



Agenda for Meeting No. SG16/5

SmartGrowth Implementation Committee

**The SmartGrowth Implementation Committee will meet in the
Tauranga City Council, Council Chambers
91 Willow Street, Tauranga
on
Wednesday, 20 July 2016
at 9.00am**

**G Poole
Chief Executive
Tauranga City Council – Administering Authority**



SmartGrowth Implementation Committee

Independent Chairperson:

Bill Wasley

Committee Members

Bay of Plenty Regional Council:

Chair. Doug Leeder
Cr Jane Nees
Cr Paula Thompson
Cr David Love

Tauranga City Council:

Mayor Stuart Crosby
Cr John Robson
Cr Steve Morris
Cr Matt Cowley

Western Bay of Plenty District Council:

Mayor Ross Paterson
Cr Gwenda Merriman
Cr Garry Webber
Cr John Scrimgeour

Tangata Whenua Representatives

Maru Tapsell
Irene Walker
Buddy Mikaere

Quorum:

9

Meeting Frequency:

At least bi-monthly

Role

Pursuant to Clause 30 Schedule 7 of Government Act 2002, a joint Committee of Tauranga City Council, Western Bay of Plenty District Council and Bay of Plenty Regional Council shall be retained to implement the SmartGrowth Strategy and Implementation Plan.

Membership

- That representation be comprised of four elected member representatives as appointed by the contributing authorities, including the Mayors and Regional Council Chairperson, and four representatives at be nominated by tangata whenua.
- That an Independent Chairperson, to be appointed by the Committee, chairs the Committee; and the appointment of a Deputy Chair from the committee membership.

- That the standing membership is limited to seventeen members, but with the power to co-opt up to a maximum of three additional non-voting members, where required, to ensure the effective implementation of any part, or parts, of the Strategy.
- That NZTA be represented through its Regional Director as an observer with speaking rights but in a non-voting capacity.

Purpose

That the joint SmartGrowth Implementation Committee be the delegated authority to implement the SmartGrowth Strategy and Implementation Plan in accordance with the following functions:

Implementation

- Overseeing the implementation of the 2013 SmartGrowth Strategy updates, in particular the strategic actions.
- Ensuring organisation systems and resources support the strategy implementation.
- Taking responsibility for progress of those actions specifically allocated to the “SmartGrowth Implementation Committee” in the strategy, and making sure the implementation does occur.
- Monitoring and reporting progress against milestones and budget.
- Overseeing the management of the risks identified in implementation.
- Approving an annual implementation plan with a 3 year horizon.

Ongoing Tasks

- Champion integration and implementation through partner strategies, programmes, plans and policy instruments (including the Regional Policy Statement, Regional and District Plans, Long Term Plans (LTP's), Annual Plans, transport plans and triennial agreements), and through partnerships with other sectors such as health, education and business.
- Approving submissions to Local Authorities, Central Government, and other agencies on SmartGrowth related matters.
- Reviewing and recommending adjustments to the strategy if circumstances change.
- Identifying and resolving any consultation inconsistencies between the SmartGrowth strategies and subsequent public consultation processes of the partner councils.

Consultation / Partner Forums

- Facilitating consultation with the community.
- Establishing and maintaining the SmartGrowth Partner Forums.
- Agreeing any memorandum of agreements between SGIC and any forums.

Committee Operations

- Selecting and appointing an Independent Chairperson and a Deputy Chairperson.
- Implementing a Memorandum of Agreement, as adopted by the Committee for each triennial period, to provide and maintain partnerships and provide for the resolution of any conflict.
- Establish protocols to ensure that implementation, where necessary, is consistent, collaborative, and / or coordinated to achieve optimal outcomes



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SmartGrowth Implementation Committee

Wednesday, 20 July 2016

9.00am

Tauranga City Council, Council Chambers

81 Willow Street, Tauranga

Conflicts of Interest

Apologies

Public Forum (if required):

Confirmation of Minutes:

1. **Confirmation of the Minutes of the SmartGrowth Implementation Committee (SG16/4) dated 15 June 2016.** Pgs 7-15

A copy of the minutes is attached.

Recommendation:

That the minutes of the SmartGrowth Implementation Committee Meeting (SG16/4) held on 15 June 2016 be confirmed as a true and correct record.

Business

2. Suspension of standing orders so that the Committee Meeting can proceed as a workshop

Recommendation:

That the SmartGrowth Implementation Committee:

Suspend Standing Orders, in accordance with Standing Orders 3.2.1, to allow for general discussion and that the balance of the meeting proceed as a workshop.

3. SmartGrowth Forum Position Papers – Presentation of eight position papers and a further position paper from the Bay of Plenty (BOP) District Health Board.

Combined Tangata Whenua Forum	Pgs 17-20
District Health Board	Pgs 21-25
Social Sector Forum	Pgs 26-31
Housing Affordability Forum	Pgs 32-36
Population Aging Technical Advisory Group	Pgs 37-41
Environment and Sustainability	Pgs 42-49
Property Developers Forum	Pgs 50-53
Social Infrastructure Providers Group	Pgs 54-55
Strategic Partners Forum	Pgs 56-59
Glossary of Terms	Pgs 60-65

4. Discussion Paper – Settlement Pattern Review
Timing and location of future urban development (10 to 30 years). Pgs 66-85

5. Tauriko West Update
Ensuring integrated land use and transport planning. Pgs 86-106

6. Reinstate Standing Orders to allow the meeting to move back into Committee mode.

Recommendation:

That the SmartGrowth Implementation Committee:

Reinstate Standing Orders, in accordance with Standing Orders 3.2.1, to allow the meeting to move back into Committee mode.

7. Recommendation:

That the SmartGrowth Implementation Committee:

Receives and notes the following papers and reports

- 1. SmartGrowth Forums and BOP District Health Board Position Papers***
- 2. Settlement Pattern Review Discussion Paper***
- 3. Tauriko West Update***

and note that further decisions and foreshadowed recommendations on these papers will follow at the August SmartGrowth Implementation Committee meeting.

8. National Policy Statement on Urban Development Capacity Approval of Submission.

Pgs 107-121

Recommendation:

That the SmartGrowth Implementation Committee:

Approve the SmartGrowth submission on the proposed National Policy Statement on Urban Development Capacity.

Note: The submission has already been forwarded by the Independent Chair to government to meet the consultation deadline of July 15 following review by the Mayors and Regional Chair.

**Minutes of Meeting No. SG16/4 of the SmartGrowth Implementation Committee
held on 15 June in the Western Bay of Plenty Council Chamber
1484 Cameron Road, Tauranga commencing at 9:00am**

Present

Acting Chairperson

Mayor R Paterson

Bay of Plenty Regional Council

Chairman: D Leeder

Councillors: J Nees, P Thompson, C Love

Tauranga City Council

Mayor: S Crosby

Councillors: J Robson, S Morris, M Cowley

Western Bay of Plenty District Council

Councillors: G Merriman, G Webber, J Scrimgeour

Tauranga Whenua Representatives

M Tapsell, I Walker

In Attendance

SmartGrowth

Bernie Walsh – Implementation Advisor

Karen Summerhays – Well-beings Implementation Officer

Megan Rumble – SmartGrowth Coordinator

Strategic Advisor

Ken Tremaine

Bay of Plenty Regional Council

Mary-Anne MacLeod – Chief Executive

Tauranga City Council

Garry Poole – Chief Executive

Christine Jones – General Manager: Growth and Infrastructure

Michael Tucker – Manager: City Planning and Growth

Campbell Larking – Senior Policy Planner

Western Bay of Plenty District Council

Miriam Taris – Chief Executive Officer

Others

Peter Egerton – RPS Consultants

Apologies

W Wasley

THESE MINUTES ARE YET TO BE CONFIRMED

To be confirmed by the SmartGrowth Implementation Committee on 20 July 2016

Absent

B Mikaere

SG16/4.1

APOLOGIES

Moved Cr. Morris / Seconded Cr. Nees

That it be Resolved

That apologies for absence be received from Chairperson Wasley.

CARRIED

SG16/4.2

CONFIRMATION OF THE MINUTES

The Committee considered the minutes of the SmartGrowth Implementation Committee (SG16/3) dated 18 May 2016 as circulated with the agenda.

Moved Cr. Morris / Seconded Cr. Nees

That it be Resolved

Confirmation of the Minutes of the SmartGrowth Implementation Committee Meeting (SG16/3) dated 18 May 2016.

CARRIED

Mayor Paterson introduced new SmartGrowth Implementation Advisor Bernie Walsh to the Committee noting her background in local government and previous roles at The Ministry of Transport and Dairy NZ.

SG16/4.3

SUSPENSION OF STANDING ORDERS

Moved Cr. Robson / Seconded Mayor Crosby

That it be Resolved

That the SmartGrowth Implementation Committee:

Suspend Standing Orders, in accordance with Standing Order 3.2.1, to allow for general discussion and that the balance of the meeting proceed as a workshop.

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To be confirmed by the SmartGrowth Implementation Committee on 20 July 2016

CARRIED**SG16/4.4****GOVERNMENTS DRAFT NPS ON URBAN LAND SUPPLY**

Ken Tremaine spoke to his presentation (attached for completeness) providing an overview advising that this is dealing in particular with the Proposed National Policy Statement (NPS) on Urban Development Capacity. There are two parts; to his commentary firstly, a focus on the document itself, followed by a presentation by Peter Egerton (from RPS Consultants) sharing his experience on a number of case studies from Australia with the view that his experience will assist us in our response to the NPS.

09:08am

Chairman Leeder **entered** the meeting

Ken noted Tauranga's (SmartGrowth partnership area) 15.1% projected growth rate is second behind Auckland and that the minimum housing targets need to be set in the Regional Policy Statement (RPS). Ken noted that a lot of work has already been done and we are well positioned to respond together with the analysis that has been presented. Ken stated we have time to think about the capacity analysis. Ken made the observation that we need to show that we are a co-investment region. There is the opportunity to partner with Government if we do things well. We are required to sharpen up on our evidence base. Our priority still has to be progressing the Settlement Pattern Review whilst taking the NPS into account.

Cr. Thompson queried the possibility of TCC holding a workshop on Development Contributions given they are the experts on this.

Christine Jones replied advising TCC can hold a workshop and share its knowledge especially in terms of funding. Christine advised they have also done an assessment against NPS and how this relates to future structure planning.

Campbell Larking circulated the tabled Option 3B Projects and Settlement Pattern Discussion Information. Ken noted that this is a work in progress. Ken advised he feels quite confident around the NPS – there is work to be done but we are positioned well.

Cr. Webber stated that he would like to see a delegation of the Mayors and Chair travel to Wellington to submit on this. He stated this has to be a joint submission and that the infrastructure implications have been overlooked.

Cr. Thompson queried if SmartGrowth intend to do analysis on the new Local Government Bill in order to see linkages?

Ken replied stating that Central Government has reform on at least five fronts and we need to think about how we link these together. We need to look at our operating climate.

Cr. Robson stated education of the elected members is essential. They need to be brought up to speed.

THESE MINUTES ARE YET TO BE CONFIRMED

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Mayor Crosby noted that he attended the Ministers office when the NPS announcement was made and his initial view was that this is very sensible legislation. Mayor Crosby stated that he agrees with Cr. Webber that we must submit on this. This is good legislation but the link between the public and private sector is key to its success.

Mayor Paterson stated he is very happy to submit as our knowledge around what we are doing is strong. We have been doing this since 2004 and have very good staff support. He stated he does not have a problem with stepping in to help.

Maru expressed concern around the community having to produce a rubber stamp in order to adopt a decree from Central Government.

Peter Egerton from RPS Consultants spoke to his presentation (attached for completeness) sharing case studies from Australia which showed the range of densities, compliance and targets set at state level.

Mr Egerton noted that one of the benefits of Tauranga is that there is a CBD unlike the Sunshine Coast. Given that the CBD is also surrounded by a body of water is an additional benefit.

Cr. Morris asked about development fees in the CBD as Mr Egerton had mentioned the state didn't fund this. Cr. Morris asked what role the state played in the provision of that infrastructure.

Mr Egerton confirmed the state played no role. This was funded by rate payers and/or Property Developers.

Cr. Robson queried if and when there will be a chance to challenge our assumptions.

Ken noted that the intention is to use Mr Egerton's skills as a peer reviewer to our processes as we move ahead with the Development Strategy. Given the depth of his experience it is useful for benchmarking.

Christine Jones advised the purpose of Mr Egerton's presentation is to show - as comparative as we can get - what's happening on the ground around levels of density and what is achievable. Christine stated if the committee signs off on the Compact City and Te Tumu there will be a lot more debate moving forward.

Cr. Robson stated he believes it is about making sure we have got challenge points to ensure we are confident on what we are signing off on.

Cr. Nees thanked Mr Egerton for his presentation stating she found it fascinating. She raised concern around whether this is applicable to our area given the western Bay is surrounded by highly productive soils. Also given the different living styles i.e. we have no terraced housing here does Mr Egerton still think this is applicable to us?

Mr Eggerton confirmed that Australia did have terraced housing 100 years ago but this had to stop due to fire regulations so 24 dwellings per hectare blocks were adopted. He stated yes, he does feel it is very applicable.

THESE MINUTES ARE YET TO BE CONFIRMED

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Irene Walker queried if there were any repercussions to the indigenous people during this development.

Mr Egerton confirmed it is very different in Australia and indigenous people prefer not to be front and centre when it comes to regional planning. Mr Egerton advised it is very hard to draw comparisons on this.

10:25am The workshop **adjourned**

10:54am The workshop **reconvened**

SG16/4.5

COMPACT CITY REPORT

Ken Tremaine introduced agenda items 5, 6 and 7 - The Compact City Report, Te Tumu Strategic Study and the Forum Consultation Timetable stating the high level investigative work has been completed. The focus today is responding to high level issues raised, presenting the strategic analysis, presenting a context for Settlement Pattern Review (SPR) decisions and scoping out the balance of work between now and August 2016.

Ken stated guidance and honest feedback will be sought on what is being presented with a focus on looking to the future.

Michael Tucker spoke to the Compact City Report and advised it is a broad scope of work with the overall goal to achieve intensification in the Tauranga CBD area. Michael gave an overview on context for intensification and noted past research has been reviewed and intensification re-set to include greenfields. Michael noted engagement with developers including the SmartGrowth Property Developers Forum has been carried out.

Michael noted that TCC has recognised that existing plan provisions go a long way to enable intensification, it takes time for significant levels of intensification to occur, that councils enable the private sector to deliver intensification and it is not just about housing it is about placemaking.

Michael spoke about the housing choice lessons in the Grattan Institute and Auckland Council Reports (both can be found on the SmartGrowth website) and the findings from Martin Udale's report.

Michael circulated a handout with a revised approach to the Compact City Intensification Project: noting that there are reasonably easy changes that can begin right away. There is also broader work that requires more consideration. The handout shows 4 options for moving forward.

Cr. Cowley queried around column four not being allocated to a General Manager. Michael confirmed this has been discussed and is being dealt with by TCC management

Cr. Nees noted it was excellent to see transportation mentioned across all four work streams and that we need to start thinking broader i.e. Park and Ride: buses moving around differently.

THESE MINUTES ARE YET TO BE CONFIRMED

To be confirmed by the SmartGrowth Implementation Committee on 20 July 2016

Cr. Webber noted that he would like to see a lot more evidence showing the bigger picture around the contribution other areas of the sub region could make to intensification e.g. Te Puke, Katikati, Omokoroa, Papamoa. The dynamics of our region will change significantly based on what is happening over the next few years e.g. Paengaroa with roading.

Ken Tremaine replied stating Cr. Webbers point is a sound one which will be taken back to IMG for discussion. Ken noted that we do need to get more of a spacial picture. It is sensible to start looking at places like the Eastern Corridor, Rangiruru, Te Puke etc.

Mayor Paterson agreed it is essential to look at the overall picture. There are large areas of potential within Bethlehem and Welcome Bay also and it is important to look at how those areas are developing. Mayor Paterson noted he is pleased with the work Michael is doing. The suggestion of 8,000 dwellings being a possibility is promising, even half of that would cater for the people and growth over the next 50 years. He stated he believes we are ready to go to the next stage.

11:30am Bernie Walsh withdrew from the meeting

SG16/4.6

TE TUMU STRATEGIC STUDY

Campbell Larking spoke to his slides within the presentation outlining the key messages. Campbell noted that 46% of the land is developable, development is financially viable under a range of scenarios and that 15 dwellings per hectare will cater to approximately 8,500 people.

Campbell noted risks being – multiple owned Maori land which if part freeholded to fund development requires beneficiary consent and Maori Land Court approval, timing and infrastructure capacity, owners ability to collaborate, funding (developer v Council) and Schedule 1 RMA planning processes.

Campbell confirmed that all Iwi and Hapu have been consulted including those in Maketu.

Questions and discussion followed around the risks with Campbell confirming a number of meetings are being held and it is more around timing and shareholder approval.

Maru Tapsell raised the point that whilst the multiple owned Maori land is being described as a risk he would prefer it is identified as an opportunity.

Mayor Paterson queried around the Wairakei Town Centre and this falling within Te Tumu growth area. Campbell confirmed that this development would fall fully within the Wairakei urban growth area. Mayor Paterson asked if Campbell sees that development starting at the same time as the residential? Campbell confirmed the Town Centre will be prepared and ready for delivery but will lag due to no forward funding of the Papamoa interchange to allow for forward delivery. A scale of residential development is required first to the west and east in order to incentivise the town centre.

THESE MINUTES ARE YET TO BE CONFIRMED

To be confirmed by the SmartGrowth Implementation Committee on 20 July 2016

SG16/4.7

FORUM CONSULTATION TIMETABLE

Ken Tremaine introduced the Forum Consultation timetable on page 154 of the agenda noting it is valuable and best to have this forum thinking.

Karen Summerhays spoke to the timetable and confirmed all seven Position Papers are tracking well toward completion. 160 fora members voices are being condensed down into seven voices. It is very empowering for these forums to have this opportunity to put their positions forward and have Councillors respond. It is also essential for them to have this voice and input. The Combined Fora Hui is going ahead on the 12 July where forums will hear each other's positions for the first time. These papers will then be formally presented to SGIC in July. Post July SGIC there will be some deeper analysis around the roles and objectives in supporting the individual positions and the barriers of those positions being taken forward with the opportunity for the partners to respond. The positions can then go forward with the strategy.

SG16/4.8

REINSTATE STANDING ORDERS

Moved Cr. Cowley / Seconded Cr. Nees

That it be Resolved

That the SmartGrowth Implementation Committee:

Reinstate Standing Orders, in accordance with Standing Order 3.2.1, to allow the meeting to move back into Committee mode.

CARRIED

Moved Cr. Robson / Seconded Cr. Webber

That it be Resolved

That the Workshop agree to the following resolution lying on the table until the formal SGIC meeting in August:

That the SmartGrowth Implementation Committee agree to Tauranga City Council advancing a comprehensive project to deliver intensification within the current footprint of the City and that progress is regularly reported back to the Committee with milestones reflecting the NPS expectations including input from SmartGrowth partners at all stages. Principles and Objectives of the Compact City approach should be transferable to the wider Western Bay where applicable.

THESE MINUTES ARE YET TO BE CONFIRMED

To be confirmed by the SmartGrowth Implementation Committee on 20 July 2016

CARRIED

Cr. Robson noted that the Revised Approach to Compact City Intensification Project pages circulated were first seen 2 days ago and SGIC should be aware that these has not been subject to TCC discussion as yet.

Cr. Webber confirmed he fully supports the motion agreeing that there is more work to be done.

Mayor Crosby agreed this is the next sensible step and believes the focus needs to be on the Compact City.

Mayor Paterson agreed he is pleased we are at another level having been given a very good summary around how to move forward. There is a lot more to be added which will come back in the next two meetings. The independent workshop with the councils will be held before the next meeting in order to get a good understanding that everyone is in the right place and confidence is carried forward in our decision making.

Moved Cr. Robson / Seconded Cr. Webber

That it be Resolved

That the Workshop agree to the following resolution lying on the table until the formal SGIC meeting in August:

That the SmartGrowth Implementation Committee note the 43 Recommendations contained in the Te Tumu report and that these be taken into consideration when the Committee is deliberating formally on the Settlement Pattern Strategy at it August 2016 Meeting.

CARRIED

Cr. Thomson complimented the quality of the reports presented today and thanked the staff who presented.

Moved Cr. Webber / Seconded Cr. Nees

That it be Resolved

That the committee agree to prepare a submission on the NPS which reflects areas of common concern. The submission is to be reviewed by the Mayors and Regional Chair. In addition, the Committee agreed that the Mayors and Regional Chair meet with key Ministers to discuss the need for more integrated approaches to resource law reform from a western Bay of Plenty perspective.

CARRIED

THESE MINUTES ARE YET TO BE CONFIRMED

To be confirmed by the SmartGrowth Implementation Committee on 20 July 2016

The meeting concluded at 12:11pm

Confirmed as a true and correct record

Mayor R Paterson

Acting Chairperson

Date

DRAFT



Committee Name	SmartGrowth Implementation Committee
Committee Meeting Date	July 2016
Author	SmartGrowth Implementation Manager/Well-beings Officer
Purpose	Position papers - To present the position statements of the SmartGrowth Forums and assist decision-making on the settlement planning process and principles within the western Bay of Plenty sub-region.

POSITION PAPERS- SmartGrowth Forums

Position papers and next steps

Eight position papers have been developed and are being presented to the committee today by forum chairs. The Bay of Plenty District Health Board is also presenting a position paper. The papers represent the collective wisdom of more than 180 forum members and hundreds of voluntary hours. They have been developed in tight timeframes to meet the decision-making timetable of the committee.

Committee members should note that targeted consultation with the SmartGrowth forums was put in place in lieu of wider pre-consultation with the public at this stage of its decision-making. The information gathered will be used to not only inform the settlement pattern review but also structure planning and other SmartGrowth work. The papers provide the formal position of each forum.

SmartGrowth staff will provide further advice on the issues raised in the position papers for the August meeting. However, it is clear that SmartGrowth needs to lead the development and agreement of a consistent approach amongst partners to ensure ongoing quality community engagement on future growth and spatial planning. We will also co-ordinate with our partners to provide feedback and responses to forums. The forums are seeking, in particular, that where relevant, SmartGrowth and the partner staff respond to the position paper points in all future reporting regarding the settlement pattern review; and that future stages of planning incorporate, where feasible, the outcomes sought in their position papers. When this is deemed not appropriate or feasible, an explanation should be provided to them.

The process for developing the position papers

Chairs (or a nominated replacement) called a focus group of their forum members together to provide a first draft to their members. The individual forums then fine-tuned the documents for a Combined Hui held on July 12. At the end of the combined Hui, the forums made final changes taking into account the feedback they received on the day. SmartGrowth staff supported the forums through this process.

Settlement Pattern Review – CTWF Position Paper July 2016

1. Purpose

To present the position statement of the SmartGrowth Combined Tangata Whenua Forum (CTWF) regarding the sector requirements when considering accommodating growth within the western Bay of Plenty sub-region

2. SmartGrowth Implementation Committee (SGIC) recommendations

- That the position of the CTWF is noted
- That SmartGrowth and the partner staff respond to the points in all future reporting regarding the SPR
- That the future stages of planning incorporate, where feasible, the outcomes sought and when deemed not appropriate or feasible an explanation provided.

3. Background

The rights and interests of Maori are preserved by the Treaty of Waitangi. Principles of partnership, active protection, good faith, self-determination and consultation are foundational to the relationship between Maori and non-Maori. The SmartGrowth partnership is unique in that it recognises the role of tangata whenua in the sub-region and provides opportunities for active engagement and participation at the governance and management and operational levels of the partnership.

The Aspirational Plan 2012 prepared by the CTWF provides a useful context and background when considering a position on the Settlement Pattern Review. The Plan was prepared to assist tangata whenua to respond in a meaningful and consistent manner to a range of proposals, activities, policy directions and strategies and plans in the western Bay of Plenty. The Plan articulates broad cultural, social, environmental, economic and political aspirations of tangata whenua. The aspirations are underpinned by the Treaty of Waitangi and informed by principles of mana, whanaungatanga, ahi kaa, and kaitiakitanga. The Plan notes among others the following aspirations:

- exercise of customary and traditional practices,
- recognise diversity and shared identity,
- embrace new arrivals,
- awareness of tangata whenua identity,
- protection of ancestral places,
- fairness, equality and justice,
- access to social and community services,
- te reo is spoken,
- housing options to meet lifestyle and lifecycle need,
- development of a museum,

- retention and improved utilisation of Maori land,
- co-governance and co-management of resources,
- protection of kaimoana resources,
- use of matauranga Maori in environmental management,
- develop improved solutions for wastewater and stormwater,
- completion of Treaty Settlements,
- full employment,
- retention and utilisation of Maori land and resources,
- equal representation on local authorities,
- strong leadership,
- communities are informed,
- access to infrastructure,
- developing partnerships with local government and Crown agencies.

The overwhelming view of the CTWF is that:

“tangata whenua want to see ourselves reflected in the built environment.”

4. Critical factors for consideration for the settlement pattern review

The following critical CTWF factors for considerations are grouped under broad principles of Rangatiratanga and Mana, Whanaungatanga, Tipuranga, and Kaitiakitanga. Many of the elements promoted by the CTWF are encouraged and while they instil a sense of place, connectedness, cohesion, context, character and custodianship from a Maori perspective they will inevitably echo some of the same sentiments of the other partnership forums.

Rangatiratanga/Mana – leadership, power, authority, control, recognition and self-determination

- Local authorities to show leadership by providing engagement opportunities for tangata whenua to ensure local cultural values and site specific perspectives are reflected in the development and design of new and re-developed civic/community spaces
- Ensure the protection of cultural sites and areas of significant cultural value. Where appropriate, celebrate and memorialise those areas to ensure we don't forget events, activities or narratives associated with places
- Ensure community and /or street names reflect traditional names of areas to assist with the retention and maintenance of traditional narratives, events, ancestors
- Secured access to cultural sites and areas of significant cultural value on public lands to enable connections and relationships to be maintained
- Provision and protection of view shafts from public spaces. View shafts provide opportunities to make landscape connections to important iconic features – maunga, awa, moana
- Ensure Te Reo Maori is recognised and visible in the urban fabric of our communities
- Local authorities must show leadership in the use and visibility of Te Reo Maori within our communities, particularly around public and civic spaces
- Extend opportunity to share Maori values and aspirations with wider community

Whanaungatanga – social connections and networks

- Provide opportunities for community gatherings, civic and public spaces where people can connect, recreate and relate
- Consider community civic centre/marae for events and/or community or private functions
- Provision of affordable housing through varied housing sizes and typologies, such as those offered through the development of papakainga?

- Provide for mixed housing typologies to cater for lifestyle and lifecycle – young families to the elderly
- Mixed use in commercial centres that create vibrant community centres
- Provisions for inter-generational housing that accommodate families with grandparents
- Encourage mixed community types, from young families, families with teens, empty nesters, to retired and elderly
- Design communities in a way that facilitate community interaction and connections
- Communal areas for interactions and connections
- CPTED (Crime Prevention Through Environmental Design) principles integrated into the design of urban spaces to improve community safety and connectedness
- Connect urban and natural spaces for amenity and recreation
- Consider educational choice for the community, particularly kohanga reo, rumaki reo and wharekura (based on demand)
- Encourage walking, cycling and public transport patronage within communities rather than the use of private vehicles
- Create walkable communities with good access to commercial areas, amenities, social and cultural spaces
- Provide for active recreational spaces for traditional sporting activities – waka ama, kiorahi, rugby, soccer, netball, basketball, swimming, skating

Tipuranga – development

- Consider Maori land as an opportunity rather than a risk or imposition to development
- Consideration of Maori land as an opportunity for potential growth area
- Consider alternative land tenure arrangements on Maori land that seek to maximise the development opportunities
- Opportunities for free wifi access within the community and public spaces
- Partner with local government to access new infrastructure fund to develop on Maori land, or investigate opportunities to develop a separate infrastructure fund to assist with the development of infrastructure on Maori land
- Investigate and develop innovative tools to assist with the development of Maori land that meet the aspirations of both the Maori landowner and prospective owner/tenant/partners – e.g. development around Welcome Bay and Matapihi
- Align iwi partnership opportunities that already exist between iwi/Maori landowners; and local and central government as well as the development community
- Development and financial contribution need to take into account the contribution iwi, hapu and whanau communities have made to the development of public infrastructure – land for roads, landfills, wastewater, water supply, reclamations, reserves, community halls etc.

Kaitiakitanga – stewardship and guardianship

- Provide linkages and connections between natural spaces and urban spaces
- Encourage the creation of native spaces – the use of native plant species in public spaces rather than exotic, native will create ecological corridors into the hinterland
- Also consider where appropriate in public spaces, fruit trees or produce trees to encourage active use of passive recreational spaces, community and communal garden space
- Consider the restoration of coastal and/or waterway margins to improve native ecology and biodiversity
- Protect and provide access for cultural harvesting in coastal and waterway areas
- Continually seek and promote where appropriate innovative solutions both new and alternative technology to wastewater and stormwater collection, treatment and disposal
- Encourage recycle and reuse options for rainwater

5. Specific outcomes the Combined Tangata Whenua are seeking:

Ko te whenua ko au, ko au ko te whenua – I am the land and the land is me

- SmartGrowth to prepare cultural urban design guidelines to be used by both the local authorities and developers to encourage the integration of cultural design elements into our urban environments, both green and brown fields
- Promote and encourage the use of the Te Aranga Urban Design Principles – Auckland Council, as a means of capturing the underlying cultural values and principles associated with place. Those principles are then used to guide developments through good urban design practice
- Ensure CPTED principles are utilised and regularly audited in the design of public spaces
- Encourage opportunities for public private partnerships with Maori landowners and/or iwi organisations
- Investigate and develop innovative tools to assist with the development of Maori land that meet the aspirations of the Maori landowner (retention and/or disposal and/or acquisition) and community, while providing for the needs of prospective tenants, new owners, or partners
- Promote a clear and consistent definition of “Affordable Housing”
- Provision of an infrastructure fund on Maori land to assist with housing opportunities and development

6. CTWF particularly endorses the position papers of:

- a. The Social Sector Forum;**
- b. The Housing Affordability Forum**
- c. Environment and Sustainability**
- d. Strategic Partners Forum**

Author: Combined Tangata Whenua Forum/Shad Rolleston



Bay of Plenty District Health Board Position Paper for SmartGrowth July 2016

1. Purpose

To present the position of the Bay of Plenty District Health Board when considering accommodating growth within the Western Bay of Plenty sub-region.

2. Recommendations

We recommend SmartGrowth consider the following in the Settlement Pattern Review:

Work collectively with BOPDHB, the community and across traditional boundaries to:

1. Create healthy urban environments that promote health and well-being for all so everyone has a fair chance of being healthy;
2. Understand the barriers and constraints involved in creating healthy urban environments and to co-create solutions;
3. Ensure that the right mix of social infrastructure including health and social care services is planned for in the growth areas by involving BOPDHB early in the planning stages e.g. at the structure-planning stage rather than after plans have been approved.
4. Provide for a more compact urban form and apply compact city principles to green-field areas.
5. Increase active and public transport options that reduce reliance on cars.
6. Make provision for the workforce who to provide the health and social services to be able to live close to where they work by ensuring there is affordable housing in the growth areas.
7. Consider broadening the measures of success for our community beyond economic growth, to include the fair distribution of health, well-being, environmental and social sustainability as equally important goals.

3. Position statements

Health starts where we live, learn, work and play.

Good health outcomes begin with healthy policies that create healthy environments which support people to adopt healthy behaviours.



Figure 1: Policies to People Continuumⁱ

This requires different sectors working together to ensure all people have equal opportunities to achieve the highest level of health. It is the role of the BOPDHB to drive conversations within all sectors to keep good health at the top of everyone's mind.

The fundamental conditions for health and well-being are: shelter, education, food, income, a stable ecosystem, sustainable resources, social justice, equity and peace. These are known as the social determinants of health.

We know that only between 20 to 40% of what determines health and well-being can be attributed to individual lifestyle factors and access to health services.

There is now a growing body of evidence that links the impact of the modern urban environment on the population's health. In particular the impact of transport, housing development and land use planning on our lifestyles and the opportunities we have to achieve health and well-being throughout our lives.

We can and do provide quality health services to help people to get well when they are ill but we do not have direct control over the urban environment because the main areas where action is required are not within our responsibility. But we can work to support, inform and influence the decisions of the agencies that do and co-create the solutions together.

4. Background

The Bay of Plenty District Health Board (BOPDHB) is the organisation that provides and funds health services across the Bay of Plenty. Our district covers from Waihi Beach in the North West to Whangaparaoa on the East Cape and inland to the Urewera, Kaimai and Mamaku ranges. These boundaries take in the major population centres of Tauranga, Katikati, Te Puke, Whakatāne, Kawerau and Opoitiki. BOPDHB is governed by a Board of 11 people, some elected by the community and others appointed by the Minister of Health.

Our funding is based on a population-based funding formula that reflects the population of the district. We serve around 220,000 people. Most of the population lives in the Western Bay of Plenty especially Tauranga, which is experiencing the most growth. In the Eastern Bay the population is static or declining, which presents unique challenges. In 2017, our funding will be based on a 1.3% increase in the population overall. From 2015 to 2016 the population in the Western Bay grew by 2.2%. However, the distribution and mix of services we provide and fund is based on health needs.

Within the BOPDHB district, one in four people in the Bay of Plenty are Maori, one in three are aged under 25 and one in five are over 65. Generally, the Eastern Bay has a high Maori population and is more rural. The Western Bay has a higher number of people aged over 65 and is more urban.

We work to create healthy, thriving communities with a focus on the health of children and young people, older people, Maori and people who are living with long-term health conditions.

We work to make it easier for people and their families and Whanau to live as healthily as they can, to lead independent lives and live in their own homes for as long as possible, and to receive services as close to where they live as possible.

5. Health Trends

1. Like most nations in the developed world, New Zealand is experiencing an unprecedented growth in demand for health care services.
2. The major problems seen by the health sector nationally, and reflected in the Western Bay of Plenty, are growing numbers of people with lung disease, heart disease, obesity, diabetes, mental health disorders, consequences from drug and alcohol addiction including tobacco, dementia and some cancers. These health problems are commonly referred to as long-term conditions because in many cases they are difficult to cure and are slowly progressive. People are living longer with one or more of these health problems. They are more prevalent in older people, Maori and people with low socio-economic status.
3. The modern urban environment has an impact on our health that is greater than the individual choices we make.
4. We see a rise in the number of people with complex health and social care needs. Typically, people who are Maori, people with disabilities, older people, people with mental illness and people with low education have an increased risk of poor health outcomes. If we can remove the barriers to good health, and provide the right care at the right time, for those most in need, people can have an equal chance at health and everyone benefits.
5. Our goal, in line with central government policy, is to support people to age-in-place and to provide care and support in the community close to where people live. In other areas where there are housing pressures we are beginning to see the health and social care workforce unable to live near to where the services are required. Growth areas in the Western BOP should provide sufficient affordable housing to accommodate the workforce closer to where the needs are.

A few examples

- a) Cold, damp, overcrowded houses result more people, many of them young children aged between zero and four, needing to be hospitalised for respiratory conditions like asthma, and skin infections, which can be prevented.
- b) Nearly half of the injuries in older people result from falls in the community. Designing houses, public spaces and commercial buildings with the needs of older people in mind reduces falls considerably.
- c) Many older people and some younger people with disabilities are forced to move into expensive residential care because their house is no longer suitable for them to live in

following an accident or illness or they can no longer drive. Houses with universal design features that enable people to live in them for life (age-in-place), neighbourhoods that consider the role of place-making, are more compact and reduce reliance on cars are a couple of solutions that can be cost neutral if the right policies and incentives are put in place.

- d) More fast food outlets in an area means that people who live nearby are likely to be, on average, overweight or obese. Actively seeking to control the number and or density of fast food outlets and encouraging more healthy food options will have benefits for the western BOP population.
- e) Transport is a key component of healthy urban planning. We appreciate that addressing transport issues is probably one of the most challenging issues to address as constraining car use can be seen as restricting freedom. However, many people currently do not have access to cars e.g. people with disabilities, children and many older people. Currently Tauranga has some of the oldest drivers in the country and over time, it is expected that many more people will not be able to rely on driving for their daily needs. Providing more viable choice into the transport system will ensure that all population groups can easily make the trips they need to make whether by car or not.

6. How can we improve things?

A new way of working together is needed to design and co-create solutions to complex health and social issues.

It's worth reflecting that around 100 years ago the discipline of urban planning evolved out of a need to improve sanitary conditions to reduce the spread of infectious diseases which were the major health problems of the day. The collaboration between health and urban planners resulted in the things we now take for granted such as clean water supply, sewerage and rubbish disposal. In the last few decades, the focus has moved to protecting people from environmental hazards associated with certain industrial practices. Together we have been very successful. The result is that we have low rates of infectious disease and fewer people exposed to industrial pollution. We can and should collaborate to address the modern health problems prevalent today.

The growth in the western BOP presents a unique opportunity to collaborate to achieve healthy, thriving communities and successful health and social outcomes for all that many regions in New Zealand would be envious of. Our recommendations in section 2 seek to promote collective solutions.

7. Further notes

Our recommendations align with the following BOPDHB Position Statements available on our website:

1. Liveable Environments:
<http://www.bopdhb.govt.nz/media/39812/Position%20Statement%20Liveable%20environments.pdf>
2. Health in All Policies:

3. <http://www.bopdhb.govt.nz/media/58644/health-in-all-policies-board-position-statement.pdf>
4. Health Inequalities
5. <http://www.bopdhb.govt.nz/media/33527/Position%20Statement%20Health%20Inequalities.pdf>
6. Physical Activity and Nutrition
7. <http://www.bopdhb.govt.nz/media/39809/Position%20Statement%20PA%20and%20nutrition.pdf>

8. Definitions

We adopt the definitions, that are relevant to this position paper, contained in Glossary of Terms for SmartGrowth Fora Position Papers.

Signed  _____

Sally Webb, Chair, Bay of Plenty District Health Board

SmartGrowth Social Sector Forum July 2016

1. Purpose

To present the position statement of the SmartGrowth Social Sector Forum (SSF) when considering settlement planning process and principles within the western Bay of Plenty sub-region.

2. SmartGrowth Implementation Committee (SGIC) Recommendations

- That the position of the Social Sector Forum is noted.
- That where relevant SmartGrowth and the partner staff respond to the points in all future reporting regarding the SPR.
- That the future stages of planning incorporate, where feasible, the outcomes sought and when deemed not appropriate or feasible an explanation provided.

3. Introduction

According to the Governance & Advisory Forums Terms of Reference (2013), the SSF will:

- Provide a view that reflects the interests of community and social groups across the wider BOP; and
- Enable direct social sector industry participation in strategy implementation and monitoring in order to provide vital sector input into a wide range of challenges faced in the sub-region, including specific input into:
 - Building the community;
 - Housing affordability; and
 - The contribution of the social sector to economic growth.

The overarching principle of social equity is the active lens through which all the points contained in this paper need first be viewed. Social equity implies fair access to livelihood, education, and resources; full participation in the political and cultural life of the community; and self-determination in meeting fundamental needs.

4. Key Current Social Concerns

- (i) To enable liveable, equitable, life-time communities it is vital that a focus on people and meaningful engagement of communities are at the heart of urban planning and development. Building communities *now* that provide for current and future

generations must be a priority. Factors such as climate change need to be considered alongside an ageing population and changes in population composition, including ethnic diversity.

- (ii) Central and local government, and community must demonstrate courageous leadership and innovation to meet current and future challenges. Recognition of communities as co-designers in planning and development is essential in successful place-making. The SSF, HAF and SPF can offer their support to Councils in taking such leadership and involving communities.
- (iii) Fundamentally, the underlying systemic causes of homelessness including income disparity and lack of affordable living must be addressed and sustainable solutions found.
- (iv) Housing issues are of primary concern, specifically housing affordability and availability, proximity to place of employment, and inequitable access to housing. To meet the needs of current and projected future population changes, provision of a wide range and choice of housing typology is required.
- (v) There is an under-investment in the social and physical infrastructure in the CBD and the wider city. Planning needs to incorporate physical infrastructure that raises inclusive social amenity. Increased social amenity leads to community engagement and assists in creating unique community identity. Community engagement is essential when planning and delivering social infrastructure.

5. Position statements

The position of the SSF is that:

- (i) In order to have a just and equitable society, the **overall well-being of all people who live in our communities is paramount in planning.**
- (ii) **Fit for purpose housing** solutions are integral to all other social issues. It must therefore be the primary focus of concern and investment. Affordable, warm and safe housing is a fundamental right: without it, most other social investment is compromised.
- (iii) In the interests of empowering residents as partners in the planning process, **stronger accountability for community-led decisions** is required. Our position is that there should be no gap between SmartGrowth's planning procedures, their implementation and their monitoring.
- (iv) It is essential that a quality of life is affordable for all. High quality social infrastructure and community amenity needs to be planned and delivered to counter the current under-investment in this area. Inclusive and diverse lifetime neighbourhoods are those that, through the application of good community planning and urban design principles, are designed to:
 - a. Be socially and physically well-connected (i.e. diversity in residents, community spaces, allows for community decision making);

- b. Offer healthy and efficient housing (warm, dry, low running costs);
 - c. Offer a sense of privacy;
 - d. Promote accessibility and proximity to necessary amenities (shops, money machines, health services etc.) by foot, bicycle or public transport;
 - e. Provide its inhabitants with access to and enjoyment of open space and the natural environment;
 - f. Actively recognise Tangata Whenua aspirations and encourage connectedness with the past, with the cultural and biological heritage of city-dwellers and with other groups and individuals;
 - g. Enable both communities of interest and physical communities to express their individuality and identity and that are strong, mutually supportive and non-exploitative community;
 - h. Ensure a clean, safe physical environment of high quality, including housing quality that creates a high health status;
 - i. Meet the basic needs (for food, water, shelter, income, safety and work) for all people;
 - j. Create an ecosystem that is stable now and sustainable in the long-term; and
 - k. Have a high degree of participation and control by the public over the decisions affecting their lives, health and wellbeing.
- (v)** The settlement pattern outcomes need to contain provision for a choice of housing types in order to develop liveable lifelong communities that have a socially positive impact. The Compact City approach is strongly supported to create a sustainable city. It is important that the costs and benefits analysis of intensification also includes the opportunity costs and benefits and the mounting environmental and social costs of inaction. Greenfield development needs to be as compact as possible whilst allowing for housing choice. The social return on investment needs to be taken into account in the planning and delivery of accessible social infrastructure.
- (vi)** A particular focus on the further development of amenities in established communities is required as this will be the key, with great community engagement, to making a liveable compact city.
- (vii)** Structure plans need to give social infrastructure as much importance as roads, water, sewerage and other physical infrastructure. An increased focus on social infrastructure returns both social and economic benefits.
- (viii)** The SSF particularly endorses the position papers of:
- a. The Population Ageing Technical Advisory Group;
 - b. The Housing Affordability Forum; and
 - c. The Environment and Sustainability Forum.
 - d. Strategic Partners

4. Specific outcomes sought by SSF:

- (i) Immediate action responding to current needs as identified by local communities, as well as planning for the future.
- (ii) A clear demonstrable focus on **social infrastructure** as the primary consideration in urban planning and development. This requires the active application of ways and means of measurement of, and accounting for, the Social Return on Investment (SROI) for social infrastructure. Local government could incentivise developers to provide social infrastructure in the same manner that roads and other physical infrastructure are created by developers and then vested back in local government.
- (iii) In order for **communities to be inclusive, adaptive and liveable**, to support ageing-in-place, planning and development needs to fully embrace and apply the following principles:
 - a. **Inclusive community and resident-led planning and development practices** that fully engage communities and reflect their local characteristics. Along with equity of amenity, we want individuality and identity in different urban areas;
 - b. Urban **design and place-making**;
 - c. **Universal housing design**;
 - d. **Life-time community planning**;
 - e. **Excellent access to walkways, cycle-ways and public transport and**
 - f. **Evidenced-based** (including social wellbeing analysis) policy and action.
- (iv) **Access** to affordable housing is a fundamental principle of sustainable place-making leading to stable, healthy communities with a greater sense of identity and belonging, connectedness and wellbeing.
- (v) **It is essential that research and analysis frameworks, in particular on Compact Cities, include:**
 - a. Life-time neighbourhood development;
 - b. Measures for accountability against the plan such as social return on investment;
 - c. Analysis of the cost of opportunities and social and economic costs and risks of inaction;
 - d. Local government focus on community aspirations rather than private enterprise and system requirements;
 - e. Community cost-effectiveness and affordability; and

- f. Benefits and costs of intensification including evidence based on input from communities and with respect to the four well-beings.
- (vi)** It is imperative that the approach to the **delivery of intensification**:
- a. Includes community supported courageous leadership and engagement;
 - b. Be based on strong evidence established through community input and on the four well-beings;
 - c. Includes greenfield development balanced with investment in, and further development of, existing urban social infrastructure and amenities. Both efforts to involve targets set in consultation with the community; and
 - d. Incorporates innovative housing typology that accommodates and reflects population ageing changing demographics and ethnic composition.
- (vii)** Commitment from members of SGIC for long-term, firm **master planning** which is community-led (specifically overlaying social and environmental outcomes).
- (viii)** Taking initiatives to use community-held funds to provide for immediate social amenity needs and future-proofing.
- (ix)** Utilisation of the “Internet of Things” to enable safety, connection and efficiencies in home environments and the social sector without compromising civil liberties.

5. The SSF expects to see:

The following deliverables in order to achieve a liveable, vibrant, adaptive city:

Transport / Mobility Infrastructure
<ul style="list-style-type: none"> • Walkable neighbourhoods for good connectivity. • Utilisation of public transport nodes linked to, and between, neighbourhoods. • Pathways (walk and cycle) which facilitate both commuting and recreation.
Commercial Areas
<ul style="list-style-type: none"> • Pedestrian environments are carefully planned including “bumping spaces”. • Universal design principles are applied to hubs around centres or communities. • Focus on safety and Crime Prevention Through Environmental Design (CPTED) principles. • Buildings have the following features: lifts, ramps, adequate signage, non-slip flooring, rest areas and adequate quality and quantity of seating.
Cultural Buildings / Spaces
<ul style="list-style-type: none"> • Access to culture - heritage and memory - affordable, easy and specific to geographical communities. • Spaces that are engaging, celebratory facilitate active ageing and reflect our cultural diversity. • Accessibility of events and activities: timing of events, location and affordability. • There is celebration (both architecturally and in the streetscape) in public spaces of our unique Maori heritage .
Recreation Infrastructure
<ul style="list-style-type: none"> • Invest equitably for people of all ages and abilities.

<ul style="list-style-type: none"> • Include some facilities and fun places for animals. • Access to clean, natural waterbodies and safe neighbourhood green spaces for informal recreation and greenways. • Multiple use of green infrastructure. • Libraries, community centres, sports grounds.
Health & Well-being
<ul style="list-style-type: none"> • Trees in streets, commercial areas and reserves. • Safe homes, footpaths, cycle-ways, natural environment. • Universal design as an enabler for participation and social connectivity • Health and well-being centres that are accessible and local. • Fewer liquor and gambling outlets. • Community facilities that enable access to social care services.
Digital Infrastructure
<ul style="list-style-type: none"> • Co-located infrastructure, accessible and affordable services enabling digital connectivity. • Free wi-fi in public places, libraries and community centres. • Utilisation of the Internet of Things to enable safety, connection and efficiencies.
Housing and Neighbourhoods
<ul style="list-style-type: none"> • “Ageing in place” is enabled as a priority focus • Neighbourhood connections that are more than geographical (ie. Between different segments of the community) • Variety of housing types and price ranges. • Urban development plans – must have impact on housing and affordable housing. • Need intensification to happen – housing diversity.
Infrastructure for Resilience
<ul style="list-style-type: none"> • Empowerment of local food production. • Lifelines for lifetime neighbourhoods: those infrastructural elements essential to sustain life (e.g.affordable food supply line, heating or fuel, water) • Access to lifelong education. • Must provide for the people so that they can live in communities with opportunity. Not sure • Social infrastructure that provides refuge in civil emergency situations. • Public access to free potable water. • Local/community energy supply. • Align to the four R’s of Civil Defence: Reduce risk, Readiness, Response and Recovery.

6. Identified barriers

- What is the definition of the “value proposition” referred to at various points in the Udale report? Without a clear statement of its components, the functions of a dedicated Compact City team at TCC (which this Forum supports) could be compromised.
- Homogenisation – the ‘one size fits all’ approach. Rapid ageing requires specific and urgent focus
- Not really believing that the strength of communities and their engagement as enabling partners is the key to the acceptance and eventual success of the compact city.
- Too-narrow focus on commercialisation and the underlying assumption that the market will provide. The costs in terms of social, environmental and cultural impact need to be fully realised and understood.

Author: Social Sector Forum/Lisa Hickling

SmartGrowth Housing Affordability Forum (HAF) July 2016

1. Purpose

To present the position statement of SmartGrowth HAF regarding our requirements for accommodating growth within the western Bay of Plenty sub-region

2. SmartGrowth Implementation Committee (SGIC) recommendations

- That the position of the HAF is noted
- That SmartGrowth and the partner staff respond to the points in all future reporting regarding the SPR
- That the future stages of planning incorporate, where feasible, the outcomes sought and when deemed not appropriate or feasible an explanation provided.

3. Introduction

According to the Governance & Advisory Forums Terms of Reference (2013), the role of the Housing Affordability Forum (HAF) is to provide advice on:

- Identify potential strategy actions across the range of determinants that impact on housing affordability
- Lead the implementation of specific strategy actions as agreed e.g pilot project
- Raise awareness and educate stakeholders and the general public
- Support the delivery of other partners' projects related to housing affordability
- Monitor of all relevant strategy actions
- Develop policies by SmartGrowth partners related to housing affordability
- Make representations/submissions to local, regional, and national Government in relation to Housing Affordability.

The lack of affordable housing is the primary concern of the HAF.

4. Position statements for the settlement pattern review:

- (i) Adequate social and affordable housing is at risk when expected to be provided by the open housing market.
- (ii) Intensification is essential to provide sustainable and diverse housing solutions. The concept of Compact Cities is strongly supported.
- (iii) Affordable and liveable housing (including papakāinga, social and emergency housing) needs to be provided in new growth areas/compact city to ensure adequate housing for families/workforce.
- (iv) The role of central government in contributing towards infrastructure costs such as new roading, services supply etc. and in the incentivisation of affordable houses needs to be recognised.
- (v) Adopt an agreed definition of affordable housing (including initial and life-time costs encompassing both rental and own your own homes)
- (vi) A range of housing typologies is required within each community better reflecting household composition trends i.e. high number of 1-2 person households, ageing population and growing Māori population.
- (vii) Growth areas need to be located to minimise transport costs, access to work and social infrastructure recognising the social and financial costs of low density housing (e.g. underutilised infrastructure, increased vehicle emissions and increased commuting time).
- (viii) Best practice for the following be utilized:
 - a. **Cost of materials:** The cost of building materials and their contribution to housing costs needs to be examined
 - b. **Lifetime cost of building regarding maintenance** ensure quality of construction and materials as well as design to enable houses last longer than 50 years
 - c. **Performance of house:** Designs to maximise energy and resource efficiency, good indoor environmental quality, high thermal performance and passive cross ventilation and solar gain. A house that performs well will reduce operating costs, and provide a healthy living environment which will help to reduce fuel poverty
 - d. sustainable designs that are purpose built e.g. shared community living
- (ix) Recognise the overall costs to households (e.g. transport costs and commuting time and associated impacts on health) of low and high density developments, not just the initial cost of building a dwelling, in this respect intensification is favoured over low density development.
- (x) Ensure lessons are learnt from the construction of commercial buildings that use pre-fabricated materials resulting in significantly cheaper building costs.

- (xi) Location of affordable housing within developments needs to be considered i.e. scattered rather than a concentration in one area.
- (xii) Capacity of Māori land for affordable housing considered in the planning for new growth areas with different solutions including papakainga models being incentivised
- (xiii) Affordability housing needs to be retained over time e.g. shared equity with conditions placed on the title to control future on selling
- (xiv) HAF endorses all the position papers including the one of the DHB as housing is identified in each

5. Specific outcomes HAF is seeking:

- (i) As part of the SmartGrowth Settlement Review, an integrated strategic level advice paper on housing issues and options in the sub region is required to facilitate a sub-regional housing strategy for the next twenty-five years. It needs to:
 - Review all recent housing and relevant planning focused papers addressing local western BOP housing issues
 - Confirm recent economic and demographic data related to our current and future population
 - Offer options on long term changes that are required to achieve sustainable positive social impact and a significantly improved range of housing choices, with access to transport, facilities and environmentally sustainable infrastructure
 - Through SmartGrowth facilitate stakeholder agreement including social lenders, central and local government policy makers and developers as equity partners to all work cooperatively towards housing solutions within the revised settlement pattern.
 - Be informed by a sub-regional housing needs assessment which would¹:
 - Develop strategic views of housing demand and need both now and in the future;
 - Develop a sound approach to planning for the mix of housing required and assess the effects of covenants on housing typologies;
 - Assist SmartGrowth to assess the level of affordable housing required in an area and the barriers to this occurring eg consent costs and profit margins;

¹ The Proposed National Policy Statement on Urban Development Capacity stipulates that local authorities are required to undertake a housing assessment at least every three years.

- Assist with the assessment of future social housing requirements within a market;
 - Enable greater integration between housing activity and the settlement pattern review;
 - Provide the opportunity to identify the needs of distinctive communities in ways that can influence the design and delivery of housing provided by a range of organisations;
 - Provide a basis for ongoing monitoring of the local housing market and the impact of both general and housing specific policy interventions.
 - Meet National Policy Statement for Urban Development requirements for a housing needs assessment.
 - Achieve Action 21A4 in the Settlement Pattern Implementation plan to: consider future housing needs – undertake research to assess housing needs including supply and demand to cater for changing demographics and the possibility for now including outlying small settlements for future expansion.
- (ii) Councils enter into affordable housing development public private partnerships to incentivise and ensure affordable housing outcomes are achieved.
- (iii) Councils must implement Compact City recommendations in a range of locations to facilitate higher densities. Planning incentives or “no density controls” would enable smaller dwellings including duplexes and apartment clusters which offer flexibility of design to suit both greenfields and brownfields development

Councils introduce inclusionary zoning as a means of requiring all developments to provide for affordable housing.

Investigate options such as ‘license to occupy’ or cross lease arrangements as a model to achieve affordable housing.

- (iv) Comprehensive Guarantees and Producer Statements, minimum standards for waste management, and energy efficiency for every new dwelling need to be standard

7. Other very important considerations

- Consideration of timing and type of social infrastructure required to meet the needs of new communities is critical e.g. schools, libraries, reserves, emergency services, hospitals/GP clinics etc.
- Place making/community building is also necessary.
- Strong advocacy by local government, the DHB and community funders is urgently

needed to seek Government led long term policies for well integrated housing solutions in our sub-region

- The responsibility for the funding of adequate supplies of social housing needs to be clarified as there is public recognition that public investment is essential – i.e. do we pay national taxes or local rates
- A culture change is required so that housing is regarded as a right to shelter and not primarily a tradeable investment

Author: HAF/Lisa Hickling

SmartGrowth Population Ageing Technical Advisory Group July 2016

1. Purpose

To present the position statement of SmartGrowth PATAG when considering accommodating growth within the western Bay of Plenty sub-region.

2. SmartGrowth Implementation Committee (SGIC) Recommendations

- That the position of PATAG is noted.
- That where relevant SmartGrowth and the partner staff respond to the points in all future reporting regarding the SPR.
- That the future stages of planning incorporate, where feasible, the outcomes sought and when deemed not appropriate or feasible an explanation provided.

3. Introduction

According to the Governance & Advisory Forums Terms of Reference (2013), the role of PATAG is to provide advice on:

- The health, well-being and disability needs of the ageing population in the BOP region;
- Social and economic issues related to wellbeing, workforce participation, skill development, retention and development;
- Improved co-ordination and responsiveness of services provided to an ageing population and their families;
- The impact of the four well-beings: social, cultural, economic and environmental as they relate to an ageing population; and
- The related strategies and implementation programmes that at any time may be relevant to the growth and development of the region.

In consideration of population-related issues, the focus tends toward the elderly population and associated health, housing, social and community-related issues. However, to gain a full appreciation of city and district future requirements, our preferred approach is **cradle to grave thinking** as the overall principle of consideration.

4. Key Current Concerns

- (i) The increasing need for **affordable and geographically accessible housing** to accommodate the projected change in population structure¹, composition and changing economic climate. Additionally, there is a lack of consideration as to the future housing requirements of the current 40 to 45-year-old age group and younger, including factors such as reduced home ownership² and lack of superannuation (or, potentially, reduced superannuation) creating an even greater demand in the future for more affordable housing stock. There is also a need to plan for affordable housing to cater for the additional, and traditionally low paid, workforce that will be required to care for the frail elderly population (e.g. nurses, care-givers).
- (ii) The current lack of attention to social infrastructure, and urban and universal housing design to enable **ageing in place**.
- (iii) The market does not (and is not required to) respond to the need for social housing.
- (iv) What incentives are there for the market and **community-held wealth** to provide social and/or affordable housing?

5. Position statements

The position of PATAG is that:

- (i) Being able to live, work, learn and play in safe and healthy environments is one of the key social determinants of health. This is equally important across all phases of life course.
- (ii) In order for communities to be inclusive, adaptive and liveable, planning and development needs to fully embrace and apply the following principles:
 - a. **Accessibility housing for all** (including utilisation of the Lifemark accredited accessibility standard);
 - b. Best practice **urban design and place-making**;
 - c. **Universal design** of buildings and environments;
 - d. **Ageing in place** (including consideration of culturally relevant issues, health, social and community impact)
 - e. **Engagement** with the community and stakeholders including real consultation with community on issues;
 - f. **The four “R’s” of civil defence**: Reduce risk, Readiness, Responsiveness and Recovery.

¹ Changes in population structure include a diminished workforce to support the increased aged population.

² Figures from the 2013 census showed a downward trend in home ownership, with a decline seen across the board from people in their 20s and 70s. The percentage of households that owned their own home dropped to 64.8 % by 2013, the lowest rate since 1951 when it was 61.5 per cent. The highest rates of home ownership were in 1986 and 1991 at 73.5%.

- (iii) That in order for the population needs to be met **investment in social infrastructure** needs to be balanced (or weighted more favourably) with investment in traditional infrastructure. In the same vein, equal emphasis needs to be given to the social cohesion of the community (shown to be important for health and well-being) as is given to economic consideration.
- (iv) With the adoption by Tauranga City Council of the **Age-Friendly Strategy 2013-2016** Tauranga signalled its intent to become the first city in NZ to be age-friendly in accordance with WHO guidelines. There is a clear **opportunity** for Tauranga and the Western Bay of Plenty to demonstrate leadership via its investment in the full implementation of this strategy, so as to assist in developing liveable communities that enable ageing in place.
- (v) Integrated living options that encourage and allow for family to care for their own, to cater for diverse need and demand are supported. While retirement villages are a housing choice there are other alternatives including mixed housing/co-living can create multi-generational communities that can provide social support to older people.
- (vi) Provide opportunities for other collectives to learn from Maori models of housing and land ownership.
- (vii) PATAG particularly endorses the position papers of:
 - a. The Social Sector Forum;
 - b. The Housing Affordability Forum
 - c. Environment and Sustainability
 - d. Strategic Partners
 - e. Combined Tangata Whenua

4. Specific outcomes PATAG is seeking:

- (i) Embodiment and application of the principles outlined above in City and District Councils' planning documents.
- (ii) Implementation of Council Roles and Actions:
 - a. Work in partnership with the Bay of Plenty District Health Boards (and other key partners) to ensure healthy living environments are promoted through good urban design, leading to increased uptake of physical activity, greater social connectedness and improved access for people with disabilities or who have transportation limitations.

- b. Analyse the characteristics of the current 40-45-year-old age group and younger in terms of home ownership rates vs rental trends and likely future economic environment (potential reduction of national superannuation), and the potential impact of these on the housing market. Incorporate this data into future planning for affordable housing.
- c. While there is a perception that the market will deliver housing solutions(?), it is not required to do so. Therefore, the provision of adequate social and affordable housing is at risk. Councils can signal government about existing gaps and their implications. The provision of affordable housing is the role of government and the responsible government bodies are strongly encouraged to fulfil this role.
- d. Ensure residential planning and consenting creates a mix of housing types within communities. This refers particularly to the provision of 1 and 2 bedroom houses in addition to the 3+ bedroom houses currently provided. It also includes housing solutions to accommodate inter-generational living and property dwelling options to accommodate extended family/whanau. Local government could incentivise developers to provide social infrastructure in the same manner that roads and other physical infrastructure are created by developers and vested back in local government.
- e. Provision of land for social housing. Investigate the most appropriate means of land banking for this purpose. For example, community wealth holders could invest equally in social infrastructure as well as physical infrastructure.
- f. Measure and account for Social Return on Investment (SROI). There needs to be a dedicated measure of social infrastructure allocation contained within developer plans and budgets.
- g. Structure plans can only be agreed following consideration of the forum position papers in the masterplan.

5. What an Age-friendly and Liveable City needs:

The WHO guidelines on age-friendly cities include the following inter-related areas:



The social infrastructure requirements in order to be an inclusive age-friendly and liveable city are detailed below:

Age-friendly Transport / Mobility Infrastructure
<ul style="list-style-type: none"> • Affordable and accessible public transport within, and between, cities and towns. • Reliable, and of sufficient frequency. • Access to specific destinations e.g. Hospital. • Pathways (walk and cycle/mobility vehicle) which facilitate commuting and recreation.
Age-friendly Outdoor Spaces and Buildings
<ul style="list-style-type: none"> • Accessible buildings and commercial buildings and spaces. • Mobility and pushchair friendly footpaths and walkways. • Available, safe and regularly placed seating in parks and at bus stops. . • Focus on safety. • Buildings have the following features: lifts, ramps, adequate signage, non-slip flooring, rest areas and adequate quality and quantity of seating. • Opportunities provided to enable active ageing.
Age-friendly Recreation Infrastructure
<ul style="list-style-type: none"> • Opportunities for intergenerational and family interaction. • Accessibility of events and activities: timing of events, location, affordability. • Accessibility to natural environment. • Inclusion of older people in community engagement and decision-making processes.
Age-friendly Health and Social Services
<ul style="list-style-type: none"> • Health and social services are locally accessible (including via public transportation).
Age-Friendly Digital Infrastructure
<ul style="list-style-type: none"> • Wide public access to computers and internet at no or minimal charge, in public places such as libraries and community centres. • Utilisation of the "Internet of Things" to enable safety, connection and efficiencies.
Age-Friendly Housing and Neighbourhoods
<ul style="list-style-type: none"> • Affordable and mixed housing is incorporated into property developments. • Local services such as shops, ATMs and health centres are walkable. • Multigenerational communities • Housing options enabling older people to be cared for by family
Age-Friendly Infrastructure for Resilience
<ul style="list-style-type: none"> • Social infrastructure that provides refuge in civil emergency situations. • Permissive rules for the provision of food security on public lands.

Author: PATAG/Lisa Hickling

SmartGrowth Environment and Sustainability Forum July 2016

1) Purpose

To present the position statement of the SmartGrowth Environment and Sustainability (E&S) Forum regarding the sector requirements when considering accommodating growth within the western Bay of Plenty sub-region.

2) SmartGrowth Implementation Committee (SGIC) recommendations

- That the position of the E&S Group is noted
- That SmartGrowth and the partner staff respond to the points in all future reporting regarding the SPR
- That the future stages of planning incorporate, where feasible, the outcomes sought and when deemed not appropriate or feasible an explanation provided.

3) Introduction

According to the Environment and Sustainability (E&S) Forum Terms of Reference (2015) its role is to have on-going input into the Strategy thinking, development and implementation including the following specific aspects:

- Providing input and feedback in respect of partner projects relating to strategy actions where such input is sought by the Implementation Management Group (IMG) particularly with regard to sustainable development/management considerations
- Monitoring of relevant strategy actions.
- The development of statutory and non-statutory policies by the SmartGrowth Partners that either arise from the strategy or have the potential to impact on the strategy.
- SmartGrowth representations to regional and national forums and central government.

Using the grassroots knowledge of the forum to alert SmartGrowth to emerging environmental matters and sustainability developments that may impact on SmartGrowth policy and direction.

Our people and our prosperity depend upon the life supporting capacity of our environment.

The following positions and outcomes sought are all inter-connected and need to be considered in the context of the complex environmental and social systems in which we exist.

4) Key current Environment and sustainability concerns

- I. Increased sprawl of low density housing with associated environmental, affordability and transport related issues which work against good placemaking. The infrastructure and settlements built now lock in behaviours and emissions for decades.
- II. Issues regarding water quality and quantity
- III. Significant loss of indigenous biodiversity
- IV. Impacts of development on coastal and marine environments (including flora and fauna)
- V. Loss of community 'heart' and identity through poor urban design
- VI. Poor environmental health resulting in poor community health
- VII. Poor resource recovery and low recycling rates and waste minimisation
- VIII. Lack of action on reducing greenhouse gas emissions
- IX. Inefficient use of energy in the built environment
- X. Continued threat of the conversion to other uses of our productive land and soils
- XI. Car dependency due to lack of public transport and safe, active transport alternatives
- XII. Use of agrichemicals, methyl bromide, and other hazardous substances.
- XIII. Preparedness for climate change effects and disaster recovery.
- XIV. Horticultural and Agricultural land use regarding risks to food security and environmental degradation.
- XV. The need for integrated planning to manage growth in the interests of improving the quality of life and wellbeing of communities.

5) Position Statements

- a) **Urban Form:** The concept of a compact city is strongly supported. It is critical to design vibrant settlements that allow people to live in proximity to jobs and urban amenities, with abundant, accessible and attractive transport choices. A clear vision is needed to establish a sustainable and resilient city that protects the natural environment. Urban form (including compact city) is the primary enabler of a sustainable and low carbon future for the sub-region. When considering horizontal infrastructure, multifunctional green infrastructure is a primary consideration
- b) **Coastal Environments:** It is of vital importance that our coastal ecosystems are restored and protected. These include Dunelands, Harbours and Wetlands as well as the in-shore Benthic Environment. Access to and use of regionally significant surf-breaks should be protected.
- c) **Ecological corridors, Biodiversity and Water Bodies** are of high value (both ecologically and economically) and should be identified, honoured, protected and restored.
- d) **Productive Land and Food Security:** Productive land is protected and provision is made to enable citizens to access locally and communally produced food supplies.
- e) **Water:** Maintaining and restoring waterbodies to the best water (considering the particular environment) quality and ensuring sustainable water use (quantity) needs to be embedded

in any development and management strategies together with policies to promote its most efficient and productive use.

- f) Air quality:** Health and environmental impacts of exposure to small particulate matter, chemicals e.g. methyl bromide and from burning coal. A precautionary approach to the use of agrichemicals and other chemicals, based on peer reviewed scientific papers is needed to protect the wellbeing of urban and rural residents.

g) Climate Change:

i. Mitigation: Ambitious greenhouse gas reduction targets consistent with national and international targets to keep global temperature increase below 2 degrees C need to be established and implemented through a robust action plan to reduce emissions.

ii. Adaptation: A comprehensive community adaptation plan needs to be developed to understand, prepare for, and respond to the risks and impacts of climate change, such as sea level rise and increased severity and frequency of storm events.

- h) Resource Use, Resource Recovery and Waste Minimisation:** Best practice resource use, resource recovery and waste minimisation practices needs to be implemented to meet aggressive targets.

- i) Energy:** Enabling micro and distributed generation infrastructure (renewable and clean) in the built environment along with international best practice standards for energy-efficiency will support the development of a sustainable and resilient region.

- j) Transport:** High quality transport planning including destination planning, with well-connected, accessible and safe cycleways and walkways, together with public transport, enabling a shift away from car dependency.

- k) E&S particularly endorses the position paper of:**

- a. The Combined Tangata Whenua Forum
- b. The Population Ageing Technical Advisory Group;
- c. The Housing Affordability Forum
- d. The Social Sector Forum; and
- e. DHB

6) Specific outcomes E&S is seeking:

a) Urban Form

- i. A compact city is the primary enabler of a sustainable and low carbon future for the sub-region. To be successful a compact city must be an attractive and vibrant place to live. Active transport modes must be prioritised, with safe, accessible, protected and well-connected cycleways and walkability. The trade-offs that occur to deliver higher density must be acceptable to the community. A thoughtfully planned and well-funded approach to community engagement is vital.
- ii. The key to a compact city is great place-making together with the support of communities because they have been involved right from the beginning
- iii. To deliver a compact city, the following methods should be considered:
 - A rethink of zoning and planning policy settings is required to enable better outcomes. The following are three specific suggestions:

- More permissive rules for intensification, including height limits, coverage, removing min requirements for access and parking.
 - Incentivising mixed use town centres
 - Tighter rules to prevent inappropriate retail developments (eg UK Town Centres First Policy)
- iv. Tauranga City Council should implement its 2006 Urban Design Strategy and better promote TCC's 2008 Urban Design Guidelines, focusing on diversity, density and public amenity. These are under-utilised existing resources.
 - v. There are a range of non-rule based approaches that Council should investigate further, including:
 - Making the consenting process much simpler for intensification projects
 - Councils investing in and enhancing 'town centre' areas to make them sustainable and attractive places to live.
 - Acquire and amalgamate land in order to build exemplar projects and address 'land contiguity problems' and thereby enable key strategic developments to proceed
 - A range of other approaches that are outlined in the Udale Report to SmartGrowth and a further report from TCC by Michael Tucker
 - Apply ecological design processes to urban and bioregional planning e.g. permaculture design
 - vi. Develop a robust, multi-criteria decision making process (such as ecosystem services) to assist in guiding land use decisions.
 - vii. ES evaluations are undertaken to inform decision making at the appropriate planning stage
 - viii. Encourage the use of Green Infrastructure (GI) for stormwater management in public and private development where stormwater infrastructure is to be vested in / managed by council
 - ix. GI is recognised as an asset which is maintained and improved and incorporates multipurpose use where possible.

b) Coastal Environments

- i. Planning exercises designed to cater for an increasing number of people should treat the coastal dune system as a highly protected resource. This approach is anchored in the Regional Policy Statement. SmartGrowth should support this policy approach.
- ii. Support the protection of marine resources e.g. more marine reserves.
- iii. Protection of natural view shafts.
- iv. Protect access to, and use of regionally significant surf breaks as identified in BOP regional coastal environment plan. Protection of all coastal wetland areas including Harbours.
- v. Protection of all coastal wetland areas including Harbours.
- vi. Provide for public use and amenities within this protected resource

c) Ecological corridors, Biodiversity and Water Bodies

- i. The development of a region-wide strategy for the conservation, protection and enhancement of indigenous biodiversity and natural ecosystems and the services they provide.
- ii. Provision of ecological corridors
- iii. Communities empowered and supported to be the stewards of their environment.

d) Productive Land and Food Security

- i. High-quality soils around the urban periphery are protected, especially in Pyes Pa, so they can be used for food production into the future.
- ii. Community gardens, fruit trees on public land, school gardens and other measures are actively supported to improve food security and resilience throughout the city
- iii. Agricultural and horticultural practices actively protect and regenerate soil quality, water quality, air quality and biodiversity. These practices enable economic and environmental prosperity, while ensuring regional food security.

e) Water

Water is our greatest natural asset. Our lakes, rivers and wetlands are outstanding features of our landscape. Our water assets support and sustain our unique indigenous biodiversity. Water has immense environmental, social and economic value. Water and waterbodies are of particular significance to Maori for cultural, heritage and life-giving reasons.

The quality of our water is degrading and water quantity is under significant pressure. As a goal all water bodies should be of swimmable quality and where quality is compromised it needs to be restored over time.

The following actions should be implemented;

- i. That the entire ecosystem health of each of our water bodies is mapped and where compromised is restored over time.
- ii. That where water is taken to supply social and economic needs, resource consent ensures that the water body ecosystem is not compromised and is sufficient to preserve whole ecosystem health.
- iii. That where cities, towns and new communities are developed water conservation and efficient water use are part of the development planning together with the taking of water from rich areas to enable water in other areas to be used for productive purposes e.g. food
- iv. That continuing education is provided to all communities about the value of water as a resource and its value in our ecosystems.
- v. That the cultural values of water and water bodies to Tangata Whenua is acknowledged and provided for.
- vi. That the heritage, landscape and amenity value of water bodies is recognised and protected.
- vii. That in view of climate change consideration is given to the issue of storm-water run-off in the degradation of water bodies and the potential to treat storm-water as a resource.
- viii. That SmartGrowth acknowledges the work, research and community contributions to the Bay of Plenty Regional Council's Fresh Water Futures projects and submits

in due course to the BOP Regional on the recommendations for the water bodies in the Western Bay of Plenty.

f) Air

- i. Use of international best practice guidelines in the banning or recapture of methyl bromide.
- ii. Use of international best practice guidelines, based on peer reviewed scientific papers, to assess the usage of agrichemicals accordingly and prioritize potential health impacts when determining weed control policies and processes.

g) Climate Change

- I. Full implementation of the Local Government Leaders Climate Change Declaration.
- II. Greenhouse gas baseline and reduction targets are established.
- III. Develop and promote an action plan to reduce greenhouse gas emissions.
- IV. Climate change risks and vulnerabilities are assessed for the region and adaptation plans developed.
- V. Climate change implications are considered in all coastal development and flood plain planning.

h) Resource Use, Resource Recovery and Waste Minimisation

- i. Detail is developed on how the Waste Minimisation Act 2008 and the Bay of Plenty Waste and Resource Efficiency Strategy will be incorporated.
- ii. More efficient use of resources is prioritised in procurement processes.
- iii. Aspirational targets are set for increasing resource recovery and recycling, and diversion of waste from landfill.
- iv. A strategy for diverting construction and demolition waste along with targets is developed, including e-waste
- v. A strategy and targets for diverting organic waste (food and green waste) waste are developed. Currently this accounts for 45% of all domestic waste to landfill (across the BOP). This is the most harmful waste, as it generates GHG's as it rots underground.
- vi. A strategy for managing dumping and burning of farm waste along with targets is developed
- vii. A strategy for managing and disposal of 3D waste is developed

i) Energy

- i. Standard of new builds is raised to focus on energy & resource efficiency, orientation, local materials, passive heating/cooling, and thermal envelope performance (etc) as per international best practice.
- ii. Resilience and energy achieved through clean and renewable generation as well as micro and community generation is recognised as best practice and is enabled and encouraged.
- iii. LED street lighting and other new lighting technologies are evaluated to the latest international best practice, weighing up all costs and benefits, including energy

efficiency. Any new street lighting to be low correlated colour temperature (CCT) to avoid adverse impacts on human, animal and bird populations and unduly brightening night skies.

- iv. Healthy Homes retrofitting for existing houses is supported by Council initiatives.
- v. Use of LED street lighting and other new lighting technologies should consider potential impacts on community health and wellbeing e.g. solar.
- vi. Industrial sector required to develop policies for moving to low energy low polluting systems

j) Transport

- i. Electric vehicles and non-fossil fuel forms of transport are actively supported.
- ii. Increase the proportion of total freight volume which is transported by rail.
- iii. Targets set for cycling and walking to increase their share of total travel movements every year, and matching targets set for reduction in private passenger vehicle trips as percentage of total journeys
- iv. Targets set for patronage on public transport to increase their share of total travel movements every year, and matching targets set for reduction in private passenger vehicle trips as percentage of total journeys.
- v. Public transport modes link effectively with active transport and are supported by the appropriate infrastructure e.g. user-friendly fares, bike racks on buses, park and ride facilities and accessible bike storage areas
- vi. Promote and encourage shared transport options

7. The E&S Forum expects to see:

The following deliverables in order be a liveable, vibrant, adaptive city:

Transport / Mobility Infrastructure
<ul style="list-style-type: none"> Well-connected accessible and safe cycle-ways and walkways enabling a shift away from car dependency Pathways (walk and cycle) which facilitate both commuting and recreation Greater use of electric cars and non-fossil fuels Attractive public transport options
Commercial Areas
<ul style="list-style-type: none"> Mixed use town centres
Green/Recreational Infrastructure
<ul style="list-style-type: none"> Access to clean, natural waterbodies and safe neighbourhood green spaces for informal recreation and greenways. Multiple use of green infrastructure. Ecological corridors and biodiversity are actively preserved. Communities empowered and supported to be the stewards of their environments More and better protected marine reserves Natural view shafts towards the land preserved Surf breaks protected
Health & Well-being

- Trees in streets, commercial areas and reserves.
- Prioritise the health concerns related to agrichemical use
- Full capture or banning of Methyl bromide.
- Active transport networks

Housing and Neighbourhoods

- New builds focus on energy & resource efficiency, orientation, local materials, passive heating, and practice thermal envelope performance e.g. to best international practice
- Resilience and energy achieved through micro and community generation (clean/renewable).
- Healthy Homes retrofitting for existing houses
- Electric vehicles and non-fossil fuel forms of transport are actively supported.
- Targets set for cycling and walking to increase their share of total travel movements every year, and matching targets set for reduction in private passenger vehicle trips as percentage of total journeys
- Water conservation and efficient water use planning is implemented

Infrastructure for Resilience

- Empowerment of local food production.
- Lifelines for lifetime neighbourhoods: those infrastructural elements essential to sustain life (e.g. food supply line, heating or fuel, water)
- Public access to free potable water.
- Local/community energy supply.
- Align to the four R's of Civil Defence: Reduce risk, Readiness, Response and Recovery

Author: E&S Forum/Lisa Hickling/2016

SmartGrowth Property Developers Forum July 2016

1. Purpose

To present the position statement of the SmartGrowth Property Developers Forum (PDF) regarding the sector requirements when considering the accommodation of urban growth within the western Bay of Plenty sub-region.

This statement is in response to reports and recommendations on the four work streams currently being progressed by the SmartGrowth partners under option 3B.

This position paper is of general nature does not address issues for PDF members who have specific geographic interest in the work streams.

2. SmartGrowth Implementation Committee (SGIC) Recommendations

1. That the position of the Property Developers Forum is noted.
2. That where relevant SmartGrowth and the partner staff respond to the points in all future reporting regarding the SPR.
3. That the Property Developers Forum makes the following specific recommendations and seeks that they are a focus moving into the implementation of the Settlement Pattern Option 3B growth areas:
 - a. A well planned, resourced and executed process will be needed if implementation of policy changes to enable development is to occur within a reasonable timeframe. Consideration should be given to collaboration with developers to support implementation. This could include private plan changes.
 - b. Alignment of SmartGrowth Partner high level objectives for each growth area. This should include timing (staging), land use mix, infrastructure provision and funding.
 - c. Coordinated SmartGrowth Partner cultural and community consultation requirements through combined consultation policies such as the proposed Combined Tangata Whenua Consultation Policy. This is vital to provide certainty to applicants moving through the RMA regulatory process.
 - d. Community consultation expectations and requirements should be established and aligned between the SmartGrowth Partners to provide a consistent consultation approach through the implementation phase of the Settlement Pattern.
 - e. Coordination of the provision of social and community infrastructure. The Social Infrastructure Providers Group SmartGrowth has commenced this process and it is important that SmartGrowth continues to act as the interface for these providers with both the SmartGrowth Partners and the private sector.
 - f. Infrastructure Development Code (IDC) / Development Code (DC) should have flexibility and encourage innovation.
 - g. In order to achieve the SmartGrowth aspirations with regard to increased density and alternate housing typologies the IDC / DC will require review and/or new sections to accommodate more flexible infrastructure servicing arrangements. These policy documents should recognise that promoting a Compact City is enabled in part by having public open spaces (roads, reserves, stormwater areas) that are attractive and provide character and amenity that can offset a reduced amount of private open space. Equitable ways of funding these differing levels of service need to be developed.

- h. Clarification of the process for developers with interest in geographically specific aspects of work streams to become engaged in the plan development process.
- i. Guidance on the implementation of new policies to clearly identify the outcomes that are sought, and using best practice examples.

3. Background

Under the Governance & Advisory Forums Terms of Reference, the purpose of the Property Developer Forum is:

“To enable direct property industry participation in the strategy review and subsequent strategy implementation in order to provide vital private sector input, in collaboration with the strategy partners and lead agencies into the wide range of challenges faced in the sub-region, including specific input into:

- *Land use and urban form, including the RPS and resulting City and District Plan responses.*
- *Infrastructure planning, funding and implementation.*
- *Housing affordability.*
- *Development viability.*
- *Economic growth.”*

Delivery of commercially viable, quality development is the focus of the Property Developer Forum.

4. PDF Position Statements for Settlement Pattern Review

This part of the PDF position statement addresses the principles and issues that apply across the four work streams currently being progressed by the SmartGrowth partners under option 3B. .

1. The western Bay of Plenty SmartGrowth model is strongly supported by the PDF. The collaborative working between local and regional government, central government, iwi, and key community interests is essential to address complex long term issues. The focus on rigorous evidence-based decision making is also highly important. This information will be used to underpin later planning processes. The investment by the Councils is a prudent use of public resources.
2. There has been some slippage on the original timetable for the Settlement Pattern Review. It will be important to apply adequate resources to complete the Review and then to move into implementation through statutory plan amendments.
3. The sharing of information and influencing of decision making within organisations tasked with accommodating growth and the wider community is an important role for SmartGrowth. This increases the chances of successful implementation and lessens the need for regulatory measures to be applied.
4. Developers are responsible for a substantial share of SmartGrowth Strategy implementation to the community. Implementation of SmartGrowth strategies will only occur if development provides a reasonable return on investment by private capital.
5. Certainty and consistency is central to attracting investment by both the private and public sector to support desired growth and development outcomes. The plan making process should endeavour to address issues to the point where the considerations at development stage are of minor impact and require dialogue only between the developer and the Council. Third party engagement in development decisions should be minimised and limited only to significant deviations from any agreed planning direction.
6. Planning for a more Compact City creates tensions where increased development intensity tends to encourage increased regulation and discretionary decision making. This in turn reduces investment certainty and stifles innovation, thereby reducing the desired shift in approach. Council's will need to accept there will be change in residential character in some locations if wider Compact City goals are to be achieved, and this can be a positive outcome. Public spaces also have significant role in providing overall environmental quality outcomes for more intensive forms of development.

7. Developers are highly responsive to changes in the market. A shift towards smaller house sites is now nearly universally the model for development in green field areas in Tauranga. Achievement exceeds the long term targets specified in the Regional Policy Statement.
8. Tension exists between developers looking to provide good public space outcomes sought by the community and the Councils' wishing to 'cap' the associated increased maintenance costs for these outcomes.
9. Integrated decision making in relation to consenting for subdivision, development, and use together with regional consents for contaminated land management, discharge consents and earthworks consents can achieve important gains in efficiency and effectiveness as evidenced by the HASHA legislation. This approach should be enabled for all large scale development in Urban Growth Areas. This will require the formal transfer of consenting powers to a single agency.

5. PDF Position on the Settlement Pattern Option 3B Workstreams

The following comments are made in relation to the findings and recommendations of the four work streams under option 3B.

Te Tumu Strategic Planning Study

The PDF generally supports the findings and recommendations of the assessment reports.

Maori land holdings are identified as potential risks to the development of Te Tumu. SmartGrowth should work actively to support the landowners to plan for the future development of their land in ways that accord with their aspirations, and align with the overall plan making programme.

Pyes Pa West Keenan Road

The PDF generally supports the findings and recommendations of the assessment reports.

Land ownership in this area is more fragmented than some other urban growth areas. This increases complexity and is likely to require a higher level of intervention by Council in structure planning. The Council is also likely to have to involve itself to a greater extent than in other areas in the provision and funding of infrastructure through development contributions.

Western Corridor

The PDF generally supports the findings and recommendations of the assessment reports.

Attention should be paid to waterways resource identification beyond the Wairoa River. A programme of enhancement of the natural values of waterways may be needed to meet the expectations of tangata whenua and to maintain and protect biodiversity.

The assessment reports recommend that further, more detailed, assessment be undertaken of soil contamination risk given the history of the area for farming, including horticulture. It should be recognised that this work will not avoid the need for individual developers to undertake detailed site investigations at the time of subdivision and land development under the NES. Beyond a desktop consideration of historical land use, and noting the likelihood of soil contamination, the benefits of undertaking further work as part of the structural planning exercise appear to be limited.

The Western Corridor and Pyes Pa Keenan Road work streams have significant overlaps and are closely interrelated. These should perhaps be combined for subsequent stages of policy development, including wider community engagement.

It is noted that boundary changes will be needed to efficiently implement policy development after the completion of structure planning. This process should be factored into the project timelines.

Compact City

The Property Developers Forum supports in part the overall findings and recommendations in the assessment report.

The PDF has previously supported the recommendations of the work undertaken by Essentia Consulting. These included the Council identifying preferred areas of intensification taking into account liveability, amenity and infrastructure issues. Staff recommendations do not appear to take forward these recommendations, other than some aspects relating to the City Centre and City Living Zones.

The reasons and benefits of intensification are well documented and have been for the entire period of SmartGrowth implementation. They form the basis for existing policy in the Regional Policy Statement that sets targets for urban intensification that must be given effect to. The question at hand is not “whether to intensify?”, but “how to lead intensification?” The focus for engagement should be on the community.

Overall, the recommendations for the Compact City are in our view lacking strong implementation initiatives and are unlikely to give full effect to the Regional Policy Statement. Opportunities for better intensification outcomes are likely to be forgone with delayed progress.

6. Other Issues

In several of the reports, reference is made to the role and function of commercial centres. The PDF notes that the current commercial centre's strategy has not been updated since 2007. Much has changed since the report was prepared in 2007. Further, with the impending introduction of the National Policy Statement on Urban Development, Council will be required to consider the supply of land for commercial development, as well as for residential and industrial development which are the current focus of the settlement pattern review.

The PDF recommend that the SmartGrowth partners initiate an update of this work to occur in parallel with the current structure planning and other assessment work aligned to the settlement pattern review.

SmartGrowth Social Infrastructure Providers Group

July 2016

1. Purpose

To present the position statement of SmartGrowth Social Infrastructure Providers Group (SIPG) regarding the provision of social infrastructure (SI) when considering accommodating growth within the western Bay of Plenty sub-region.

2. SmartGrowth Implementation Committee (SGIC) recommendations

- That the position of SIPG is noted
- That where relevant SmartGrowth and the partner staff respond to the points in all future reporting regarding the SPR
- That the future stages of planning incorporate, where feasible, the outcomes sought and when deemed not appropriate or feasible an explanation provided

3. Introduction

The Social Infrastructure Providers Group has recently been formed as response to the findings of the Social Infrastructure and Placemaking Think Tank (Oct 2015) where the need to encourage SI providers to connect for better SI and placemaking was identified. The Group is presently exploring the possibility of becoming a formal SmartGrowth Forum. It presently has a broad membership including representation from: health providers, central government, local government and the Property Development Forum and is predominately concerned with the provision of 'hard' social infrastructure (bricks and mortar rather SI services).

The Group was invited to present this paper to provide a high level view of what they think is relevant and how the providers would like to be involved going forward. As the group becomes more established these high level positions may become more detailed and refined.

Position Statements

- High quality social infrastructure is an integral ingredient of ongoing growth ensuring that both new and existing populations can access a full range of services at convenient times and locations throughout the western bay of plenty sub-region in both green field and brown field 'compact city' developments.
- Social infrastructure provides important gathering places for people and can be focal points for community activity and social interaction. They are well recognised as contributing to the creation of public spaces that give a sense of place and distinctive community identity. Thus it is important that community facilities have a civic quality and level of amenity that marks them as an important place for the community.
- Social infrastructure services and facilities that are planned well can promote social cohesion and maximise efficient asset utilisation through co-location and integrated services reflecting new, emerging models of service delivery.
- In line with the National Infrastructure Plan and good practice, local, regional and central government social infrastructure providers in the sub-region recognise the importance of working with each other and communities to plan for the delivery of social infrastructure.

Equally, social infrastructure providers recognise that social infrastructure needs to be considered early on in the planning process for new growth areas and wishes to work closely and in a timely manner with all of the other infrastructure planning that is occurring as a part of the implementation of the settlement pattern.

Author: Social Infrastructure Providers Group/Liz Davies

SmartGrowth Strategic Partners Forum (SPF)

July 2016

1. Purpose

To present the position statement of SmartGrowth Strategic Partners Forum (SPF) regarding the requirements when considering accommodating growth within the western Bay of Plenty sub-region.

2. SmartGrowth Implementation Committee (SGIC) recommendations

- That the position of SPF is noted
- That where relevant SmartGrowth and the partner staff respond to the points in all future reporting regarding the SPR.
- That the future stages of planning incorporate, where feasible, the outcomes sought and when deemed not appropriate or feasible an explanation provided.

3. Introduction

The Strategic Partners Forum (SPF) was established by the SGIC at the inception of SmartGrowth. It maintains a broad overview and draws on diverse expertise to:

- Act in a community audit role
- Provide a monitoring function to ensure the strategy and actions are met with input from partners forum members
- Act as a knowledge pool to the SGIC and to assist guiding decisions relating to implementation. The basis of the role is that the Strategic Partners are able to provide support to the SmartGrowth Governance structure in a collaborative fashion rather than in a strict auditing and monitoring role.
- Provide sound community governance advice to the SGIC and identify potential solutions to issues.
- In this paper the SPF provides an overview of some of the common themes that emerged from the position papers of the other fora.
- Fundamentally, there is a need for more integrated, holistic planning. The complex relationships that exist between the physical, natural and social environments need to be explored when planning and delivering urban, community or environmental solutions. It is imperative that hard infrastructure,

social infrastructure and green infrastructure be considered equally when planning and when assessing the relative impacts of solutions or development on each. Social return on investments can be routinely factored into decision-making. Recognition is required of the Western Bay of Plenty and its situation in the wider region, upper North Island and nationally.

1. Themes common across SSF, HAF, SPF, PATAG, SIP and E&S:

- a. There is an under-investment in **social infrastructure**. It is vital that social infrastructure keeps pace with the changing demographic needs along with other essential infrastructure, to both attract and retain people to the western Bay. The four well-beings need to have equal value and deserve equal and ongoing consideration. There is a need to investment equally in hard and social infrastructure. A long-term commitment to social infrastructure provision in communities and society is required.
- b. Social and green infrastructure are **essential** ingredients in successful intensification and need to be delivered in parallel.
- c. It is vital that **community** be recognised as **equal partners** in planning and development and for its ability to support intensification and the development of healthy communities. Active engagement and community led planning are essential for long term sustainability and lifetime neighbourhoods. As such, community needs would be the primary driver for amenity provision
- d. Housing that is **affordable**, geographically accessible, warm and safe is a fundamental right: without it, most other social investment is compromised. Affordable housing includes ongoing costs as well as affordability to purchase or rent.

Property developers would benefit from exposure to new and existing models of housing development that deliver on social and environmental wellbeing.

- e. Services and facilities need to be **accessible** in relation to both proximity and affordability. Physical access to recreational and natural spaces and application of universal design to commercial buildings, housing and public spaces is required. Participation in recreation and the natural environment needs to be affordable for all.
- f. **Transport** not only facilitates connectedness within and between neighbourhoods and towns Bay –wide, but also reduces car dependency. An increase in well-connected and safe cycleways and walkways enable a shift away from car dependency and promotes better health outcomes. The provision of transport needs to include destination planning and affordable public transport.
- g. In all planning at whatever level, the four arms of **civil defence** need to be provided for; Reduce risk, readiness, response, recovery.
- h. **Climate change**. This is a urgent and major issue for the future. To address the increasing impacts of greenhouse gas emissions, full implementation of the Local Government Leaders Climate Change Declaration is required. A

greenhouse gas reduction target needs to be developed, along with an action plan to reduce emissions. As temperatures rise it will be essential to plant many more street trees for shade and to clean and add oxygen to the air. This will be more important with an older population where the major leisure activity is walking.

- i. **Productive land** is versatile land that can be used for a wide range of productive purposes. It is vital that land of this type is protected so that we can continue to grow locally produced food for our everyday needs (food security) and supply markets overseas as well. **Versatile soils** are our greatest asset and deserve protection and enhancement.
- j. **Water** is our most vital resource. It is probably also our least valued resource as it is so often taken for granted. The issue of water allocation (or over-allocation) is important as is the issue of ensuring that full ecosystem health is preserved in our waterbodies. Balancing these two issues needs to be built from an evidential base that gives a sustainable ecosystem first priority. The issue of water quality for streams, rivers and aquifers has an additional focus because of the new water quality requirement for exports into Europe in particular.
- k. Our **coast and marine resources** need to be protected. In order to manage climate change and sea level rise development needs to be kept well back from the coastal dune systems enabling it to be fully protected. That our climate is undergoing change is already obvious so preparing for sea level rise needs to be built into forward planning including storm surges, king tides etc. The establishment of more marine reserves would serve to protect and augment marine species and provide for recreational use for people.
- l. The **infrastructure for kiwifruit industry** growth is lacking. There is a need to ensure people can live where they work and a need for seasonal accommodation.
- m. A **range of housing options** needs be provided that ensure retention of individual town character and identity.
- n. Greater range of **housing options for older people** than those provided by the private sector (retirement villages, homes etc). More community provision of housing and facilities for mature, older and older-old people is required.

2. Areas of Special Focus

- a. We live in an area that is rich in culture and in history, both of which can be reflected in our towns and cities and in our planning especially in social infrastructure e.g. open space, buildings e.g. library and museum and public art.
 - i. **Heritage:** We have an obligation to the next generation to safeguard the stories and heritage of the region. Public investment in heritage is a core lever for economic growth, social impact and philanthropic support, and the multiplier effect is strong and well evidenced.

- ii. **Culture:** Strong cultural infrastructure is an integral part of creating a high-income economy in Tauranga and the wider Bay of Plenty region. It is particularly important to allow for the expression of Maori art and culture as such visibility assists in the public engagement with cultural diversity. Our increasing multicultural communities can also be more visibly expressed. Facilities such as museums tend to stimulate further investment in complementary activities in the vicinity. Museums also provide opportunities to bring in exhibitions, to engage with tertiary institutions and provide valuable linkages with schools
- b. **Active recreation** needs to take into account the current and future population demographics and to be accessible locally.
- c. **Tourism** provides a valuable opportunity of providing new products particularly aligned with our environmental and cultural heritage. Flat floor amenity is supported.
- d. **Young people's** needs and aspirations need to be actively recognised in planning and development in order to support the cradle to grave approach required to deliver healthy, sustainable communities.
- e. **Local government could advocate** to central government for local communities on social, affordable housing and environmental issues.
- f. The **rapid aging** of the population needs to be considered in planning and the development of sustainable communities.
- g. Further development of outlying and connecting villages (e.g, Paengaroa and Te Puna) whilst retaining their unique character to be kept as options in the planning horizon.

The SPF commends and endorses all the forum and the DHB position papers

Author: Strategic Partners Forum/Lisa Hickling

SmartGrowth Forums Position Papers

Glossary of Terms

Ahi kaa: burning fires of occupation, continuous occupation

Accessibility refers to the design of products, devices, buildings, services, or environments that are usable by people with the widest possible range of abilities, operating within the widest possible range of situations. This is about making things accessible to all people (whether they have a disability or not and is family/pram friendly). Accessibility provides the opportunity for physical participation by all people.

Ageing in place is the ability to live in one's own home and community safely, independently, and comfortably, regardless of age, income, or ability level.¹

Affordability refers the amount of financial stress that the purchase/service places on people both in relation to the proportion of income being spent on the purchase/service and the residual income left over for other goods and services.

Affordable Housing is accommodation in which the total housing costs are affordable for those living in the housing unit. The commonly accepted guideline for housing affordability is a cost that does not exceed 30% of a household's gross income. Affordable housing is usually, although not exclusively, provided by social housing providers and can comprise both rental and home ownership². Housing affordability refers to the capacity of households to meet housing costs while maintaining the ability to meet other basic costs of living³ (Burke 2004)

Amenity refers to the quality of being pleasant or agreeable, the attractiveness and value of real estate or of a residential structure or a feature conducive to such attractiveness and value

Awa: river, stream, creel, canal, gully, gorge, groove, furrow

BOPRC: Bay of Plenty Regional Council

Community-held Wealth is wealth that is held in Community Trusts

CTWF: Combined Tangata Whenua Forum

DHB: District Health Board

E&S: Environment & Sustainability Forum

Ecological Design Processes: Design processes informed by ecological literacy and holistic systems thinking. These design processes yield diverse systems that mimic natural ecosystems, regenerate the environment and provide for all human needs. Ecological Design is applicable to all systems – agricultural, social, political, economic etc.

Eco System Services (ES) are the benefits human populations derive from ecosystems such as: food, freshwater, clean air, buffers against natural disasters and

¹ Centre for Disease Control

² <http://cort.org.nz/community-housing-concepts-and-definitions/>

³ Burke, Terry (2004) "Measuring housing affordability." Australian Housing and Urban Research Institute

non-material contributions of ecosystems to human wellbeing: clean air, water, food, fibre and fuel.

Ecosystems are categorised as either:

- *Provisioning* (Supporting human needs e.g. medicinal plants and minerals, water sources, fishing grounds, fire wood)
- *Regulating* (Control of the natural environment e.g. maintenance of key ecological processes, protected areas, habitat of special value, groundwater recharge, catchments)
- *Cultural* (Aesthetic, spiritual, recreational, and other cultural values e.g. sacred sites, recreation, sense of place)
- *Supporting* (natural processes essential to resilience, and functioning of ecosystems e.g. Pollination, primary production)

Flat Floor Amenity Multi-use flat floor space that can be used as conference, gala dinner and theatre space where the internal structure and configuration of a venue allows for seating to be fully stacked away to enable the whole use of the floor space. This increases the versatility and usability of the venue.

Food Security is when all people, at all times, have physical, social and economic access to sufficient, safe and nutritious food that meets their dietary needs and food preferences for an active and healthy life⁴

Green Infrastructure (GI) refers to products, technologies, and practices that use natural systems, or engineered systems that mimic natural processes, to maintain or enhance overall community and environmental values and provide utility services for stormwater management. This includes both built infrastructure (green devices) and non-built GI (such as plantings). GI includes built infrastructure such as rain gardens, swales, and constructed stormwater wetlands. Importantly, GI also includes natural assets (NA) being utilised for stormwater management such as natural overland flow paths; the beds, banks, riparian margins, flood plains and waters of rivers, natural lakes and wetlands; and groundwater systems; together with their natural functioning, interconnections and ecosystem services

HAF: Housing Affordability Forum

Internet of Things (IoT) is a system of interrelated computing devices, mechanical and digital machines, objects, animals or people that are provided with unique identifiers and the ability to transfer data over a network without requiring human-to-human or human-to-computer interaction⁵. If civil liberties are upheld, the benefits of the IoT as part of Smart Cities include increased automation of services, potential increased health and safety and optimization of resources.

Kaimoana: seafood, shellfish

⁴ FAO (2003), Trade Reforms and Food Security, Commodity Policy and Projections Service Commodities and Trade Division, Food and Agriculture Organisation of the UN, Rome.

⁵ <http://internetofthingsagenda.techtarget.com>

Kaitiakitanga: guardianship, stewardship, trusteeship

Kiorahi: traditional Maori ball game

Kohanga reo: Maori language preschool

Lifetime Neighbourhood are those which offer everyone the best possible chance of health, wellbeing, and social, economic and civic engagement regardless of age. They provide the built environment, infrastructure, housing, services and shared social space that allow us to pursue our own ambitions for a high quality of life. They do not exclude us as we age, nor as we become frail or disabled⁶.

Kaimoana: seafood, shellfish

Kaitiakitanga: guardianship, stewardship, trusteeship

Kiorahi: traditional Maori ball game

Kohanga reo: Maori language preschool

Older people means people aged 65 and over. It is not a uniform group and they have a wide range of needs. They may be broadly seen as three groups:

- *Entering old age* – people who have completed their career in paid employment and/or child rearing and is generally referred to a ‘retirement-age’. These people are usually active and independent and many remain so.
- *Transitional phase* – people who are in transition between healthy, active life and frailty, often occurring around age 75 – 85 but can occur at any age.
- *Older Old* – people who are vulnerable as a result of several interacting health and social problems and disability, more likely to be experienced over age 85.

PATAG: Population Ageing Technical Advisory Group

PDF: Property Developers Forum

Placemaking is a multi-faceted approach to the planning, design and management of public spaces. It capitalises on a local community’s assets, ideas and potential, ultimately creating good public spaces that promote people’s health, happiness, and wellbeing. Place-making is both a process and a philosophy. It is an important consideration in the design, upgrade and/or development of new social and affordable housing.⁷

Population Ageing is a shift in the distribution of the sub-region’s population from cradle to grave towards older ages. This is reflected in an increase in the population’s mean and median ages, a decline in the proportion of the population composed of children, and net migration loss in young adult ages (for tertiary study and employment) resulting in a rise in the proportion of the population that is older. For the entirety of recorded human history, the world has never seen as aged a population as currently exists globally. Population ageing affects all age groups.

⁶ Harding Ed (2007) Towards Lifetime Neighbourhoods: Designing sustainable communities for all: A discussion paper, International Longevity Centre UK November, Department for Communities and Local Government

⁷ <http://cort.org.nz/community-housing-concepts-and-definitions/>

Rangatiratanga: chieftainship, right to exercise authority, chiefly autonomy, ownership

RPS: Regional Policy Statement

Rumaki reo: language immersion

SGIC: SmartGrowth Implementation Committee

SIP: Social Infrastructure Providers Group

Social Housing is predominantly rental housing provided for people on low incomes (primarily receiving income support), who also face multiple barriers to accessing and sustaining accommodation⁸.

Social Infrastructure Social infrastructure refers to the community facilities, services and networks that help individuals, families, groups and communities meet their social needs, maximise their potential for development, and enhance community wellbeing. Social infrastructure includes:

- Universal facilities and services such as education, training, health, welfare, social services, open space, recreation and sport, safety and emergency services, learning, religious, arts and cultural facilities, civic and democratic institutions, and community meeting places;
- Lifecycle-targeted facilities and services, such as those for children, young people and older people e.g. early childhood centres and retirement villages; and
- Targeted facilities and services for groups with special needs, such as families, people with disabilities, Maori, and people from culturally diverse backgrounds e.g. te kohanga reo, hauora.
- Key dimensions of social infrastructure can be seen as the⁹:
 - o *bonding* between people and communities
 - o *bridging* gaps that could exist between groups
 - o *linking* across the boundaries of power.

Social Return on Investment (SROI) is a principles-based method for measuring extra-financial value (i.e., environmental and social value not currently reflected in conventional financial accounts) relative to resources invested. It can be used by any entity to evaluate impact on stakeholders, identify ways to improve performance, and enhance the performance of investments.

SPF: Strategic Partners Forum

SPR: Settlement Pattern Review

SSF: Social Sector Forum

TCC: Tauranga City Council

⁸ <http://cort.org.nz/community-housing-concepts-and-definitions/>

⁹ Appendix Living Standards: A Short Guide to 'Social Infrastructure' Treasury 2013
<http://www.treasury.govt.nz/abouttreasury/higherlivingstandards> January 2013

Te Reo Maori: Maori language

Tangata whenua: local people, hosts, indigenous people, people born of the whenua

Tipuranga: seedling, growth, development, shoot, bud, plant

Universal Design refers to broad-spectrum ideas meant to produce buildings, products and environments that are inherently accessible to all including people of all ages, people without disabilities, and people with disabilities.

Wellbeing is a positive outcome that is meaningful for people and for many sectors of society, because it is an indicator that people perceive that their lives are going well. Good living conditions (e.g., housing, employment) are fundamental to well-being. Tracking these conditions is important for public policy. Many indicators that measure living conditions fail to measure what people think and feel about their lives, such as the quality of their relationships, their positive emotions and resilience, the realization of their potential, or their overall satisfaction with life i.e., their “well-being.” Well-being generally includes global judgments of life satisfaction and feelings ranging from depression to joy¹⁰.

Waka ama: outrigger canoe

WBOPDC: Western Bay of Plenty District Council

Whanaungatanga: relationship, kinship, sense of family

Whenua: country, land, nation, state, ground, territory, domain, placenta

Wharekura: house of learning, school, secondary school run on Maori principles

¹⁰ <http://www.cdc.gov/hrqol/wellbeing.htm>

Committee Name	SmartGrowth Implementation Committee
Committee Meeting Date	July 2016
Author	SmartGrowth Strategic Advisor Ken Tremaine and Bernie Walsh Implementation Manager (on behalf of the Chief Executives Group and Implementation Management Group)
Purpose	Discussion paper - discussing the next steps in progressing future urban growth areas as outlined in the SmartGrowth Strategy 2013; progressing in line with meeting the requirements of the proposed National Policy Statement on Urban Development Capacity

DISCUSSION PAPER - Settlement Pattern Review – timing and location of future urban development (10 to 30 years)

Executive Summary

Keeping work on track, enabling co-investment

- 1 The committee has reached an important decision point for determining the next set of urban growth areas for the SmartGrowth Western Bay of Plenty sub-region. The aim is to ensure timely development capacity is available in the next 10 to 30 years and that SmartGrowth work can progress to meet new government planning requirements.
- 2 The amount and extent of population growth in the Bay of Plenty sub-region, along with the new proposed National Policy Statement (NPS) on Urban Development Capacity and continuing market pressures, show the need to stay on track with ensuring there is sufficient development capacity in the region. There is a considerable time lag between deciding on new urban areas and their delivery to the market in a timely manner. It takes a minimum of three to five years to do detailed structure planning and complete the Schedule 1 RMA plan change process.

The projects outlined in this discussion paper identify new land and capacity that can, in time, deliver additional housing and business land and meet new government planning requirements. There is also a need to focus on the current Regional Policy Statement and its targets and policies including a 25% intensification target (average of 20 dwellings/ha).

- 3 Over time, as the population continues to age and change, there will be increasing demand for a greater range and choice of housing. There is also a strong impetus for creating ‘communities’ where people can live, work, learn and play – rather than just focussing on delivering houses. Other infrastructure providers need to be planning and investing with the region – and need signals now.

Four integrated projects, meeting new planning requirements

- 4 Officers have investigated a number of options for future communities.

- 5 A set of four integrated urban growth projects – Tauranga Compact City, Te Tumu, Keenan Road and Tauriko West - aligning with the SmartGrowth Corridors, are now recommended for progressing for residential and business land development. As a consequence of the work done on the Keenan Road urban growth area and the Western Corridor, Tauriko West is more favourable than Keenan Road to develop in the short term.
- 6 The projects identified will enable the region to accommodate its projected household and population increase and meet any ongoing obligations under the Government's new proposed National Policy Statement on Urban Development Capacity. Decisions are needed now on these future growth areas to ensure the region is in a strong position for supporting business cases that will go to the NZ Transport Agency (NZTA) board for consideration in October 2016.
- 7 Decisions on Tauriko West can be made in August in advance of the October NZTA Board meeting. Decisions are drafted in a manner that they are "subject to" positive outcomes from the Board meeting in respect of the Tauriko Network Programme Business Case to ensure ongoing alignment between these projects. Likewise, the NZTA Board would look for evidence of conditional SmartGrowth support of the recommended programme (subject to public consultation). This will be sought in August as part of the Western Corridor Strategic Study recommendations.

Strong continuing population growth

- 8 The Western Bay of Plenty sub-region and Tauranga in particular, continues to experience strong population growth. This is projected to continue. Population projections for Tauranga see it reaching 161,565 by 2033 (an increase of 38,814 from 2016). Recent monitoring of resource consent data to the end of December 2015 has signalled growth is currently tracking faster than projected, at about 18% above projections (over the period from mid-2013 to the end of 2015). In addition, the Government's new National Policy Statement (NPS) for Urban Development Capacity has identified the Tauranga urban area as second only to Auckland in terms of levels of projected population growth. This 'high growth' urban area status in the NPS - with 15.1% population growth in the next 10 years – puts the sub-region in the frontline for the maximum requirements.
- 9 The Western Bay of Plenty District is growing at a slower rate. For the two years from the 2013 Census to June 2015 the district's number of new dwellings was 32% lower than projected in the SmartGrowth review in 2013. However, the growth rate has increased significantly in the current year equating to an annual figure of 426 new dwellings for the June 2016 year.
- 10 Going forward, compliance with the new NPS is likely to be a first consideration for any co-investment from government infrastructure investors and providers. Showing the region is 'co-investment ready' will ensure the region is well-placed to access the new \$1billion infrastructure fund. Past experience has shown that the key strength of the SmartGrowth sub-regional approach lies in its ability to leverage government investment by giving investors and providers certainty that a long-term cross-boundary integrated plan is agreed and has momentum.

11 Community and key stakeholder views

The nine position papers put forward by the SmartGrowth forums as part of our initial community consultation have all emphasised strongly that the committee needs to consider carefully how to deliver the vision of SmartGrowth. Are we doing enough to meet the current Regional Policy Statement targets and ensure we develop communities where you can live, work, learn and play and have a choice of housing and transport? All the forums strongly support the concept of a compact city believing it is critical to design vibrant settlements that allow people to live in proximity to jobs and urban amenities, with abundant, accessible and attractive transport choices. See positions statements included in this agenda.

It all starts here – the SmartGrowth Strategy 2013 – delivering a Western Bay that is a great place to live, learn work and play

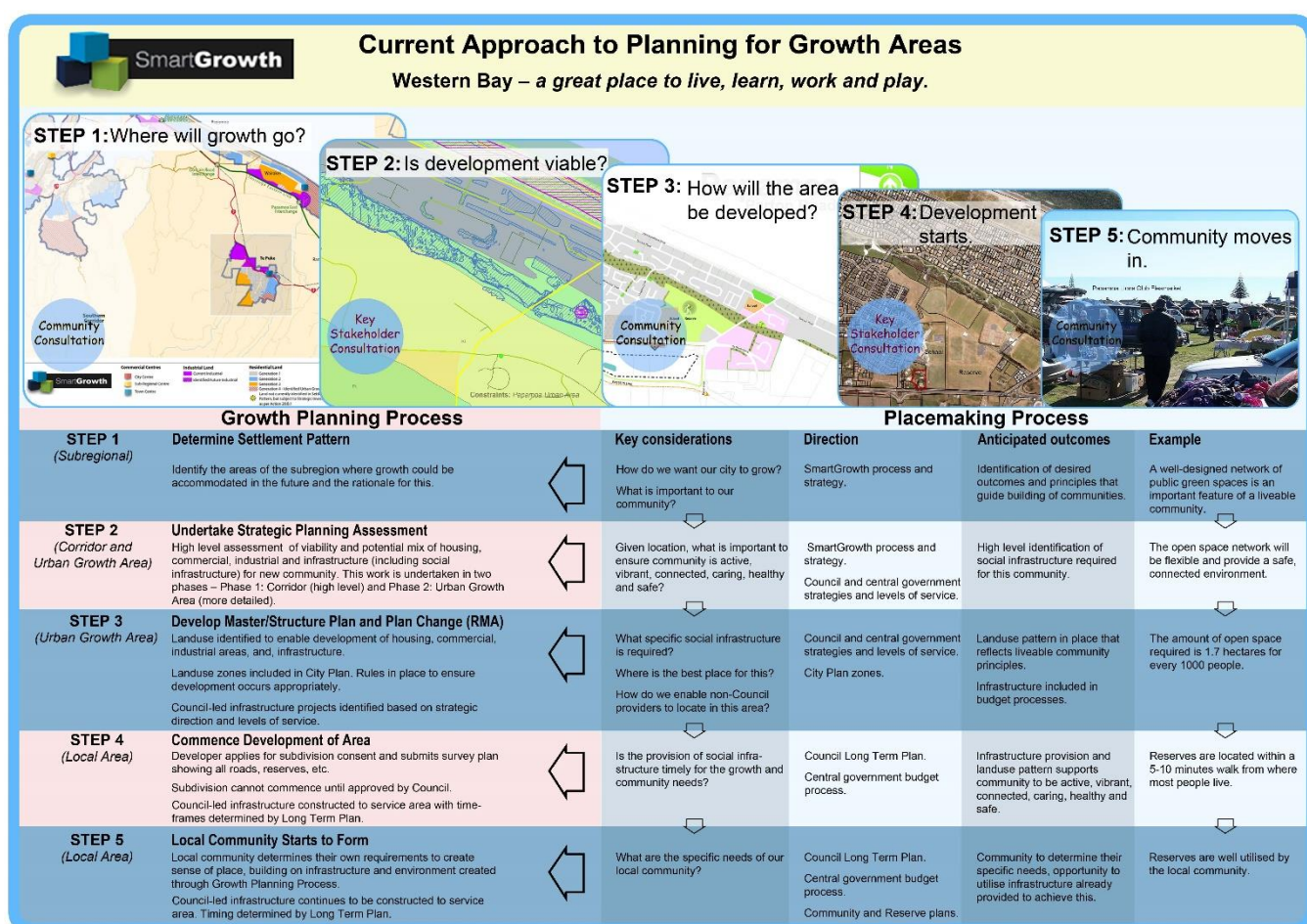
- 12 In 2013, the SmartGrowth strategy partners agreed an updated SmartGrowth Strategy. The strategy has a 50-year horizon with a strong focus on the next 20 year planning period. It is the spatial plan for the western Bay of Plenty sub-region. In a nutshell, SmartGrowth is the region's leaders working together to produce a unified, 'smart' plan for the western Bay of Plenty's future. The aim is to have strong decisions, backed by good evidence and made by unified leaders in partnership with communities.
- 13 The strategy is founded on five key pillars – partnership; integration, collaborative leadership; integration; evidence-based and a live, learn, work and play approach. The concept of live, learn, work and play is anchored in the both the strategy and the settlement pattern. In practical terms, this means that we should be applying the concept across all our decision-making in the sub-region. The aim is to ensure the provision of land and services for housing, business, education, rural production, community activities and recreation – and more importantly, emphasises the linkages between these activities.

At the local community level, it means we want to provide opportunities for people to meet most of their daily needs within their own communities. It supports the design of neighbourhoods and communities in a way which promotes social interaction, connectivity, access, a strong sense of community and sufficient housing choice to cater for a range of ages, incomes and household sizes. These outcomes all align with what our SmartGrowth Forums are telling us they want in their position papers and need to be delivered on the ground. These outcomes are also reflected in the current Regional Policy Statement and its targets and policies including a 25% intensification target (average of 20 dwellings/ha)

Using this robust framework for future land-use and growth and spatial management decision-making

- 14 The SmartGrowth sub-regional settlement pattern is a cornerstone of the strategy. It makes provision for sustainable urban and rural development capacity in the sub-region, specifically for the next 20 years, and generally for the next 50 years. The settlement pattern is underpinned by a desire to achieve a more compact urban form. Development is concentrated in key growth areas and corridors in order to achieve infrastructure efficiencies, avoid productive rural land and protect important natural areas.
- 15 The foreshadowed recommendations and decision-making principles in this discussion paper have come from agreed actions (under 21G) in the SmartGrowth Strategy 2013 including identifying new urban growth areas and confirming existing ones and sequencing triggers.
- 16 The value of the settlement pattern as an integrated, long term blueprint for development is in sending clear and unambiguous signals to the market and providing investment certainty. Failure to do this will create uncertainty and place undesirable speculative pressure on land prices affecting, amongst other things, the ability to use land for productive purposes, the protection of the natural and cultural environment and the efficient delivery of infrastructure.

- 17 Essentially if we leave growth unplanned for, private plan changes or other market forces will make the calls – and the region will be forced into reactive ad hoc planning, rather than sustaining communities and enabling new ones. We will also have no integration between land use infrastructure needs and funding.
- 18 Officers have fully investigated fully the 2004 Settlement Pattern, currently anchored in the Regional Policy Statement and the city and district plans. We needed to better understand the challenges to full implementation, how to stay nimble and agile to market and population changes and what further work is needed to consolidate the SmartGrowth approach and investments to date. This discussion paper reflects this work and our findings.
- 19 The current steps in our growth and urban development planning are summarised below (attached also as an easy to read A3)



The proposed National Policy Statement on Urban Development Capacity – what does that mean for our future SmartGrowth decision-making?

- 20 A new proposed National Policy Statement (NPS) on Urban Development Capacity was released in June 2016. It is expected to come into force in October this year. In the NPS, the Tauranga urban growth area is classified as a high growth urban area with 15.1% projected population growth over the ten years from 2013 to 2023. We are second only to Auckland in projected growth at 18.1%, and ahead of Hamilton at 14.8% and Queenstown 14%.

- 21 The NPS requires councils to anchor agreed regional housing targets in a Regional Policy Statement. It also requires them to do regular three-yearly housing and business land assessments. Both assessments must estimate the supply of development capacity to meet demand in the short, medium and long term and identify any insufficiency in development capacity.
- 22 Local authorities must consult with infrastructure providers, community and social housing providers and the property development sector. They also require local authorities to monitor on a quarterly basis or as often as possible a range of indicators including housing affordability indicators, resource and building consents, price signals and business land vacancy rates.
- 23 The relevant local authorities must work together to agree data and projections and ensure co-ordinated land use planning and infrastructure provision, including expected levels of service for infrastructure.
- 24 The aim of the NPS is to drive “responsive planning” and ensure councils respond to market signals and other triggers to ensure a rolling supply of development capacity including a supply of a range of housing types and price points.
- 25 In the medium to long term this means amending plans and policy statements to provide more development capacity and provide a broad indication of timing, location and sequencing of development to demonstrate that it will be sufficient. Sufficient is defined in the NPS as “the provision of enough development capacity to meet demand, plus to take account of the likelihood that not all capacity will be developed, an additional margin of at least 20% over and above projected short and medium term demand; 15% over and above projected long term demand”. Long term is defined as within 30 years, medium within 10 years and short term is three years. Councils are also required to take account of enabling development in areas where there is highest demand and that it is commercially feasible.

NPS compliance requirements begin in October 2016

- 26 As soon as the new NPS comes into effect in October, SmartGrowth will need to work with its partners to meet the assessment requirements. By the end of 2018 we will need to provide a future land release and intensification strategy alongside our targets to provide certainty that there will be sufficient development capacity in the medium to long term and that minimum housing targets will be met. Officials are setting up a project team to co-ordinate the western Bay of Plenty SmartGrowth joint response to the NPS. The final SmartGrowth submission on the proposed NPS is included for approval (retrospectively – it was submitted by the July 15 deadline with the approval of the Mayors and Chair of SmartGrowth)

The western Bay of Plenty sub-region is well-positioned to respond to the NPS and meet all these requirements. The SmartGrowth partnership means we are a long way down the track already to what the NPS is seeking and already carry out these monitoring and market assessments.

- 27 Meeting the required development capacity and matching infrastructure will be the key issue. Our analysis is showing that we would not currently comply. See the attached summary with a number of options and scenarios set out to enable compliance.
- 28 In August, we will present SGIC with further analysis to inform your decision-making including Compact City growth allocations (upper and lower bands) and allocations for any remaining growth requirements for existing locations and new locations. We will present this in a table by decade (10, 20 and 30 years). We will also compare our region’s future land strategies with those of Auckland and Waikato to give some kind of benchmarking comparison; and seek peer review comments from independent technical experts.

- 29 The key opportunity is to ensure we are in a good position to show the government that co-investment in the region is easy and worthwhile. This should enable our sub-region to make the most of the new \$1b infrastructure fund.
- 30 We need to be showing the benefits that will be realised by co-investment and demonstrate organised delivery across the region with the SmartGrowth partnership in place and functioning well.
- 31 Our position should be that we are ready to work with them to implement the NPS to make a difference – but co-investment is key in terms of infrastructure (including social infrastructure such as community facilities) is a vital element to our strategy being successful.

Planning for urban development capacity for the medium (10 years) term and long term (30 years)

- 32 Four integrated projects are being recommended to provide urban development capacity in the sub-region in the medium and long term and to meet NPS requirements.

The four projects are:

Compact City (Tauranga)

- 33 The Compact City project is a new and comprehensive package of work aimed at delivering new housing/development capacity in Tauranga's existing urban area. Opportunities exist for the delivery of more compact urban forms of housing that if advanced would be welcomed by the market. The project will have initially have a two-phased approach – intensification in the Tauranga City Centre and City Living Zone. A broader scope of work that will investigate opportunities for intensification elsewhere in the Tauranga urban area, for example in suburban areas, will follow. The project will investigate a mix of RMA regulatory change and council-led investments and activities. It will aim to contribute to delivering greater housing choice and a more vibrant and successful city centre. Strong opportunities exist to leverage off the proposed public sector investment in the Civic Heart project, including increased residential development, new apartments and mixed use developments.

Western Corridor

Tauriko West

- 34 It is recommended that the urbanisation of the Tauriko West area proceed before that of Keenan Road.
- 35 The provision of transport connections in the near future and addressing cultural considerations present the biggest challenges for Tauriko West. However, officers regard the transport challenges as easier to overcome than the land fragmentation issues for Keenan Road. A separate update on Tauriko West is included in this agenda to provide the committee with further information as requested on some possible practical access solutions.
- 36 Key benefits of the Tauriko area include its location on the edge of the existing city. It is relatively easy to service with infrastructure and is owned by a limited number of landowners, the majority of whom are keen to advance development.
- 37 The location has high amenity, faces north-west and slopes gently towards the Wairoa River. It provides a strong opportunity to develop a high quality urban community.

Keenan Road

- 38 The Keenan Road area remains suitable for urbanisation in the future. However, there are a number of complex issues in the development of the area that will take a number of years to resolve, principally the fragmented nature of land holdings.
- 39 Preparatory work for structure planning the Keenan Road area, potentially extending to the Merrick Road area, should continue so that SmartGrowth is positioned to promote plan changes to the Regional Policy Statement and District Plans required in the future. Part of the Keenan Road catchment is currently within Tauranga City and also within existing pre-2021 urban growth boundary in the Regional Policy Statement. This area is in single ownership and adjoins The Lakes development. There may be an opportunity for this area to be developed more quickly as the first stage of a wider growth area.
- 40 Should growth demand continue strongly, sequencing of further growth areas within the Western Corridor should be determined based on the best opportunities to deliver the 'live, learn, work and play' strategy of SmartGrowth. We need to keep monitoring and studying the area to ensure we prevent any further fragmentation of land use that could compromise their future potential for urbanisation.

Eastern Corridor

Te Tumu

- 41 The urban development of the proposed Te Tumu urban growth area has been considered within the wider Eastern Corridor. A strategic planning study of the area and its opportunities and constraints has been carried out. The study concluded that the Te Tumu area can progress towards structure planning to enable the area to be opened up for growth for development post 2021, in accordance with the requirements of the Regional Policy Statement. There are a number of potential risks which require careful management and support. Regular review of these risks will be needed throughout the structure planning process.
- 42 Only about 46% of the land area is free from identified and assessed constraints. The potential exists to increase the developable land by an extra 70 hectares if flood mitigation measures along the Kaituna River are put in place.
- 43 The study concluded that as Te Tumu is a post 2021 growth area within the operative Regional Policy Statement, and currently lacks any infrastructure to support development, progressing opening of the growth area before 2021 is unlikely.

Planning for the next 30 years – what can each project contribute to managing development and meeting the requirements of the National Policy Statement?

- 44 A summary of the four projects in the context of the requirements of the proposed National Policy Statement is in the attachment and explained below.

Our analysis can be summarised as follows:

- Scenario D (existing greenfield + infill/intensification + Te Tumu + Tauriko West + Keenan Road) provides 20 years of development capacity from 2016-36.
- By 2026 10 years of development capacity would remain.
- To ensure a minimum of 10 years of zoned development capacity was in place beyond 2026 additional development capacity would have to be provided (zoned) by 2026.

- There is at least a five year lead in time to undertake structure planning, rezoning and other requirements.
- Structure planning for at least one growth area beyond Te Tumu, Tauriko West and Keenan Road would have to begin around 2020 if we wanted to meet the compliance requirements set out in the NPS.
- Essentially, we will need to be planning much further ahead if we are to meet the requirements of the National Policy Statement.
- This assessment is based on delivering 17% of our future urban development capacity through infill/intensification within the sub-region. Should we and can we lift that in the short to medium term? Is it likely, especially within the next 10 years, that the level of infill/intensification would substantially exceed this amount? Should that be our focus or is that not commercially feasible?

45 It is important to note that the table is a dynamic assessment that changes over time as existing capacity is developed and new capacity is provided. The aim, as the government has set out in the National Policy Statement, is to have a rolling supply or pipeline of urban development capacity that matches and is informed by market demand. The objective is to manage housing and business land supply, but also affordability and access to housing and employment along with entry to home ownership.

Keeping a pipeline of supply in place (see attachment)

- There is currently 9.5 years of land supply left within the currently zoned areas within Tauranga City, as at 30 June 2016 (9,343 dwellings).
- There is approximately 20 years of land supply left within the currently zoned areas of the Western Bay of Plenty District Council, as at 30 June 2016 (2,773 dwellings). This is the average of all the urban growth areas as follows:
 - Waihi Beach: 6 years
 - Katikati: 27 years
 - Omokoroa: 17 years
 - Te Puke: 30 years
- The largest area for future growth within Tauranga City's jurisdiction is Te Tumu, which is a post 2021 urban growth area under the SmartGrowth 2013 Strategy.
- At 2021, ie in five years' time, there will be 4.5 years of development capacity within Tauranga City. There is limited other viable areas within Tauranga City which will provide for significant growth potential (ie topographically constrained, infrastructure investment viability, multiple owned Maori land).
- The largest area for future growth in the Western Bay of Plenty District Council jurisdiction is Omokoroa (Stage 2) which is a post 2021 urban growth area. At 2021, there will be three years of development capacity available within Omokoroa, but Stage 2 would provide 40 years of development capacity once zoned.

Range of growth opportunities needed

- 46 Tauranga City Council does not have development capacity to meet the proposed requirements of the NPS, given its requirement of 20% above and beyond short and medium term demand, and 15% over and above projected long-term demand. Western Bay of Plenty District Council can meet short term requirements, but additional capacity would need to be zoned by 2023 to ensure the continual achievement of the medium term (10 years) requirements.
- 47 After examining feasibility of development in line with the proposed NPS requirements, officers believe that a range of growth opportunities across the sub-region which cater to current and likely potential future market demand is needed.
- 48 An integrated approach in the west, east, north and current urban growth areas will also ensure that the SmartGrowth strategy of creating communities where people can live, work, learn and play has a greater chance of implementation success. If we are clear about our long term strategy, other infrastructure providers and investors are more likely and able to fall in behind in support.
- 49 This recommended approach focuses on ensuring the following integrated SmartGrowth development priorities are adhered to, namely
- Supporting the current and planned transport investments in the SmartGrowth Corridors
 - Building on actions already underway to have more city centre focused development (infill/intensification) with a clear city-wide balance (East/West)
- Plus sub-regional growth in the outlying towns and urban growth areas in
- Te Puke
 - Katikati
 - Omokoroa

Dealing with the shortfall in supply, thinking ahead on demand

- 50 At 30 June 2015, there was capacity for around 10,500 additional residential dwellings in zoned urban growth areas within Tauranga City. In the Western Bay of Plenty District there is capacity for an additional 2,735 residential dwellings within the zoned urban growth areas.
- 51 According to SmartGrowth projections, Tauranga City will require an additional 47,900 dwellings between 2013 and 2063. As at 30 June 2013, there remained an estimated greenfield residential land supply for 13,200 dwellings in zoned greenfield areas; additional infill capacity of 5,150 dwellings; and potential for intensification to provide a further 2,100 dwellings. This provided a total supply capacity as at 30 June 2013 for 20,450 dwellings, which when deducted from the projected demand out to 2063 leaves a shortfall of 27,450 total dwellings.
- 52 This shortfall would need to be accommodated in future greenfield areas or further development in existing urban areas. As at 30 June 2015, greenfield land supply capacity was available for about 10,500 dwellings, which is estimated to provide for up to 10 years of residential growth. Due to the time lags for rezoning processes and supplying the necessary infrastructure to a new growth area, more capacity is needed to address the projected shortfall in capacity. Essentially, the current 10-year greenfield land supply is expected to diminish to only five years' land supply before further land would be rezoned for residential development. It is anticipated that without delivering the additional capacity provided by the proposed Keenan Road Growth Area and the other projects, there will be no more greenfield capacity available by 2026.

New greenfield areas need to be identified and planned well in advance of this date to ensure capacity can be taken up at the appropriate time.

- 53 The new National Policy Statement adds extra impetus to this task, given that it requires regional councils by 2018 to set minimum targets for sufficient residential development capacity for the medium and long term. Local authorities must provide a future land release and intensification strategy alongside their plan to provide certainty that there will be sufficient development capacity in the medium and long term, and that minimum targets will be met. The strategy has to identify sequencing of development over the long term and include processes for flexible implementation. It has to be informed by housing and business land assessments and the views of infrastructure providers, land owners, property development sector and any other stakeholders.
- 54 The recommended four urban growth area projects are aimed at delivering this additional capacity to ensure a good supply of development capacity aimed at creating viable communities and provision of housing supply to meet projected demand. A peer review panel (Peter Egerton, RPS Consulting and Martin Udale, Essentia Consulting) will reassess the proposed urban growth areas to provide an independent assessment of officer recommendations.
- 55 The balance of what will be delivered through each in terms of growth in the current urban areas versus greenfield is still unclear.

Issues, opportunities and challenges

- 56 In August 2016, the committee will be considering the key decision of allocating growth and urban development capacity by location and by time period.
- 57 Officers are seeking a high level go-ahead to determine the next urban growth capacity areas for the sub-region and how they should be progressed and over what timeframe. This will enable work to progress to bringing these new growth areas into reality to deliver a rolling pipeline of urban development capacity. This will be a requirement of the new National Policy Statement and the decisions will enable the sub-region to meet and comply with these new requirements.
- 58 However, following these high level allocation and timing decisions, there will still be a number of key issues to discuss and address. We need to ensure that any decisions we make in August do not close off any options we want to preserve as part of addressing those issues.
- 59 How we manage and deliver the structure planning processes for these new areas will be vital. Many of the issues raised in the SmartGrowth Forums' papers relate to design and planning issues that will be decided and addressed at the structure planning stage.

Key decisions on these issues will come to the partner councils and SGIC for further discussion and decision as we progress the projects. These issues include, but are not limited to the following.

1. Intensification and greenfield – getting the balance right within SmartGrowth principles
2. Timing and provision of the Kaituna Link for the Te Tumu project
3. The longer-term vision for SmartGrowth – anchoring and making the most of the investment in the Tauranga Eastern Link
4. The role of Rangiuru Business Park
5. The Western Corridor – and the way forward on State Highway 29
6. The placement of commercial areas and the size of them in the new urban growth areas
7. The sub-regional commercial hierarchy including the key role of the Tauranga CBD

8. Liveability – how are we going to ensure we deliver communities in these new urban growth areas where people can live, work, learn and play?

All these issues need to be carefully considered going forward. Officers believe that the high level decisions recommended in this report do not limit or preclude any of the above being fully discussed and debated as progress continues on the four new urban growth areas.

Tangata Whenua and forum views

- 60 Nine position papers have been prepared by Tangata Whenua, the seven SmartGrowth forums and the Bay of Plenty District Health Board. These are included in full in this meeting's agenda. Forum chairs will present their key messages to the committee. A combined hui of all the forums was held on July 12 to discuss current council planning processes, common ground and each forum's position and perspective in light of other fora feedback.

What are the key messages coming through the position papers and is there common ground?

- 61 All the forums support the concept of a compact city believing it is critical to design vibrant settlements that allow people to live in proximity to jobs and urban amenities, with abundant, accessible and attractive transport choices. Key issues coming out of the hui discussion include the need for funding to follow strategy and deliver results on the ground; the desire for a consistent and community-focussed approach to planning and the need to involve communities earlier in council processes; and the benefits of a greater focus on measuring and monitoring progress towards liveable communities.
- 62 Further advice and analysis on the feedback from the forum position papers and responses to the many issues raised will be provided to SGIC for its August meeting. This will include mapping a way forward for supporting and enabling consistently quality community engagement and communications.
- 63 The input from the forums has reinforced the position that our starting point for the SPR update should be agreeing the compact city focus and then concentrating on the future role of greenfields development within this context.

Managing ongoing risks

- 64 SmartGrowth will need to work with its partners to manage a number of ongoing risks to successful implementation of the strategy including the development of the new urban growth areas.

Achieving a compact city

- 65 Only 1% of Tauranga's growth has been taken up by infill development and another 5% by intensification/redevelopment within the existing urban area. While the Compact City project has sought to investigate and address the reasons for this, it remains to be seen how much greater progress will be made and at what speed going forward. Infill and intensification, as the Essentia Group Consulting Report for Tauranga City pointed out, is inherently hard for both city planners and developers. It won't happen without the overt leadership, focus, resources, practices and processes needed to provide an enabling and outcomes-focussed regime.
- 66 The planning provisions must be enabling of quality development which gives a development-friendly, commercially viable opportunity for residential development; and the operation of the consenting programme must focus on enabling efficient processing of quality consents.

- 67 It must reward good development by way of a smooth, quick and certain consenting process (Essentia Consulting Report September 2015). We will need to work hard to rebalance the dwelling stock that is likely to be required to match the wants and needs of a changing demographic profile over the next 15 to 20 years and beyond.

NZ Transport Agency co-investment and general transport planning

- 68 A continuing risk to the Tauriko West urban growth area going forward in the short term is the current uncertainty about NZTA's decisions on State Highway 29. This is discussed in the attached Tauriko West Update – and highlights the need for SGIC to give a clear signal in advance of the October NZTA board meeting to support the business case decision-making process. The business case includes an integrated package incorporating public transport and demand management. NZTA will be looking for a clear vision and assurance that the structure planning processes will be embedded with the principles of 'live, learn, work and play' and include a mixed development/density approach.

Funding – infrastructure costs to councils

- 69 Advice and discussion will need to follow in parallel around key decisions on funding infrastructure costs as we progress planning for the new urban growth areas.

Next steps - decision-making principles – foreshadowing officer recommendations for August SGIC

- 70 It is recommended that the SmartGrowth Implementation Committee consider and discuss the following core decision making principles in advance of its August meeting.

Agree the following set of integrated actions to enable the sub-region

- to accommodate future population, business and household growth,
- manage the future supply of, and demand for, business and residential land,
- enable timely compliance with the Government's requirements under the new proposed National Policy Statement on Urban Development Capacity,
- to show strong support for transport investment business cases going to the NZTA board for approval in October.

The following package of actions will inform the review of the Settlement Pattern going forward and be recommended to partner councils, namely

(a) Compact City project

Agree to Tauranga City Council advancing a comprehensive project in 2016/17 to deliver intensification within the current footprint of Tauranga.

Note that progress will be regularly reported back to the committee with milestones reflecting the National Policy Statement expectations and include input from partners at all stages. Principles and objectives of the Compact City approach will be transferred to the wider Western Bay where applicable.

(b) Western Corridor

Tauriko West

Agree to progressing towards plan changes and infrastructure provision for a new urban growth area in the Tauriko West area in 2016/17, subject to positive outcomes from the NZTA Board meeting in October in respect of the Tauriko Network Programme Business Case. This will ensure ongoing alignment between these projects.

Agree to prepare a structure plan and begin the RMA process (including a change to the Regional Policy Statement) for a new Urban Growth Area in Tauriko West in 2016/2017.

Keenan Road

Agree to retain the Keenan Road area (within Tauranga City) as an urban growth area and continue planning and community engagement work on possible rezoning for the remaining Keenan Road area (possibly including Merrick Road extension).

(c) Te Tumu Structure Planning

Agree to retain Te Tumu as an urban growth area and note that Tauranga City Council has resolved that structure planning in the area will be undertaken in conjunction with a Schedule 1 Resource Management Planning (RMA) process in 2016/17.

Approve the above combined set of actions being incorporated as part of the SmartGrowth Settlement Pattern Review strategy.

Community engagement and communications

Agree that further and formal community input on the above actions will be carried out through the statutory implementation processes of the individual partners. General continuing communication and community engagement on this work will also continue through the SmartGrowth Forums and other communication and consultation activities.

Agree SmartGrowth will develop and agree a consistent consultation approach amongst partners to ensure ongoing quality community engagement on urban growth planning and appropriate feedback and responses to forum position papers.

Attachment 1: Land supply and demand considerations - Option 3B Projects and Settlement Pattern discussion information

Attachment 2: Current approach to planning for growth areas

SmartGrowth Implementation Committee
Option 3B Projects and Settlement Pattern Discussion Information
Land Supply/Demand Considerations

Key Points:

1. Urban Growth Area Classification under NPS

The Tauranga Urban Area is a High Growth Urban Area in accordance with the proposed NPS on Urban Development Capacity.

- TCC dwelling update is approximately 1,000 dwellings per year.
- WBOPDC dwelling update is approximately 430 dwellings per year (year to date), as follows:
 - Waihi Beach: 42 dwellings per year;
 - Katikati: 56 dwellings per year;
 - Omokoroa: 106 dwellings per year;
 - Te Puke: 36 dwellings per year;
 - Rest of WBOPD: 221 dwellings per year.

2. Unallocated Dwellings

There are 28,700 unallocated dwellings identified in SmartGrowth's latest demand/supply assessment to 2063 for Tauranga City.

- *Notes: Assumes 17% of growth is infill/intensification within TCC's jurisdiction.*

There is sufficient capacity within the RPS urban limits for the projected number of dwellings for WBOPD.

3. Current Zoned Land Supply

There is approx. 9.5 years of land supply left within the currently zoned areas within the Tauranga City, as at 30 June 2016 (9,343 dwellings).

There is approx. 11.6 years of land supply left within the currently zoned areas within WBOPD, as at 30 June 2016 (2,773 dwellings). This is the average of all the UGA's with the specifics as follows:

- Waihi Beach: 5.1 years;
- Katikati: 16.1 years;
- Omokoroa: 10.7 years;
- Te Puke: 14.6 years.

4. **Timeframe to Zone Land**

It takes a minimum of 3-5 years to undertake detailed structure planning and the Schedule 1 RMA plan change process to be completed to provide additional development capacity. Provision of infrastructure can potentially extend this time frame by up to a further 2 years.

5. **Potential Future Growth Areas**

The largest area for future growth within TCC's jurisdiction is Te Tumu, which is a post 2021 urban growth area. At 2021 there will be 4.5 years of development capacity available within Tauranga City. There are limited other viable areas within Tauranga City which will provide for significant growth potential (i.e. topographically constrained, infrastructure investment viability, multiple owned Maori land).

The largest area for future growth within WBOPDC jurisdiction is Omokoroa (Stage 2), which is a post 2021 urban growth area. At 2021 there will be 6.6 years of development capacity available within Omokoroa. Stage 2 will provide 24 years of development capacity once zoned.

6. **Compliance with NPS Minimum Capacity Targets (PD5)**

The Tauranga City Council does not have development capacity that meets the proposed NPS on Urban Development Capacity requirement of 20% over and above projected short and medium-term demand, and 15% over and above the projected long-term demand.

The WBOPD has:

Short term (3 years – 2019)

- Sufficient capacity in all UGAs to meet the NPS requirements.

Medium term (10 years - 2026)

- Sufficient capacity for Katikati and Te Puke.
- Insufficient capacity for Waihi Beach and Omokoroa. Omokoroa has a structure plan for additional capacity but not zoned at present. To achieve the NPS, additional capacity would need to be zoned by 2023 to ensure the continual achievement of the medium term requirements.

Long term (30 years – 2046)

- Sufficient capacity for all UGAs – based on the urban limits of the RPS.

7. **Theoretical Development Potential**

There is approximately 28,500 of theoretical dwelling development potential within TCC's zoned suburbs and commercial areas, which has been in place since:

- Pre 2012: 25,900 dwelling development - CBD, Mount North, Suburban Residential infill, commercial areas.
- Post 2012: 2600 dwelling development – City Living Zone.

Despite this infill and intensification currently accounts for 17% of development. In the allocation 5% of dwellings (2,450 dwellings) are assumed to be accommodated via intensification and 12% (5,932 dwellings) via infill to 2063. These 8,382 dwellings are already assumed in calculating the 28,700 shortfall which reduces the remaining theoretical potential infill/intensification yield from 28,500 dwellings to 20,118 dwellings.

WBOPD has some potential for infill, but this is considered to be minimal in numbers because of the amount that occurred in the 1980's.

8. **Intensification Strategy (PD7)**

While TCC has significant theoretical dwelling development potential within TCC's suburbs and commercial areas it does not have an adopted intensification strategy in accordance with the proposed NPS on Urban Development Capacity.

WBOPDC does not have an adopted intensification strategy in accordance with the proposed NPS on Urban Development Capacity.

9. **Feasible Development Capacity**

The Tauranga City Council does not have development capacity within its jurisdictional area that will cater to areas of high demand that are feasibly able to be delivered (i.e. current market demand for infill/intensification is 17%, with infill opportunity decreasing each year). In this context feasible means the commercial viability of development, taking into account the likely costs, revenue and yield of developing).

10. **Opportunities for Feasible Development Capacity which meets NPS Minimum Capacity Targets**

In seeking to enable capacity that is feasible the Tauranga City Council believes that a range of growth opportunities across the sub-region which caters to current and likely potential future market demand and the SmartGrowth live, work, learn play philosophy is required. (i.e. Corridor Approach, Citywide balance (East/West), Te Puke, Katikati, Omokoroa, City (infill/intensification).

11. **Assessment Methodology (PB3)**

TCC in assessing land demand and supply does as a matter of practice have regard to:

- Cumulative effect of all zoning, objectives, policies, rules & overlays
- Actual and likely availability of infrastructure
- Physical and commercial feasibility of development
- Likelihood of opportunities for development being taken up.

Tauranga City

Considered Scenarios	Estimated Land Supply (dw/years) Total	Land Supply (dw/years) 2016 to 2023 SmartGrowth Projection: 8,067 dwellings	Projected Land Supply (dw/years) 2023 to 2028 SmartGrowth Projection: 7,143 dwellings	Assumptions/Benefit/Consequences
Scenario A: <ul style="list-style-type: none"> Status Quo - 17% Infill/ Intensification, 83% Greenfield (i.e. infill/intensification (current market uptake) and uptake of remaining Greenfield land supply. 	Existing Greenfield: 9,343 dwellings Infill and Intensification: 7,766 dwellings to 2063 Approx.: 9.5 years of land supply (from 30 June 2016 to 2026).	Existing Greenfield: 6,696 Infill and Intensification: 1,371	Existing Greenfield: 2,647 (2.5 years supply) Infill and Intensification: 1,214 Greenfield SHORTFALL: 3,282 dwellings	<ul style="list-style-type: none"> There will be no greenfield development capacity available at the end of 2025 within TCC's jurisdiction. Risk of upward pressure on house prices making them less affordable. Risk of government intervention. Risk of SmartGrowth partnership failing. Risk of Private Plan Changes being lodged reducing Council involvement in growth management. Risk of not being able to accommodate population growth. Risk of reduced economic performance. Risk of not utilising built infrastructure (i.e TEL). Benefit of increased delivery of compact city. Currently there is 12% infill and 5% intensification assumed.
Scenario B <ul style="list-style-type: none"> Higher Intensification Delivery - 30% Infill/ Intensification, 70% Greenfield 	Existing Greenfield: 9,343 dwellings Infill and Intensification: 14,792 dwellings to 2063 Approx.: 11 years of land supply (from 30 June 2016 to 2027).	Existing Greenfield: 5,647 Infill and Intensification: 2,420	Existing Greenfield: 3,696 (3.7 years supply) Infill and Intensification: 2,142 Greenfield SHORTFALL: 1,305 dwellings	<ul style="list-style-type: none"> There will be no greenfield development capacity available at the end of 2027 within TCC's jurisdiction. Risk of upward pressure on house prices making them less affordable. Risk of government intervention. Risk of SmartGrowth partnership failing. Risk of Private Plan Changes being lodged reducing Council involvement in growth management. Risk of not being able to accommodate population growth. Risk of reduced economic performance. Risk of not utilising built infrastructure (i.e TEL). Benefit of increased delivery of compact city.
Scenario C: <ul style="list-style-type: none"> Same as Scenario A + Te Tumu (15 dwellings per hectare). 	Existing Greenfield: 9,343 Te Tumu Greenfield: 3,930 dwellings Infill and Intensification: 7,766 dwellings to 2063 Approx.: 12.5 years of land supply (from 30 June 2016 to 2029).	Existing Greenfield: 6,296 Te Tumu Greenfield: 400 Infill and Intensification: 1,371	Existing Greenfield: 3,047 Te Tumu Greenfield: 2,882 Infill and Intensification: 1,214 Remaining Greenfield Supply at 2028: 648 dwellings (less than 1 year land supply remaining).	<ul style="list-style-type: none"> At 2021, there will be 7.5 years supply of greenfield development capacity available within TCC's jurisdiction. At 2028 there will be less than 1 year's supply of greenfield development capacity available within TCC's jurisdiction. Assumes Te Tumu is released in 2021 (post 2021 Urban Growth Area). Assumes a high uptake rate of 576 dwellings per year in Te Tumu in 2023-2028 period. Assumes multiple owned Maori land is enabled for development and infrastructure corridors provided to non-multiple owned Maori areas. The majority of growth in Tauranga in Eastern Corridor (i.e. no balanced market).

Scenario D: <ul style="list-style-type: none"> Same as Scenario A + Te Tumu (market analysis scenario - medium). 	Existing Greenfield: 9,343 dwellings Te Tumu Greenfield: 7,705 dwellings Infill and Intensification: 7,766 dwellings to 2063 Approx.: 15.5 years of land supply (from 30 June 2016 to 2032).	Existing Greenfield: 6,296 Te Tumu Greenfield: 400 Infill and Intensification: 1,371	Existing Greenfield: 3,047 Te Tumu Greenfield: 2,882 Infill and Intensification: 1,214 Remaining Greenfield Supply at 2028: 4,423 dwellings.	<ul style="list-style-type: none"> At 2021, there will be 10.5 years supply of greenfield development capacity available within TCC's jurisdiction. At 2028 there will be 3.5 years supply of greenfield development capacity available within TCC's jurisdiction. Assumes Te Tumu is released in 2021 Assumes a high annual uptake rate of 576 dwellings in Te Tumu in 2023-2028 period and higher densities delivered. Assumes multiple owned Maori land is enabled for development and infrastructure corridors provided to non-multiple owned Maori areas. Risk that assessed density will not be delivered in Te Tumu, resulting in additional shortfalls (refer consideration C). The majority of growth in Tauranga in Eastern Corridor (i.e. no balanced market).
Scenario E: <ul style="list-style-type: none"> Same as Scenario A + Te Tumu (market analysis scenario – medium). + Tauriko West & Keenan Road. 	Existing Greenfield: 9,343 Te Tumu Greenfield: 7,705 dwellings Tauriko West & Keenan Road: 5,000 dwellings. Infill and Intensification: 7,766 dwellings to 2063 Approx.: 20 years of land supply (from 30 June 2016 to 2036).	Existing Greenfield: 6,296 Te Tumu Greenfield: 400 Infill and Intensification: 1,371	Existing Greenfield: 3,047 Te Tumu Greenfield: 1,000 Tauriko West & Keenan Road: 1,882 Infill and Intensification: 1,214 Remaining Greenfield Supply at 2028: 9,423 dwellings.	<ul style="list-style-type: none"> At 2021, there will be 15 years supply of greenfield development capacity available within TCC's jurisdiction. At 2028 there will be 8 years supply of greenfield development capacity available within this scenario. Assumes Te Tumu, Keenan Road and Tauriko West is released in 2021. Assumes a high annual uptake rate of 576 dwellings in Te Tumu in 2023-2028 period and higher densities delivered. Assumes multiple owned Maori land is enabled for development and infrastructure corridors provided to non-multiple owned Maori areas. Assumes Western Corridor growth is split between Tauriko West and Keenan Road structure plan areas.
Scenario F <ul style="list-style-type: none"> Same as Scenario B + Te Tumu (market analysis scenario – medium). + Tauriko West & Keenan Road. 	Existing Greenfield: 9,343 dwellings Infill and Intensification: 14,792 dwellings to 2063 Approx.: 24 years of land supply (from 30 June 2016 to 2040).	Existing Greenfield: 5,647 Infill and Intensification: 2,420	Existing Greenfield: 3,696 Te Tumu Greenfield: 650 Tauriko West & Keenan Road: 654 Infill and Intensification: 2,143 Remaining Greenfield Supply at 2028: 11,401 dwelling capacity	<ul style="list-style-type: none"> At 2021, there will be 19 years supply of greenfield development capacity available within TCC's jurisdiction. At 2028 there will be 12 years supply of greenfield development capacity available within this scenario. Assumes Te Tumu, Keenan Road and Tauriko West is released in 2021. Assumes multiple owned Maori land is enabled for development and infrastructure corridors provided to non-multiple owned Maori areas. Assumes Western Corridor growth is split between Tauriko West and Keenan Road structure plan areas.

Notes:

- Assumes Te Tumu will deliver on market analysis scenario – medium. Note: Te Tumu worst case is 3,930 dwellings, and therefore if the RPS target is only achieved in Te Tumu, then there would be 13 years of land supply within the City.
- Figures have been updated to reflect dwelling consent monitoring results to 31 May 2016.
- Figures only include TCC land supply projections.
- Method on calculating pop/dwelling numbers/projections in calculating unallocated dwellings and subsequent calculation:
 - TCC used the NIDEA population projections. The dwelling projections produced by NIDEA are Households. In its report NIDEA advised that households equate to occupied dwellings. As such TCC has added 10% (unoccupancy) to the NIDEA projection to get a total dwelling projections. For the 10 Year Plan period 2015-25 the dwelling numbers were reduced because of concern raised with the people per dwelling divisor appearing quite low which increased the dwelling numbers significantly from the previous growth projections (table below shows the differences).
- Method on calculating the 1000 dwelling delivery per year
 - The delivery per year varies for each 5 yearly projection period based upon NIDEA projections.

Western Bay of Plenty District

Considered Scenarios	Estimated Dwellings 2016 Total	Land Supply (dw/years) 2016 to 2023 SmartGrowth Projection: 2,779 dwellings	Projected Land Supply (dw/years) 2023 to 2028 SmartGrowth Projection: 1,355 urban dwellings : 610 rural dwellings	Assumptions/Benefit/Consequences
Scenario A: <ul style="list-style-type: none"> Status Quo - (i.e. infill/intensification (current market uptake) and uptake of remaining Greenfield land supply (Katikati, Omokoroa (Stage 1), Te Puke and Waihi Beach). 	Existing Urban Greenfield Capacity Remaining: 2,773 dwellings Rural: 3,265 dwellings to 2063 Approx.: 11.5 years of land supply (from 30 June 2016).	Remaining Capacity in Urban Greenfield Areas: 1,552 dwellings Existing Rural: 1,227	Urban Greenfield remaining capacity: 1,221 (4.5 years supply left at 2028) Existing Rural: 2,038 Urban: shortfall of 134 dwellings Rural: 1,428 dwellings remaining	<ul style="list-style-type: none"> In 2028, Western Bay of Plenty District will have a shortfall of 134 dwellings in the existing zoned urban greenfield areas, this is a further 4.5 years supply left under the current construction figures. Rural will have a remaining capacity of 1,428 dwellings.
Scenario B: <ul style="list-style-type: none"> Same as Scenario A Omokoroa Stage 2 to be released in 2021 with approximately 3,420 dwellings 	Existing Urban Greenfield: 2,773 dwellings Rural: 3,265 dwellings to 2063	Remaining Capacity in Urban Greenfield Areas: 1,552 dwellings Omokoroa Stage 2: 3,420 dwellings Existing Rural: 1,227	Urban Greenfield remaining capacity: 4,641 dwellings (17.1 years supply left at 2028) Existing Rural: 2,038 Urban: 3,286 dwellings remaining Rural: 1,428 dwellings remaining	<ul style="list-style-type: none"> Omokoroa (Stage 2) will be released in 2021 with approximately 3,420 dwellings. The remaining capacity at 2028 will then be 4,641 with 17.1 years of greenfield development left.

Key points for Western Bay of Plenty District:

Short term (3 years – 2019)

- Sufficient capacity in all UGAs to meet the NPS requirements.

Medium term (10 years - 2026)

- Sufficient capacity for Katikati and Te Puke.
- Insufficient capacity for Waihi Beach and Omokoroa. Omokoroa has a structure plan for additional capacity but not zoned for at present. To achieve the NPS, additional capacity would need to be zoned by 2023 to ensure the continual achievement of the short term requirements.

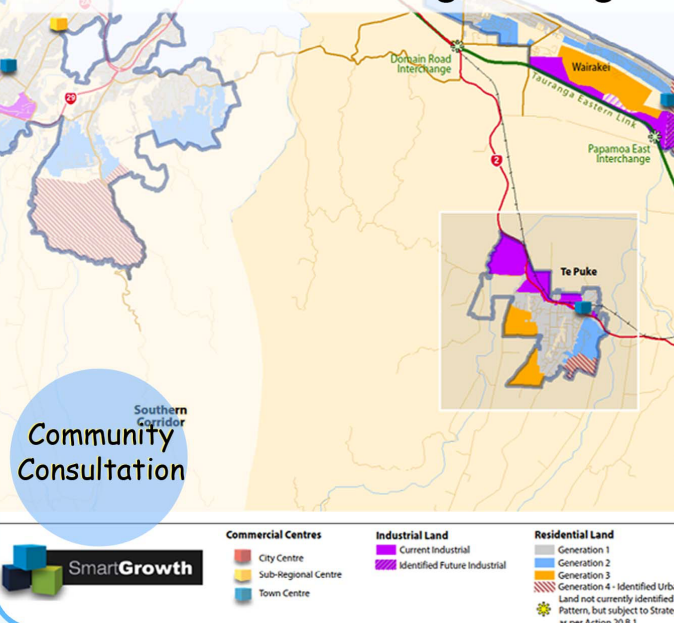
Long term (30 years – 2046)

- Sufficient capacity for all UGAs – based on the urban limits of the RPS.

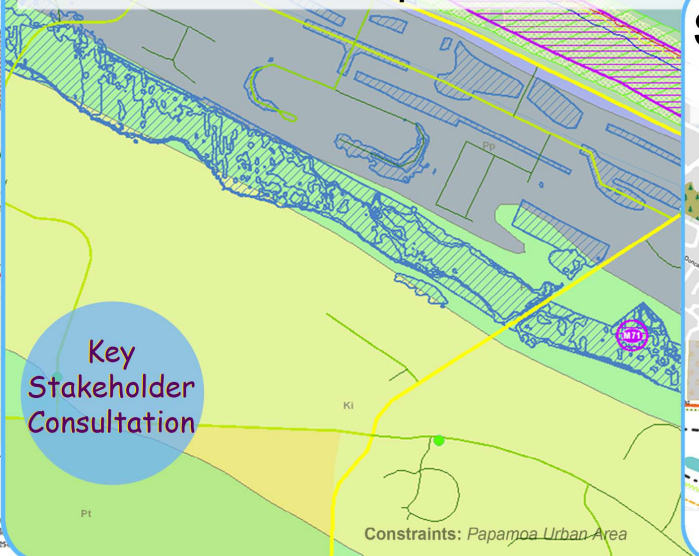
Notes:

- That for the short and medium term the supply is interpreted as land being zoned and serviced/ able to be readily serviced. It does not mean individual sections available to the market.
- Long term supply is interpreted as locations for growth areas have been selected along with timing and sequencing of expected development.
- Capacity margins are required by the NPS and factored in as follows: short and medium term is 20%; long term is 15%.

STEP 1: Where will growth go?



STEP 2: Is development viable?



STEP 3: How will the area be developed?



STEP 4: Development starts.



STEP 5: Community moves in.



Growth Planning Process

Placemaking Process

STEP 1 (Subregional)	Determine Settlement Pattern		Key considerations	Direction	Anticipated outcomes	Example
	Identify the areas of the subregion where growth could be accommodated in the future and the rationale for this.	←	How do we want our city to grow? What is important to our community?	SmartGrowth process and strategy.	Identification of desired outcomes and principles that guide building of communities.	A well-designed network of public green spaces is an important feature of a liveable community.
STEP 2 (Corridor and Urban Growth Area)	Undertake Strategic Planning Assessment	←	Given location, what is important to ensure community is active, vibrant, connected, caring, healthy and safe?	SmartGrowth process and strategy. Council and central government strategies and levels of service.	High level identification of social infrastructure required for this community.	The open space network will be flexible and provide a safe, connected environment.
STEP 3 (Urban Growth Area)	Develop Master/Structure Plan and Plan Change (RMA)	←	What specific social infrastructure is required? Where is the best place for this? How do we enable non-Council providers to locate in this area?	Council and central government strategies and levels of service. City Plan zones.	Landuse pattern in place that reflects liveable community principles. Infrastructure included in budget processes.	The amount of open space required is 1.7 hectares for every 1000 people.
STEP 4 (Local Area)	Commence Development of Area	←	Is the provision of social infrastructure timely for the growth and community needs?	Council Long Term Plan. Central government budget process.	Infrastructure provision and landuse pattern supports community to be active, vibrant, connected, caring, healthy and safe.	Reserves are located within a 5-10 minutes walk from where most people live.
STEP 5 (Local Area)	Local Community Starts to Form	←	What are the specific needs of our local community?	Council Long Term Plan. Central government budget process. Community and Reserve plans.	Community to determine their specific needs, opportunity to utilise infrastructure already provided to achieve this.	Reserves are well utilised by the local community.

Memorandum



To: SmartGrowth Implementation Committee

From: Andrew Mead, Team Leader: Infrastructure Planning, TCC

Subject: **TAURIKO WEST UPDATE**

Date: 13 July 2016

Background

Reports for the Western Corridor (including Tauriko West) and Keenan Road 3B studies were discussed by SGIC in May 2016. The Committee expressed a view that insufficient information about the development feasibility of the Tauriko West catchment had been provided compared to that provided for the Keenan Road catchment. Such information is required to enable informed decision-making in August 2016. Accordingly, the Committee requested further information for Tauriko West in respect of transportation costs and development feasibility.

The Committee was also interested in the Hopping family's position on urbanisation as the other major landowner in the catchment. Progress to date on this further work is summarised below.

Preliminary structure plan

Over the last few years, planning and engineering firm, Harrison Grierson has developed a preliminary structure plan for the development of the 268 hectare Tauriko West catchment on behalf of the existing major landowner (Mr Clarkson) and a developer with a potential interest in the land (Tauriko West Limited). A simplified version of the preliminary structure plan and supporting documentation is included as **Attachment A**.

Harrison Grierson were also asked to provide a letter outlining the extent of investigations they had undertaken for the Tauriko West area (**Attachment B**). This may provide further comfort that the urbanisation potential of Tauriko West has been thoroughly considered.

The preliminary structure plan has been developed based on the following principles:

1. Work with the natural landform
2. Protect the amenity natural value of the Wairoa River
3. Create a network of Green Ribbons on the escarpments
4. Protect the outstanding knolls/ridges visible from the river
5. Support the strategic transport objectives of the wider area
6. Provide a range of residential developments, each with unique character.

Key features of the structure plan include:

- Yield assessment in the range of 2,400 to 3,000 lots

- A yield of at least 2,800 dwellings is to be targeted to achieve a net density of 15 dwellings per hectare based on the “net developable area” definition used by the SmartGrowth Partners.
- In Tauriko West the net developable area is approximately 180 hectares, or 67% of the total area – work is underway to estimate this more accurately
- Focused on residential development of various types and densities
- Provision of a local commercial/retail centre
- No provision for industrial development
- The existing Tauriko primary school
- Extensive network of reserves, including pedestrian and cycle links
- Esplanade reserve along the full length of the Wairoa River within the catchment including additional reserve width at key locations.

It should be noted that the structure plan is preliminary and has been developed on behalf of the landowners Harrison Grierson works for with limited input from:

- Other landowners within/adjacent to the catchment
- SmartGrowth Partner organisations
- NZTA
- Tangata Whenua
- Other stakeholders.

If the area proceeds to the formal structure planning stage a robust and inclusive process will be followed to agree a final structure plan.

The Structure Plan would need to be embedded within the wider vision for the city and sub-region, including place making principles i.e. 'live, learn, work, play". In addition, the structure plan, its principles and triggers would need to be integrated with the wider transport activities within the recommended programme emerging from the Tauriko Network Programme Business Case.

The preliminary structure plan covers the full catchment, including land not owned by Mr Clarkson or Tauriko West Limited. The Hopping family is the largest of the other landowners. TCC staff have sought their view on urbanisation through their representative but have not been provided with a response at this point in time. It is understood that the Hopping family is in discussion on these matters with the other landowners and their formal position may be known soon.

Transportation costs

There are a range of uncertainties associated with the future form, location, intersections, cost, funding sources and timing for the upgrade of SH29 through Tauriko. These matters are currently being investigated through the Tauriko Network Programme Business Case. The NZTA Board is considering this Programme Business Case in October, and will also be asked to support managed and planned urban growth in the Tauriko area which is consistent with the letter tabled by NZTA at the May SGIC meeting (**Attachment C**).

The current uncertainty makes it somewhat difficult to assess transportation costs associated with development of the Tauriko West catchment. To deal with these uncertainties the following assumptions have been made which are broadly consistent with likely outcomes if the long-term SH29 alignment remains substantially unchanged from its current alignment through Tauriko.

- Assumption 1: At least one direct access is required between the Tauriko West and the Tauriko Business Estate that does not require local traffic to interface with traffic on the SH29 national strategic freight route
- Assumption 2: An interim access onto SH29 to enable development of the catchment to commence is possible if a final access solution is not available when development of the catchment commences (refer **Attachment D** for NZTA position on this matter).

Two different network solutions based on the above assumptions were considered to account for the present uncertainty following preliminary discussions between landowner, TCC and NZTA representatives. There are other access permutations to be explored in detail as the Tauriko Network Programme Business Case and future structure planning projects develop further, but the two presented here are considered sufficient to enable development feasibility to be assessed.

The first network option considered is consistent with the preliminary structure plan. The key features of this option are:

- Cambridge Road / SH29 intersection is closed or modified to left in/out
- Cambridge Rd is instead extended through Tauriko West as the main arterial / collector road (named “central boulevard” on the structure plan). This road extends to Belk Road / Redwood Lane
- A grade separated interchange is built on SH29 in the vicinity of Belk Road / Redwood Lane at the end of the Cambridge Road extension
- Kennedy Road is extended from Tauriko Business Estate, under SH29 to connect with the extension of Cambridge Road via a cutting (not a tunnel) – similar in concept to the Cambridge Road overpass of Route J.
- Both the Belk Road interchange and the Kennedy Road underpass would enable local traffic to travel between Tauriko West and the Tauriko Business Estate / The Lakes etc without interfacing with traffic on SH29 (including pedestrians and cyclists).

The key features of the second network solution are:

- The Cambridge Road / SH29 intersection is redeveloped into a grade separated interchange or over/underpass directly into the Tauriko Business Estate with connection to Tauriko West
- A main collector road is constructed through the growth area from the Cambridge Road interchange to the vicinity of Belk Road / Redwood Lane
- A grade separated interchange is built on SH29 in the vicinity of Belk Road / Redwood Lane at the end of this collector road
- The Kennedy Road underpass is not required because both the Belk Road interchange and the Cambridge Road interchange (or over/underpass) would enable local traffic to travel between Tauriko West and the Tauriko Business Estate / The Lakes etc without interfacing with traffic on SH29 (including pedestrians and cyclists).

Preliminary costings and cost allocations for the two scenarios follow. They are substantively aligned with the equivalent cost estimates emerging through the Tauriko Network Programme Business Case. The cost allocations amongst potential parties are not endorsed by NZTA, TCC or landowners and require further assessment in the future, particularly in regard to NZTA funding principles and funding policies. Cost responsibilities for each situation will be negotiated on a case by case basis, firstly using NZTA’s key investment principles including “beneficiary pays”, and then more specifically the NZTA policy “Cost Responsibilities for Local Road connections with State Highways”.

Scenario One: SH29/Belk Rd grade separated interchange and Kennedy Road underpass – but no Cambridge Rd/SH29 interchange

Item	Cost	Basis of costing	Indicative development cost	Indicative NZTA/TCC cost	Comments
Internal collector/arterial	\$29m	HG assessment using TCC unit rates + land + earthworks	\$22m	\$7m	Required for development of Tauriko West Significant benefit to wider traffic network as allows Cambridge Rd/SH29 intersection to be closed or modified to left in/out rather than requiring significant investment to resolve existing problems If traffic volumes are high it may create physical severance within the community and result in poor urban design outcomes (eg difficulty for pedestrians to cross, lower amenity adjacent to the road).
Cambridge Rd/SH29 intersection	n/a	n/a	n/a	n/a	Not required under this scenario (except perhaps left in/out). Replaced by internal arterial and Kennedy Rd underpass.
Kennedy Rd underpass	\$21m	HG assessment using TCC unit rates + land + earthworks	\$16m	\$5m	Primary benefit to developer. Secondary benefit to wider traffic network as distributes traffic that would have previously used SH29/Cambridge Rd intersection. Also minimises additional traffic volumes on SH29 from Tauriko West development.
Belk Rd/SH29 intersection	\$20m	Preliminary sum	\$5m	\$15m	Partly SH partly development related. \$6m already being collected from TBE for these works meaning over 50% would be funded through development contributions. Further potential funding from future TBE extension and other future growth areas
Additional pedestrian/cycle overbridge	\$2m	Preliminary sum	\$2m	\$0	Provides for northern connection in vicinity of Cambridge Rd / Whiore Place
Interim access to SH29	\$3.5m	HG assessment using TCC unit rates + land + earthworks	\$3.5m	\$0	Benefit wholly to developer
TOTAL	\$75.5m		\$48.5m	\$27m	

Scenario Two: SH29/Cambridge Rd and SH29/Belk Rd grade separated interchanges – but no Kennedy Road underpass

Item	Cost	Basis of costing	Development cost	NZTA/TCC cost	Comments
Internal collector/arterial	\$29m	HG assessment using TCC unit rates + land + earthworks	\$29m	\$0m	Required for development of Tauriko West.
Cambridge Rd/SH29 intersection	\$20m	Preliminary sum	\$3m	\$17m	Existing operation problems at this intersection suggest that cost of resolving may be largely unrelated to development of Tauriko West. Although the TNL may resolve these issues to some extent. Some cost allocation to Tauriko West on the basis that local traffic would directly connect to the intersection. Potential opportunity to reallocate cost of interim access (\$3.5m) to final Cambridge/SH29 solution depending on timing of development commencing vs timing of SH29 improvements.
Kennedy Rd underpass	n/a	n/a	n/a	n/a	Not required because of grade separation at Belk and Cambridge intersections allowing movement into Tauriko Business Estate without interfacing with vehicles on SH29.
Belk Rd/SH29 intersection	\$20m	Preliminary sum	\$5m	\$15m	Partly SH partly development related. \$6m already being collected from TBE for these works meaning over 50% would be funded through development contributions. Further potential funding from future TBE extension and other future growth areas
Additional pedestrian/cycle overbridge	n/a	n/a	n/a	n/a	n/a
Interim access to SH29	\$3.5m	HG assessment using TCC unit rates + land + earthworks	\$3.5m	\$0	Benefit wholly to developer
TOTAL	\$72.5		\$40.5m	\$32m	

Scenario One with the higher development cost has been adopted in the feasibility assessment as the development cost. In this scenario the Tauriko West development share of these costs was provisionally estimated at \$48.5m.

It should be reiterated that on behalf of all parties this assessment of network options, costs and cost allocation is without prejudice to any future discussions or negotiations on these matters and is solely for the purpose of enabling the assessment of development feasibility for the Tauriko West area. Notwithstanding this, NZTA, SmartGrowth Partner staff and landowner representatives have all contributed to this memo.

It should also be noted that in addition to the cost estimates above, allowance is made for a further \$55m of local road costs within the development feasibility assessment in the civil works item. Therefore \$100m total in transportation costs for the development of the catchment has been allowed.

It should also be noted as a worst case that in the unlikely event that the full cost of the transportation infrastructure identified above had to be funded through the development of the Tauriko West catchment it would add approximately \$20m to total development costs¹. To fund this, section prices would have to rise approximately \$10,000 on average. As discussed in the next section, it is unlikely that this would make development of the catchment change from being commercially viable to commercially unviable.

Development feasibility

An assessment of development feasibility has been undertaken for the proposed Tauriko West urban growth area. It has been undertaken in a manner consistent with the equivalent assessment for Keenan Road. It is based on the preliminary structure plan.

All of the line items for Keenan Road feasibility assessment are applicable to Tauriko West without adjustment except for yield, land purchase, civil works, earthworks and development contributions. The cost of power/telecom connections was also adjusted from \$3,000/lot to \$5,000/lot as the Kennan Rd allowance is on the low side.

Harrison Grierson undertook an assessment of the above variables in consultation with the landowners they represent from the catchment and SmartGrowth Partner staff. The outcomes are as follows:

Item	Adopted assumption	Comments
Yield	2,400 to 2,800 lots	Yield will significantly depend on how topographical and cultural constraints are addressed, especially the form of development close to the Wairoa River. 2,800 lots would be roughly 15 lots/ha based on initial calculations. The 2,400 lot scenario is included as a worst case scenario but not supported by SmartGrowth partner staff.
Land purchase	\$300,000 / hectare Equates to \$26,000- \$31,000 / lot depending on yield	Based on information from current landowners based on recent acquisitions and discussions. This amount is greater than the land purchase allowance utilised in the recent Te Tumu development feasibility assessment based on the Hickson Block agreement. It is greater than the amount utilised for the less desirable developable land in the Keenan Rd area (pasture land, potentially developable gullies and lower Dunstan kiwifruit orchards). It is less than the allowance used for the kiwifruit blocks on the Keenan

¹ Based on Scenario One, excluding \$6m of funding for the Belk Rd/SH29 intersection already committed from development contributions in the Tauriko Business Estate.

		Road plateaus but there are very few kiwifruit blocks in the Tauriko West catchment.
Civil works / earthworks (combined)	\$30,000 - \$33,000 / lot depending on yield	<p>Includes subdivision roads, water supply, wastewater and stormwater as well as bulk earthworks.</p> <p>Significant bulk earthworks also contained in development contributions item relating to main internal roads reducing civil works estimates.</p> <p>Civil works cost assumptions very similar to Keenan and Te Tumu feasibility exercises.</p> <p>Earthworks can be managed on-site through balancing cut and fill. This significantly reduces costs associated with importing/exporting fill which is a significant issue in Keenan Rd. Hence earthworks costs are significantly lower than in the Keenan Rd area.</p> <p>Detailed earthworks modelling has been undertaken by Harrison Grierson on behalf of landowners providing comfort to the robustness on the earthworks costings.</p>
Development contributions	\$29,000 - \$33,000 / lot depending on yield	<p>Includes the followings projects:</p> <ul style="list-style-type: none"> • Transportation projects as addressed earlier • External and internal water supply trunk mains • External and internal wastewater gravity mains and rising mains as well as pump stations • Including provision for a new external pump station and rising main to enable wastewater to be reticulated to the beginning of the southern pipeline at Maleme St • Standard development contribution charge for the southern pipeline project • Stormwater ponds and associated reticulation network for roads and development stormwater <p>Preliminary cost allocations have been assessed by SmartGrowth Partner staff and are considered reasonable. Aside from transportation, costs are expected to be borne in full by the growth area or shared with other proposed growth areas (eg Keenan Rd).</p> <p>Neighbourhood reserves are assumed to be vested at no cost in a developed state. The cost of this has been allowed elsewhere in the feasibility assessment.</p> <p>Items funded by citywide development contributions are excluded from the development contributions item as this cost does not fall on the land developer. This includes costs associated with treatment plants, reservoirs and sportsfields for instance.</p> <p>The inclusion of development contributions as a line item is for the purpose of ensuring bulk/trunk/external infrastructure costs are appropriately incorporated in the feasibility assessment. These costs may not be funded through development contributions and may instead be directly funded by developers as is TCC's preference.</p>

The summary output table from the feasibility assessment is included as **Attachment E**. It indicates that urban development of the catchment is commercially feasible with average section prices in the low \$200,000's. The definition of commercial feasibility is a gross margin of at least 20%. The outcome indicates that development is anticipated to be commercially feasible at a lower section price point than Keenan Road but higher than in Te Tumu.

This does not mean that section prices will be lower compared to Keenan Road or higher compared to Te Tumu, as prices will be set by the market.

The average section price required for development to be viable in the Tauriko West area would be significantly lower than the current average section price for the latest releases in The Lakes which is in the high \$200,000's.

The feasibility analysis allows for a 10% project contingency in addition to a further 20% contingency on the civil works and development contribution line items. Overall the contingency allowance across the whole feasibility assessment is approximately 20%.

It should be noted that with relatively modest increases in section prices the catchment would be able to sustain significant increases in total development costs. For instance an increase of approximately \$10m in development cost for the full catchment would require the average section price to increase by approximately \$5,000².

Project value

Overall the development of the Tauriko West catchment is estimated to have a project value in excess of \$1.5 billion based on an average house and land package of \$550,000 and a yield of 15 dwellings / hectare (2,800 dwellings). This may be significantly higher if other factors such as economic multipliers were also included in this analysis.

Conclusion

The outcome of the additional work requested by SGIC supports the staff recommendation in the Western Corridor Strategic Study report to progress urbanisation of the Tauriko West catchment, including the recommendation that Tauriko West is the preferred option for formal structure planning as the next urban growth area in the Western Corridor commencing as soon as 2017.

Decisions on Tauriko West can be made in August in advance of the October NZTA Board meeting however it would be prudent that decisions are drafted in a manner that they are "subject to" positive outcomes from the Board meeting in respect of the Tauriko Network Programme Business Case to ensure ongoing alignment between these projects. Likewise, the NZTA Board would look for evidence of conditional SmartGrowth support of the recommended programme (subject to public consultation). This will be sought from the August SGIC meeting as part of the Western Corridor Strategic Study recommendations. Assuming planning for Tauriko West continues there will be an ongoing need for a partnership approach to decision making which, in this case means NZTA, SmartGrowth and other governance decisions proceeding in step with each other as we continue towards delivery.

Recommendations

That the contents of this report are noted by SGIC.

² \$5,000 x 2800 lots = \$14m. Less GST and 20% gross margin = \$10m approx.

Urban Design Summary TAURIKO STRUCTURE PLAN



SAM COLES – SENIOR URBAN DESIGNER

HG PROJECT NO : 1520-134057-01

DATE: 5 April 2016

BACKGROUND:

The Structure Plan has been comprehensively updated with the current brief, which is to create a primarily residential development that takes into account the contemporary context of the site and locality, including transportation, Tauriko business park development, land ownership, iwi values, and high level engineering input.

Physical elements or constraints such as flooding, infrastructure provision and landscape sensitivity have not been assessed at this stage.

Inputs to this have process include the conceptual layout and marked-up plan provided by you, and the CAD files provided by your engineering team. In particular, I incorporated the strategic roading layout that includes a deviation of Cambridge Road (eastern arm) and the provision of an underpass to the Tauriko Business Park, underneath SH29. I also reviewed the previous structure plan (2015, by Matt Prasad), which differed significantly in its brief in that it included large areas of industrial land.

DESIGN PRINCIPLES:

Foremost in this process is the creation of some clear design principles, to guide the development of the Structure Plan and influence the form of all spatial elements shown on the plan.

Strong principles are essential in developing a coherent logic for the layout, as well as forming a defensible position and providing parameters for negotiation with other stakeholders.

The design principles embodied in this 2016 Structure Plan are as follows:

1. Work with the natural landform.

The natural landform in this area comprises river terraces, steep escarpments and high knolls with little plateaus atop them. It has a pleasant and recognisable character that is related to the river. Rather than being considered as a constraint, this landform can provide a unique identity to the future neighbourhoods.

This In the previous version of the Structure Plan, this version differs in that it does not seek to undertake vast volumes of earthworks.

Earthworks, even of a very significant scale, are not generally a problem on their own but a 'scorched earth' approach to modification of natural landform needs to be considered very carefully in relation to development costs and timing. It is likely to be expensive and difficult to obtain stakeholder support (especially that of iwi).

2. Protect the amenity natural value of the Wairoa River

The River is a primary place-defining element in the locality and needs to be recognised in the Structure Plan. It can provide a positive recreational and visual amenity for nearby residential development. However it is a sensitive environment and could risk degradation by intensive development.

Roads could extend up to the river (perhaps incorporating a stormwater pond/park) to provide better public access and awareness of this significant landscape feature.

This principle would be supported by the first principle, which is to respect natural landform (much of which was possibly created by the river's flow over time, and thus reflects the character of the environment).

3. Create a network of Green Ribbons on the escarpments.

Gradients steeper than 1:6 are generally unsuitable for roading and residential development. They can be set aside as reserves which would likely be vested with Council. Generally these areas form a near-continuous network of greenspace that divides the landholding into several discreet parcels.

The green network could provide an ecological corridor and a visual amenity feature, but can also provide recreational opportunities including walking tracks and cycle/bridle trails.

It may also include some housing, of a particular style that would be visually-integrated and sensitively-designed (for example timber-clad 'eco homes').

4. Protect the outstanding knolls/ridgelines visible from the River.

This recognises the iwi value of the river. Two areas have been set aside from development, and these have been analysed as highly prominent when seen from canoes travelling upstream. They are steep areas and probably not too useful for development anyway, but their commanding view of the river would make a nice location for a naturalised park-like setting/outlook spot.

5. Support the strategic transportation objectives the wider area.

The proposed strategic road layout provided as an input to this exercise has been supported and incorporated. This includes an underpass below SH29 to connect with the Tauriko Business park and shopping centre. A new arterial road can be utilised to relocate the intersection of Cambridge Rd (eastern arm) with SH29, which is a fundamentally dangerous intersection at present.

6. Provide a range of residential developments, each with a unique character.

It is important to provide a range of residential lot sizes to improve development marketability and housing choice, including affordability. Site sizes should respond to their context, such as proximity to amenity (local shops, services, public transport and parks), or favourable/constrained topography, or sensitive environments (such as the river edge or land immediately adjacent to the highway).

DESIGN OUTCOMES:

The Structure Plan's design is based on the Design Principals above, as well as contemporary urban design 'best-practise' techniques such as creating logical urban blocks and road layouts, good site orientation and flexibility where appropriate. Most elements on the Structure Plan are shown in an indicative manner, but they have been informed by a detailed 3d model which considered block depth, road widths, site gradients, aerial imagery and other technical aspects.

Underpinning the spatial elements on the plan are several important "character areas." These will ultimately create a point of difference in this community. They are also designed to offer some advantages in terms of development phasing, marketing and servicing.

Character Area 1: "The Riverfront"

This area is a higher amenity area that must respond to the context of the river through landscape and built form that supports the character of the riparian environment. The environment is emphasised by an organic pattern of roads with cul-de-sacs which respond to the opportunities and constraints of the natural landform.

Large pockets of native planting will break up development along this stretch of river front to provide increased access to nature and a less dominant urban form when viewed from the river. Views to the river will be available to many of the Riverfront properties, and a spacious environment should be encouraged so that other dwellings in the vicinity can observe a presence of the river through the buildings and vegetation.

Character Area 2: "The Local Centre"

At the intersection of the two boulevard roads are located a neighbourhood shopping and commercial centre. This location would be a natural focal point for the community and is therefore well positioned to provide for business and community activities.

The neighbourhood shops may comprise 6 to 10 retail shops/food outlets, plus some daily services such as a G.P. office, childcare centre, gym, etc. The idea is that these shops form the focal point for the daily needs of the community; needs which are not typically serviced in a large shopping-mall style environment. There is also potential for mixed-use commercial offices and residential apartments/terraces to be located at the Cross Roads. A new school, if required, would suitably locate in this area.

Character Area 3: "Tauriko Avenues"

The residential neighbourhood surrounding the Local Centre is designed to be more walkable and urbanised. Whereas other neighbourhoods are unable to front the Central Boulevard, Tauriko Avenues is designed to access onto it, and focus toward the neighbourhood shops.

The road layout is a rectilinear grid, which has a high degree of connectivity. This would be a logical place for comprehensive/multi-unit development, which would be beneficial in supporting local vitality.

Character Area 4: The "Micro-Neighbourhoods"

Several discreet neighbourhoods are located in pockets of land formed by edges that include the natural escarpments and the Central Boulevard.

Using these features as opportunities (rather than viewing them as constraints) a series of "micro-neighbourhoods" is achieved.

Each micro-neighbourhood provides homes for between 200 and 300 families. A wide variation of residential lot sizes and housing styles could be provided within and between the neighbourhoods and there is the possibility that each neighbourhood may have a unique landscape or architectural theme.

Small park or playgrounds near the entrance to the micro neighbourhoods serve as focal points and will enhance community togetherness.

Access to each micro-neighbourhood is by way of a centralised entrance boulevard. These provide an attractive, highly-legible and unique gateway and enable the majority of the Central Boulevard to maintain a convenient traffic flow free of driveways. Local streets in the Micro Neighbourhoods are intended to be slow-speed and would be safe for cyclists. Smaller lanes and walkways would improve pedestrian and vehicle connectivity between neighbourhoods.

THE GREEN NETWORK:

Reserves comprise a significant land area of the site (over 30 hectares).

By avoiding intensive development on steep land, a near-continuous system of native bush, parks, open space and stormwater reserves is established. This has benefits in terms of reduction of earthworks, and supports the 'sense of enclosure' that is offered by the river terraces and escarpments, most of which would be planted in native bush.

Stormwater ponds can also be considered part of the Green Network and are located on lower land (the western pond already exists). As urban development proceeds, these ponds could be enhanced with amenity planting and adjacent open space, suitable for active or passive recreation.

THE MOVEMENT NETWORK:

All transport elements have been integrated with the residential development such that if the transport conditions were to change (for example, access restrictions or traffic volumes being altered) this may present a fundamental shift in the design response of adjacent land.

A clear hierarchy of movement is demonstrated on the Structure Plan:

The Central Boulevard is the main feature and is shown at 30m wide. It is likely a restricted or limited-access route (meaning no or few driveway crossings are permitted) and caters to through-traffic. However, the presence of additional land on either side for tree planting, along with cycle lanes and shared paths is able to give the road a higher level of amenity for people. In this concept, it could be described as a 'parkway,' appearing as a ribbon of green meandering through the natural landform (the particular alignment was chosen because it represents the highest user legibility and overall attractiveness). Public transport could also be provided for if sufficed demand existed.

The nature of the land adjacent to Central Boulevard would vary depending on the adjacent development character. Near the Cross Roads and Avenues Character Areas, it takes on a classic urban/suburban appearance, with frequent local road connections and large proportion of houses or shops fronting the road. While driveway restrictions may be required, the Boulevard would benefit from increased public activity to enhance the vitality of the local shops and streets. Car parking between the road and adjacent shops is discouraged, as this changes the design outcome from that of a traditional mainstreet, to that of a less-desirable "strip mall."

Local Roads and Lanes are shown at an indicative width of 16m and are intended to be low-speed, since they only service the local area and are designed not to encourage a lot of through-traffic.

Lanes, which could be as small as 10m in width, would be provided where topography is steep and low anticipated traffic volumes are low. Lanes could be used to connect the micro-neighbourhoods through a convenient 'back door / shortcut' or service any residential lots that are difficult to reach by regular roads.

Key Pedestrian and Cycle Routes form an important part of this overall development. Neighbourhoods need to achieve a reasonable level of connectivity despite landform and strategic road network barriers. Pedestrian and Cycle Routes can greatly assist day-to-day social connectivity, and provide better access to amenities such as parks, the neighbourhood Centre, school and the River. Key routes should connect with primary pedestrian and cycle facilities located in open spaces and on the Central Boulevard.

TAURIKO STRUCTURE PLAN

YIELD FIGURES

5-Apr-16

This tables relates to the following Plan: \\taurangaI\Jobs\1520\134057_a\UD\Site Plans\136962-Structure Plan concept-v5.pdf

Developable Area and Yield

Type	Average Lot Size	Area (m ²)	% of Total	Gross Yield	Contingency for Corners and Curves	Yield Minus contingency
Standard Suburban	450	835269	31%	1856	10%	1,671
Compact Residential	350	121988	5%	349	10%	314
Comprehensive Development	250	60999	2%	244	10%	220
Riverfront Precinct	600	213232	8%	355	10%	320
Lower Density Residential	1000	12678	0%	13	10%	11
Local Parks		17672	1%			
Roads (within TCC definition "Nett Developable Area")		547029	20%			
TOTAL DEVELOPABLE AREA		1808867	67%	2817		2535
Net Yield (Dwellings per Hectare, Includes local parks and Roads in Developable Area)				15.6		14.0

1808867

Non-Developable Area (Areas not within "Nett Developable Area" definition)

	Area (m ²)	% of Total
Non Residential Land:		
Escarpment Planting	439297	16%
Reserve	238933	9%
Stormwater Ponds	56628	2%
School	21737	1%
Local Centre	18584	1%
Roads (Outside TCC definition "Nett Developable Area") ie Collector Road where no access or single side access)	102238	4%
TOTAL NON-DEVELOPABLE AREA	877417	33%
Total Structure Plan Area	2686284	100%

PRELIMINARY STRUCTURE PLAN



- Developable Area**
(Variety of Densities, also will include Small Neighbourhood Centre 1-2ha in size, Location TBC)
- Undevelopable Area**
- Stormwater Pond**
- School**
- Central Boulevard: Collector Road**
- Indicative Local Road**
- Highway Buffer Strip (No Direct Property Access)**

TAURIKO, TAURANGA

TAURIKO WEST LIMITED

Project: 9820-139692-01

Date: 11 July 2016

Status: Preliminary - For Discussion

Scale: 1:10,000 at A3



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**HARRISON
GRIERSON**

File Path: \\tauranga1\jobs\1520\134057_a\LD\Site Plans\139692-Structure Plan -v5.ai

Attachment B: Summary of Work Undertaken for Tauriko West by Harrison Grierson

**HARRISON
GRIERSON**

10 July 2016

Tauranga City Council
Private Bag 12022
TAURANGA 3143

Attention: Andrew Mead
andrew.mead@tauranga.govt.nz



Dear Andrew

TAURIKO WEST
HG REF: 1520-134057-01

We are responding to your request for a summary of work that we have undertaken at Tauriko West on behalf of the major landowner, Mr Bob Clarkson.

We commenced working for Mr Clarkson in late 2012, some three and a half years ago. The work that we have undertaken on his behalf has included:

- Presentations to the SmartGrowth Implementation Committee on a number of occasions to promote the suitability of the Tauriko West land for urban zoning (for reasons including its quality place-making potential; majority of land in one ownership; northerly aspect; desirable views; infrastructure and development feasibility).
- Submission on the Housing Accords and Special Housing Areas Bill
- Submission on the draft SmartGrowth Strategy.
- Preparation of an earthworks model (including cut/fill plans, finished contour plan, cross-sections and long sections) for the Clarkson land at Tauriko West
- Preparation of a collector road plan and long section (and associated earthworks plans), including the section proposed on the Hopping land to show how a collector road can practically connect to Cambridge Road and enable traffic connectivity without accessing the State highway.
- Preparation of a land use concept plan demonstrating a variety of lot sizes and potential housing typologies (including apartment, terraced, duplex and traditional housing types) which achieve medium to high residential densities overall.
- Liaison with TCC and NZTA staff regarding potential State Highway 29 solutions at Tauriko and Belk Road and to demonstrate the ability to reduce side friction on the state highway corridor by closing several existing vehicle entrances.
- Design of two options for a possible interim access in vicinity of Tauriko village (firstly a roundabout and then, following NZTA traffic modelling and feedback, a "seagull"-type intersection).

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W harrisongrierson.com

- Development of a proposed "retained housing affordability" mechanism (at the time, in May 2014, when Mr Clarkson was proposing the subject land for Special Housing Area status – a proposal which TCC did not select in the end).
- Yield analysis.
- Development of off-site water and wastewater infrastructure proposals, including preliminary costings, and discussion with relevant TCC staff in this regard to ensure compatibility with TCC's wider network plans.
- Preparation of development cost estimates.
- Revisions of the earthworks model, concept plan, yield estimates and development costs estimates to include a significant part of the adjacent Hopping land (at TCC request so that the potential of the whole Tauriko West urban growth area could be assessed).
- Compile information pack and assist with site visits for Tauranga City Council and SmartGrowth in June 2015.

From the beginning of 2016, in addition to assisting Mr Clarkson, we have also assisted Tauriko West Limited (a potential purchaser) with due diligence work to refine the existing concepts. This work has included:

- Amendments to concept water and wastewater networks for Tauriko West (internal and wider area).
- Updates to earthworks model, concept plan and yield estimates.
- Liaison with TCC and NZTA staff regarding inputs required to assist the Western Corridor study and regarding road access issues and potential solutions.
- Meeting with representatives of the Hopping family and their advisors on 25 May 2016 to discuss the Western Corridor study and the proposed concept plan.
- Develop costing spreadsheet and draft development contribution schedule for Tauriko West.

We hope that the above summary is sufficient to indicate the considerable work that we have undertaken to date on behalf of the major landowner.

Please do not hesitate to contact us if you wish to discuss anything further.

Yours sincerely



Andrew Collins
General Manager Planning / Director

NA1520134057_01500 DeMatter to TCC dated 10 July 2016.docx

Attachment C: NZTA letter to May SGIC meeting



12 May 2016

Bill Wasley
Independent Chairman
SmartGrowth Implementation Committee
PO Box 13 231
Tauranga 3141
New Zealand

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32 Harrington Street
PO Box 13-055
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Dear Bill

SmartGrowth Implementation Committee – Settlement Pattern Review & the Western Corridor Strategic Study

Further to our recent conversations this letter is to re-affirm the Transport Agency's commitment to the work being undertaken by the SmartGrowth partners in regard to the Settlement Pattern Review.

The SmartGrowth Implementation Group will meet on 18 May 2016 to consider work associated with the Settlement Pattern Review and specifically the early findings of the Western Corridor Strategic Study. As you know the Transport Agency has been actively involved in this project as it has developed. We would like to acknowledge the collaborative approach adopted by the SmartGrowth partners and the considerable analysis that has been undertaken to reach this point. This analysis is a key input into the Tauriko Network Plan and needs to be considered within the wider Piarere to Tauriko Programme Business Case (PBC) that the Transport Agency is currently developing.

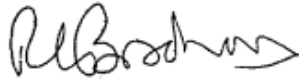
We understand that the SmartGrowth partners are likely to make decisions on the Western Corridor Strategic Study in August. When making these decisions we understand the need for confidence in terms of the wider transport connections and network.

The Tauriko Network Plan and Piarere to Tauriko PBC are programmed to be considered by the Transport Agency Board in November 2016. The Settlement Pattern Review and Western corridor analysis are important inputs to this work. We anticipate the November Board decision confirming the alignment of State Highway 29 through the Tauriko area (i.e. off line or online solution). In reaching this decision consideration will need to be given to the connections to enable the local land use pattern. This matter is being considered through the Tauriko Network Plan, which is a work in progress that will be further developed with the SmartGrowth partners as the Western Corridor analysis also progresses.

When making its decisions we expect the Agency's Board will require an understanding of the wider Settlement Pattern Review, how the Western corridor fits within this and the outcomes sought for national, regional and local journeys on the transport network. We also expect our Board to require a commitment from the SmartGrowth partners to agree to co-invest in the transport network, to support the delivery of the settlement pattern and to set clear thresholds and triggers for this investment.

Finally, we look forward to continuing to work together on the Settlement Pattern Review and the Western Corridor and Tauriko Network Plan, and ongoing collaboration as they lead onto any Resource Management Act policy statement, district plan or designation processes.

Yours sincerely

A handwritten signature in black ink, appearing to read 'R. Brodnax', with a stylized flourish at the end.

Robert Brodnax
Regional Manager, Planning and Investment

Attachment D: NZTA position on interim access to Tauriko West



Attn: Andrew Mead
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Tauranga

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Dear Andrew

Potential for Direct Tauriko West Access to State highway 29

Thank you for your memo dated 3 June 2010 where the SmartGrowth partners request the Transport Agency to confirm its position 'in principle' of support for access to SH29 to serve the commencement and first stages of urban development in Tauriko West.

Should the SmartGrowth partners agree to support the Tauriko West urban area, and the partners ask the Agency to enable access, the Agency in principle agrees to enable access. The access will be subject to the following:

- Initial access may be in an interim location – for example at the Tauriko village, and if there then the parties would need to rationalise existing access points at Tauriko village
- Initial access if at an interim location could be accommodated at least whole-of-life cost to ensure safe movement – for example, a low-cost, at-grade, solution.
- Final approval - for initial access - will be subject to detailed structure planning so that we can understand the extent to which the access will support "live, learn, work, play" urban outcomes and where any short and longer term transport connections to SH29 and local separate cross catchment connections would be.

Put differently, at the moment we are asked to agree (interim) access to enable development of approximately 450 households. To confirm interim access we will need to consider additional analysis and information including (but not limited to) a structure plan developed that details how good urban outcomes will be achieved across the whole catchment, such as social and other infrastructure, expected total yield, proposed location of the longer-term transport accesses to and across the wider catchment, net benefits of consolidated accesses, and safety considerations. We consider this reasonable and achievable.

Long term access

Long-term access arrangements will be developed as part of the Tauriko business case. The Agency anticipates taking the Tauriko Program Business Case to our Board late 2016, to confirm a long term transport solution through the study area and identifying where further work will be required to identify appropriate solutions (such as to investigate Cambridge Road / SH29 intersection improvement options).

The Tauriko West settlement is included as a land use assumption for the Tauriko business case and the potential solutions will be developed jointly with the SmartGrowth partners and be dependent on the development of a structure plan that considers factors such as urban outcomes; timing, yield, safety, social infrastructure, and connectivity. Therefore the Transport Agency can confirm that a longer term access solution will be workable for Tauriko West, and will be developed collaboratively with the SmartGrowth partners.

File Ref

Local connection(s)

A local connection for people and vehicles, separated from State highway 29 vehicle movement, between the Wairoa valley residential development and Tauriko business (industrial/commercial/retail) estate and The Lakes/Pyes Pa will also be important.

Yours sincerely



Alistair Talbot

Planning and Investment Manager, Bay of Plenty (Acting)

Attachment E: Development feasibility Assessment Summary

Tauriko West															
INDICATIVE DEVELOPMENT FEASIBILITY - DRAFT ONLY	Lots 2400								Lots 2800						
Development costs		cost/revenue per lot								cost/revenue per lot					
land purchase		30,625	30,625	30,625	30,625	30,625	30,625	30,625	26,250	26,250	26,250	26,250	26,250	26,250	26,250
earthworks		6,500	6,500	6,500	6,500	6,500	6,500	6,500	6,500	6,500	6,500	6,500	6,500	6,500	6,500
contaminated topsoil to landfill		Refer civil costs							Refer civil costs						
civil works		26,699	26,699	26,699	26,699	26,699	26,699	26,699	23,092	23,092	23,092	23,092	23,092	23,092	23,092
Additional roading cost per lot		Refer civil costs							Refer civil costs						
consents		1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
consultants (engineering, geotech etc)		6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000
power/telecom		5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000
streetlights		Refer Civil costs							Refer Civil costs						
landscaping - streets		1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
landscaping - greenbelt (incl. maintenance bond)		3,500	3,500	3,500	3,500	3,500	3,500	3,500	3,500	3,500	3,500	3,500	3,500	3,500	3,500
fees (TCC, legal, LINZ)		1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
iwi earthworks monitoring / HAIL contamination testing		500	500	500	500	500	500	500	500	500	500	500	500	500	500
development contributions		33,381	33,381	33,381	33,381	33,381	33,381	33,381	29,115	29,115	29,115	29,115	29,115	29,115	29,115
project management		1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
overheads (legal, accounting, project advisory/development management, rates)		10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
marketing/sales (incl. Commission)		10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
project contingency	10%	10,558	10,558	10,558	10,558	10,558	10,558	10,558	9,771	9,771	9,771	9,771	9,771	9,771	9,771
SUB TOTAL - ALL DEV COSTS EXC LAND AND FINANCE		116,138	116,138	116,138	116,138	116,138	116,138	116,138	107,478	107,478	107,478	107,478	107,478	107,478	107,478
Project Finance Cost (weighted cost of capital)	10%	19,640	19,640	19,640	19,640	19,640	19,640	19,640	17,548	17,548	17,548	17,548	17,548	17,548	17,548
Total development costs		166,403	166,403	166,403	166,403	166,403	166,403	166,403	151,276	151,276	151,276	151,276	151,276	151,276	151,276
Revenue															
Average section value		180000	190000	200000	210000	220000	230000	250000	180000	190000	200000	210000	220000	230000	250000
less GST		23478	24783	26087	27391	28696	30000	32609	23478	24783	26087	27391	28696	30000	32609
Total revenue		156522	165217	173913	182609	191304	200000	217391	156522	165217	173913	182609	191304	200000	217391
Return on cost		-9881	-1185	7510	16206	24902	33597	50988	5246	13942	22637	31333	40029	48724	66116
Gross margin		-6%	-1%	5%	10%	15%	20%	31%	3%	9%	15%	21%	26%	32%	44%
Sensitivity analysis															
cost -10%		5%	10%	16%	22%	28%	34%	45%	15%	21%	28%	34%	41%	47%	60%
cost -5%		-1%	5%	10%	16%	21%	27%	38%	9%	15%	21%	27%	33%	39%	51%
cost +5%		-10%	-5%	0%	5%	9%	14%	24%	-1%	4%	9%	15%	20%	26%	37%
cost +10%		-14%	-10%	-5%	0%	5%	9%	19%	-6%	-1%	5%	10%	15%	20%	31%
cost + 20%		-22%	-17%	-13%	-9%	-4%	0%	9%	-14%	-9%	-4%	1%	5%	10%	20%



SmartGrowth Submission on the
*Proposed National Policy Statement on
Urban Development Capacity*

July 2016

To:

NPS Urban Development - Ministry for the Environment
PO Box 106483
Auckland City 1143
Email: npsurbandevelopment@mfe.govt.nz

Name of Submitter:

SmartGrowth Implementation Committee
c/- Bill Wasley: Independent Chair
P O Box 13231
TAURANGA
M. 027 4713006
E. bill@wasleyknell.co.nz

Contact: Bernie Walsh, SmartGrowth Implementation Manager
Bernie.walsh@smartgrowthbop.org.nz tel 027 538 8047

Submission:

This is a submission by the SmartGrowth Implementation Committee on the Proposed National Policy Statement on Urban Development Capacity ("Proposed NPS"). The content of the submission follows overleaf. We appreciate the opportunity to provide comments on the document.

Other SmartGrowth partners will also be making submissions on the Proposed NPS. These will be more detailed in nature than the SmartGrowth submission which provides a higher level, overarching view of the Proposed NPS.

Signed:

Bill Wasley
Independent Chair - SmartGrowth Implementation Committee

1. Introduction

This submission is presented on behalf of the SmartGrowth Implementation Committee (“SmartGrowth”), a joint committee of the Bay of Plenty Regional Council, Tauranga City Council, the Western Bay of Plenty District Council and Tangata Whenua. The Committee is responsible for overseeing the implementation of the SmartGrowth Strategy, a 50 year spatial plan for the western Bay of Plenty sub-region.¹

SmartGrowth is a collaborative model for responding to growth management issues. It is a voluntary, cooperative arrangement built on understanding, agreement and a commitment to agreed outcomes. A key factor in the success of the SmartGrowth Strategy has been its long-term commitment to collaboration and implementation between agencies along with broad community support and effective central government engagement.

The SmartGrowth Implementation Committee is supportive of initiatives to improve urban development in a resource management context as this is an important part of implementing the SmartGrowth Strategy. While land supply is a key part of urban development, we are of the view that it is a multi-faceted endeavour and we strongly encourage the Government to continue to look at a wide toolkit.

Other SmartGrowth Strategy partners have also prepared submissions on the Proposed NPS and we support these.

SmartGrowth is happy to assist the Ministry for the Environment and the Ministry for Business, Innovation and Employment with any further work on the Proposed NPS, including how it is implemented.

2. Summary of Main Submission Points

SmartGrowth’s submission makes the following key points:

- General support for the Proposed NPS as it complements the SmartGrowth approach.
- We would like to see funding covered by the Proposed NPS or at least considered as part of implementing the NPS. We acknowledge the recently announced \$1 billion fund to accelerate

¹ The western Bay of Plenty sub-region covers the territorial areas of the Western Bay of Plenty District Council and Tauranga City Council.

housing infrastructure - this is a good initiative. However, further detail on how this can be accessed is required as there will be significant pressure on this fund given the number of high growth areas. Clarity around how the debt will be repaid is also needed.

- The capital and operational expenditure of local authorities should not be significantly and unreasonably impacted on as a result of the NPS requirements to ensure a certain amount of housing and business supply.
- SmartGrowth is concerned that councils are often constrained by legislation in terms of their ability to take on additional debt. This is why there needs to be a more comprehensive approach to the issue of development capacity and ensuring there is enough housing and business land to meet demand
- The Proposed NPS states that urban development capacity is of national significance given the contribution that urban areas make to the social, economic and cultural well-being of people and communities. SmartGrowth is of the view that, given its national significance, there should be funding assistance or more funding tools provided to local government to ensure that urban development can be enabled in a timely manner.
- We have some concerns about the timeframes proposed for completing consistent assessments, developing targets and implementing these through regional policy statements and district plans.
- We would like to see existing work recognised and able to be relied on in undertaking assessments.
- There should also be greater recognition of existing growth strategies, spatial plans and agreed settlement patterns.
- We would like to see a wider toolkit being used which would also address issues such as land banking and the use of building covenants.

3. The SmartGrowth Strategy

3.1 Western Bay of Plenty Context

The western Bay of Plenty sub-region encompasses both the Western Bay of Plenty District and Tauranga City. The sub-region is an area of rapid population growth. Currently the area contains 3.4% of the nation's population. The population is projected to be 275,000 by 2051. The sub-region looks set to become the fourth or fifth most populated region in New Zealand.

The SmartGrowth Strategy was originally adopted by the partner councils (Bay of Plenty Regional Council, Tauranga City Council, and the Western Bay of Plenty District Council) in 2004. The goal was to prepare an agreed strategy for the western Bay of Plenty sub-region to make provision for sustainable urban and rural development, specifically for the next 20 years and generally for the next 50 years. The SmartGrowth Strategy was comprehensively reviewed in 2013 and has evolved from purely a growth management strategy into the spatial plan for the western Bay of Plenty sub-region which recognises that planning for population growth is intricately linked to and influenced by the economy, the community, the environment and cultural factors.

SmartGrowth is an integrated and comprehensive long-term strategy which sets the blueprint for growth and development and provides a unified vision, direction and voice for the future of the western Bay of Plenty. SmartGrowth brings together in partnership, Tauranga City Council, Western Bay of Plenty District Council, Bay of Plenty Regional Council and tāngata whenua. The SmartGrowth Partnership is supported by the New Zealand Transport Agency, the SmartGrowth Partner Forums and other sectors, agencies and groups in the community.

3.2 Strategy Focus

The SmartGrowth vision is that western Bay of Plenty is a great place to live, work, learn and play. Part of this vision is the implementation of an efficient and integrated planning process for growth management. SmartGrowth supports a fundamental shift in growth management from focusing largely on accommodating low-density suburban residential development to supporting a compact and balanced land-use pattern which emphasises the importance of a liveable urban environment and provides a wide range of lifestyle choices to enable people to live, work, learn and play within their communities.

A key feature of the SmartGrowth Strategy is its integrated planning approach. This advocates that land use planning should be contemporaneous with infrastructure provision and equitable funding. The aim of this approach is to reduce the potential costs of growth on communities now and in future as the sub-region grows.

The SmartGrowth Strategy reinforces the importance of familiar issues like the location of housing and employment and their impact on transportation networks and the need to protect versatile land resources that provide a strong base for the sub-region's economy. The Strategy highlights the need to address areas

that have not traditionally been part of growth management in the sub-region such as the provision of affordable housing.

4. The Proposed NPS

4.1 General Comment

SmartGrowth supports the Proposed NPS's focus on providing development-ready land for housing and business that keeps pace with demand. The SmartGrowth Strategy and its implementation already provide much of what the Proposed NPS is seeking. The Strategy and its supporting documents contain population and dwelling estimates, identified growth areas (greenfield, intensification and business), density targets and infrastructure / funding considerations. The Strategy and its implementation also seek to have 10 years of developable land supply at any given time. SmartGrowth takes a long term approach and identifies specific growth areas and land needs over a 30 year period and in a general sense over 50 years.

While SmartGrowth and its implementation through the regional policy statement and district plans, provides a responsive land use planning framework and works to ensure there is sufficient land resources to meet demand over at least the next ten years, future growth is dependent on adequate infrastructure financing and delivery. The Proposed NPS does not address infrastructure financing or delivery.

SmartGrowth is also concerned that Councils are often constrained by legislation in terms of their ability to take on additional debt (eg by the debt servicing requirements as set out in the Local Government (Financial Reporting and Prudence) Regulations 2014. This is why there needs to be a more comprehensive approach to the issue of development capacity and ensuring there is enough housing and business land to meet demand. There is little point having an NPS which instructs councils to provide sufficient land if there is no viable way to provide the infrastructure and funding needed to bring the land to market.

We acknowledge the recently announced \$1 billion infrastructure fund to accelerate housing infrastructure. This is a welcome initiative. However, it is unclear how councils will be able to access the fund and we are also concerned about the pressure on the fund given the number of high growth areas that will be able to apply to it. Clarity around how the debt will be repaid is also needed.

The Proposed NPS identifies Tauranga as a high growth area, and thus subject to the NPS in its entirety. Table 1 of the Proposed NPS identifies Tauranga City, Western Bay of Plenty District and the Bay of Plenty

Regional Council as the relevant councils for the Tauranga high growth area. SmartGrowth supports this approach as it is important that the sub-regional SmartGrowth partners are involved in the implementation of the Proposed NPS as it relates to Tauranga.

SmartGrowth does have some concerns around particular areas of the Proposed NPS. Areas of concern and support are outlined below. Section 4.7 contains responses to the specific questions outlined in the consultation document.

4.2 Outcomes for Decision-Making

SmartGrowth supports the recognition in this section of the Proposed NPS of the importance of local urban development at local / regional and national levels.

It is important that there is a coordinated approach to achieving the outcomes sought by the Proposed NPS. There are a number of existing tools and partnerships across the Upper North Island growth area that should be factored in.

SmartGrowth is of the view that the outcomes sought as outlined in this section of the Proposed NPS may be difficult to achieve unless wider issues that can inhibit bringing development to market are also addressed. This includes the funding of infrastructure and issues around land banking. Developers cannot be compelled to bring land to market. Land banking is a significant issue in terms of ensuring that there is adequate supply to meet market demand in a timely and efficient manner. Mechanisms to incentivise developers to bring land to market should be considered as part of the implementation of the Proposed NPS.

There are also issues around the use of covenants in new developments which make building affordable housing impossible. Building covenants require homes to be bigger and to be designed in specific ways that increase costs. These covenants preclude the building of basic, small homes. It is not only covenants that are being used to determine building standards and house size, but also design rules/guidelines and the use of the terms and conditions for the sale and purchase of sections. Tauranga City Council has undertaken some preliminary analysis which indicates that the additional costs are easily well over \$100,000. SmartGrowth would like to see some regulation of private building covenants (and similar mechanisms) as part of a more comprehensive package of proposals to address housing affordability.

4.3 Evidence and Monitoring to Support Decision-Making

SmartGrowth submits that the Proposed NPS should factor in existing work that has been undertaken in terms of housing assessments, business land assessments, consultation and monitoring. At present the Proposed NPS requires de novo assessments when in a lot of situations, including the western Bay of Plenty sub-region, significant work has already been undertaken and should be able to be relied upon.

SmartGrowth is of the view that PB1 should be amended so that existing relevant work can be used. There needs to be some flexibility around how the assessments are undertaken, especially for councils where detailed analysis has already been completed and is relatively current. The following suggested change is sought to this policy:

PB1: Local authorities must, by the end of 2018, or within 12 months of becoming a Medium or High Growth Urban Area, and thereafter on at least a three-yearly basis, carry out:

- *A Housing Assessment that estimates the demand for dwellings, including the demand of different groups in the population for different types of dwellings, locations and price points, and the supply of development capacity to meet that demand, in the short, medium and long-terms; and*
- *A Business Land Assessment that estimates the demand for the different types and locations of floor area for the local business sectors, and the supply of development capacity to meet that demand, in the short, medium and long-terms.*

Local authorities must have regard to the benefits of publishing the assessments under policy PB1.

Local authorities may rely on existing housing or business land assessments that have been undertaken and update these to meet the requirements of policy PB1.

Issues around data consistency for Policy PB2 need to be addressed. The Proposed NPS requests that councils use the data in Appendix 2 which is based on Statistics NZ medium projections. A number of growth areas use Statistics NZ 'high' projections to ensure there is sufficient supply given that growth levels often exceed what Statistics NZ projects.

Policy PB2 should make reference to existing growth strategies and / or spatial plans. These provide important strategic direction as well as information and data to support the assessments. The following addition to this policy is sought:

PB2: In carrying out the assessments required under policy PB1, local authorities must have particular regard to:

- *Demographic change, including population growth and household size projections, using the most recent Statistics New Zealand growth projections set out in Appendix A2.*
- *Future changes in the sectoral composition of the local economy and the impacts that this might have on residential and business demand.*
- *Information on the market's response to planning obtained through monitoring under PB5.*
- *Existing strategies or plans which are relevant to development capacity, such as growth strategies and spatial plans.*

Policy PB3 in the Proposed NPS requires that in carrying out housing and business land assessments particular regard must be had to the actual and likely availability of infrastructure. It would be helpful for the final NPS to define what “likely infrastructure” means. SmartGrowth suggests that it should refer to infrastructure identified in either a Long Term Plan or Infrastructure Strategy.

Clarity is also required around several aspects of the terminology used and the metrics that guide the Housing and Business Land Assessments, including:

- The extent of catchments
- More detail on what is “sufficient”
- Infrastructure definition should include telecommunications, power and community infrastructure

SmartGrowth seeks greater clarity around the approach to development capacity. There should be a graduated approach to development capacity in the short, medium and long term, for example combinations of zoned, viable and serviced land. Such an approach could be as follows:

- Short term (3 yrs) - Land should be zoned, viable and serviced (i.e. development-ready)
- Medium term (10 yrs) – Zoned, viable and an investment strategy in place (ie long term plan and infrastructure strategy)
- Long term (30yrs) - Identified in 30 year growth / infrastructure strategies

This would ensure that there is the right balance between development-ready land and not placing a burden on local authorities to service and fund land that is not required for another 10 years plus.

Policy PB3 refers to matters that local authorities should have particular regard to in carrying out the assessments required under policy PB1. SmartGrowth submits that this list should also include the impact on councils operational and capital expenditure and the funding ability of infrastructure providers to fund the infrastructure required in a timely manner. The following change is sought to the policy:

PB3: In carrying out the assessments required under policy PB1, local authorities must estimate the sufficiency of development capacity provided by its plans and proposed and operative regional policy statements, having particular regard to:

- *The cumulative effect of all zoning, objectives, policies, rules and overlays in plans, and the effect this will have on opportunities for development being taken up.*
- *The actual and likely availability of infrastructure.*
- *The current physical and commercial feasibility of development capacity.*
- *The likelihood of opportunities for development being taken up.*
- *The impact on a local authority's operational and capital expenditure*
- *The funding ability of providers to fund infrastructure in a timely manner.*

SmartGrowth supports the recognition in the policies of the shared responsibilities that exist across local authorities and with other infrastructure providers, including developers.

SmartGrowth supports having centralised assistance for the assessments and their implementation and also for data management where appropriate.

4.4 Co-ordinated Evidence and Decision-Making

SmartGrowth supports an integrated planning approach across providers as set out in policies PC1 to PC3. SmartGrowth already takes this approach through strategy implementation and the delivery of the settlement pattern.

4.5 Responsive Planning

Timeframes

The timeframes proposed may be too tight in terms of completing consistent assessments, developing targets and implementing these. This will be particularly challenging if guidance isn't available immediately after the adoption of the Proposed NPS.

SmartGrowth seeks greater clarity around the timeframes on implementing any planning changes as the current timeframes may be overly ambitious, particularly for policies PB1 and PD4. It is unclear when housing and business assessments have to be completed by. The policy states either by the end of 2018 or upon becoming a high growth area. However, some areas are high growth now so does this mean that assessments need to be completed within one year of the Proposed NPS becoming operative or does this only apply to new high growth areas? This needs to be more explicit.

Policy PD4 requires that regional councils amend their regional policy statements to give effect to policies PD5 to PD6 by:

- The end of 2018; or
- Earlier if the Housing Assessment required under policy PB1 shows development capacity is insufficient to meet demand; or
- Within 12 months of becoming a High Growth Urban Area.

This is problematic as it requires a change to the RPS to be completed at the same time as the assessments. The results of the assessments would need to be known first. Then there needs to be time to prepare the change. It is acknowledged that Schedule 1 processes will not apply given Section 55(2A) of the RMA 1991, however preparing the change and making the amendments will still take time.

Transitional Provisions should be considered in the Proposed NPS to ensure that timeframes can be met and also allowing effective implementation to occur.

Targets

SmartGrowth supports the direction to have targets in a regional policy statement relating to the number of dwellings and the different types of dwellings. The Bay of Plenty Regional Policy Statement already contains density targets. The SmartGrowth Strategy and supporting documents also contain dwelling numbers, including the need for different types of dwellings (eg intensification, infill, suburban / greenfield), therefore only minor tweaks will be required in order to align with the Proposed NPS.

PD5 provides that minimum targets must include an additional margin of at least 20% over and above projected short and medium-term demand; and 15% over and above projected long-term demand. It is unclear from the NPS why these figures have been included and in some instances this additional capacity may result in an over allocation of supply and potential unnecessary costs being born by local government to fund development capacity that may not be required in the short to medium term.

Land Release and Intensification Strategy

SmartGrowth supports Policy PD7 which provides for a future land release and intensification strategy. We note that the term 'intensification' should be defined.

Policy PD9 should reference existing growth strategies or spatial plans. These would provide important guidance for any land release and intensification strategy. The following changes to this policy are sought:

PD9: In developing this strategy, local authorities must:

- *Be informed by the Housing Assessment and Business Land Assessment required under policy PB1;*
- *Take into account the views of infrastructure providers, land owners, the property development sector and any other stakeholders as they see fit;*
- *Have regard to plans and strategies relevant to future land release and intensification; and*
- *Have particular regard to policy PA1.*

Infrastructure and Funding Considerations

Urban development is considered to be a nationally significant issue as outlined in section 4 of the Proposed NPS. Given the importance of the issue it should have access to the funding tools required to enable it to occur. This may be a matter that falls outside of the Proposed NPS but it needs to be addressed as part of its implementation.

SmartGrowth is of the view that co-investment is needed across the full package of infrastructure. This co-investment includes the private sector, local authorities and Central Government agencies. This package of infrastructure is not just network infrastructure but also relates to community and social infrastructure – all the elements required for creating urban communities.

As noted earlier in this submission debt capacity for councils is a significant limiting factor in terms of providing the infrastructure required to bring land and housing to market.

SmartGrowth is of the view that complementary measures are required to actually deliver on development capacity and sufficient housing, including ultimate housing affordability outcomes. A wider toolkit needs to be implemented alongside the Proposed NPS, including non-market housing, aligning other Government investment frameworks with the NPS (eg NZ Transport Agency, Ministry of Education), development agencies / land acquisition / value uplift models, loan facilities from the Government to local authorities for growth related infrastructure.

4.6 Implementation

SmartGrowth supports the guidance material proposed as part of implementation. It is important that there is a co-ordinated approach between central government and local government to manage future growth.

4.7 Response to Questions

What do you think of the proposal to target policies to different areas?

This is supported given the different growth rates which result in varying needs in terms of development.

Would these policies result in better decision-making under the Resource Management Act 1991 for urban development?

It is hoped that there would be better decision-making as a result of greater understanding of the supply and demand needs of an area for housing and business. However, decisions around urban development capacity need to be made in overall context of having land in the right locations, that support existing infrastructure and services as much as possible, that have strong links with agreed growth strategies / spatial plans and settlement patterns, and promote liveable communities. The policies in the Proposed NPS, given its narrower focus on development capacity, won't necessarily be able to achieve this.

What impact would the policy to recognise the positive impacts of development have?

This should have a strong impact as it binds all decision-makers to maximise the positive effects of a development.

What could the government do to help local authorities carry out the assessments?

- Ensure there is consistency in undertaking the assessments
- Provide detailed guidelines on how the housing and business assessments should be undertaken
- Provide information on development feasibility and how this is understood over time
- Provide information on assessing the demand of different groups in the population for different types of dwellings – this is a very important area and one which councils may require knowledge sharing and potential funding assistance with
- Business land assessments are also inherently difficult so focused guidance in this area would be useful
- Allow local authorities to make full use of their existing work and information sources to undertake the assessments (eg if a council has recently undertaken a business land assessment they should be able to sue this and not complete another assessment)
- Data consistency
- Better definitions of terms and what is expected

Is three years an appropriate timeframe to update the assessments?

Yes. It is important that this also aligns with Long Term Plans so that infrastructure can be provided for if required for any short or medium term needs.

Should there be more direction in the proposed NPS on how to assess the commercial feasibility of plan-enabled development capacity?

Yes given the complex nature of commercial feasibility. Detailed guidance on how local government should assess and determine feasibility is critical. The experience of SmartGrowth has shown that developments which were considered unviable or unfeasible at one point in time, can often end up feasible later on if circumstances change. This can work the other way too. Therefore it is important to factor in a certain amount of flexibility and adaptability to changed circumstances.

Would the proposed policies contribute to better coordination between land-use planning and infrastructure provision?

To some extent it will but consideration should also be given to coordination across the various planning statutes in order to ensure there is integration between all planning documents, ie across the Resource Management Act, the Local Government Act and the Land Transport Management Act.

What are your views on setting minimum targets in the regional policy statement?

SmartGrowth supports this approach as there are already some targets (eg dwelling densities) in place through the Bay of Plenty Regional Policy Statement.