

20 February 2026

NZ Parliament
Finance and Expenditure Committee
Submitted online

Dear Finance and Expenditure Committee Members

We appreciate the opportunity to make this submission on the Infrastructure Funding and Financing Amendment Act.

The Horowhenua District is currently experiencing higher population growth than has occurred in the past few decades, and the recent census data confirms that we are in the top ten fastest growing Districts in the country, and we are planning for that high rate of growth to continue in the medium – long term. Our Long-Term Plan 2024-2044 population projections that underpin the Development Contributions model predict that the resident population will grow from 37,522 in 2024 to 54,657 in 2044. The rate of growth is expected to be 1.5% per annum up until 2030 and 2.1% per annum until 2044. This population growth is expected to be accompanied by strong demand for dwelling growth.

The resident population of the district is expected to grow substantially and is projected to be over 66,000 by 2054. Various factors (the housing market, improved highway networks, new highway under construction) have seen the Horowhenua District become a more attractive option to live in for people from surrounding Districts to either move to or work in.

Horowhenua District Council is responding by planning for growth in the district through measures including:

- The Horowhenua Growth Strategy 2020-2040 (Growth Strategy) has been updated to identify land that may be suitable for residential and industrial growth within the life of the Growth Strategy
- Rezoning 420 hectares of land under Plan Change 4 (Tara-Ika) to residential which could yield 3,500 residential sites, a commercial centre and a primary school.
- A further 22 hectares of land is subject to Plan Change 6A, which was a private plan change originally and was adopted by Council. Council is currently awaiting a decision on a Plan Stop exemption. If the Plan Change proceeds, 4-500 residential units could result.
- Industrial Plan Change – initial stages
- Levin Structure Plan as part of the Greater Wellington Growth Framework.
- Housing Action Plan

- Streamlined Housing Process to enable more medium density housing
- Active involvement and inclusion in regional planning matters, including the Greater Wellington Future Development Strategy.
- Our 2025 Council has set out three overarching priorities to guide Council outcomes to Enable What Matters – these are Going for Growth, Future Fit HDC and Financial Discipline. The proposed changes to the Infrastructure Funding and Financing Act 2020 would help to achieve these three priorities.

With the anticipated growth in both residential and business activities within the Horowhenua District, as well as the existing drivers of growth, we are planning for an increase in people both living and working in the district. This will need to be supported by timely and efficient growth in infrastructure. Access to funding for that infrastructure will be critical. For this reason, Horowhenua District Council supports the Infrastructure Funding and Financing Amendment Bill in general, and the following specific aspects of the Bill, for the reasons stated.

Aspect of the Infrastructure Funding and Financing Amendment Bill that are supported	Reasons for support
<p>Clause 4 Amendment to Section 3 to remove clauses 1(a) and (b)</p> <p>Clause 6 amendment to Section 8 to broaden the scope of the Act – thereby allowing developer-led use of the IFF Act and enables it to be used for transport projects delivered by the New Zealand Transport Agency or KiwiRail, or for water infrastructure investments delivered by new water organisations established under the Local Government (Water Services) Act 2025, as well as Community infrastructure projects not owned or controlled by a council or other government entity.</p>	<p>Broadening the scope of the current Infrastructure Funding and Financing Act 2020 would mean that a wider range of infrastructure projects would be eligible to access the funding and finance under this Act.</p> <p>As development in Tara-Ika is starting to occur, this would be a useful tool to enable to access funding to provide additional capacity and the required infrastructure to provide for growth within the and therefore provide for subsequent stages, and it would also likely be useful to the first movers in the Plan Change 6A (Levin North West 1) growth area if that Plan Change is granted.</p> <p>We can see that one benefit of the IFF levies is that the cost of development is usually spread over a number of years (up to 50) , and is paid by the property owner who is directly benefitting from access to the infrastructure, as opposed to a development levy which is usually paid upfront by the developer (and passed on through the land price). This should have a positive impact on housing affordability, by decreasing upfront costs, but will present an extra administrative burden and costs for Council, and an ongoing cost for those homeowners.</p>
<p>Clause 30 - Allowing for one-off levies on a whole levy for a parcel of land and one-off</p>	<p>This could have a positive effect on development in our district as allowing for</p>

levies on a portion of levy liability, in the occurrence of a specified event such as the issue of title or the sale of a parcel of land.	deferral of a levy payment could remove some of the financial barriers to development and allow payment at the time that the purchase amount is available to the developer.
Clause 58 - Increased ability for an SPV to recover funds - Introducing an accelerated recovery regime which allows an SPV to recover funding it made available for an infrastructure in the event that a development fails and to seek to recover funds when a levy remains unpaid for four months or more.	This is considered to be a positive step, as it will increase the chances of SPVs being able to recover their money in these situations, rather than the SPV being subject to significant financial risk.
Clauses 11 to 18 which would remove additional layers of approval and Ministerial consultation, streamlining the approval process.	In general, the streamlining measures would be positive and would result in a faster and more efficient process.
New Part 3A – provides for agreements between an SPV and a Responsible Levy Agency that is a Water organisation.	This step reflects the new infrastructure arrangements that will come with Local Waters Done Well and will reflect Infrastructure ownership and responsibility going forward.

Our main concern is with only Territorial Authorities and Water Organisations being the only Responsible Levy Agencies under Section 9A (Clause 7) – with the extension of parties able to access IFFA funding to include other crown entities and even developers, it appears that if a Council is designated as a Responsible Levy Agency they will be responsible for collecting, remitting and doing debt collection of levies on behalf of other entities. If this is the case, we expect that Council will be able to recover their costs for undertaking collection of levies on behalf of other entities from those that pay the levy, rather than this cost being borne by ratepayers.

In summary, Horowhenua District Council generally supports the proposed provisions of the Infrastructure Funding and Financing Amendment Bill as it will support the growth that we are prioritising for in our District.

Thank you for the opportunity to make this submission. We would be happy to speak to our submission if this would assist in understanding.

Yours sincerely,



Bernie Wanden, JP
District Mayor