description	Section 373 TN OF Waihi South
Leases and Licences	YES(Marae)
Administration	HDC



84. Thorn Road Waihi 3610

Property Details	
Address	Thorn Road Waihi 3610
Area	50.0798 hectares
Land Status	Water Conservation Reserve New Zealand Gazette 1956 p 389
LINZ Parcel ID	4410150
Legal Description	Section 73 Block XV Ohinemuri SD
Leases and Licences	YES(Grazing)
Administration	HDC



85. Baxter Road Waihi 3610

Property Details	
Address	Baxter Road Waihi 3610
Area	54.1266 hectares
Land Status	Public Domain [Ngatikoi Domain] New Zealand Gazette 1903 p 2612
LINZ Parcel ID	4365137
Legal Description	Section 15 Block XVI Ohinemuri SD
Leases and Licences	YES(Grazing)
Administration	HDC



86. 140 Frankton Road Waitawheta 3682

Property Details	
Address	140 Frankton Road Waitawheta 3682
Area	11.4304 hectares
Land Status	
LINZ Parcel ID	4541496
Legal Description	Lot 1 DPS 87448
Leases and Licences	YES(Grazing)
Administration	HDC



87. Old Waitekauri Road Waikino 3682

Property Details	
Address	Old Waitekauri Road Waikino 3682
Area	1.0805 hectares
Land Status	
LINZ Parcel ID	4255126
Legal Description	Part Lot 82 DP 3386
Leases and Licences	YES(Grazing)
Administration	HDC



88. 9630 State Highway 2 Waimata 3681

Property Details	
Address	9630 State Highway 2 Waimata 3681
Area	6325 square metres
Land Status	
LINZ Parcel ID	4455095
Legal Description	Lot 1 DPS 63826
Leases and Licences	YES(Grazing)
Administration	HDC



89. State Highway 2 Waimata 3681

Property Details	
Address	State Highway 2 Waimata 3681
Area	5.137 hectares
Land Status	Cemetery Reserve New Zealand Gazette 1901 p 2034
LINZ Parcel ID	4404776
Legal Description	Section 3 Block XVI Ohinemuri SD
Leases and Licences	YES(Grazing) Cemetery
Administration	HDC



90. 44 Whiritoa Beach Road Whiritoa 3646

Property Details	
Address	44 Whiritoa Beach Road Whiritoa 3646
Area	1338 square metres
Land Status	
LINZ Parcel ID	4380658 - 4555630
Legal Description	Lot 22 DPS 14797 - Lot 21 DPS 14797
Leases and Licences	YES(FENZ)
Administration	HDC



NGĀ MŌHIOTANGA
FOR INFORMATION

To	Mayor and Councillors
Author	Katie McLaren Community Development Advisor (Social)
Meeting date	27 March 2025
File reference	Document: 3440781
Subject	**Hauraki Gulf Forum Update – March 2025**

1 TE WHAIKUPU | RECOMMENDATIONS

THAT Council

a) Receives the report titled Hauraki Gulf Forum Update – March 2025, (document number 3440781).

2 TE ARONGA | PURPOSE

This report provides an update from recent meetings of the Hauraki Gulf Forum.

3 WHAKAPAPA | BACKGROUND AND CONTEXT

Formed under the Hauraki Gulf Marine Park Act 2000, the Hauraki Gulf Forum (HGF) is a statutory body, which promotes and facilitates the protection and enhancement of the Hauraki Gulf/Tikapa Moana. The Hauraki Gulf Forum meets quarterly to examine issues related to the integrated management of the Hauraki Gulf.

There are 12 representatives from local and regional councils on the HGF; including seven from Auckland Council, and one each from Waikato Regional Council, and Matamata Piako, Waikato, Thames Coromandel and Hauraki District Councils. There are also six Tangata Whenua representatives and representatives of the Ministers of Conservation, Fisheries and Māori Development.

The HGMP is New Zealand's first marine park. It covers 1.2 million hectares from Te Arai in the north to Waihi in the south. It includes the Waitematā Harbour, Gulf Islands, Firth of Thames and the east coast of the Coromandel Peninsula.

The HGF is required to identify and prioritise issues within the Gulf/Tikapa Moana. It is currently focusing on three priority areas:

1. Improving integrated management through collaborative planning, informed decision-making and action.
2. Restoring water quality values by addressing land use activities that degrade those values.

3. Recognising those critical marine values and ecosystems through advocating for protection, restoration and enhancement.

The forum is required to present an annual report on the exercise of its powers, the carrying out of its functions, and progress towards achieving its purposes to the House of Representatives by 31 August every year.

The forum reports on:

- how it exercises its powers;
- how it carries out its functions;
- the progress towards achieving its purposes.

The HGF is also produce a triennial assessment of the state of the Hauraki Gulf and the responsiveness of agencies to strategic issues (State of our Gulf Reports)

4 PROGRESS UPDATE

4.1 3 March 2025 HGF Meeting

The meeting was held at the Waikato Regional Council office in Hamilton. The agenda, minutes and associated attachments for this meeting can be found on the Auckland Council website.

Joshua Wetere and Waikato Regional Council's waiata group welcomed the Hauraki Gulf Forum with a Karakia and a Mihi Whakatau. Member Joe Davis responded on behalf of the Forum. Co-Chairperson Tangata Whenua Nicola Rata-MacDonald welcomed everyone to the meeting. Co-chairperson Tangata Whenua Nicola Rata-MacDonald chaired all agenda items at the meeting.

4.1.1 Public Forum

- Recent High Court Judgements with relevance to the constituent parties of the Hauraki Gulf Forum - Dr Matthew Hall and Reto Blattner de-Vries, Environment Law Initiative (ELI).
    - CRA1 - second successful challenge to crayfish catch limits of (CRA1).
    - ELI vs Environment Southland Decision - The High Court determined that Environment Southland failed to monitor and protect wetlands (2,709 hectares has been lost) while significant losses were occurring.
    - Going forward, ELI may look into other councils as to whether section 35 legal obligations have been met.
        - Members raised the issues of unconsented drains and water diversion infrastructure, sedimentation and whether there was any incite that can guide governance team into what they need to be aware of in terms of breech of section 35 obligations.
        - Council's need to be vigilant in terms of ongoing monitoring obligations under section 35 and protection of wetlands (SNAs) under section 6.
    - Looking ahead ELI may look to challenge CRA2 (extends from Te Arai through the Hauraki Gulf and Bay of Plenty to East Cape) proposals to increase total allowable catch limits, despite empirical evidence that stock is not improving.

4.1.2 Co-Chairperson Tangata Whenua Report – Nicola Rata-MacDonald

- Mayor Toby resigned as Co-chairperson on 3 December 2024, but will continue as HDC representative on the Forum. Nicola thanked Mayor Toby for the significant contribution he made during his time as Co-chairperson.
- There is still concern around the insufficient progress that is being made in response to the exotic caulerpa infestation within the Hauraki Gulf.

4.1.3 Process to discuss responsibilities of the Co-chairpersons and governance functions

- The importance of a good process to support the new Co-chairperson was highlighted, particularly given forthcoming local body elections.

- There was discussion around review of the service agreement (every three years), review of co-chairs responsibilities and how the Forum could share the load and review of the governance statement to reflect how the arrangement best serves the needs of the gulf.
- At the meeting, it was agreed that the Forum:
  a) confirm the joint responsibilities of the Hauraki Gulf Forum and its Co-chairpersons;
  b) confirm the timing of the election of the new Co-chairperson;
  c) confirm that the election of a Co-chairperson take place at the meeting.
- Cr Warren Maher from Waikato Regional Council was elected as the Co-chairperson for the remainder of the term following a closed ballot.

4.1.4 Constituent Party Updates

- Fisheries NZ
  - A significant and comprehensive benthic survey of the Gulf was completed August/September 2024, with a voyage report to be made publicly available in early 2025.
  - Consultation for management measures of the CRA1 and CRA2 fisheries are now closed.
  - In addition to the report, it was mentioned that public consultation on package of fisheries reform measures more focused at commercial fishing sector has been extended to 11 April. It includes amendment measures to achieve greater efficiency with onboard observation and landings.
- Department of Conservation
  - Leading the new marine protection surveying, monitoring and reporting including baseline inventory surveys of the proposed new marine protected areas, development of the Active Restoration Ecological Guidance, development of the overarching Monitoring and Reporting Framework for the Strategy and the prioritised Research Plan to support the monitoring.
  - In October 2024 the Minister of Conservation announced that the Government will pass the Marine Protection Bill, with amendments to allow for provision for limited ring-net fishing in two of the high protection areas. DOC are waiting in anticipation for the next reading of the marine protection bill.
  - In addition to report content, it was mentioned that there has been significant investment through the international visitor levy into Auckland, which will help for an upgrade to the visitor experience.
- Auckland Council
  - Staff are currently working on/updates their Strategic approach to sediment programme and Strategic Approach to Planting initiatives.
  - The council is focusing on the restoration of water quality values by addressing land use activities that degrade those values. There are more research projects in place to improve management of sediment, ie satelite mapping and targeted response in areas of highest risk. There is more work on sediment on rural roads, compliance improvements, innovation and new technology and providing evidence base for policy updates.
  - The cross-council Strategic Approach to Planting initiative aims to identify, raise awareness, and maximise the strategic outcomes of planting activities.
  - Caulerpa - Council staff will be working with MPI to get communications out to boaties in our region to reduce the spread of Caulerpa by vessels and related activities.
  - Council staff have been talking to mana whenua, and undertaking community consultation and survey for a haul out boat cleaning facility on Aotea / Great Barrier
- Waikato Regional Council
  - WRC recently approved a $7m LTP business case proposing to invest more in coastal and marine science from 2024/25 to 2033/34. This includes expanding coastal

monitoring, additional staff and CAPEX, including the large water quality monitoring programme in the Firth of Thames.

- WRC is progressing monitoring and investigation workstreams - A major investigation into the Waihou River dynamics and flow into the Firth of Thames was carried out in 2023/24.
- The Regional Coastal Plan classifies the Firth of Thames as a degraded water body and the proposed provisions restrict activities that cause further harm and recognise that the main cause of this degradation is land based activities.
- Marine Biosecurity – staff are continuing to progress the Clean Hull Plan.

- Biosecurity NZ – Caulerpa
  - Reductions at Waiheke and Aotea have been observed.
  - There are impending announcements regarding new elimination tools and several studies planned for long term impacts of exotic caulerpa.
- Mike Inglis from Biosecurity New Zealand presented on the circumstances of the Sea Eagle superyacht which was permitted to visit the Hauraki Gulf despite non-compliance with biosecurity requirements. There was robust discussion on clean hull initiatives and the need for more engagement from BNZ with regional council programmes.

4.1.5 Hauraki Gulf Tīkapa Moana Marine Protection Bill Discussion

After the Minister of Conservation announced that the Government will pass the Marine Protection Bill, with amendments to allow for provision for limited ring-net fishing in two of the high protection areas and the subsequent response from the Forum co-chairs strongly objecting the amendments, it was moved that the Forum:

a) consider the implications of the Marine Protection Bill and next steps
b) endorse the position that the Forum calls for the Government to discard the proposed amendments and pass the Hauraki Gulf Tīkapa Moana Bill in the form recommended by the Select Committee
c) consider the Forum's collective approach to responding to legislative change with implications for the Hauraki Gulf.

4.1.6 Executive Officers Report

- 2025 is the 25th anniversary of the HGMP Act and the Hauraki Gulf Forum as well as the 50th anniversary of New Zealand's first marine reserve at Cape Rodney-Okakari Point (and the 40th anniversary of the sinking of the Rainbow Warrior).
- Hauraki Gulf/Tīkapa Moana Marine Protection Bill – the Chairs on behalf of the Forum have expressed their concern over the amendments to the bill in relation to commercial fishing. The HGF members moved that the HGF opposes the amendments to the Hauraki Gulf/Tīkapa Moana Marine Protection Bill and calls for the Bill to be passed in the form recommended by the Select Committee and supports ongoing advocacy to this end.
- RMS Niagara investigation – estimated costs for an investigation is $13.9 million. This is not a priority for Government, but there is philanthropic interest.
- Reducing land-based inputs to the Hauraki Gulf – the EO has identified the opportunity for integrated action planning focusing on land based inputs. The Forum have confirmed this as a priority.

5 TE ARA KI MUA | NEXT ACTIONS

The table below sets out the next key steps:

Action	Responsibility	By When
May meeting of the Hauraki Gulf Forum	Community Development Advisor (Social)	19 May 2025
Quarterly HGF Update Report to Council	Community Development Advisor (Social)	25 June 2025
August meeting of the Hauraki Gulf Forum	Community Development Advisor (Social)	25 Aug 2025
Quarterly HGF Update Report to Council	Community Development Advisor (Social)	24 Sept 2025

6 TUHUTORO | REFERENCES

1. Hauraki Gulf Forum – Open Agenda Monday 3rd March 2025
2. Hauraki Gulf Forum – Open Minutes Monday 3rd March 2025
3. Hauraki Gulf Forum – Open Minute Item Attachments 3rd March 2025

7 WHAKAPAI | APPROVAL

Prepared by	Katie McLaren **Community Development Advisor (Social)**
Reviewed by	Toby Adams **Mayor/HDC Representative on Hauraki Gulf Forum**
Approved by	Peter Thom **Group Manager – Community Development**

FOR INFORMATION
NGĀ MŌHIOTANGA

To	Mayor & Councillors
Author	Liam Tansey Transportation Manager
Meeting date	Thursday 27th March 2025
File reference	Document: 3801146 Appendix A: M:3811209 2024/25 Capex Reporting
Subject	**Land Transport Activity Report – Third Quarter 2024/25**

1 TE WHAIKUPU | RECOMMENDATIONS

THAT Council

a) Receives the report titled Land Transport Activity Report – Third Quarter 2024/25, (document number M: 3801146).

2 TE ARONGA | PURPOSE

The purpose of this report is to provide an overview of the Land Transport activities during December 2024 to February 2025.

3 TE WHAKARĀPOPOTANGA | SUMMARY

The team have put in a bid to NZTA late February for their targeted funding. From our bid projects will be put forward on a regional basis to be selected on the highest priority that align themselves with the GPS. HDC has had 4 projects put forward and endorsed by the NZTA investment advisors.

Transport insights will be requiring RCA's to report on the TTM costs for all NLTP funded projects. We are also now required to report on our response to pothole service requests whether they are completed within 24 hours from the request.

All our activities are currently operating within budget and forward planning for the 2025/26 construction season is well underway.

4 WHAKAPAPA | STRATEGIC ALIGNEMNET

4.1 FUNDING ENVIROMENT

Late February New Zealand Transport Agency (NZTA) allowed Roading Controlling Authorities to bid for Low-cost low risk projects (LCLR) that had high alignment with the Government s Policy Statement (GPS). Projects needed to be high alignment due them being prioritised over the Waikato region.

To align with the GPS these projects needed to be:

- Resilience improvements, which also include drainage works
- Economic growth and productivity
- Reducing whole of life costs

NZTA are looking into projects that could be completed whilst other works are happening like rehabilitation works.

From the bid NZTA are supporting the following works to be prioritised and regional and then national level:

- East Coast road - Seawall works at various locations, with various types of potential treatments
- East Coast Road – Culvert headwall works at various locations
- Waitawheta Road – Upgrade to the bridge from SH2
- Hauraki Road – Footpath Renewal (Within Hauraki Road Rehab) – Currently not FAR funded.

4.2 ROAD EFFICIENCY GROUP (REG)

4.2.1 Reporting

NZTA has also issued a Performance and Efficiency Plan which places a number of further reporting requirements on Road Controlling Authorities. These are being implemented through the Road Efficiency Group (REG), to the REG Transport Insights.

Quarter 1 & 2 required reporting on the temporary traffic management (TTM) performance measures. This is reporting on the cost of TTM against all of our National Long Term Plan (NLTP) funding. This is a requirement as it will be reported on National Level.

Quarter 3 will require us to report on TTM performance measures and pothole repair time. This will require us to report on our timeframes of fixing potholes within 24 hours of it being reported.

4.2.2 Consistent Condition Data Collection (CCDC) project

The CCDC project is being lead and paid for by REG and NZTA. The idea for this is for RCA’s to all collect consistent data on our sealed pavement network. This approach is to have the expected benefits throughout the country:

1. Better lifecycle management and performance
2. Enhanced asset management decision making
3. Improved road safety outcome

4. Value for money in both data collection and forward programmes.

This program will see 100% of our higher class roads (primary collector and above) and minimum of 50% of our lower class roads (Secondary collector and lower) on an annual basis. Woods have won 2 of the 4 contracts and they are in the process of delivering their program. They will be in the HDC district in March and April, with our data be available later this year.



Image 1: Woods CCDC van that will be carrying out the works.

5 ĀHEITANGA RATONGA | SERVICE PERFORMANCE

5.1 FINANCIAL AND NON-FINANCIAL PERFORMANCE

5.1.1 Financial Performance

The financial performance of our maintenance and operations activities for the third quarter 2024/25, against the Long Term Plan (LTP) approved budgets for year 1 is shown below:

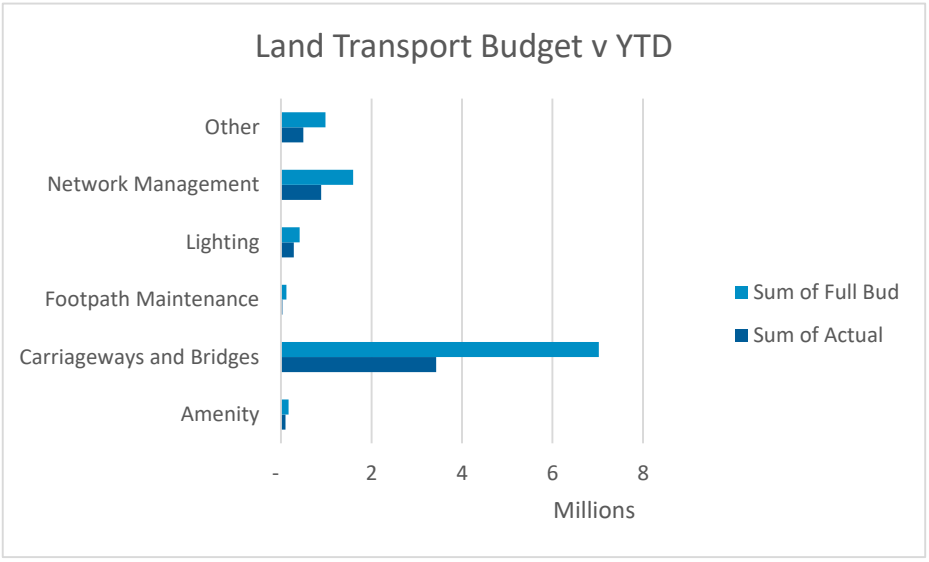


Figure 1: Land Transport Operational Budget v Year to Date Expenditure

Claims to NZTA (Waka Kotahi) for NLTP subsidy are up to date as of December with January and February yet to be paid by NZTA.

Lighting is under pressure to carry out the basic due to an increase in faulting. The team is forecasting an overspend in operational expenditure for 2024/25 Financial year. The transport team is minimising the spend by only completing what must be completed. This will continue for the remainder of the year.

Carriageway and bridges is on track to be spent, with many key programs happening in March 2025. This budget also has provision sitting with in for the allowance of emergency works. We have not had to use a large portion due to no qualify events to date.

5.1.2 Non - Financial Performance Quarter 2

These were reported on in February but a summary on non-financial performance for the Land Transport activity for the second quarter of 2024/25, against the targets set out of the long term Plan (LTP).

	Land Transport - Non-Financial Performance Targets (Quarter 2)			
	Achieved	On Track	Not Achieved	Not on Track
		Not yet Measured	Not Applicable	
No.	**Our Level of Service**	**How we will measure our performance**	**Target 2024/25**	**Staff Results 2nd Quarter 1/10/24 - 31/12/24**
1	Customer can expect: A safe transport network provided for users and the community.	The change from the previous financial year in the number of fatalities and serious injury crashes on the local road network, expressed as a number.	Target 1: Reduce fatalities and serious injury crashes from the previous financial year. 1 fatality 7 serious injury crashes	On track: There were no fatalities and four serious injury crashes. This is currently three less than last year. 0 Fatalities 4 Serious Injury
2			Target 2: Achieved Reduce fatalities and serious injury crashes attributable to council managed road conditions, to 0. 1 fatality 7 serious injury crashes	On track: There were no Fatalities or serious injuries as a result of the road conditions.
3	Customer can expect: Footpath assets are fit for purpose.	The percentage of footpaths within the district that fall within the level of service or service standard for the condition of footpaths that is set out in the Council's relevant documents (e.g. the annual plan, asset management plan, annual works program or long term plan).*	80% of trip hazards (>10mm displacement) on footpaths as identified in the triennial condition survey to be remedied over a three year period.	Target 1: Not on track: ◦ 0% (0/313) of trip hazards (>10mm displacement) as identified in the triennial condition survey have been remedied at the end of the second quarter of the first year of the three year period.
4			All other trip hazards identified to be isolated for safety within 2 days and remedied within a month.	Target 2: Not achieved: 80% (8/10) of all other trip hazards identified to be isolated for safety within 2 days and remedied within a month.
5	Customer can expect: A roading network that addresses safety and amenity issues.	All reported potholes are repaired on District roads within specified timeframes.	85% within 5 days for Arterial and Collector roads and within 14 days for Access and Low Volume Roads.	On track: 94% (17/18) completed within time frames.
6	Customer can expect: The preservation of the pavement life of sealed roads.	The average quality of ride on a sealed local road network, measured by smooth travel exposure*.	85% for urban low speed roads,	Not yet measured:
7			93% for rural high speed roads	Not yet measured:
8	Customer can expect: The preservation of the pavement life of sealed roads.	The percentage of the sealed local road network that is resurfaced.*	6% of the local road network resealed per year.	Achieved: 6.5% of the local road network resealed this FY
9	Customer can expect: Customer service requests to be dealt with promptly and appropriately.	The percentage of customer service requests relating to roads and footpaths to which Council responds within the time frame specified in the long term plan.*	100% of maintenance related service requests are responded to within 10 working days.	Not achieved: 95% (137/144) customer service requests were responded to within 10 working days. Resourcing was impacted during the holiday period. Process improvement looking at ensuring roles are covered when others are away.
10	Customer can expect: Access to be provided to the network of local roads.	Time for road access to be restored to communities following a 1 in 10 year climatic event.	100% of Arterial and Collector roads open within 24 hours, all other roads within 72 hours.	Not applicable: No road closures as a result of the a 1:10 year event

Reasons for not achieving in quarter 2:

NFPT number 4 - managing budget after the reduction in NZTA funding will not suffice to achieve this target.

NFPT number 6 – Some were missed over the holiday break, will work with the team to ensure plan is in place to back fill roles over the break.

6 WHAKAHOU MAHI KŌRERO | ACTIVITY UPDATE

6.1 FORWARD WORKS PLANNING

We are currently in the process of establishing our next 3-year program for our reseals and rehabilitation projects. Once these have been identified it will be prioritised for design then again for construction.

6.2 CUSTOMER SERVICE

We had a total of 266 Customer Service Requests in this last quarter of 2024/25, down from 267 in previous quarter.

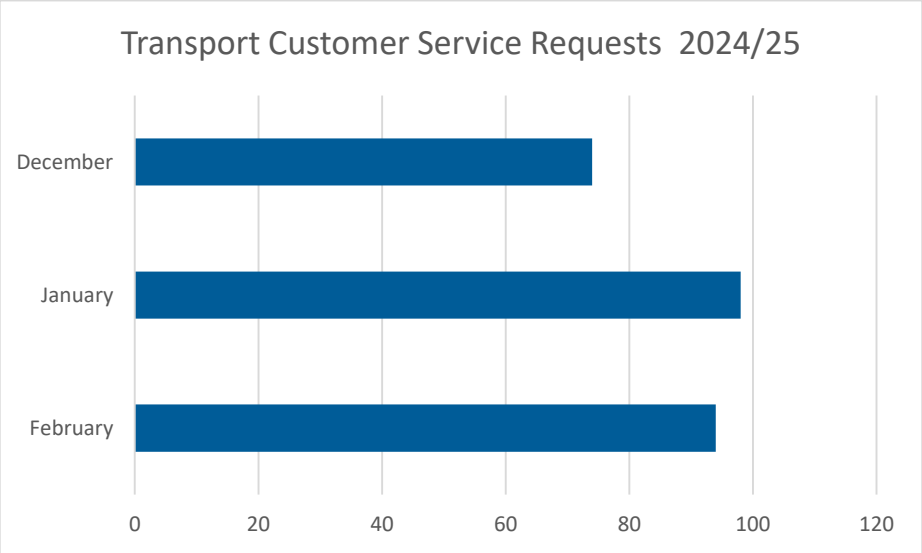


Figure 2: Transport CSR count
Source: HDC customer service request system

6.3 PERMITTING

Corridor Access Requests and Overweight Permits processed this quarter are shown below.

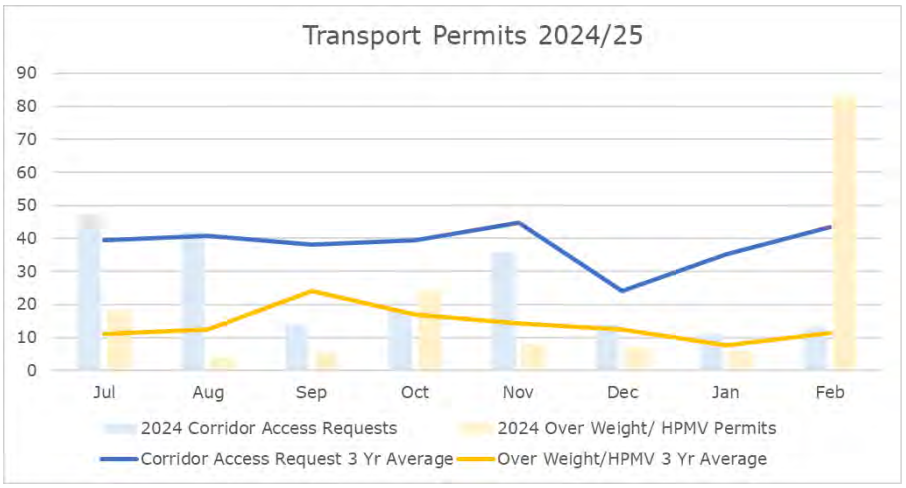


Figure 3: Transport permits for 2024/25
Source: Submitica and OW/HPMV permit register.

6.4 TEMPROARY TRAFFIC MANAGEMENT (TTM) AUDITS

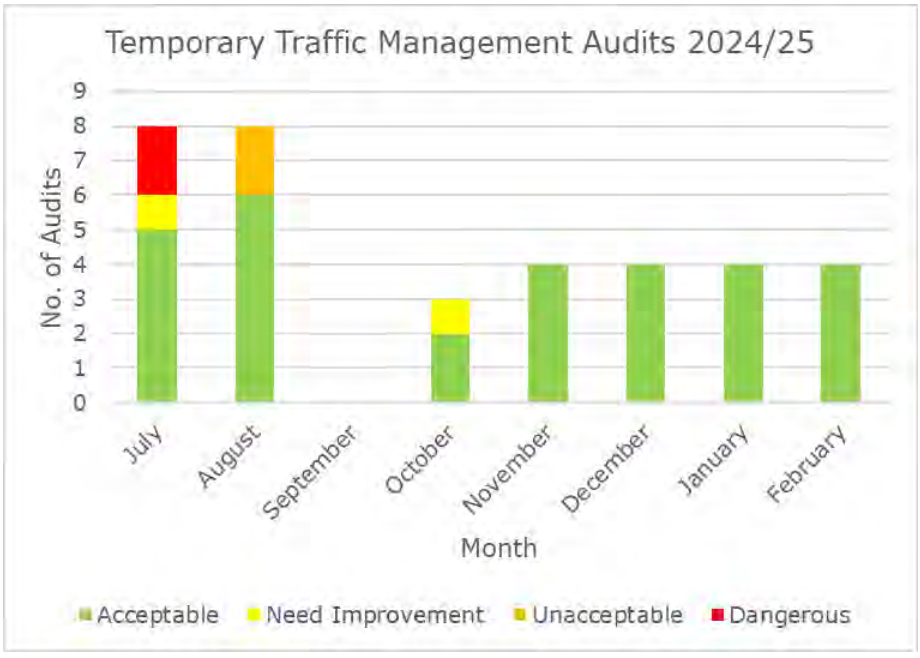


Figure 4: TTM audits for 2024/25 Financial year.
Source: Completed TMC Audits.

12 audits were completed this quarter, with all being a high standard.

The current requirement for the Code of Practice for Temporary Traffic Management (CoPTTM) is to complete 5% audits of works happening on the network which we are achieving. Future adoption of the NZGTTM will result in some changes to our approach.

6.5 ROAD MAINTENANCE

6.5.1 Repairs

Ventia have started the works on Golden Valley Road, in February. The expected end date at this stage is the middle of April 2025.



Image 1: Golden Valley Road – Slip repair

6.5.2 Cyclic Patrols

Ventia completed a total of 1045 cyclic activities for the months of December, January and February. This is down from the 1219 last quarter due the holiday break over Christmas. Break down on the quantities per ward is below.



Figure 5: Cyclic Jobs for the third quarter of 2024/25
Source: Ventia monthly reports

Note:
Cyclic activities are the simple but effective jobs that are carried out daily. This includes the filling of potholes, straightening/ painting signs and replacing edge marker posts just to name a few.

6.5.3 *Unsealed Pavement Maintenance*

January & February had the grading crew have nearly complete the annual grading of our unsealed roads, with Dickey Flat Road, Woodlands Road & Ngatitangata Road to name a few.




Image 2: Grading works on Dickey Flat Road & Woodlands Road

Ventia & Council have worked together to come up with a new MAP40/20 blend to carry out the annual bulk metalling program. This helps build up the base of the pavements and the smaller MAP20 ensures a smooth ride for he end users.

We have bulk metaled Komata Reefs road in February 2025 this seen a total of 1500 tonne of the 40/20 blend from Matatoki. The feedback received from the locals were all positive.

6.5.4 *Drainage maintenance & renewals*

In December Ventia completed a set of catch pits and soakage pit in Whiritoa due a catchpit not keeping up with the flow and the other collapsing on itself. This was a well-received job by the community.




Image 3: Whiritoa catchpit and soak hole replacement

6.5.5 Sealed Pavement Maintenance

Pre reseals stabilising program begun in February with a total program of 16,620 square metres. The below is the number of stabilise patches completed compared to the square metres of reseal in the 2025/26 program:

Note:

Paeroa requires 1% of the reseal program to be stabilised
Waihi requires 3% of the reseal program to be stabilised
Plains requires 8% of the reseal program to be stabilised

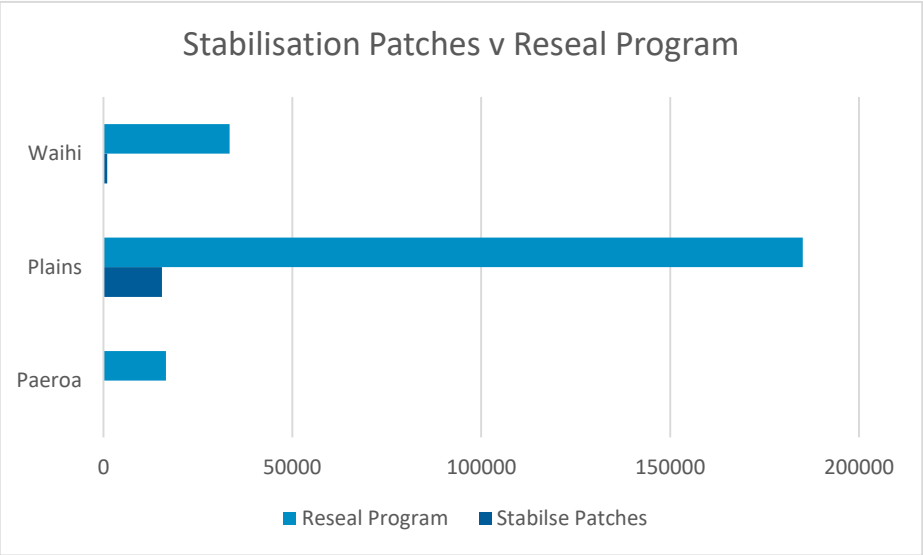


Figure 6: Stabilisation patches v Reseal program
Source: Reseal programmes and pre reseal programmes

The pavement discretionary program is also completed at the same time as pre reseals. This program finds isolated pavement defects that typically require stabilisation. This program will have 6,740 square metres of stabilisation patches. 86% of the program is within the Plains ward. Break down by ward below:

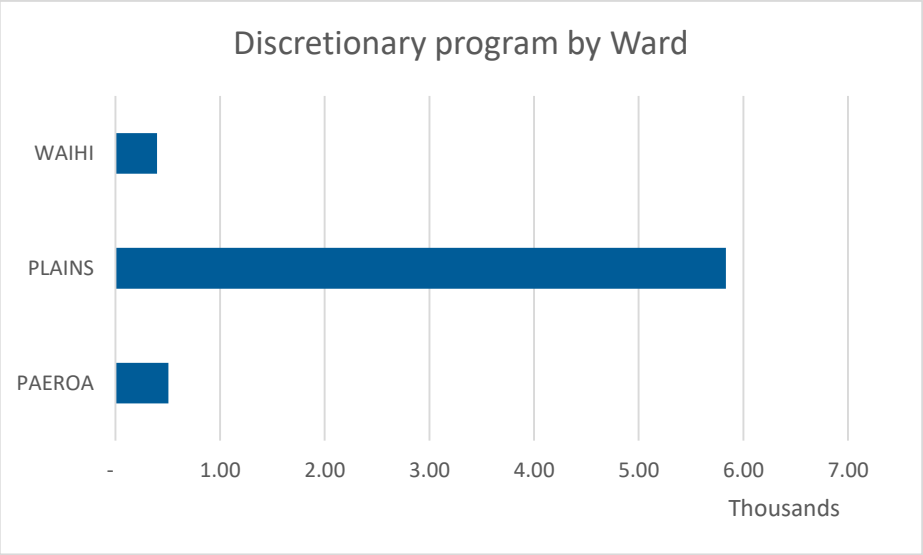


Figure 7: Discretionary program by ward
Source: Discretionary program 2024/25



Image 4: Sealing of stabilisation patches

6.5.6 Streetlight Maintenance

The streetlight maintenance contractor repaired 51 faults this quarter, compared to 55 faults in the previous quarter. Most of the faulting had occurred in Waihi again. The team are forecasting to exceed available budget of 60k in 2024/25 financial year to keep up with the forecasted faulting.

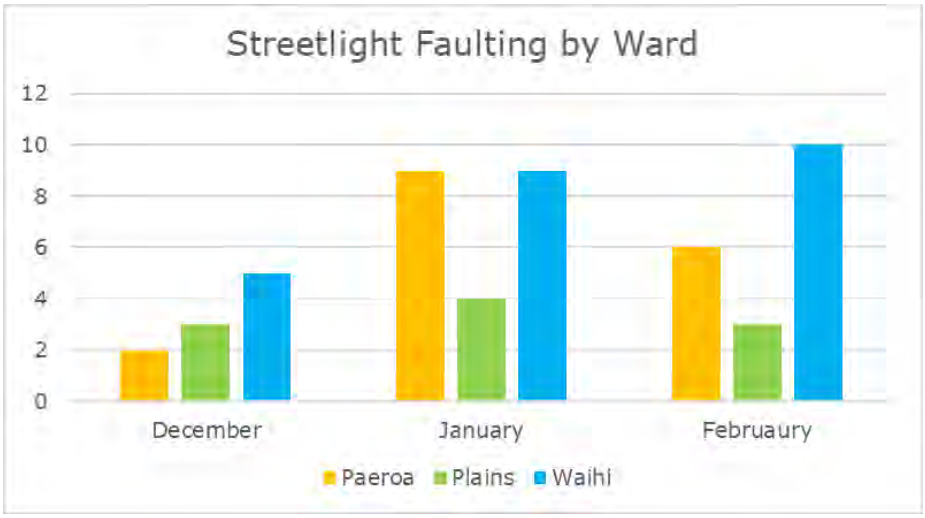


Figure 8: Streetlight faulting
Source: Dispatch entered under Con8001

7 NGĀ TŪRARU ME NGĀ TAKE NUI | KEY ISSUES AND RISKS

Our current major risks are reported below.

ISSUE OR RISK	BUDGET IMPLICATIONS	MITIGATION MEASURES
• Damage due to weather	• Costs to repair specific sites have been identified and budgeted for • There may be longer-term impacts on assets that are only just emerging e.g. streetlights	• The team continues to monitor damaged sites and progress solutions • Resilience upgrades to priority roads are being developed for funding bids to NZTA

• The price of resources and materials continue to rise.	• Cost increases to maintenance and ops programmes continues to reduce outputs	• Expenditure against budgets are monitored monthly.
• Funding uncertainty and new investment priorities from Waka Kotahi NZTA.	• Overall, our subsidised road maintenance programmes is around 90% of our original bid • Significant budget reductions to key activities like footpath maintenance • Zero NZTA funding for minor improvements	• Pavement rehabs, drainage renewals & traffic service renewals (including streetlights) are being reprioritised to keep to budget. • Maintenance activities will be prioritised to keep to budget • The capital improvement/renewal programmes will be reduced
• Changes to New Zealand Guide to Temporary Traffic Management (NZGTTM)	• Unknown on the changes and potential new risk for Council • Changes to TTM will affect contractor and have a potential skill gap with our contractors.	• Working apart of a Waikato regional collective to ensure consistent through out the network for Council and contractors

8 WHAIKUPU | RECOMMENDATION

That the quarterly report is received.

9 WHAKAPAI | APPROVAL

Prepared by	Transportation Team
Reviewed by	Liam Tansey **Transportation Manager**
Approved by	Adrian de Laborde **Group Manager of Service Delivery**

APPENDIX - 2024/25 CAPEX REPORTING

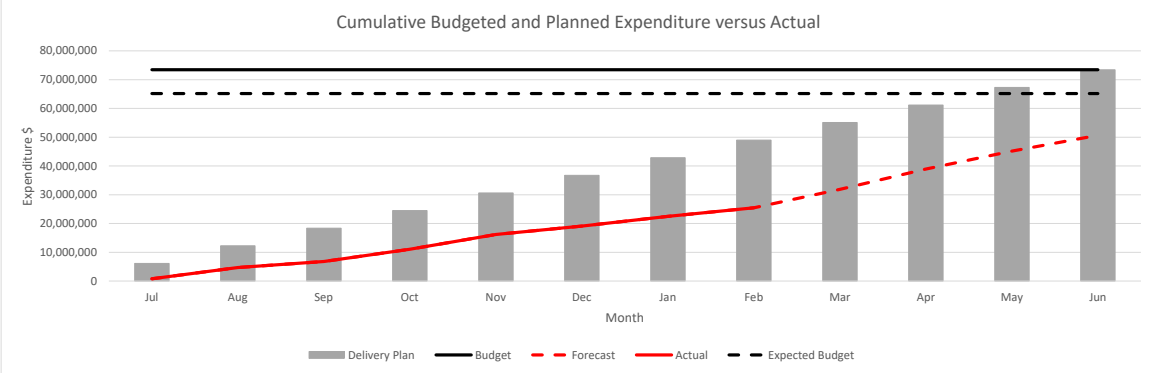
SUMMARY OF PROJECTS – LAND TRANSPORT

END OF MONTH – MARCH 2025

1 CAPITAL PROGRAMME

The capital programme budget for 2024/25 is $73.4M. Assuming the changes are carried in the deferral report at Council in March, the budget will be updated to $65.2M. The forecast as at February month end is $50.7M. We are on track to deliver 78% of the programme.

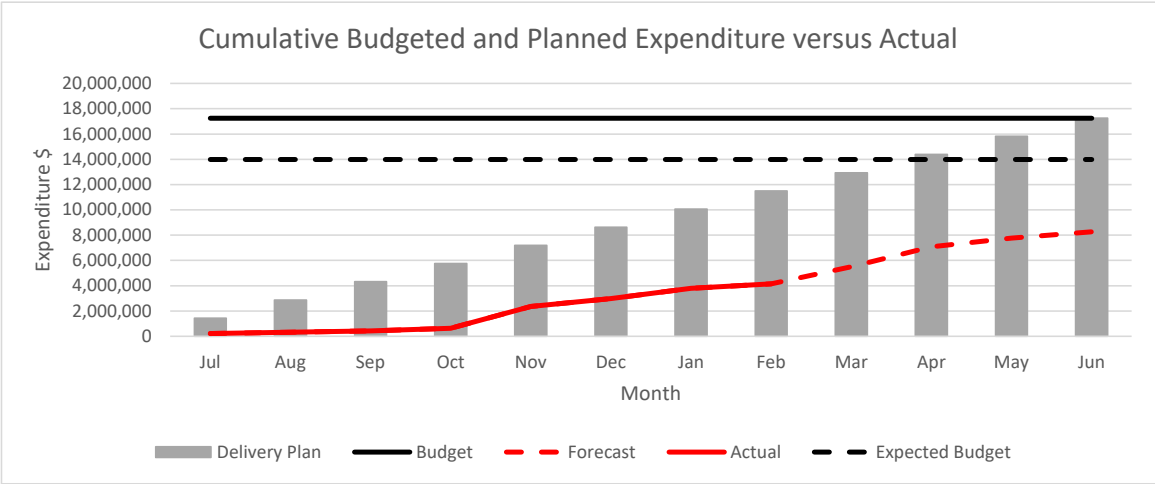
Capital Programme Budget versus Forecast



2 LAND TRANSPORT OVERVIEW

The Land Transport budget is currently $17.3M; however, assuming the deferral decision report is accepted in March by Council, this will be updated to $14M. We are forecasting to spend $8.3M, a delivery of 60% of the programme / budget.

Land Transport Capital Budget versus Forecast



The underspends are:

- The Low-Cost Low Risk budgets Waka Kotahi cut funding on. Council has retained its portion ($741K). Of this, we have only forecast spend of $50K (a $690K underspend). Now that we

know we can retain this portion, it will be carried forward and a plan on how to utilise the budget next financial year.

- 1004_001 - New Footpaths Waihi is forecasting an underspend of $343K however we are looking to utilise this budget for new footpaths on Victoria St and Silverton Rd, for shared walking and cycling.
- 1017_001 - Sealed Road Resurfacing has a forecast underspend $503K that will be carried forward into next year's reseal programme. Next year's programme is large.
- 1018_001 - Structures Component Replacement = $252K underspend carried into next financial year to ensure a nicely sized programme of work.
- Drainage renewals have a forecast underspend of $870K. The Trig Rd North culvert construction will be deferred into next financial year. Procurement will occur this year.
- 1019_004 - Waihi Streetlight Renewals has a $930K underspend forecast. The work currently forecast to be undertaken is a condition assessment of the assets (lights). A report outlining options will then go to Council.
- Rehabs are forecasting an underspend of $1.3M. This will be carried forward into the next two financial years. We have made a decision to push out some of the rehab work due to the Waka Kotahi subsidy reduction.

3 PROJECTS BY WARD – DISTRICT WIDE

1001_001 - Minor Improvements (Levels of Service)

Status: Start-up, budget TBC

Budgets have been reduced by the NZTA subsidy amount. We recommend retaining the resilience projects however defer these to years 2 and 3. Council could retain speed management as this may be required for speed zones outside of schools by 2026. This project includes the child projects below:

- **1001_013 - Drainage Improvements – Resilience**
  This will be deferred into 2025/26.

- **1001_014 - Rock Armouring at River Scouring Sites**
  This project will be deferred to 2025/26. A project charter is yet to be completed and signed off. This will define the scope and timeframes for the project. The coastal improvement project and this are both about resilience. There are a few candidate sites for this, potentially East Coast Rd.

1017_001 - Sealed Road Resurfacing

Status: Construction - 2024/25 Capital Budget - $2,771,673

Resurfacing work commenced in November and good progress was made through December. Wet weather caused some delays resulting in a small number of programmed sites being completed in January. Practical completion for separable portion 1 (2024/25) will be issued for 30th January 2025.

Carparks have been deleted from the contract pending further funding becoming available as part of the annual planning process. The surplus forecast is planned to be rolled over for an increased programme next financial year.



Above: Komata Reefs Road before and after seal repair.

1018_001 - Structures Component Replacement

Status: Construction - Total Capital Budget $7,957,549 (2024/25 - $1,539,422)

This project is about bridge maintenance and renewals. We prioritise bridges annually to ensure we are maintaining their structural integrity.

An initial scope of annual Structures Component Replacement contract for FY25 identified in August 2024. The bridge consultant submitted resource consent applications in December. WRC are querying multiple bridges (as at end of February) which is delaying the process and increasing bridge consultant costs. The draft contract documents are under council review.

Once the engineer's estimate is complete and resource consent is obtained, the scope of contract will be finalised to meet the available budget. The contract will be advertised in April/May. This will be a two-year contract.

ONGOING OPERATIONAL

This will be done as and when required. This is treated as operational capex. As faults are found, work is undertaken.

- 1009_001 - Drainage Renewals
- 1019_001 - Traffic Services Renewal
- 1019_003 - Traffic Services Renewal
- 1020_001 - Unsealed Roading Renewals
- 1228_001 - Car Parks

ON HOLD

- 1000_001 - Access and Mobility
- 1001_010 - Speed Management Plan and Implementation
- 1015_001 - Minor Improvements (Renewals)

4 PROJECTS BY WARD – PLAINS

1001_012 - Wharakawa Coast Improvements

Status: Scoping - child project of 1001_001 - Minor Improvements (Levels of Service)

Council has already agreed to the broader outcomes for this project. The next step is to define the scope by identifying the overall improvements required for a long-term solution. This will be to understand where to invest to improve resilience. This is looking at a multi activity approach for the next 20-30 years for the area.

Following this, a paper will go to Council to agree with the approach, and then a project charter will be completed to define the scope for sign off. This is unlikely to occur this financial year.

1012_002 - Front Miranda Rd Footpath Renewal RP11 - 157 m (Left)

Status: Close-Out - Total Capital Budget $235,869 (2024/25 - $132,238)

Both sides of Front Miranda Road have been concreted. The crossing point for pedestrians and cyclists is at a safe distance from the intersection, clearly marked with cycle sharrows.

While Waka Kotahi carried out some repair work and had their traffic management set up, we concreted the tie into the bridge from the existing concrete section. This work was completed in the last week of October 2024. There will be $50K underspend to consider as a carry forward for the Kaiaua footpath project.

1016_001 - Pavement Rehabilitation

Status: Merged - 2024/25 Capital Budget - $3,966,188

Parent budget has been split between child projects.

1016_018 - Hauraki Rd AWT (Tūrua urban intersection)

Status: Design - child project of 1016_001 – Pavement Rehabilitation

Construction is ongoing for this project. The Eastern side of the road is currently being worked on before the crews swap side to the western side.

A one-way detour is in place to allow for Hauraki Road to be open to South travelling residents with Northbound taking a detour around Tūrua. Work will continue to April 2025.





Above: Current work site on Hauraki Road, Tūrua

1016_016 - Pipiroa Rd AWT

Status: Procurement - child project of 1016_001 – Pavement Rehabilitation

This 500m stretch of pavement rehab will be booked in for March with the road maintenance contract. Work is occurring to plan and communicate with affected people currently. No work will happen until after the SH26 closure. A small road closure will be in place on the affected area close to the Rawerawe Intersection.

1016_017 - Kaihere Rd School AWT

Status: Design - child project of 1016_001 – Pavement Rehabilitation

The HDC Internal design team are working to complete the design, engineers estimate and procurement documentation to be completed 2025/26. It has not been selected for construction for 2025/26 so will sit ready for the next prioritisation / selection. This year's budget (2024/25) includes design costs only.

1016_020 - Hauraki Rd AWT (Orchard Rd intersection)

Status: Awaiting Construction Period - child project of 1016_001 – Pavement Rehabilitation

This project has been deferred until 2025/26 with priority for construction set for 2026/27. The watermain will be renewed on this site prior to the pavement rehabilitation.

1519_001 - Plains Off Street Car Park Renewal

Status: Scoping - Total Capital Budget $96,580 (2024/25 - $16,500)

Scoping underway. Looking to group up projects in order to get good pricing. The project budgets individually are too small. Karewa Road is to be formalised as a road to enable maintenance.

PROJECTS COMPLETED THIS FINANCIAL YEAR

- 1541_001 - Kaiaua Road - Under Slip Works

ON HOLD

- 1003_001 - New Footpaths – Plains
- 1005_001 - New Kerb Channel Stormwater Control – Plains

5 PROJECTS BY WARD – PAEROA

1011_003 - FP Renewal - Paeroa - Western side of Arney St from Kea

Status: Design – Capital Budget $156,313 with an additional $77,703 TBC

Project budget and scope is combined with another project line; 1517_001 - Arney Street Footpath. There is no Waka Kotahi subsidy. The scoping and design has been completed. Construction will be undertaken next financial year as there will be additional budget. We will look at efficiencies such as including the kerb and channel work under NZTAs road rehab contract.

1146_001 - Paeroa Urban Streetscape

Status: Start-up - Total Capital Budget $2,951,579 (2024/25 - $1,559,698)

Nonsubsidised by Waka Kotahi. We are dDeferring most of the budget to the 2025/26 construction season. This requires scoping and is waiting on placemaking.

In order to undertake construction next season, we need to determine the project group to ensure we are clear on decision makers. We could progress the renewals aspect.

If the Better Off Funding reduces further, only renewals can occur. The utilities renewals will be undertaken this construction season (other budget lines).

1518_001 - Paeroa Off Street Car Park Renewals

Status: Start-up – Total Capital Budget $220,200 (2024/25 - $20,000)

Scoping is underway. Looking to group up project budgets to achieve more and gain cost efficiency. The budgets individually are too small.

ON HOLD

- 1006_001 - New Kerb Channel Stormwater Control – Paeroa
- 1146_002 - Paeroa Urban Streetscape - Willoughby Street Revitalisation

6 PROJECTS BY WARD – WAIHĪ

1004_001 - New Footpaths – Waihī

Status: Procurement - Total Capital Budget $1,288,878 (2024/25 - $344,967)

This project budget will be utilised for new footpath on Silverton Rd and Victoria St; for shared walking and cycling. We will request moving part of this budget from 'new' to 'renewal' of footpaths' to ensure we are meeting the criteria Waka Kotahi have set on footpaths.

1515_001 the Ridgeview Place Waihi – Urbanisation (utilizing FC's) project.

Status: Procurement - 2024/25 - $350,000

Construction to begin in March. Expected completion is end of April.

1013_001 – Footpath Renewal - Waihi

Status: Start-up - Total Capital Budget $102,931 (2024/25 - $102,931)

This was on the deferral list as part of the annual planning workshop, however we will request to keep it this financial year as we can now progress the Victoria St work.

1016_019 - Trig Rd north AWT

Status: Design - Total Capital Budget $97,112 (2024/25 - $50,000)

This AWT has been split into 2 sections due to its length and potential construction cost. The internal design team are working towards finishing the design package for procurement in March.

Council confirmed priorities in February and section 1 of Trig Road North will move forward into the procurement package with Waitewheta Road for construction in 2025/26. Work will occur this month to start planning the procurement package and work towards advertising a tender in May/June.

1016_021 - Waitawheta Rd AWT

Status: Design - Total Capital Budget $25,000 (2024/25 - $25,000)

Council approved construction of Waitawheta Rd for FY26 in February meeting.
Waitawheta Rd AWT to be packaged with Trig Rd Nth AWT.

1018_003 - Trig Road Culvert

Status: Start-up – child project of 1018_001 - Structures Component Replacement

This work will be undertaken next construction season. The budget will be carried forward.

1019_004 - Waihi Streetlight Renewals

Status: Design – Total Capital Budget $1,073,550 (2024/25 - $1,073,550)

The report to Council is on hold pending further investigation. We have a rough price for the investigations into the condition of the streetlights, and we will be going back to the supplier to see about a traffic management plan for the work and to confirm when they could complete the work.

1516_001 - Ngatitangata Rd Seal Extension RP 1221 – 1648

Status: Procurement - Total Capital Budget $349,765 (2024/25 - $349,765)

This will be undertaken this construction season**,** however delays during the design phase is likely to affect construction completion within the ideal summer period for surfacing.

An RFT has been advertised on GETs in with construction most likely completed in April depending on contractor engagement.

1542_001 - Golden Valley Road - Slip Works

Status: Awaiting Construction Season - Total Capital Budget $842,000 (2024/25 - $842,000)

Construction started end of February. Expected completion is mid-April.



Above: Golden Valley Road – Before vegetation has been cleared.



Above: Golden Valley Road – After vegetation has been cleared.



Above: Golden Valley Road - 12 March 2025.

PROJECTS COMPLETED THIS FINANCIAL YEAR

- 1016_011 - Pavement Rehabilitation - Pukekauri Rd
- 1016_013 – Waihi Beach Road AWT1005_005

ON HOLD

- 1013_001 - Footpath Renewal – Waihi
- 1225_001 - Waihī Urban Streetscape
- 1520_001 - Waihi Off Street Car Park Renewal
- 1520_002 - Silverton Carpark Renewal

7 PROJECT STATUS REPORT - 1017_001 SEALED ROADING RESURFACING

1. SUMMARY

Programme Activity: Land Transport
Activity: Roading (Renewal)
Project location: District
Capital Project: Yes

Project Description:

This is an annual project for the resurfacing of programmed roads across our network.

We have a two-year contract currently open on GETs for tenders, the contract consists of:

SP1 2024/25 resurfacing of 33.6km of roads

SP2 2025/26 resurfacing of 27.1km of roads

SP3 Resurfacing of non-subsidised carparks - Silverton Road carpark in Waihi and Railway Street overflow carpark in Paeroa.

2. PROJECT PROGRESS INDICATORS

KEY: Not on Track / Major Issues | Not on Track, but plan in place | Achieved / On Track

A Point to Note / Escalate

Measure:	Status:	Note against Baseline:
Time:		Physical work commenced in November 2024.
Scope:		The scope for 2024/25 is confirmed and the design report accepted
Cost:		A surplus is forecast for 2024/25 it is expected this will allow for an increase in programme for 2025/26
Start Date:	2023/24	
Projected End Date:	30/3/25	

3. ACHIEVEMENTS / WINS

Including Innovation, Savings and Carbon Commentary

All programmed sites were completed by early January 2025.

Final sweeping is underway at many urban sites and rural intersections to remove remaining loose chip.

The performance report for the 2023/24 programme has been completed with no concerns noted.



4. TIMELINE

RFT - Procurement of Contractor Services
Timeline/Completion: September 2024

↓

SP1 Physical works
Timeline/Completion:
November 2024 to March 2025

↓

2025/26 Design report
Timeline/Completion: December 2025

↓

2023/24 Performance Report
Timeline/Completion: March 2025

5. KEY ISSUES

Including Health and Safety, number of site visits and audits undertaken

- Pre-reseal repairs: These repairs are currently underway for the 2025/26 programme.
- Health and Safety: Construction monitoring and site inspections were completed regularly during the construction period.
- Budgets: The 2024/25 preferred programme of approximately 48km of resurfacing was reduced to 33km to meet our expected budget. Tender prices received were favourable and a surplus is now forecast for 2024/25. It has been recommended this surplus is carried forward to increase the 2025/26 programme.

  Carparks: The preferred tender price for carparks is more than the available budget. The Silverton Road carpark is deferred until at least 2025/26 to enable costs and budget for this project to be considered.

6. MAJOR RISKS & MITIGATIONS

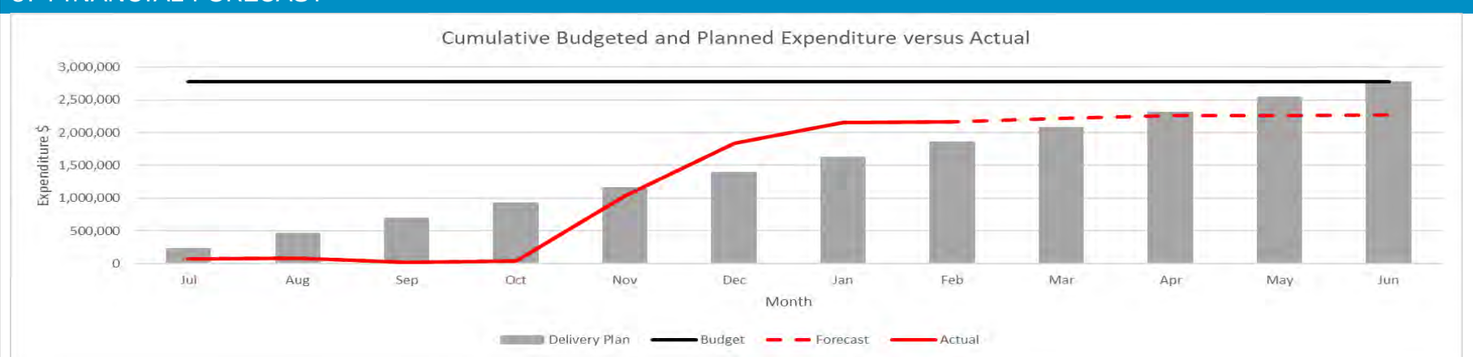
Top three only. Based on risk management framework M: 2823491 (category: financial, H&S, human resources, legal, reputation, operational, project impacts, natural environment)

Moderate: Rain and cooler weather conditions cause disruption during reseal work.	•The projects contract for physical works is now completed.
Low: Pre-reseal repairs not being completed in time.	•Pre-reseal repairs for the 24/25 season were completed on time.
Moderate: Cost escalations exceed the amount forecast and allowed for in our contingency.	•2024/25 (SP1) is expected to be completed with budget.

7. KEY ACTIONS / DECISIONS / NEXT STEPS

- Confirm the 25/26 programme and pre-reseal repairs for these sites.
- Confirm carpark resurfacing programme so pre-reseal repairs can be identified and completed in advance

8. FINANCIAL FORECAST



FOR INFORMATION
NGĀ MŌHIOTANGA

To	Mayor and Councillors
Author	David Speirs Chief Executive
Meeting date	25 March 2025
File reference	Document: 3804073
Subject	**Chief Executive's Monthly Report – March 2025**

1 TE WHAIKUPU | Recommendations

THAT Council

a) Receives the report titled Chief Executive's Monthly Report, (document number: 3804073).

2 TE ARONGA | Purpose

The purpose of this report is to provide an update on staff changes and matters that the Chief Executive wishes to bring to the attention of elected members.

3 Current Significant Issues & Opportunities for feedback and discussion

3.1 Regional Deals

As reported last month 12 councils were involved in the development of a Waikato Regional Deal proposal[1] with Government for Regional economic growth.

The very tight timeframes required the proposed regional deal to be kept at a high level.

The final summary proposal as sent to DIA is appended to this report (Appendix 1).

3.2 Civil Defence & Emergency Management Service Level Agreement

Further to the January Report, work on the section 17A review of our Emergency Management Service is well underway. A draft report with options will be bought to council's April meeting. In the meantime, staff have met with our partners at Thames Coromandel district Council, South Waikato district and Matamata-Piako District Councils to fully understand the potential for alternative arrangements including; shared services and shared recruitment and less formal "co-operative" approaches to training and event response. All councils are aware of the need for some level of co-operation and mutual support and we anticipate that the S17a review will reflect this.

[1] Hamilton City Council, Hauraki District Council, Matamata Piako District Council, Ōtorohanga District Council, Rotorua Lakes Council (part), South Waikato District Council, Taupō District Council (part), Thames Coromandel District Council, Waikato District Council, Waipā District Council, Waitomo District Council, Waikato Regional Council.

3.3 Health, Safety and Wellbeing Review.

The independent review of health, safety and wellbeing at Hauraki District Council is now complete. As previously reported the purpose of the review was to build a profile of our health and safety leadership, culture, practices and processes, and provide recommendations, tools and training guidance to improve our health and safety performance and outcomes. The full findings and recommendations provided in the review will be reported to the March Audit and Risk Committee.

In summary however,

The review identified that there is a substantial amount of work required to improve the health, safety and wellbeing maturity, build health, safety and wellbeing capability, and improve health, safety and wellbeing risk management practices across council operations.

The review identified recommendations for improvement across a number of key areas:

- Health and safety governance practices.
- Health and safety leadership capability – particularly defining roles and responsibilities
- Developing a dedicated health, safety and wellbeing strategy and long term transformation work programme
- Development of a formal health, safety and wellbeing risk management framework
- Management of critical risks and a Critical Risk Management Framework
- Worker engagement, participation and representation arrangements in H&S
- Incident and injury management, reporting and investigation practices
- Emergency Preparedness and Response Framework
- Developing a Contractor Management Framework.

The Report also found that while there was a high level of engagement across staff and leadership, there are capacity and cultural issues as well as system gaps that require immediate action.

The work required to move HDC from our current “reactive” level of maturity to a more planned and proactive state is substantial and will take several years to resolve. However, work to address the urgent, highest risk issues such as our identification and management of critical risks and increasing capacity and capability at a staff and management level, is already under way.

4 Whakahoutanga Whakahaere Tangata | People Management Update

4.1 Structure change

On 18th Feb 2025 I initiated consultation with staff on an organisational structure change to address a range of issues including inefficient functional alignment of some roles, manager over load, capacity and capability issues in critical business support areas such as health and safety, and an opportunity to realign some functions created by several vacancies in senior roles.

Apart from changes in reporting line, the restructure does not disestablish or “significantly affect” any roles other than those that were either already vacant, or have been changed by mutual agreement with the staff involved.

In light of the potential for change as a result of the Local Waters Done Well reforms no significant changes have been made in the Works Team, and only minor changes in alignment of reporting lines have been made in the Service Delivery Group.

Consultation with staff took place between 18th and 27th of February and responses to the proposal were received from 132 employees. Staff generally understood and supported the need for the proposed changes and individual meetings were conducted with those who had specific concerns. A number of changes were made to the proposed structure as a consequence of the staff consultation process and staff were advised of the final decision on 18th March.

In Summary the key Changes being made are:

- Change position of Group Manager Business Support to Head of Finance and Risk (by agreement)
    - Divest responsibility for Information Systems functions
    - Focus responsibility on Finance and Risk
    - Disestablish Finance Manager role (Vacant)

- Creation of a Communication and Corporate Services Group with responsibility for:
    - Information Technology including Information Management
    - Health and Safety management
    - Iwi / Māori Liaison
    - Democracy and Customer Experience - incorporating customer services, communications, democracy and administration (where roles carry out similar functions)

- Human Resources Realignment
    - Health and safety functions removed to Communication and Corporate Services Group
    - Change of name to People Strategy and Partnership Group
    - Remains a direct report to CEO

- New positions:
    - Group Manager Communication and Corporate Services
    - Health and Safety Manager
    - Democracy and Customer Experience Manager

Implementation of the changes will be staged as some changes require recruitment of new roles before they can be fully implemented. Recruitment for the GM Communication and Corporate Services and the Health and Safety Manager will commence immediately.

4.2 Staff update

We currently have two vacancies in our Resource Consents Planning Team for our Resource Consents Team Leader and Senior Planner which will increase our reliance on Consultant Planners until these vacancies are filled.

4.2.1 Internal Staff Movements:

- Resource Consent Team Leader (Secondment)
- Treatment Technician
- Executive Assistant

4.2.2 Leavers/Resignations:

- Librarian
- Resource Consents Team leader
- Strategic Planning Administrator

4.2.3 Recruitment underway/offers pending:

- Senior Serviceperson (Water Meters)
- Building Control Officer (extend to 31st Jan 2025)
- P&O Administrator
- Development Engineer
- Information Management officer
- Transport Manager
- Library Assistant
- Strategic Planning Administrator
- Senior planner

4.2.4 People initiatives of interest:

- Social club to host a family fun day (March)

4.2.5 Gate Way Students/ Internships/ Summer Students

- Treatment team
- Transport Team
- Engineering team
- Waste Management

4.3 Appendix 1 – Waikato City and Regional Deal Summary

Waikato City and Regional Deal



Light-touch proposal summary

- Waikato region represents 15% of all local government, lent support to this proposal
- A regional package of prioritised government investment for growth that will deliver regional benefits
- Package looks to strengthen an integrated, connected, highly mobile region where people and products move freely to markets
- What is good for one area of the region is good for others – investment dividends and benefits will ignore arbitrary boundaries, and so must we
- Aligned local and central government investment will benefit the Waikato, Auckland, and NZ Inc
- Investment in the Waikato is investment in the powerhouse, engine room, energy core, of the country – it will make a difference to growth
- Another opportunity to show government we can work together achieving smart investment for the Waikato that delivers for the country (ie building off our lessons from the Waikato Expressway)

INITIATIVE 1 TURBO CHARGING ECONOMIC DEVELOPMENT AND HOUSING PROVISION THROUGH EFFICIENT INTERREGIONAL TRANSPORT CORRIDORS.

- Increased Gross Domestic Product for the region (per capita).
- Increase in reliability for key road-based freight (based on TOMTOM and ERoad data).
- Reduced journey times for Hamilton to Tauranga journeys.
- Increased housing supply in South Hamilton (7,500 additional houses enabled over and above the Future Development Strategy).
- Improved average travel time and reliability for key public transport journeys (measured using real time data).
- Decrease on daily average CO_2 emissions through increased use of rail freight.

INITIATIVE 2: BUILDING HOUSES AND CREATING COMMUNITIES

- Job Creation - The increase in FTEs will help stimulate our local economies by creating diverse employment opportunities across sectors such as construction, operations, maintenance, and specialised roles. This will not only provide stable incomes for individuals and families but also generate a multiplier effect, benefiting local businesses like retail, hospitality, and transportation, thereby fostering broader economic growth.
- Decrease in Housing Shortfall and Demand - Supports population growth, stabilises housing markets, and improves community wellbeing.
- Increase in Housing Quality - Promotes healthier living environments, modern urban design, and resilient, durable structures.
- Increase in Housing Affordability - Enables home ownership, reduces household cost burdens, and supports essential workers living locally.
- Overall Impact – Contributes to a sustainable, equitable, and thriving sub-region with improved living standards and economic opportunities.
- Improved access to community facilities.



INITIATIVE 3: RESILIENT AND CONNECTED RURAL COMMUNITIES TO DRIVE REGIONAL TOURISM AND SUPPORT EFFICIENT FREIGHT JOURNEYS

- Improved Network Resilience and Access - Strengthens community and business resilience by ensuring reliable connectivity to Thames-Coromandel (conservative economic evaluation indicates a BCR of 0.5–0.7, with potential for additional benefits especially given changes in discount rate).
- Efficient Recovery - Reduces future costs and minimises closure durations for key tourist destinations, supporting economic activity.
- Economic Growth - Boosts visitor spending, creates jobs, and supports local businesses.
- Enhanced Visitor Experience - Improves facilities, accessibility, and encourages longer stays.
- Regional Development - Spreads economic benefits to rural areas and attracts new investments.
- Cultural Preservation - Protects heritage sites and promotes indigenous storytelling.
- Environmental Sustainability - Supports eco-friendly infrastructure and sustainable tourism practices.
- Resilience - Builds robust infrastructure to handle climate impacts and visitor demand.
- Regional Branding - Enhances the region's reputation and attracts more tourists.
- Long-Term Impact - Generates tax revenue and indirect benefits for other sectors.
- Expected outcomes - Improved accessibility, investor confidence, year-round tourism, local contractor pool development, and increased job opportunities.

INITIATIVE 4: FUELLING ECONOMIC GROWTH THROUGH HARNESSING OUR WATER AND ENERGY RESOURCES

This initiative involves the shepherding of the water and energy resources of the region to support the mature parts of the economy and to enable novel industries to emerge and grow:

- Building and operating renewable energy supply will, itself add significantly to the Waikato economy and reduce dependence on less secure fuel imports.
- The new electricity available will add to existing hydro and geothermal operations will power growth in the Waikato and Auckland regions, which together contribute 47 percent of New Zealand's GDP.
- Reliable water supplies will mean current land uses in the region, which provide more than $8 billion in export revenue for New Zealand, can be sustained, and will be able to grow further as technology and innovation produce new opportunities.
- The fast-growing population of the region enabled by this initiative, centred around Hamilton, will provide for similarly rapid increases in GDP, which will be compounded by productivity improvements that result from investments that increase the share of capital-intensive industries in the region.
- Reduced reliance on fossil fuels, lower energy costs, and stable supply attract investments.
- Grow new industries where our workforce live – for example the Kinleith bioenergy hub was projected to create 570–855 jobs and contribute up to $4.9B in GDP during construction alone.

1. Executive Summary

Waikato city and regional deal - an enduring partnership to create a resilient and connected Waikato that powers New Zealand's economy

1. The Waikato envisions a future where it stands as a powerhouse of economic growth, driving inclusive and sustainable development for New Zealand. Our urban and rural communities will flourish, benefiting from a robust and interconnected economy. As a partner of choice for iwi, industry, commerce, and government, the Waikato will lead through innovation. Together, we will ensure that all residents enjoy a high quality of life and abundant opportunities for prosperity.

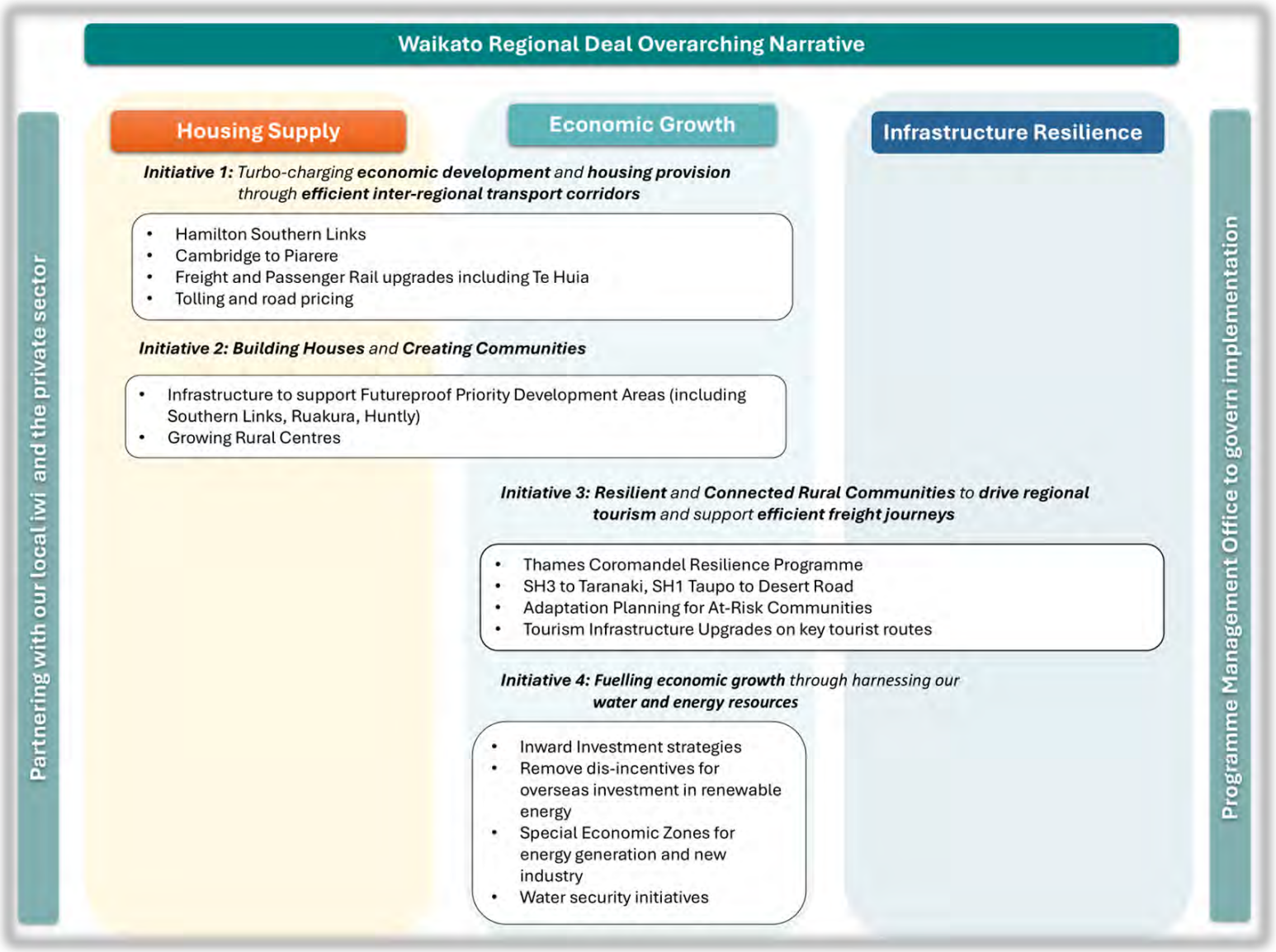
2. The region is acutely aware of the costs of inaction – the opportunity to enter into a collaborative agreement with the government about the actions required to achieve our regional vision represents a key moment in the growth of the region. We need to partner across central and local government, iwi and the private sector to realise the potential of the region and maximise the contribution we make to New Zealand. The scale of this opportunity has brought our region's local government leaders together and created a shared commitment to working together for the benefit of all. The absence of a deal will reduce the contribution that the Waikato can make to overall growth and GDP of the country. We have the fastest growing regional city in the country, supported by a dynamic, innovative and productive region who are committed to working together – and our position in the golden diamond means the rest of New Zealand depends on our produce, people and energy supplies being able to traverse the region without friction or delay for their own economic development– our deal proposal ensures our region can continue to deliver benefits to all New Zealand.

3. The Waikato region is strategically placed in the central and upper North Island, delivering goods, services and infrastructure that strengthen the national economy and deliver quality regional communities at both a metropolitan and provincial scale. The primary sector—including pastoral agriculture, forestry, and horticulture—along with our role in manufacturing and services such as freight logistics and tourism, forms the backbone of our regional economy. Our rural towns depend on these industries to sustain prosperous communities, making the durability and diversity of rural economies essential. In turn, these rural economic activities contribute to the vitality of metropolitan areas. Likewise, the growth of the Hamilton metropolitan area is crucial for the region, as a thriving urban centre creates further spin-off effects that support and enhance rural economic development.

4. New growth enablement tools and multi-sector partnerships will expedite and unlock economic growth, provide future-focused infrastructure, and provide depth and opportunity to the region's housing and job markets. Our proposal will provide equitable growth that benefits the entire region. The integrated approach advanced by the Waikato Mayoral Forum demonstrates the connectedness and inter-dependency that the metro and provincial areas of the Waikato have. This approach is cognisant of the critical function the Waikato plays in supplying, driving and connecting the economies of Auckland and Tauranga, westward from Taranaki and across to Hawkes Bay and the Port of Napier. Collaboration on regional solutions will enable growth and strengthen economic resilience, paying dividends in a manner that seamlessly disregards administrative boundaries. Our regional deal proposal centres on strengthening our integrated, connected and highly mobile region where people and products move freely to markets. The tables below summarises the key initiatives of the proposal and the phased implementation plan.

Initiative	Key Benefits	Do in 2025	Do in 2026 and 2027	Do post 2027
Initiative 1: **Turbo-charging economic development and housing provision through efficient inter-regional transport corridors** - **Roads of National Significance (RONS)** - **SH1-29 and rail investments**	• Enabling 13,450 additional houses over the next 30 years over and above those already in the Future Proof Future Development Strategy (FDS) and more than 8,490 Waikato jobs over the next ten years • Improve freight journey efficiency on both road and rail • Increased housing and job growth along Hamilton to Auckland rail corridor • New revenue sources	• Identify the local road investments necessary to support delivery of Hamilton Southern Links and Cambridge to Piarere • Develop an agreed investment programme for road and rail between Tauranga and Auckland (including Te Huia) • Investigate feasibility for tolling Waikato Expressway, Hamilton Southern Links and other journeys through region	• Begin building Hamilton Southern Links and Cambridge to Piarere RONS • Adjust GPS Transport so NZTA can fund local transport investments that support RONS outcomes • Begin community engagement on tolling and pricing if feasible • Invest in communications and digital enablers for tolling and pricing	• Start construction of local transport improvement to support RONs • Further improvements to SH29 identified and funded • Implement rail investment programme e.g. (Extending double tracking, new bridge at Ngāruawāhia, Electrify Te Huia rolling stock • Joint Ventures with private sector to build Te Huia stations
Initiative 2: **Building Houses and Creating Communities** - **3 of the Future Proof Priority Development Areas (Ruakura/University, Huntly and Southern Links/Airport** - **Smaller rural centres (Paeroa and Putaruru)**	• Enabling 13,450 additional houses over the next 30 years over and above those already in the Futureproof FDS and more than 14,380 additional over the next ten years • Enabling housing growth in smaller rural centres such as Paeroa with a projected housing demand of around 500 houses.	• Increase diversity of potential revenue tools to fund infrastructure • Complete Waikato Medical School business case • Explore opportunities created by changes in government policy Kāinga Ora in Fairfield/Enderly, Waikato Thouroughbred Racing merger) • Fast Track status for Hamilton Southern WWTP • Align Ministry of Education and other government funding with local authority funding for Sport Waikato Active Spaces Programme. • Change Local Government Act 2002(LGA) to facilitate implementation of already agreed boundary adjustments	• Begin building Hamilton Southern Links and Cambridge to Piarere RONS,) • Adjust GPS Transport so NZTA can invest in local transport initiatives that enable housing (Ruakura Eastern Transport Corridor, PT network improvements) • Trial new investment tools using Future Proof Priority Development Areas as test cases • Explore other funding options for smaller rural centres facing unaffordable growth costs • Support Hamilton City, Waipā and Waikato Districts through implementation of boundary adjustments	

Initiative 3: **Resilient and Connected Rural Communities to drive regional tourism and support efficient freight journeys** - **Thames Coromandel** - **SH3 to New Plymouth** - **SH1 Taupō to Desert Rd summit**	• Improved resilience of key transport corridors • Increased tourism visitation and spending along tourist routes • Certainty for communities faced with climate change resilience issues	• Adjust GPS to allow NZTA to invest in Thames Coromandel Resilience • Allocate a proportion of International Visitor Levy for region to spend on tourism infrastructure via Destination Management Plans • Prioritise communities for adaptation planning	• Start delivering Thames Coromandel resilience programme • Develop SH3 and SH1 resilience programmes • Invest in first round of tourism infrastructure programme • Develop and fund adaptation plans for trial communities	• Ongoing delivery of resilience programmes and tourism infrastructure programme • Sequenced development and implementation of adaptation plans
Initiative 4: **Fuelling economic growth through harnessing our water and energy resources**	• Increased international investment in the region's energy infrastructure • Increased resilience of energy infrastructure • Increased certainty of water supply for commercial users	• Launch inward investment strategy for energy, grow opportunities for private investment • Remove regulatory barriers to investment in energy and water projects (e.g. ETS, R&D tax credits, foreign investment rules • Develop a Special Economic Zone (SEZ) around Kinleith and/or Huntly for bioenergy innovation • Agree a Water Security Action Plan	• Begin implementation of the water security action plan • Deploy SEZ around Kinleith and/or Huntly for bioenergy initiatives that leverage existing industrial infrastructure	• Ongoing implementation activities


Waikato Regional Deal Overarching Narrative
Housing Supply
Economic Growth
Infrastructure Resilience
Initiative 1: Turbo-charging economic development and housing provision through efficient inter-regional transport corridors
Hamilton Southern Links
Cambridge to Piarere
Freight and Passenger Rail upgrades including Te Huia
Tolling and road pricing
Initiative 2: Building Houses and Creating Communities
Infrastructure to support Futureproof Priority Development Areas (including Southern Links, Ruakura, Huntly)
Growing Rural Centres
Initiative 3: Resilient and Connected Rural Communities to drive regional tourism and support efficient freight journeys
Thames Coromandel Resilience Programme
SH3 to Taranaki, SH1 Taupo to Desert Road
Adaptation Planning for At-Risk Communities
Tourism Infrastructure Upgrades on key tourist routes
Initiative 4: Fuelling economic growth through harnessing our water and energy resources
Inward Investment strategies
Remove dis-incentives for overseas investment in renewable energy
Special Economic Zones for energy generation and new industry
Water security initiatives
Partnering with our local iwi and the private sector
Programme Management Office to govern implementation

Waikato
City and Regional Deal

An enduring partnership to create a resilient and connected Waikato that powers New Zealand's economy.

The Waikato Region envisions a future where it stands as a powerhouse of economic growth, driving inclusive and sustainable development. Our urban and rural communities will flourish, benefiting from a robust and interconnected economy. As a partner of choice for iwi, industry, commerce, and government, the Waikato will lead through innovation. Together, we will ensure that all residents enjoy a high quality of life and abundant opportunities for prosperity

1. Turbo-charging economic development and housing provision through efficient inter-regional transport corridors
2. Building Houses and Creating Communities
3. Resilient and Connected Rural Communities to drive regional tourism and support efficient freight journeys
4. Fuelling economic growth through harnessing our water and energy resources

Legend

Strategic connections: Our road and rail networks are developed to integrate seamlessly, moving product, people and goods efficiently and safely within, and through, the upper and central North Island.

Future Proof high growth sub-region: Growth areas are proactively planned for, ensuring a range of housing options, transport options, business opportunities and places for learning, recreation and leisure. Ruakura inland port is located within this high growth area. Future Proof is leading the planning behind new growth in the Waikato, Hamilton and Waipā areas, including growth between Hamilton and Auckland. The partnership is also looking at connection between Hamilton and Tauranga.

Hamilton: Hamilton is strengthened as the central hub of the region. The success of Hamilton is linked to the success of the region. Hamilton is the key metropolitan area connecting Auckland and Tauranga.

Population change: Areas of changeable population plateau and decline, local focus with central government partnership needed to provide sustainable rural communities. Many of our rural towns rely on key industries to enable prosperous communities; durability and diversity in our rural economies is key.

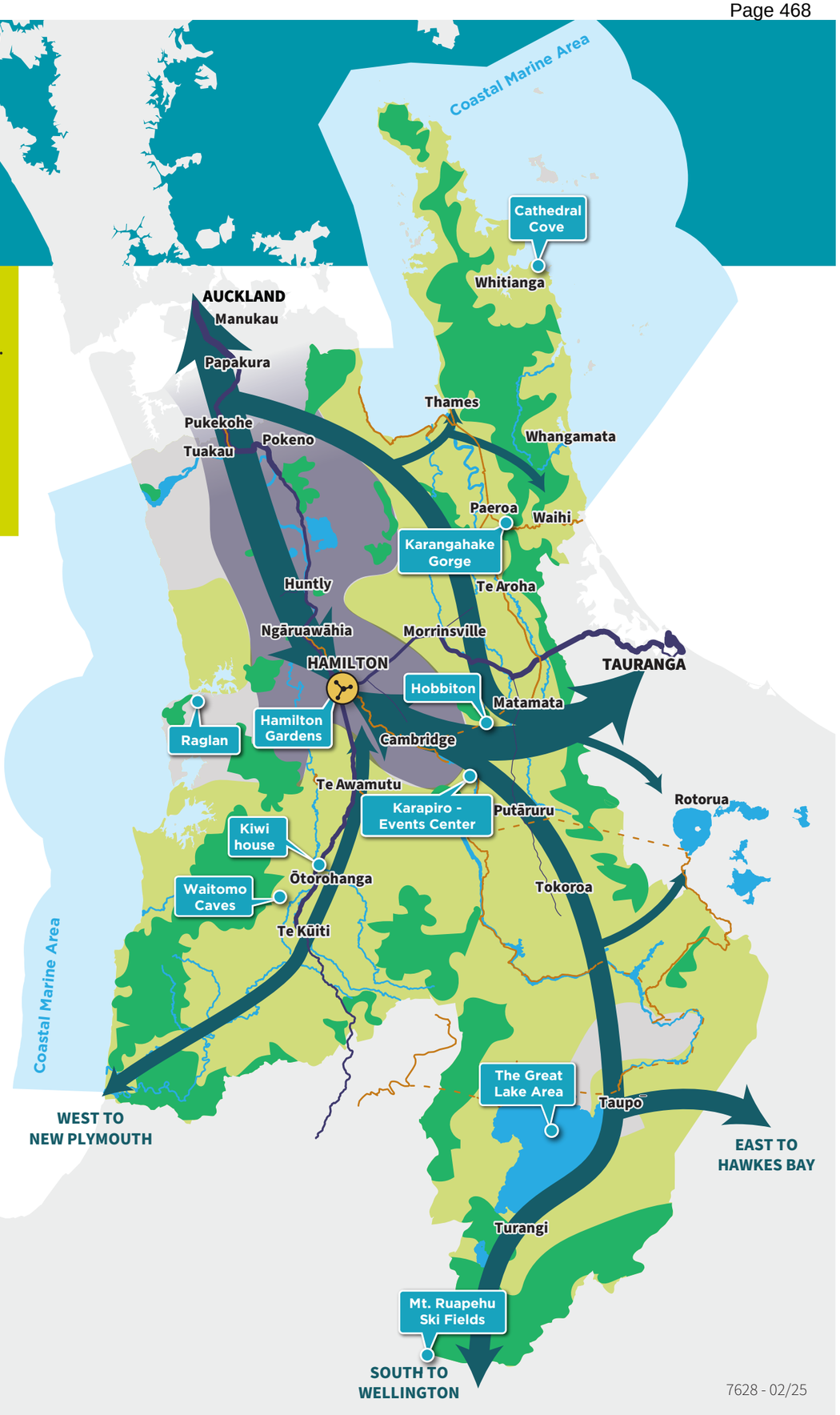
Rivers and lakes: Access to, and availability of, well managed water resources underpins the success of our communities and regional economy. The regional community, including our iwi, have strong connections to our rivers, lakes and water bodies. The special relationship the five river iwi have with the Waikato and Waipā rivers and catchments is expressed through Te Ture Whaimana o Te Awa o Waikato - The Vision and Strategy for the Waikato River.

Core natural areas: Recreational and tourism opportunities are linked to our outstanding natural and cultural areas, celebrating what we have while raising awareness about our unique ecological and cultural heritage.

Destination places: Destination places are enhanced to grow their points of difference and their strengths, so that the region as a whole benefits from the unique qualities.

Coastal marine area: Comprising one third of the Waikato, an area diverse in communities, history and offerings. Opportunities exist to grow aquaculture, to attract coastal and marine innovations, to support land based marine development, and to quantify untapped off-shore energy potential.

Energy: Abundant renewable energy resources are signature resources of the region. Hydro, thermal and geothermal, electricity generation supplies over one third of national energy generation. Future generation interest in biomass, wind and grid connected solar, places the region at the forefront of energy diversification.



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Hamilton

Hamilton is the commercial and economic hub for the Waikato, accommodating a wide range of businesses, from large national and multinational brands and government agencies, through to small enterprises and home occupations

HAMILTON is home to more than 100 ethnic groups

Kirikiriroa the city's Māori name translates to 'long stretch of gravel'

New Zealand's 4th largest city



and the largest inland city

Hamilton is youthful compared to Auckland, Tauranga, Christchurch & NZ as a whole



Around half of residents are under 33 years old



HAMILTON

EMPLOYMENT

Hamilton City

109,645 filled jobs

Waikato Region 248,665

Hamilton City

17,742 businesses

Waikato Region 64,581

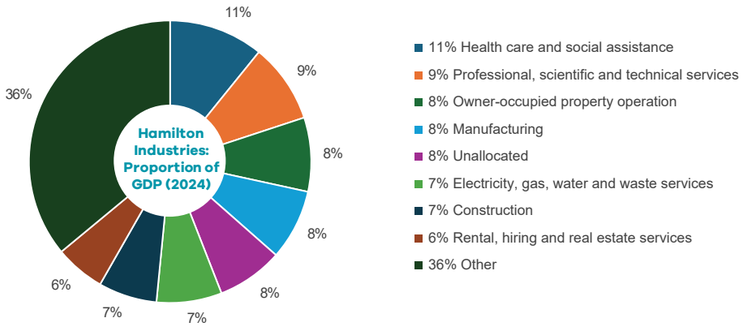
HOUSING

Hamilton house value was up 1% COMPARED TO LAST YEAR

Ethnicities

	Hamilton	NZ
European	58.5%	67.8%
Māori	25.4%	17.8%
Pacific peoples	6.8%	8.9%
Asian	22.8%	17.3%
Middle Eastern/ Latin American/ African	2.7%	1.9%
Other	1%	1.1%

Statistics NZ 2013 Census



Connectivity Hamilton is situated at the heart of the golden diamond where more than 2 million New Zealanders live and work. Quality connections within the City and beyond are vital to the growth and development of the entire region.

Education and research Hamilton is home to strong educational resources and is a world class centre of agricultural biotech excellence, and numerous science and research facilities.

Primary production and innovation Hamilton plays a significant role in providing the commercial, residential, educational, social and cultural facilities to support these industries.

Scale The location for many business head offices, the location for many business head offices, and home to 5 of NZ's top 10 exporters (Gallaghers, AFFCO, NDA Engineering, Greenlea Meats, Dairy Goat Co-operative).

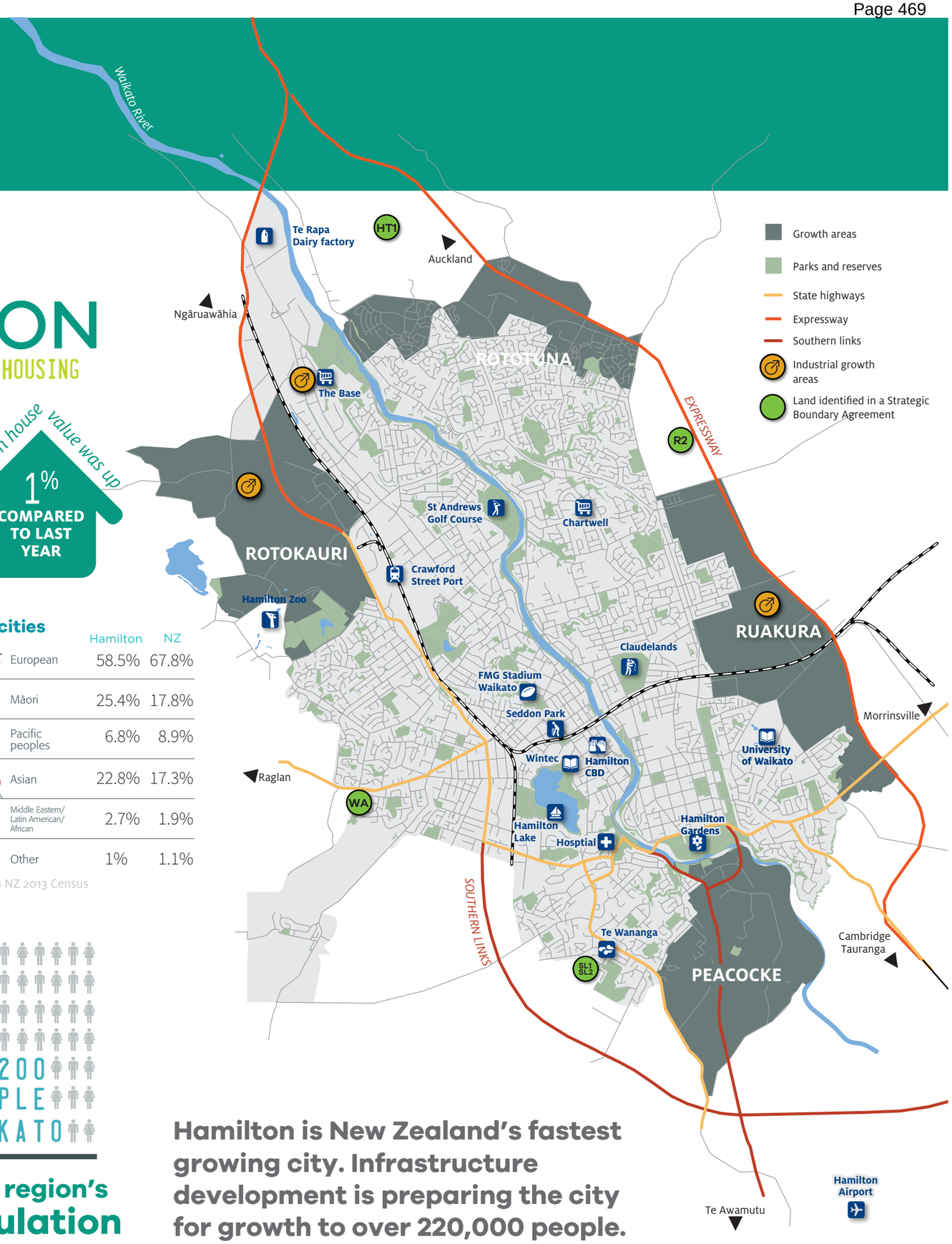
Health Waikato Hospital is the largest base hospital in the southern hemisphere.

Infrastructure Several major roading infrastructure projects are underway, including the Hamilton Southern Links (connecting State Highways 1, 1C, 3 and 21), and major new infrastructure at Rotokauri.

Population



36% of the region's Population



Hamilton is New Zealand's fastest growing city. Infrastructure development is preparing the city for growth to over 220,000 people.