

Agenda for Meeting No. SG17/11

SmartGrowth Leadership Group

**The SmartGrowth Leadership Group will meet in the
Bay of Plenty Regional Council
Mauao Rooms, 93 First Ave, Tauranga
on
Wednesday, 15 November 2017
at 9.00am**

G Poole
Chief Executive
Tauranga City Council – Administering Authority

SmartGrowth Leadership Group

Committee Members

Independent Chairperson:

Bill Wasley

Bay of Plenty Regional Council:

Chair Cr Doug Leeder
Cr Jane Nees
Cr Paula Thompson
Cr Stuart Crosby
Cr Andrew von Dadelszen (Alternate)

Tauranga City Council:

Mayor Greg Brownless
Cr Larry Baldock
Cr Leanne Brown
Cr Terry Molloy
Deputy Mayor Kelvin Clout (Alternate)

Western Bay of Plenty District Council:

Mayor Garry Webber
Cr Mike Williams
Cr Don Thwaites
Cr John Scrimgeour
Cr Margaret Murray-Benge (Alternate)

Tangata Whenua Representatives:

Maru Tapsell
Irene Walker
Buddy Mikaere
Puhirake Ihaka
Verna Ohia-Gate (Alternate)

NZ Transport Agency

Parekawhia McLean

Bay of Plenty District Health Board

Ron Scott

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 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 Leadership Group 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 Leadership Group” 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 SLG 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 Leadership Group

Wednesday 15 November 2017

9.00am

Bay of Plenty Regional Council

Mauao Rooms, 93 First Ave, Tauranga

Apologies

Conflicts of Interest

Public Forum: (if required)

Confirmation of Minutes:

**Confirmation of the Minutes of the SmartGrowth Leadership Group
(SG17/10) dated 18 October 2017 – minutes attached (Paper A)**

Pgs 6-18

Recommendation:

*That the minutes of the SmartGrowth Leadership Group (SG17/10) held on 18 October 2017
be confirmed as a true and correct record.*

Business

1. Settlement Pattern Review & National Policy Statement-Urban Development Capacity Projects Update (Paper B) Pgs 19-23

- **Presentation by Scott Hamilton**, Chief Executive, Quayside Holdings
- **Presentation by Ken Tremaine**, SmartGrowth Strategic Advisor

SmartGrowth Updates - Urban growth projects

- **Te Tumu and Tauriko for Tomorrow structure plans – Campbell Larking**, Project Leader, Tauranga City Council.
- **Tauranga Compact City/Urban Strategy – Michael Tucker**, Advisor – Urban Strategy and Growth, Tauranga City Council
- **Western Bay structure planning - Phillip Martelli**, Resource Management Manager, Western Bay of Plenty District Council

2. The planning, policy and funding environment Pgs 24-31

Time for a reset with a new government. Facilitated discussion.

A Think Piece (**Paper C**) provided and presentation at the meeting.

3. SmartGrowth Partnership Bi-Monthly Reports

Highlights & SmartGrowth Bi-Monthly Report (**Paper D**)

Pgs 32-55

Partnership Reports (**Papers E**)

Pgs 56-83

**Minutes of Meeting No. SG17/10 of the SmartGrowth Leadership Group held on
18 October 2017 in the Tauranga City Council Chamber, 91 Willow Street,
Tauranga commencing at 9.00am**

Present

Independent Chairperson

W Wasley

Bay of Plenty Regional Council

Chairman: D Leeder

Councillors: P Thompson, A von D Edelszen

Tauranga City Council

Mayor: G Brownless

Councillors: L Baldock, L Brown, T Molloy

Western Bay of Plenty District Council

Mayor: G Webber

Councillors: M Williams, D Thwaites, M Murray-Benge (Alternate)

Tangata Whenua Representatives

M Tapsell, I Walker, Verna Ohia-Gate (Alternate)

NZ Transport Agency

P McLean

In Attendance

SmartGrowth

B Walsh - SmartGrowth Manager

K Tremaine - Strategic Advisor

V Jones - SmartGrowth Administrator

S Rolleston - Tu Pakari Advisor

B Fraser - Strategic Communications Consultant

Bay of Plenty Regional Council

F McTavish - General Manager – Strategy

G Maloney – Transport Policy Manager

Tauranga City Council

C Jones - General Manager, Growth and Infrastructure

M Tucker – Advisor, Urban Strategy and Growth

Western Bay of Plenty District Council

M Taris - Chief Executive Officer

G Allis – Deputy Chief Executive Officer

Apologies

B Mikaere, J Scrimgeour, P Ihaka, J Nees, S Crosby, Verna Ohia-Gate (Lateness), R Scott

THESE MINUTES ARE YET TO BE CONFIRMED

To be confirmed by the SmartGrowth Leadership Group on 15 November 2017

SG17/10.1

APOLOGIES**Moved Mayor Garry Webber / Seconded Cr Mike Williams****That it be Resolved*****That apologies be received for Buddy Mikaere, Cr John Scrimgeour, Puhirake Ihaka, Cr Jane Nees, Cr Stuart Crosby, Ron Scott and apologies for lateness Verna Ohia-Gate.*****CARRIED**

SG17/10.2

DECLARATION OF CONFLICTS OF INTEREST

No declarations of conflicts of interest were received:

SG17/10.3

CONFIRMATION OF MINUTES – SMARTGROWTH LEADERSHIP GROUP (SG17/8) – DATED 16 AUGUST 2017

The Committee considered the minutes of the SmartGrowth Leadership Group (SG17/8) dated 16 August 2017 as circulated with the agenda.

Moved Cr Mike Williams / Seconded Irene Walker**That it be Resolved*****That the minutes of the SmartGrowth Leadership Group (SG17/8) dated 16 August 2017 be confirmed as a true and correct record.*****CARRIED**

SG17/10.4

REPORT BACK ON THE SUSTAINABLE BUSINESS NETWORK'S (SBN) SMART TRANSPORT FORUM – SEPTEMBER 28

Glen Crowther (SBN) and Stan Gregec (Chamber of Commerce) summarised and presented feedback from the Smart Transport Forum held on September 28.

Top 5 Transport Challenges

- Lack of good options for alternative options (69%)
- Rapid population growth pushes land use and transport systems out of balance (42%)
- Perception and behaviour about alternative modes (33%)
- Safety - especially for cyclists (27%)
- Complex transport planning structures (27%)

N.B. Attendees were asked to pick their top 2 challenges, so total % adds up to 200% (give or take rounding)**Key Messages**

- **People want better transport choices** – affordable, accessible, safe, reliable transport options, not just a city designed for cars.
- Many want to develop a bold or clear **vision**.

THESE MINUTES ARE YET TO BE CONFIRMED*To be confirmed by the SmartGrowth Leadership Group on 15 November 2017*

- Others say things like “The challenge is not in agreeing a vision, but **prioritising the components...**”
- People do want to see **leadership** and **action**.
- “Build it and they will come” – **to what extent does this apply?**
- **“What you feed grows”** *Patrick Reynolds*
- **“Look at the budgets”** *Darren Davis* i.e. how much goes to public transport & cycling?

SG17/10.5

PRESENTATION BY BAY OF PLENTY REGIONAL COUNCIL’S GENERAL MANAGER OF STRATEGY – FIONA MCTAVISH – REFLECTIONS FROM NORTH AMERICAN STUDY TRIP

Fiona McTavish gave a presentation on her reflections from a North American study trip. Focused on Seattle, Vancouver, Victoria and visited agencies similar to NZ’s NZTA, Auckland Transport and western Bay councils. The key themes of the visit were to think - ‘people and systems’ and the importance of vision and placemaking.

Fiona noted Seattle reminds her of Tauranga as it has high growth and is booming. Seattle have increased travel options. 69% of people commute to downtown by transit, carpooling, biking and walking. Seattle is the most walkable city in the nation and gathers evidence through surveys.

Complex transport system with different projects taking place. Each household pays an extra \$260.00 per year towards the projects.

Plan for below:

- Pedestrian Master Plan
- Transit Master Plan
- Bicycle Master Plan
- Freight Master Plan

Alaskan Way Viaduct will be replaced by 4 tunnels 3.2k long, budget of \$3.2 billion. Seattle has planned for 18 related waterfront projects including protected bike lane and pool barge. 5 partners are involved in the project Department of Transport, King Country, City of Seattle, Port of Seattle, Federal Highway Association.

Vancouver have been focused on parking

- Use off-street parking requirements to support reduced auto ownership and usable
- Support strategies that reduce the need for parking
- Separate parking and housing costs to increase housing affordability
- Approach parking as a shared district resource
- Design parking to be flexible and adaptable
- Make it easier for drivers to find available parking spaces
- Manage parking in neighbourhoods
- Provide accessible parking for persons with disabilities
- Support cycling, low-carbon vehicles, and car sharing (cross-reference)
- Support efficient loading and servicing (cross-reference)

Victoria/Vancouver Island Galloping Goose Trail (GGT) is part of Vancouver Island 217km cycle route. GGT is 60km long used 24/7. Acquired 1987 from abandoned railway lines. Attracts 150,000 visitors per year and is maintained by Regional Council and traverses 7 territorial council areas.

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7 dedicated parking lots and 1 bus connection. **Incentives work-** Access to Yosemite Park free by bus and \$30 by car.

The Chairperson Bill Wasley opened the floor for discussion:

Discussion around car parking. Fiona noted the need for car parking diminished because people were coming in by alternative modes of transport, for example biking and walking.

How did they get the people out of the cars? Fiona said the plan looked at parking fares and giving people more choice. When you land into airports all the options come up on your phone of how to get into the city. Accessible for people who are less mobile or with disabilities.

How did the council take on this new culture? Level of community consultation and community engagement. Businesses are focused on a sustainable city. All the players work together.

Moved Cr Don Thwaites / Seconded Mayor Garry Webber

That it be Resolved

That the SmartGrowth Leadership Group:

1. **Receive** the presentations

CARRIED

Moved Cr Larry Baldock / Seconded Cr Leanne Brown

That it be Resolved

That the SmartGrowth Leadership Group:

1. **Suspend** standing orders and move into a workshop

CARRIED

SG17/10.6

STRATEGIC TRANSPORT WORKSHOP DISCUSSION – INDEPENDENTLY FACILITATED BY BARRY MEIN

Barry referred the committee to his 'think-piece' paper in the agenda. The Committee discussed issues, opportunities and constraints facing transport decision-making in a sub-regional context. Reviewed transport legislative and regulatory frameworks. Discussed approaches to transport planning, funding and delivery in other regions and explored how lessons from elsewhere might apply in the western Bay of Plenty.

Case Studies in other regions discussed:

- Auckland Transport
- Auckland Transport Alignment project
- Let's get Wellington moving
- Greater Christchurch public transport

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To be confirmed by the SmartGrowth Leadership Group on 15 November 2017

Summary with issues of current arrangements:

- Strategic overview
- Central/local priorities
- Land use/transport integration
- Modal integration
- Financial accountability
- Funding-driven priorities
- Confused accountabilities

Barry asked whether the above issues resonated in the Bay of Plenty.

Discussion followed:

- Concern that in the report is looking at short term rather than long term. The gap is long term planning and implementation.
- Access to the port is important.
- We can do better in regards to integrated work.
- Confused accountabilities.
- Safety issues on the highways.
- Strategic overview logistics study done in 2012. The forecasts would be exceeded by now.
- How we can resolve structure issues long term and look at alternatives.
- Let's join up and have alignment, share understanding.

Barry questioned the Committee in regards to the application of the following to the SmartGrowth sub-region:

Is the region-wide 30-year land transport plan sufficient?

Yes, we have to work in regional base first.

Is there a case for a sub-regional approach?

Yes – There should be a sub-regional approach too, but we need good representation at the regional level. We need to deal with and focus on the transport issues. Layering effect was useful. Suggested enabling different levels or layers of planning to be addressed efficiently.

10:20am The meeting **adjourned** for morning tea.

11:40am The meeting **reconvened**.

Factors supporting a sub-regional approach.

Barry tested the Committee on the following issues.

- Sub-regional transport issues are significant, and distinct from rest of the region? **Yes**
- Cross-boundary transport and land use impacts? **Yes**
- Coordination and integration issues between organisations? **Yes**, we could do better in regards to coordination and have collaboration approach.

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To be confirmed by the SmartGrowth Leadership Group on 15 November 2017

- Experience between the parties in coordinating strategic planning and implementation? **Yes**
- Growth pressures leading to significant changes in transport demand? **Yes**

Transport strategies or plans with sub-regional implications developed by organisations without sufficient input from the others – **Not a particular issue but long-term vision and long term planning are where we are falling short.**

Strategic agreement but lack of a clear implementation path - **Noted it will be a challenge, Have we got all the detail so we can review and agree? The importance of education around public transport was noted.**

Difference in funding priorities between organisations.

Do we want a city of the future? - **We need to look at funding across the councils. The important thing is the people – economic and environmental issues. Relationships we have with people at the higher level, how we work together. Where is that vision? Listening to valuable staff.**

How would they translate into measures of success for any sub-regional approach? **Case for sub-regional. What would be the parameters of that and what would that look like?**

Further discussion points:

- What are the transport issues? Staff can then review solutions.
- National road pricing could go a long way to assist getting people out of cars and onto buses.
- We need the stats to show what the percentage of people are that are actually commuting into the city. Some people need vehicles to get around the city, for example, tradespeople.
- Raising Tauranga rates to be equal with Western Bay will not solve our problem.

The workshop concluded with acknowledgement to the facilitator and the preparation undertaken.

Moved Mayor Garry Webber Seconded Cr Terry Molloy

That it be Resolved

That the SmartGrowth Leadership Group (SLG):

Reinstate standing orders and resume the formal meeting (12:37pm)

CARRIED

There was discussion around key actions arising from the workshop discussion to ensure matters were progressed.

Moved Cr Larry Baldock / Seconded Irene Walker

THESE MINUTES ARE YET TO BE CONFIRMED

To be confirmed by the SmartGrowth Leadership Group on 15 November 2017

That it be Resolved

That the SmartGrowth Leadership Group (SLG):

1. Request partner staff (including NZTA) to report back to the SmartGrowth Leadership Group on the current collaborative work and co-ordination arrangements across the partners including whether there are any gaps in respect of current arrangements, and whether partners are on an improvement path regarding such approaches including community engagement.

2. Agree that a sub-regional approach in respect of transport be undertaken but report back on the parameters/elements that includes the long-term aspirations for transport in the sub- region (including funding, modes, routes, pricing etc) and including the undertaking of sub-regional advocacy and having a joined up story on key transport related issues.

CARRIED

SG17/10.7

ADVICE ON KEENAN ROAD – PROGRESS UPDATE FROM STRATEGIC ADVISOR, KEN TREMAINE

Update provided by Ken Tremaine on the Pyes Pa West – Keenan Road growth area. Keenan Road is one of four growth areas confirmed by the SmartGrowth Implementation Committee on 16 August 2016 and agreed by the partner councils. These areas were recommended to provide urban development capacity in the sub region over the next 10 years.

The Keenan Rd area remains part of the SmartGrowth Settlement Pattern Review as a growth area and forms part of the NPS-UDC work.

However, Keenan Rd is not a straightforward growth area and will require further work before development can commence. The issue is one of timing only.

There are a number of reasons why Keenan Rd is not being progressed right now as set out in the agenda report. Many of these reasons also apply to the Keenan Rd North area.

Preparatory work on a structure plan for the Keenan Road area, which will also consider other potential extensions such as Merrick Road, will continue so that Keenan Rd is ready to be developed following the commencement of Tauriko West development.

Thus planning for, and development of, Keenan Rd North cannot occur until this wider structure planning work has been completed. This will enable SmartGrowth and the partner councils to be in a position to promote any changes required to the Regional Policy Statement and District Plans as required in the future, and to consider the boundary adjustment issue between Tauranga City and Western Bay of Plenty District Council.

Ken informed the Committee that should the other key growth areas slow or not achieve their yields, SmartGrowth would revisit Keenan Rd North timing.

Moved Chair Doug Leeder / Seconded Mayor Garry Webber

That it be Resolved

That the SmartGrowth Leadership Group:

1. **Note** the update on the Keenan Rd growth area.
2. **Agree** that a joint communication from SmartGrowth and the partner councils should be made to the Keenan Rd landowners outlining the matters raised in this report.

CARRIED

The meeting concluded at 1p.m.

Confirmed as a true and correct record

W Wasley
Independent Chairperson

Date

Strategic Transport Workshop

SmartGrowth Leadership Group

18 October 2017

Introduction

This paper summarises the discussion at the SmartGrowth Leadership Group's strategic transport workshop held on 18 October 2017, and sets out some recommendations for follow up actions.

The purpose of the workshop was:

- To discuss issues, opportunities and constraints facing transport decision-making in a sub-regional context
- To understand the legislative and regulatory frameworks that apply to transport planning and delivery in New Zealand
- To review and discuss approaches to transport planning, funding and delivery in other regions
- To explore how the lessons from elsewhere might apply in the Western Bay of Plenty, and to determine what further steps, if any, should be taken.

Initial discussion and problem definition

The initial discussion focussed on expectations for the workshop. While some participants expressed a desire to identify a way forward in terms of structure, others identified the need to clearly articulate the problems that need to be resolved before any discussion of possible solutions.

Further discussion highlighted the following issues with the current arrangements in the Western Bay of Plenty:

- Geographic context: the sub-regional issues faced in the Western Bay are different to the current regional planning context
- There is a lack of integrated thinking and actions between parties
- Transport planning tends to have a short-term focus: this is exacerbated by the RLTP focus on funding
- There is a gap between planning and implementation
- There are examples of confused accountabilities and a need for better alignment between organisations
- There may also be a gap in community support for the current regional approach: there is room for improvement in the way in which the parties (collectively) engage with the public

Most participants considered that improved outcomes can be achieved if the organisations are able to better integrate their transport planning and delivery functions. However, there was also a view that there are already good examples of collaboration between the parties, which need to be better understood before any discussion of new arrangements.

There was some discussion of specific transport issues of concern to participants (e.g. safety). It was agreed that the focus of the workshop was not on reviewing these issues, but rather on discussing whether a sub-regional approach to addressing them would be of value.

Some participants referred to the work done on the UNI Freight Story in 2012, and considered that this provided a good strategic overview for transport planning, with its focus on the connections to the rest of NZ, the key role of the Port of Tauranga, and highlighting the BOP regional contribution to the NZ economy. The need to factor in potential changes to the Auckland Port was also noted.

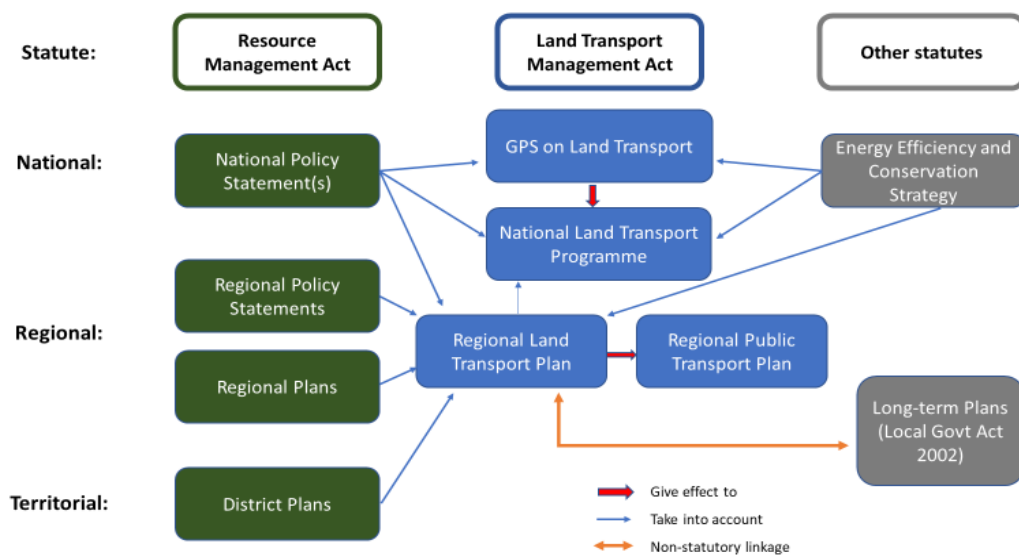
However, others noted that this work did not consider placemaking, land use and public transport issues, which are of growing importance in the Western Bay sub-region.

This discussion highlighted a dichotomy between what appear to be the two main drivers of transport policy in the western Bay: the inter-regional issues associated with connections to the Port; and the sub-regional urban transport issues related to the growing Tauranga/Western Bay sub-region.

Current arrangement and case studies from other regions

The workshop briefly discussed the think-piece that had been prepared to review current legislative provisions, issues with the current arrangements, and a series of four case studies from other regions.

The current arrangements are summarised in the following diagram:



Issues with the current arrangements were summarised as follows:

- **Strategic overview:** RLTP focus on the sequencing and funding: lack of strategic overview
- **Central/local priorities:** Misalignment between central and local government strategic priorities
- **Land use/transport integration:** different organisational responsibilities, or spill over effects; and local conflicts between the place and through-movement functions of roads

- **Modal integration:** problems aligning public transport services and infrastructure; and road and rail
- **Financial accountability:** lack of alignment between strategic planning and the ability or willingness to pay
- **Funding-driven priorities:** Differences in funding rates can bias priorities
- **Confused accountabilities:** Statutory roles and responsibilities not well understood by the public

Application to the Western Bay of Plenty: should there be a sub-regional approach?

The workshop then considered how the issues identified in the think-piece apply in the Western Bay of Plenty, and whether this supports consideration of a sub-regional approach to transport planning in the Western bay. This included consideration of the following:

- Is the region-wide 30-year land transport plan sufficient?
- Is there a case for a sub-regional approach?
- What prevents this being undertaken by existing organisations?
- Are the factors supporting sub-regional collaboration present?

The dominant view at the workshop was that a sub-regional approach to transport is needed for the Western Bay, but there was no clear view of the best way to achieve this. Some participants noted that there are already good examples of collaboration between the parties (e.g. in public transport), and it is important that these are better understood.

The workshop considered whether the factors identified in the think piece that contribute to a sub-regional approach are present in the Western Bay of Plenty. The discussion drew the following conclusions:

Factor supporting sub-regional approach	Present in Western Bay?	Comment
Sub-regional transport issues are significant, and distinct from rest of the region	YES	As noted above, urban transport issues in the sub-region differ from the rest of the region (especially public transport).
Cross-boundary transport and land use impacts	YES	Spill-over effects between Tauranga and Western Bay of Plenty
Coordination and integration issues between organisations	YES	But note existing collaborative arrangements
Experience between the parties in coordinating strategic planning and implementation	YES	Question whether existing arrangements are sufficient, especially at the governance level

Growth pressures leading to significant changes in transport demand	YES	
Transport strategies or plans with sub-regional implications developed by organisations without sufficient input from the others	NO	NOT seen as a significant issue
Strategic agreement but lack of a clear implementation path, or delivery is not supported by some parties	YES	Strategic agreement needs to be supported by the formal accountability to implement
Difference in funding priorities between organisations	YES	Election cycle means that hard decisions can be put off, and rating approaches differ. Need to recognise that strategic priorities require significant investment to implement. Agreement on the strategy requires clear understanding and acceptance off financial implications

The review confirmed a clear justification for a sub-regional approach to transport. However, there was a consensus at the workshop that a sub-regional approach should not be at the expense of the current regional transport planning processes, including the RLTP. The RLTP is a statutory requirement, and it is important that any sub-regional approach should feed into and support that regional planning.

However, there was some concern that the current governance approach of the Regional Transport Committee (RTC) which gave equal weight to large cities and small districts does not always lend itself to a non-parochial approach.

Participants favoured a “layered” approach to transport planning, with the sub-regional and regional layers (and possibly also a pan-regional upper North Island layer). The sub-regional and pan-regional layers would inform the statutory regional planning layer.

The sub-regional approach could possibly be achieved through informal mechanisms, such as existing collaborative approaches; or more formal approaches, such as a joint committee. However, the development of any formal mechanism would need to consider the relationship to other organisations, including the RTC and parent bodies; what delegations would be appropriate.

Any new arrangement would also need to ensure that transport and land use are properly integrated. Some participants noted that the current approach to spatial planning along corridors fails to adequately integrate transport investment and land use decisions.

A joined-up, integrated approach needs to go beyond planning and into delivery: decisions about when and where to put things in place to deliver of the plan need to be coordinated, and these actions need to be demonstrated to the public. This means ensuring that any approach to

collaboration includes mechanisms to ensure oversight of the actions of the parties responsible to deliver actions.

The SmartGrowth governance model has some strengths in ensuring that key issues are identified and addressed collectively, providing a direction which can then be followed by the parties (and enabling progress to be monitored).

The issues that are facing the sub-region will increasingly require a multi-faceted approach, which will in turn rely on integrated actions from a number of parties. Examples of some emerging issues that will need collaborative planning and/or delivery include:

- Infrastructure provision to support affordable housing
- Parking controls
- PT service levels
- Incentives and disincentives to encourage behaviour change
- Road pricing
- Public participation

The need for an appropriate vehicle to lobby central government (to address issues such as infrastructure funding) was also highlighted.

In looking at options for a sub-regional approach, it is important that any vehicle can demonstrably add value by improving on the outcomes that can be delivered by existing organisations and arrangements.

There was some discussion of the need to ensure that the focus is on better outcomes for the community, rather than a defensive approach to discussion of possible sub-regional amalgamation.

Conversely, the issue of organisational “sovereignty” was also raised: there will be resistance to arrangements that interfere with the legitimate decision-making roles of local councils, or if those decisions are usurped by an ad-hoc body. Any future arrangement needs to be cognisant of ensuring that planning and funding decisions are coordinated.

Next steps

The workshop agreed on two key follow up steps:

- Partner staff (including NZTA) to report back on current collaborative arrangements, including whether the partners are on an improvement path, and any gaps that exist
- A report back on the parameters and elements of a sub-regional approach, taking account of long term aspirations for transport (both regional and sub-regional); and including issues of funding, modes, pricing, and advocacy on key issues.



Committee Name	SmartGrowth Strategic Leadership Group
Committee Meeting Date	15 November 2017
Author (s)	Ken Tremaine, Strategic Advisor on behalf of the SG Partners
Purpose	To update the SLG on progress made on the Settlement Pattern Review and National Policy Statement on Urban Development Capacity projects

SPR and NPS-UDC Projects

Introduction

The purpose of this report is to update the SLG on progress made on the Settlement Pattern Review (SPR) and the National Policy Statement on Urban Development Capacity (NPS-UDC). These two projects are being implemented together.

The overarching aim of the project is to implement the SPR across the SmartGrowth partnership and thereby ensure timely development capacity in the sub-region over the next 30 years in order to meet the NPS-UDC requirements

The Growth Areas

Four growth areas were confirmed by the SmartGrowth Leadership Group in August 2016 and agreed by the partner councils. These areas were recommended to provide urban development capacity in the sub-region over the next 10 years.

The four projects are:

- Compact City (Tauranga)
- Southern Corridor – Tauriko West
- Western Corridor – Keenan Rd
- Eastern Corridor – Te Tumu

In addition to those listed above, the Western Bay of Plenty District Council also have other growth areas which form part of our NPS-UDC and SPR work. These are:

- Northern Corridor: Waihi Beach, Katikati, Omokoroa
- Eastern Corridor: Te Puke, Rangiuru

Presentations will be given to the SLG on all of the growth areas which generally fit into the SmartGrowth corridor approach:

- Compact City through the Tauranga Urban Strategy
- Tauriko West and Te Tumu
- Western Bay of Plenty District's growth areas

An update report on the Keenan Rd area was provided to the last SLG meeting.

This report and the supporting presentations reflect the role of the Bay of Plenty Regional Council in this project.

Key Timeframes and Milestones

There are some key timeframes that the projects need to meet, these are as follows:

	Task	Estimated Completion Timeframe
SPR	Structure planning for the confirmed growth areas and development of planning framework	Mid 2018*
	Public notification of plan changes	Late 2018*
NPS-UDC	Sufficient development capacity, infrastructure to support development, providing housing choice, respond when capacity insufficient	Immediate and ongoing
	Monitor market indicators	1 June 2017 and ongoing quarterly monitoring – draft complete
	Begin to use indicators of price inefficiency	31 December 2017
	Housing and business development capacity assessment – draft report to be completed by end of year and workshopped with SLG first quarter of 2018	31 December 2017
	Ensuring sufficient capacity and enabling development	Response initiated within 12 months (ie before 31 December 2017)
	Future Development Strategy	31 December 2018
	Set minimum targets in Regional Policy and Statement District Plans	31 December 2018

*These timeframes are subject to work proceeding in a logical and timely manner.

Progress

The following is an overview of progress made in terms of implementing the key growth areas that form part of the SPR and our NPS-UDC work.

Eastern Corridor

Te Tumu: This growth area is significant and will provide houses for around 15,500 people. Initial engagement with the community and key stakeholders has been undertaken and master planning and modelling is now underway to inform and prepare the structure plan.

Te Puke: The Te Puke Development Plan was reviewed and updated last year. New business and residential development has been signalled for Te Puke. Further detail will be provided in the presentation from the Western Bay of Plenty District Council.

Rangiuru: The most recent Plan Change was made operative by the Western Bay of Plenty District Council in July 2017. Rangiuru is a major employment area for the Eastern Corridor and a critical contributor to good integrated planning which covers live, learn, work and play. Scott Hamilton from Quayside Holdings Ltd will be separately presenting on development implementation.

Western Corridor

Tauriko West: This area will provide for around 5,500 people. It is complicated in that an RPS urban limits change is required as well as a boundary adjustment between Western Bay of Plenty District Council and Tauranga City Council. Initial engagement with the community and key stakeholders has been undertaken and master planning and modelling is now underway to inform and prepare the structure plan. Essential iwi engagement is yet to commence.

Northern Corridor

Waihi Beach: Limited additional residential development has been signalled for Waihi Beach.

Katikati: Structure / master planning is underway.

Omokoroa: Structure / master planning is underway.

Compact City / Tauranga Urban Strategy

The Tauranga Urban Strategy (TUS) has been developed in parallel with the Compact City Project. This significant strategy looks more broadly at Tauranga's growth issues including its housing needs, increasing transport congestion, environmental quality, urban sprawl and a range of other related matters. In effect, the content of the TUS now supersedes that of the Compact City project. The TUS is not yet complete and requires some additional work before engagement with stakeholders and the public occurs.

The TUS clearly signals Tauranga City's commitment to greater residential growth in Tauranga's existing urban area.

Other Work

The following work is occurring or has been completed as part of the SPR-NPS project:

- A Technical Implementation Group has been meeting every month to progress the project.
- M.E Consulting has been engaged to undertake the business land analysis component of the NPS-UDC work for the sub-region. Findings are expected by the

end of the year. This work builds on the labour force analysis work undertaken by M.E and presented to the Leadership Group earlier this year.

- The first monitoring report under the NPS-UDC has been prepared and will be workshopped with the Leadership Group in due course.
- The 'Housing we Need' analysis is currently underway. This work covers the current housing stock and any challenges / issues, a future view of what is needed to meet the community's housing needs and identify any gaps between what is currently being supplied and what is needed in the future. The draft report, which is at the peer review stage, helpfully takes a four well-beings approach to future housing needs rather than solely focusing on land demand and supply as outlined in the NPS-UDC.
- The Housing and Business Development Capacity Assessment report is underway.
- The Future Development Strategy, which will become part of the SmartGrowth Strategy, has been scoped at a high level.
- The Tauranga Programme Business Case which looks at transport options for the Tauranga urban area is underway and scenarios have been finalised. This work will be reported to Tauranga City Council, NZTA Board and SmartGrowth in December or in the first quarter of 2018.

Conclusions

The NPS-UDC poses considerable challenges for the sub-region, including:

- The requirements to provide additional capacity (20% of feasible development capacity over and above projected demand of at least for the first 10 years and an additional 15% for the remaining 20 years).
- Ensuring that all development capacity is feasible when there isn't the capacity or neither is it desirable to plan at a very detailed level out 30 years. From a risk and resilience perspective, 10 years is always regarded as the outer limit and best practice.
- The infrastructure and balance sheet impacts of meeting the capacity requirements.

SmartGrowth, along with other growth areas in New Zealand, is likely to focus on the first 10 years in detail and the remaining 20 in a much broader manner.

We are on track in terms of sufficient capacity to meet demand for the first 10 years. A key task for us will be to identify the quantum of shortfall for the remaining 20 years and discuss options for its allocation, noting that further refinement work will continue on this matter during 2018 before policies and targets are incorporated into the Regional Policy Statement and District Plans at the end of 2018. It may be that we choose to live with a shortfall beyond 20 years and to carefully monitor the changes that are occurring before we over commit to too much supply with very significant financial impacts in respect of the funding of infrastructure provision.

In addition there are challenges in identifying future infrastructure needs at a fine grain level of detail over 30 years when there may be changes both in land use patterns and in the nature of infrastructure service delivery.

A key component in all of this will be monitoring our capacity and being able to adapt to any changed circumstances. This is all part of the SmartGrowth Leadership Group's wish for SmartGrowth to be sufficiently nimble to anticipate any changes in its operating climate early enough to provide an effective response.

We would like to seek confirmation from the Leadership Group to this approach.

Significant discussions from a variety of perspectives both nationally, regionally and locally, are also likely to occur with the new Government, especially in the first quarter of 2018, around:

- Funding options for growth areas
- The financial impacts of the additional target requirements (i.e. 20% in the first 10 years and 15% in the following 20)
- The role of the emerging Housing Commission which will have responsibility for the KiwiBuild programme
- The Infrastructure Commission
- Potential changes to the Housing Infrastructure Fund approach of the previous Government with a possible replacement by Government development bonds supported by targeted rates
- Progressing Urban Development Authorities including yet to be fully developed additional high growth area funding mechanisms such as special purpose vehicles

All of these represent some significant emerging policy areas that are of interest to SmartGrowth, both from an advocacy and policy development perspective. These are covered in more detail in the Policy Reset report which is a separate item on the agenda.

Recommendations

That the SmartGrowth Leadership Group:

1. **Note** the progress made to date on the SPR and NPS-UDC projects.
2. **Confirm** an approach which outlines development capacity for the first 10 years in detail and then more broadly for the following 20 years, noting that careful monitoring will be undertaken.
3. **Note** that work will continue on development capacity during 2018.



Committee Name	SmartGrowth Leadership Group
Committee Meeting Date	15 November 2017
Author (s)	Bill Wasley, Independent Chair and Bernie Walsh, SmartGrowth Manager
Purpose	To provide the SLG with a future policy reset framework for discussion in the context of the formation of a new government

The planning, policy and funding environment – time for a reset with a new government?

Background and Context

Over the last decade there have been a number of legislative changes, new initiatives and policy approaches which directly affect the planning system, regions and local government. Many of these are not well connected.

Given the multiple threads that are currently running in terms of planning reform and policy changes with a new Government, SmartGrowth should formulate its own view on future options for and improvements to the planning and funding system, given the significance of them for effective strategy implementation. It is an opportune time to consider this given that there is a new Government in place which has already signalled potential movement on some of the issues of concern to SmartGrowth. Obviously Local Government New Zealand and the Upper North Island Strategic Alliance are key partners in this process, but there is also potential for high growth councils to work together to work for change.

At its meeting on 19 April 2017 the SLG resolved that:

“That a scoping paper be prepared on the nature and scope of any policy reset/ re-thinking to achieve better integration of the diverse reforms, and what may be a more appropriate policy/ legislative framework in terms of an integrated approach to longer term spatial planning and funding, with such a paper being one of the elements of any advocacy programme that the SmartGrowth partnership may wish to undertake post the September national elections.

As part of preparation of the scoping paper partnership staff undertake engagement with the Future Proof and Greater Christchurch partnerships to ascertain interest in taking a joined up advocacy approach.”

The purpose of this paper is to provide a framework for discussion. A more comprehensive paper can be developed following the SLG discussion which will set out a clear and agreed story which can be used as a platform for advocacy on a range of matters. This will be particularly important given the new government's stated priorities.

Recent planning reforms and the introduction of new initiatives include:

- The Resource Legislation Amendment Act 2017
- The final Productivity Commission report on Better Urban Planning, March 2017
- The Urban Development Authorities Discussion Document 2017¹
- The National Policy Statement on Urban Development Capacity 2016
- The Housing Infrastructure Fund
- Housing Accords and Special Housing Areas Act 2013

The New Government

There has already been a great deal of media reporting on the new Government's priorities and the new Ministerial portfolios. The Prime Minister's speech in parliament on November 8 also clearly sets out the agenda that the new government expects to pursue.

A presentation from the SmartGrowth manager on November 15 will facilitate discussion with the SmartGrowth Leadership Group on the policy agenda and new portfolios and its relevance for SmartGrowth activities and advocacy.

In the November 8 speech, Prime Minister Jacinda Ardern said the following:

"...we are facing almost a decade of chronic underinvestment, and it is also clear that it is far worse in some areas than we even imagined. The chronic underinvestment means our hospitals and our schools are groaning under the pressure of a growing and ageing population. It means our roads are gridlocked and we've inherited a widening gap between what needs to be spent, for instance, on public transport and roads, and what has been set aside by the previous Government. It is going to take my Government time to get these vital services and infrastructure back to where they need to be, but it is a challenge we will take on."

She also went on to say that the new Government is "absolutely committed to resolving the housing crisis and taking a multitude of steps and levers to make that happen".

"That's why the mass Housing New Zealand sell-off ends. That's why there will be a housing commission, there will be KiwiBuild, and there will be a tax working group. These measures aren't a means to an end themselves. They are part of our solution because New Zealand deserves a different, better kind of economy: one with higher incomes, one that is more efficient, one that is more productive."

¹ The UDA's would also act as a separate debt entity which provides an alternative approach for councils who have reached or are getting close to their debt limits.

She also stated that there will be an independent climate commission. “There will be action on climate change. This will not be done by edict. It will be done instead in careful consultation with communities, particularly those that will be affected, and we'll ensure that we assure them of the just transitions that are needed.”

New Ministerial portfolios reflect this policy agenda with new Ministers for Crown/Maori Relations, a new joint Housing and Urban Development portfolio (with this Minister also having responsibility for transport). The Local Government Minister also holds the Maori Development portfolio and associate for Environment. The Minister for the Environment also holds the Economic Development portfolio. There is a new Minister for Rural Communities. The new Infrastructure Minister also has portfolios in forestry, regional economic development and associate for transport and finance.

It is clear that housing, transport, infrastructure investments, urban development, regional economic development and funding clearly intersect with the challenges facing SmartGrowth and its own work. The connections with Maori development, the environment and climate change could also fundamentally boost some of the policy and planning priorities we have been discussing in Smart Talks and across councils Long-term Plan workshops.

SmartGrowth is updating its briefing materials. We obviously see the completion of the Housing Needs Assessment work in December as a strong evidence and advocacy base for engagement with the new Government on our housing challenge. There are many other opportunities too with the completion of work on our future urban development strategy, transport strategies and plans and climate change work at the regional level.

The vital success factor will be agreeing a united advocacy story that is strongly supported and mandated.

SmartGrowth Approaches

The SmartGrowth Strategy contains the following outcomes which would need to be factored into any potential policy changes of future approaches:

- Visionary, collaborative leadership, a strong partnership and provide effective advocacy
- Working together to protect and enhance our distinctive natural environment
- Working proactively and in partnership with the community to make western Bay active, vibrant, connected, caring, healthy and safe.
- A thriving, growing, diverse and sustainable economy.
- Realising economic and social opportunities for tāngata whenua while protecting cultural identity.
- Working from the same long term planning blueprint which incorporates planning for land use, transport and other infrastructure in an efficient and affordable way.

Putting a SmartGrowth lens over future planning and infrastructure funding approaches, we would be looking for the following:

- Building from a four well-beings (social, economic, cultural and environment) platform.

- An integrated approach to planning – where land use is contemporaneous with the provision of infrastructure and with timely, equitable funding.
- Considering alternative approaches to funding.
- Anticipating growth, coordinating development and ensuring that infrastructure and facilities are developed in an effective and affordable manner.
- The ability to be flexible and adaptable to changing circumstances.
- Providing the right types of housing that is affordable and of good quality.
- Creating liveable communities through good place making.
- Tāngata whenua involvement and partnerships.
- Greater opportunities for partnerships with the community and Central Government.
- Moving towards a more balanced and integrated approach to planning issues rather than fast-track, single issue solutions to perceived problems.
- A move away from a land supply and housing at any cost approach to a more considered position.

Current Challenges

In broad terms, we are currently facing some significant challenges at a national level:

- Increasing resource scarcity and competition for access to those resources
- A changing society (including our demographics)
- The stark differences facing urban and rural areas
- Housing affordability
- A lack of funding options for transport infrastructure and other services
- The impact of new technologies
- Limits to achieving social outcomes and public benefits (such as affordable housing and active transport) through market mechanisms.

In specific terms, the following criticisms have been levelled at the current planning framework:²

- Planning legislation lacks clarity and focus, and is prone to overreach
- The time and cost of processes are too high for all parties
- Too much complexity
- An inability to respond quickly
- Takes too long to make plans
- A lack of national policy direction and too little direction and guidance from Central Government
- Prioritisation is difficult

² Productivity Commission, *Better Urban Planning – Final Report*, February 2017 and Martin Jenkins for Local Government NZ, *A 'Blue Skies' Discussion about New Zealand's Resource Management System*, December 2015

- System lacks responsiveness
- Protection of Maori interests is inconsistent
- There is no or little recognition of cumulative effects
- Lack of integration and linkage between RMA planning frameworks and core local government tools such as the Long Term Plan

A recent report commissioned by Local Government NZ ³ considered the statutory framework of the local government sector and asked the question 'is the key legislation working properly?' The report found that:

- The overall statutory framework for local government (the RMA, the LGA and the LTMA) in New Zealand is not broken but 'worse for wear'.
- The three statutes were originally well-aligned.
- Amendments have eroded the alignment. Multiple recent legislative changes have undermined the coherence and commonality of purpose of the three Acts. A clear signal has been sent whereby efficiency and cost effectiveness is to be the focus over all other considerations.
- There has been a focus on economic efficiency at the expense of local democracy.
- Recent legislative change has been somewhat hasty.

Recent legislative change and policy approaches have resulted in new issues, such as:

- **Conflicting outcomes between national policy statements (NPS).** For example the National Policy Statement for Freshwater Management requires councils to maintain and enhance freshwater quality and sets a series of national freshwater quality bottom lines. It will be difficult to satisfy this while providing for increased urban development as required by the NPS on Urban Development Capacity. Similar conflicts arise in respect of the New Zealand Coastal Policy Statement 2010.
- **An aggregation of power to Central Government on certain issues.** For example recent RMA amendments which provide ministerial powers to intervene in local processes and establish new collaborative and 'fast-track' plan-making processes.
- **A focus on single issues** (eg housing supply) at the expense of a more balanced and considered approach. For example the introduction of a number of 'fast-track' approaches to housing without wider considerations of good planning, place-making or efficient infrastructure and funding considerations.
- **Marginalisation of existing structures and institutions.** For example the sidelining of the Environment Court, in favour of other decision-making structures such as Boards of Inquiry and Independent Hearing Panels.
- **An erosion of public participation in decision-making.** For example the recent amendments to the RMA place restrictions on notification and appeal rights, as well as introducing deemed permitted activities, all of which have the effect of limiting public participation.

³ Simpson Grierson, prepared for Local Government NZ, *The Statutory Framework of New Zealand's Local Government Sector: Is the Key Legislation Working Properly?*, July 2016

All of these challenges highlight the need for a sound evidence-base, community /public engagement and taking ‘pause for thought’ before any new legislation is enacted or existing legislation amended.

There are also specific challenges for the planning and funding of transport and its relationship with land use. These challenges include:

- Changes in future demand and the impact this has on investment.
- The need for more funding tools.⁴
- An inability for regions to decide and fund their own transport initiatives.
- Technological change.
- The role of rail and how the network is managed and funded in a small country.⁵
- The ongoing need for stronger land use and transport planning integration.
- The need to think sub-regionally, regionally and in an Upper North Island context – not just focusing on cities and urban areas.
- The role of place-making and the significant contribution that transport can make to this.

Future Possibilities and Options

The following are various options that have been put forward by a number of groups and organisations in recent times to address the challenges that the planning system is facing:

- Rationalisation and better alignment of the planning statutes.
- Blending the land use, infrastructure and funding components of the LGA, RMA and LTMA into a single planning Act and creating a separate Environment Act⁶.
- Retaining the separate Acts but have overarching spatial planning legislation that sets the regional strategic direction.⁷
- Changing financial signals to promote sustainable decision-making that integrates economic and environmental outcomes.⁸

⁴ The recent Government announcement to introduce new legislation allowing Auckland to levy a Regional Fuel Tax could potentially pave the way for other regions to do the same.

⁵ Note the new Government’s focus on rail – both in urban and regional settings.

⁶ Martin Jenkins for Local Government NZ, A ‘Blue Skies’ Discussion about New Zealand’s Resource Management System, December 2015

⁷ Martin Jenkins for Local Government NZ, A ‘Blue Skies’ Discussion about New Zealand’s Resource Management System, December 2015

⁸ Martin Jenkins for Local Government NZ, A ‘Blue Skies’ Discussion about New Zealand’s Resource Management System, December 2015

- Clearer distinction between built and natural environments.⁹
- More responsive infrastructure provision.¹⁰
- Spatial planning – including a fully integrated national, regional and local spatial planning framework¹¹.
- Wider recognition and protection of Maori interests.¹²
- Improved local and central government partnerships and decision making, in particular around infrastructure and funding.¹³
- A greater funding mix for local government.¹⁴

It is proposed that the SmartGrowth partnership have a discussion on the potential options it thinks will best suit its strategic approach.

Some potential policy reset options to achieve better integration across long-term planning, infrastructure and funding are outlined below.

Partnerships for Growth and Better Funding Options

- A wider funding toolbox, especially for transport
- Greater partnerships between central and local government
- A greater ability for regions to determine, plan and fund their own transport aims and priorities
- Achieving greater scale for network infrastructure

A Coordinated, Integrated and Aligned National Planning and Legislative Framework

- Rationalising and better aligning the planning statutes - would require legislative amendment
- A single well-resourced agency to administer the core Acts – medium to long term
- Allowing for sub-regional or regional spatial planning documents with statutory backing – as would require legislative amendment
- Co-ordination of national, regional and local planning and implementation for large-scale urban development (note that this is partly occurring through the Urban Development Authorities concept but more could be done)
- Better tools for achieving compact city (eg through well designed UDAs, greater ability to recover development contributions etc)

⁹ Productivity Commission, *Better Urban Planning – Final Report*, February 2017

¹⁰ Productivity Commission, *Better Urban Planning – Final Report*, February 2017

¹¹ NZCID, *Integrated Governance Planning and Delivery: A Proposal for Local Government and Planning Law Reform in New Zealand*, August 2015

¹² Productivity Commission, *Better Urban Planning – Final Report*, February 2017

¹³ *Local Government Funding Review – A Discussion Paper*, Local Government NZ, February 2015

¹⁴ *Local Government Funding Review – A Discussion Paper*, Local Government NZ, February 2015

Next Steps

- Develop a clear and agreed paper following the SLG discussion which sets out the current challenges and SmartGrowth's preferred options and approach.
- Engage with the Future Proof and Greater Christchurch partnerships on these matters in order to get a wider view and aligned view on the key options and approaches.
- Closely monitor the new Government's emerging Ministerial offices and advisors and policy and service delivery framework to ensure that the issues raised in this paper are addressed.

Recommendations

That the SmartGrowth Leadership Group:

1. **Receive** the report.
2. **Confirm** the next steps.
3. **Note** that we will align with others of similar interest and report back to the Leadership Group in the first half of 2018 once the Government's policy and service delivery roadmap is clear.



Committee Name	SmartGrowth Leadership Group (SLG)
Committee Meeting Date	15 November 2017
Author (s)	Bernie Walsh, SmartGrowth Manager
Purpose	Highlights – SmartGrowth Partnership Reports - November

SmartGrowth Bi-Monthly Reports – highlights

Introduction

The SmartGrowth Partnership Bi-Monthly Reports for November are attached.

Highlights

Key activities and achievements since the last report are:

- September Smart Talk. Future Thinking with panel of speakers as part of Architecture Week. Theme of 'density done well' – held in partnership with Institute of Architects.
[Videos available on the SmartGrowth website.](#)
- SmartGrowth hosted a Housing Needs Assessment engagement workshop with consultants Community Housing Solutions and the Housing Reference Group on October 27. Consultants will present final report to SmartGrowth Leadership Group in December.
- [New transport overview diagram](#) with hyperlinks published. See Attachment 1.
- Media releases published on [SocialLink social sector mapping](#) and [Ageing Well Life when Renting research](#). For a progress report on social sector mapping project, see Attachment 2. Media coverage across various publications including [Bay of Plenty Times story on SmartGrowth-SocialLink mapping project](#) and [life when renting research](#) story and HAF [shared equity workshop](#). Chair interviewed by RadioNZ.

- [Strategic workshop discussions](#) held on transport and water with SmartGrowth Leadership Group.
- [SmartGrowth Forums meetings](#) held and '[health check](#)' [research report](#) responses and structure planning workshops discussed including Strategic Partners Forum (met twice, chaired by independent chair). See full forums report section 2 of Partnership Office report.
- Environment and Sustainability Forum engaged with the structure planning process for both Te Tumu and Tauriko West. It is valuing the chance to sit at the table and contribute their knowledge, although continually ask the question how much influence they can have on the process. They are starting to engage directly with the landowners to share their vision and understand theirs. The forum also has a significant focus on transport for the sub region and many forum members are involved in external groups advocating for more comprehensive and visionary approaches to public transport and active transport as alternatives to car dependency. The forum strongly supports the Cycle Action Plan process and principles approach.
- SmartGrowth co-ordination work for [National Policy Statement for Urban Development Capacity](#) progressed including workshops with staff on future development strategy guidance (due December 1) and indicators. Co-ordinated workshop held with government officials and partner staff. First monitoring report completed. Work for Future Development Strategy mapped and discussed.
- Smart Transport Forum held on September 28 – SmartGrowth partner support provided to Sustainable Business Network. [Media coverage story](#).
- [SmartGrowth Project Outcomes Checklist](#) completed and published for use. This completes another key action from the response to the Settlement Pattern Review SmartGrowth Forum Position Papers. [Western Bay of Plenty District Council action list in response to position papers](#) also published on SmartGrowth website.

Other partner report highlights

- [Te Tumu](#) open days completed in September. Further ones on November 15 and 16. Second workshop with forum chairs held. Te Tumu Stormwater Strategy completed in mid-October. [Tauriko for Tomorrow October Update](#) published on website.
- Tauranga Urban Strategy progressed over October and November, with anticipated sign-off for consultation in December; comprehensive consultation package for early 2018.
- Tauranga Centres Technical Assessment – draft report went to November City Transformation Committee meeting.

- City Centre Framework – recommended for approval by Tauranga City Transformation Committee.
- Rural land planning study has started (Tauranga City).
- State of Tauranga Harbour report due for completion in December 2017 (Bay of Plenty Regional Council).
- Boffa Miskell consultant report on developing mauri model framework being presented to 12 December 2017 Komiti Maori meeting in Omaio (Bay of Plenty Regional Council).
- New Minister for the Environment David Parker to consider the request to use the [streamlined plan process for Tauriko West Urban Limit Change](#). Decision may be received in December 2017.
- Stakeholder engagement has begun on [Piarere to Tauriko \(SH29\)](#) Business case. Iwi engagement has also begun. (NZ Transport Agency)






Recommendations

That the SmartGrowth Leadership Group (SLG):

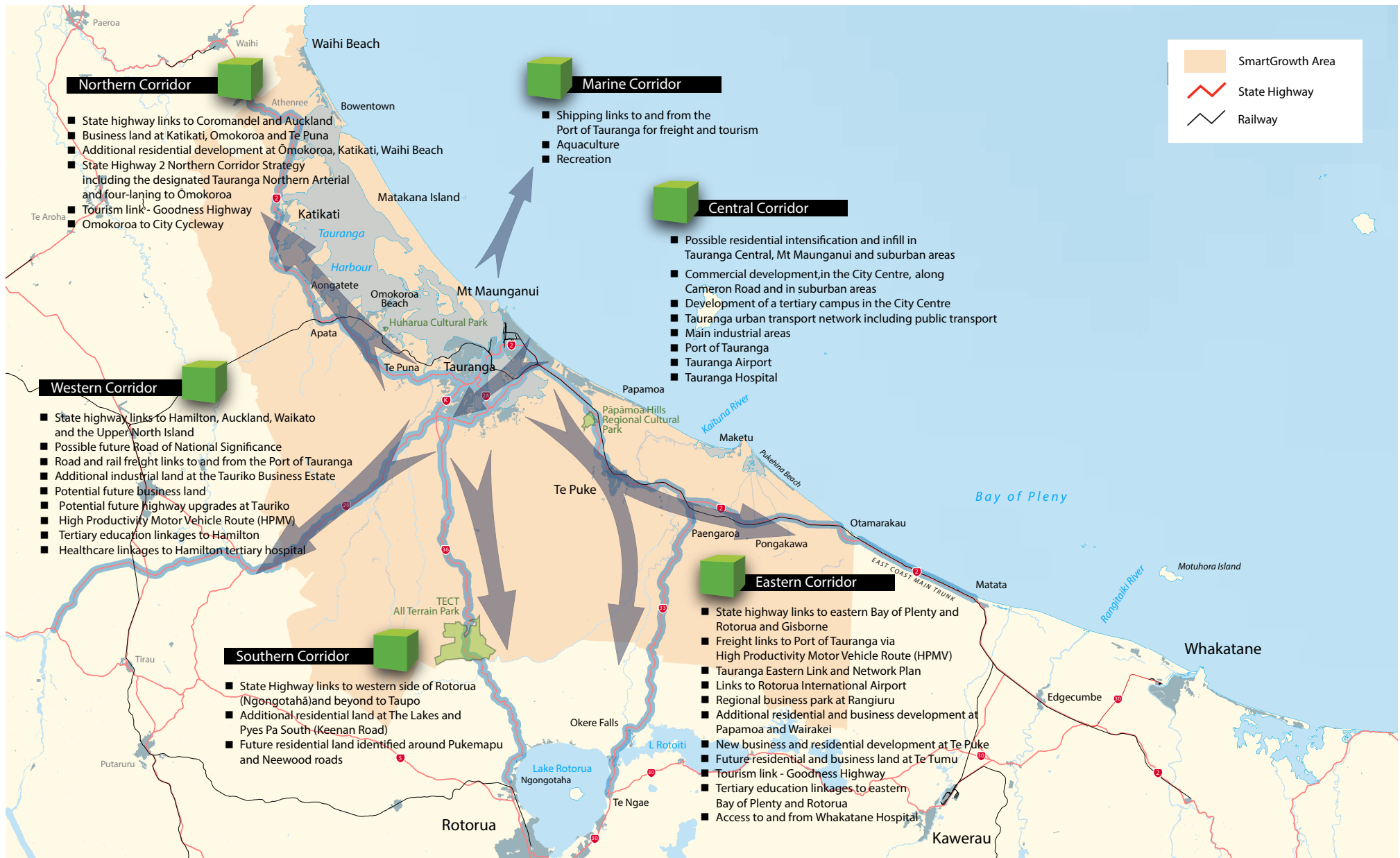
1. Receive the SmartGrowth Partnership Bi-Monthly Report for November.
2. Refer the report to the SmartGrowth Forum Chairs for their information.

An overview of transport in western Bay of Plenty



WHAT'S BEING PLANNED	LEAD AGENCY (in collaboration with transport partners)
<p>TAURANGA TRANSPORT PLAN</p> <p>Long term transport plan (includes travel demand management and support for compact city and urban strategy). More information</p> <p>TAURANGA CYCLE PLAN More information</p> <p>TAURANGA PARKING STRATEGY</p> <p>REGIONAL PUBLIC TRANSPORT PLAN + NEW WESTERN BAY BUS NETWORK PLAN FOR TAURANGA/TE PUKE</p> <p>And new public transport ticketing system (from mid 2018). More information</p> <p>WESTERN BAY DISTRICT TRANSPORT STRATEGY</p> <p>And the Western Bay District Cycle Strategy including Omokoroa to City cycleway</p> <p>REGIONAL LAND TRANSPORT PLAN</p> <p>30-year Bay of Plenty regional transport plan (draft being prepared for consultation in late 2017)</p> <p>All of the strategies and plans that are being planned and delivered, along with other transport related strategies/initiatives, will inform the development of the Regional Land Transport Plan. More information</p> <p>STATE HIGHWAYS More information</p>	<p>Tauranga City Council</p> <p>Tauranga City Council</p> <p>Tauranga City Council</p> <p>Bay of Plenty Regional Council</p> <p>Western Bay of Plenty District Council</p> <p>Bay of Plenty Regional Council</p>
<p>PIARERE TO TAURIKO (SH29)</p> <p>– business case under way for investment</p> <p>WAIHI TO TAURANGA CORRIDOR (SH2)</p> <p>– business case under way for investment</p> <p>– Katikati bypass</p> <p>MAINTAINING THE CURRENT NETWORK</p> <p>The NZ Transport Agency and councils also plan and deliver the maintenance of the current transport network. This is a significant cost – more than half the transport investment in our sub-region goes just on maintaining and operating our current transport system.</p>	<p>NZ Transport Agency</p> <p>NZ Transport Agency</p>
WHAT'S BEING DELIVERED	LEAD AGENCY (in collaboration with transport partners)
<p>TAURANGA TRANSPORT IMPROVEMENTS</p> <p>Set of corridor and safety improvements, road upgrades, cycling and pedestrian links</p> <p>PUBLIC TRANSPORT SERVICE</p> <p>– across western Bay of Plenty</p> <p>More information</p> <p>OMOKOROA SH2 IMPROVEMENTS</p> <p>NEW COMMUNITIES – FROM 2021</p> <p>Te Tumu – future transport (Eastern Corridor – see overleaf) More information</p> <p>Tauriko for tomorrow (Western Corridor – see overleaf) More information</p> 	<p>Tauranga City Council</p> <p>Bay of Plenty Regional Council</p> <p>NZ Transport Agency, Western Bay of Plenty District Council</p> <p>All agencies: NZ Transport Agency, Tauranga City Council, Western Bay of Plenty District Council, Bay of Plenty Regional Council, SmartGrowth</p>
<p>BAYFAIR TO BAYPARK LINK</p> <p>MAUNGATAPU UNDERPASS</p> <p>POIKE ROAD OVER BRIDGE</p> <p>TAURANGA NORTHERN LINK</p> <p>TE PUNA / MINDEN ROUNDABOUT (SH2)</p>	<p>NZ Transport Agency</p> <p>NZ Transport Agency</p> <p>NZ Transport Agency</p> <p>NZ Transport Agency</p> <p>NZ Transport Agency</p>
WHO DOES WHAT	
<p>Integrating transport and future community planning.</p> <p> NZ TRANSPORT AGENCY:</p> <ul style="list-style-type: none"> Works in partnership, primarily with councils, to maintain and deliver a nationally integrated land transport system (funding/planning/delivery) Responsible for allocating investment of the National Land Transport Fund (gathered from road user charges; fuel excise duty) Responsible for State Highways <p> TAURANGA CITY COUNCIL</p> <ul style="list-style-type: none"> City-wide transport planning and delivery Infrastructure (footpaths, cycleways, bus stops, bus lanes etc) for city roads, public transport, walking, cycling Owens Tauranga Airport. Operated under Airports Authority Act, governed by Airport Advisory Group. The airport is a standalone 'business unit' of the council and requires no ratepayer funding. Delivering Tauranga Airport Master Plan <p> WESTERN BAY OF PLENTY DISTRICT COUNCIL</p> <ul style="list-style-type: none"> District-wide transport planning and delivery Infrastructure (footpaths, cycleways, bus stops, bus lanes etc) for district roads, public transport, walking, cycling <p> BAY OF PLENTY REGIONAL COUNCIL</p> <ul style="list-style-type: none"> Region-wide public transport service, planning and delivery (Regional Public Transport Plan) Region-wide transport planning including prioritising significant projects seeking NZ Transport Agency investment (Regional Land Transport Plan) <p> KIWI RAIL</p> <ul style="list-style-type: none"> Responsible for maintaining rail corridors Rail freight service provider <p> BAY OF PLENTY DISTRICT HEALTH BOARD/ TOI TE ORA</p> <ul style="list-style-type: none"> Assessing health and wellbeing impacts of transport and promoting transport as a key community health determinant <p>UPPER NORTH ISLAND STRATEGIC ALLIANCE (Auckland/Northland/Bay of Plenty/Waikato)</p> <ul style="list-style-type: none"> Cross-council alliance – has completed inter-regional studies including freight story and ports <p>BAY OF CONNECTIONS</p> <ul style="list-style-type: none"> Economic development focus with Freight Logistics Action Group – Freight Logistics Strategy More information 	

Regional Context and SmartGrowth Corridors



Mapping the Social Sector Progress Report – October 2017

Milestones	Progress
<p>Milestone 1 - Set up phase by end of March 2017:</p> <ul style="list-style-type: none"> • Develop data protocol • Completion of database and training • Stakeholder engagement to finalise data to be collected • Develop Communications and branding • Launch project and commencement of data collection • Progress report to CEAG and SSF in March 	<p>Due to ongoing issues and associated costs to ensure the database is 'fit for purpose' for collecting data, SocialLink has opted to commission Technology Wise to develop another data collection system that is fit for purpose, a lot more user friendly and better able to produce reports.</p> <p>This has resulted in additional costs which have been managed within the existing budget and a period of a week where data was unable to be collected whilst the data from the old database was transferred into the new system and the new system was tested.</p>
<p>Milestone 2 – Data collection Phase by end of August</p> <ul style="list-style-type: none"> • Undertake desktop research • Undertake interviews with agencies • Progress reports to CEAG and SSF in June and August • Report/presentation to Senior Leadership group and SSF in June 	<p>As of 31 October 2017 desktop research (to obtain publicly available information from the Charities Commission website, the organisations website) has been conducted for 159 social service organisations and 102 organisations have been interviewed.</p>

	<p>In total it is estimated that there are 220 social services in the western Bay of Plenty. There will be a few agencies that, for whatever reason, cannot participate or choose not to participate. Agencies that cannot participate will be allocated to 'Phase 2' (subject to securing funding to update and interview agencies who did not participate in Phase 1).</p> <p>A fulltime interviewer was contracted in mid-September 2017 who has been able to make some great progress in meeting and interviewing agencies. Nevertheless contacting agencies and arranging interviews has been time consuming and we expect to continue interviewing until December 2017, as advised in the previous progress report. It is hoped that SocialLink can contract another part-time interviewer to assist with interviewing.</p>
<p>Milestone 3 – Report preparation and dissemination of research</p> <ul style="list-style-type: none"> • Prepare research reports • Develop communications plan and launch research • Undertake presentations of research to the sector, SG and stakeholders • Progress reports to CEAG and SSF in October and December 	<p>Interim research findings have been prepared, as attached. A media release was prepared, with the assistance of SmartGrowth's communications advisor, which was published by the Bay of Plenty Times.</p> <p>A preliminary research findings report will be produced by the end of November and a final research report will be prepared by late February 2017. A range of other reports will also be</p>

	produced in 2018. Consideration is been given to holding a summit to release the findings of the Mapping the Social Sector to the social sector in March/April 2018.
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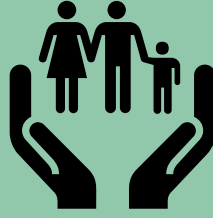
MAPPING THE SOCIAL SECTOR

PROGRESS TO END SEPTEMBER 2017



**47
Orgs**

- 47 completed/ 82 entered



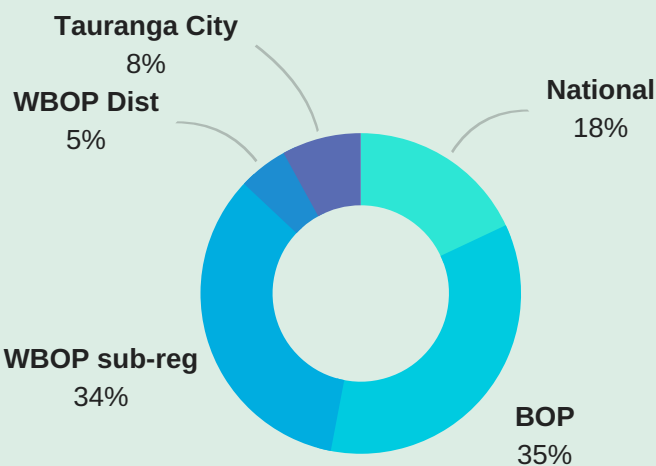
**275
Services**



**35
Programmes**

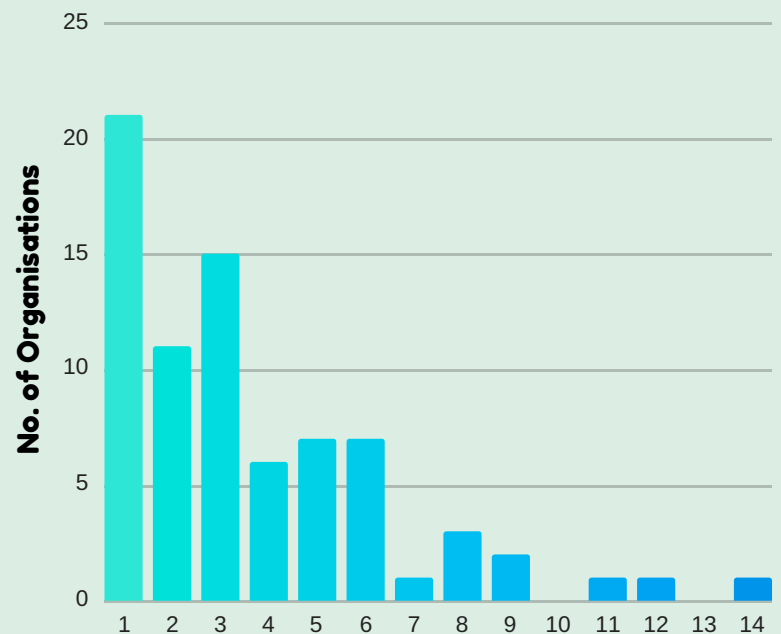


**92
Contacts**



Service Reach

- Includes funders
- Majority of Organisations with a national reach are funders or Help Lines
- Tauranga City % made up of one funder and one agency with 9 services.
- Majority of services reach covers the BOP or WBOP sub-region



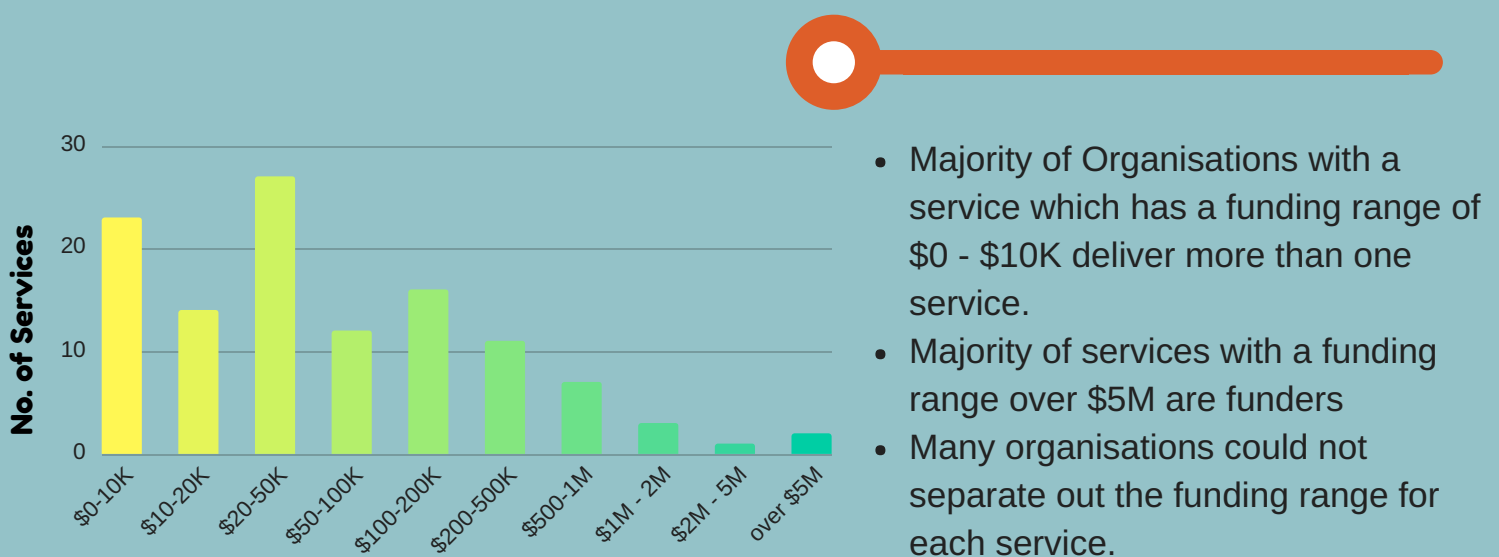
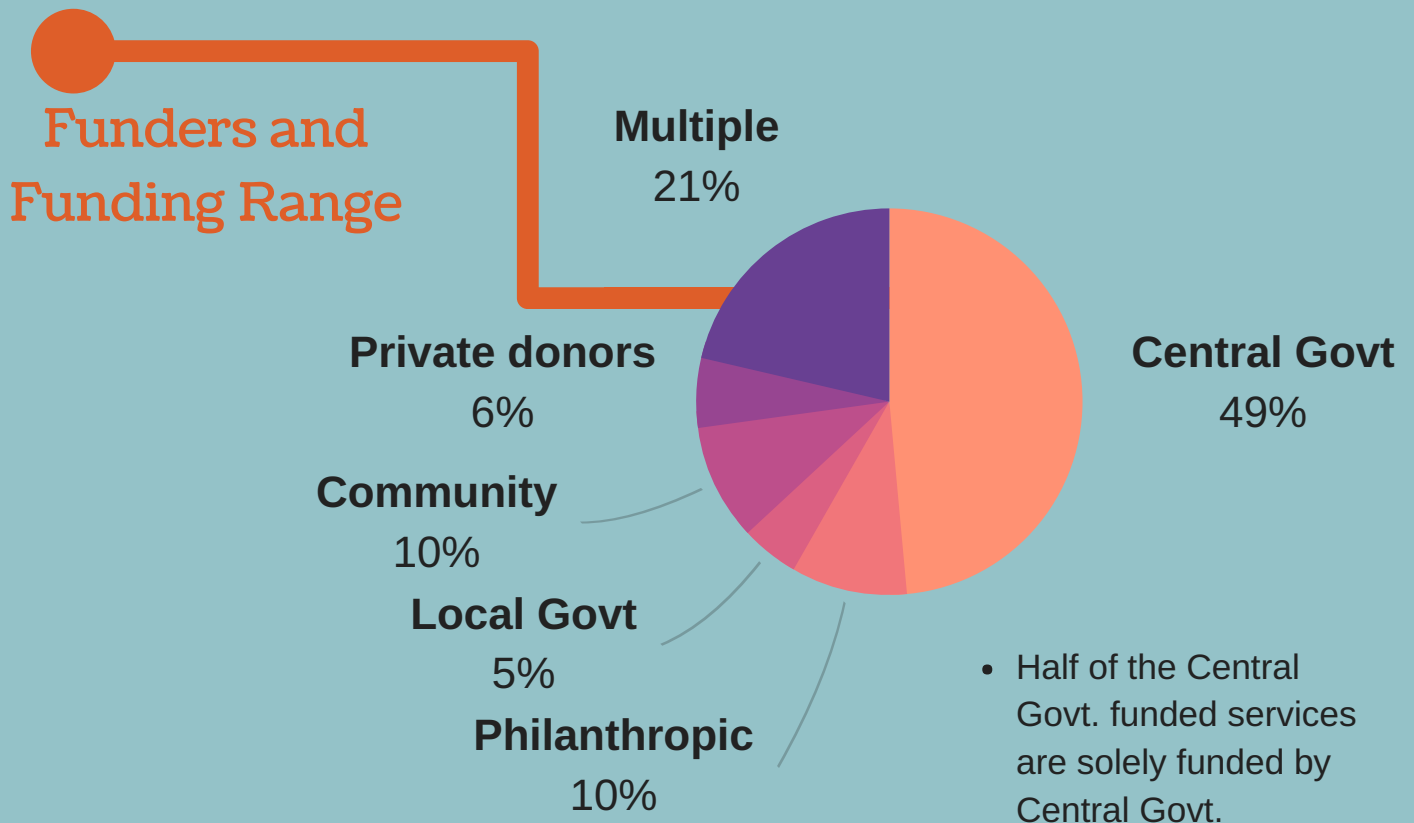
No. Services per Organisation

- Biggest challenge for the communities that organisations work with is housing (40%)
- Isolation, domestic violence, poverty, health and mental health are also identified by 25% to 30% of organisations



Capability Building

- 39 out of 47 organisations identified areas for capability building
- National organisations tended not to need support in capability
- 30% of organisations identified **digital infrastructure** as their top priority
- 30% of organisations identified **marketing and communications** as one of their top three priorities



SmartGrowth Partnership Report November 2017



This report is divided into two sections.

Section 1: SmartGrowth Partnership Office

Update on actions that are currently led, funded and activated by the office.

Section 2: SmartGrowth Partner Forums

Update on the actions and meetings of the forums including links to minutes from forums meetings.


Section One

Actions led, funded and activated by the **SmartGrowth Partnership Office**

SMARTGROWTH STRATEGY Priority Actions: Part B: Implementation Plan and Part C Settlement Pattern Implementation Plan

SLG Priority SmartGrowth Strategy/Action Link Ongoing Actions	November Progress Update
<p>SmartGrowth Leadership Group (SLG) Priority: United advocacy/co-ordinated planning</p> <p>SmartGrowth Strategy Action 7 Strengthen visionary leadership and collaboration</p> <p>SmartGrowth Strategy Action 7B 1 and 2: Strengthen the SmartGrowth Partnership/Memorandum of Agreement</p> <p>Governance, partnership and decision-making support for</p> <ul style="list-style-type: none"> - SmartGrowth Leadership Group (SLG) - Independent chair - Chief Executives' Advisory Group (CEAG) - SmartGrowth Strategic (managers) Group (SSG) - Technical working groups (TIG) 	<p>Update: November</p> <ul style="list-style-type: none"> • Chief Executives Advisory Group met on 21 September and then held joint meeting with SmartGrowth Strategic Managers Group on November 8. SLG workshop on future focus of SmartGrowth planned. • SmartGrowth Strategic Managers Group met on Sept 5 and on Nov 8 with Chief Executives Group. SmartGrowth progress on key projects including SmartGrowth Forums Health Check final research report. • Technical Implementation Group for National Policy Statement co-ordination/Settlement Pattern Review projects is meeting monthly, chaired by strategic advisor Ken Tremaine. Workshop held with MBIE/MfE officials on Future Development Strategies guidance and price efficiency indicators on 19 October. First monitoring report completed. Housing and Business Land Assessment due Dec. 2017. • SLG transport and water strategic workshops held – September and October.

SLG Priority SmartGrowth Strategy/Action Link Ongoing Actions	November Progress Update
<p>SmartGrowth Leadership Group (SLG) Priority: Future Thinking</p> <p>SmartGrowth Strategy Action 7G Promote SmartGrowth as information portal for access to data, research and demographics.</p>	<p>Update: November</p> <ul style="list-style-type: none"> • ‘Smart Talk. Future Thinking’ event – • September 13 - SmartGrowth sponsored ‘Placemaking and Density Done Well’ Smart Talk event as part of Architecture Week in Tauranga in partnership with Bay of Plenty branch of Institute of Architects. • October SmartGrowth newsletter published. Media release on ageing renters research summary got wide coverage. Shared equity workshop also gained Bay of Plenty Times media coverage. • New factsheet on transport published with weblinks. See Attachment 1. • Forum chairs masterplan design workshop for Tauriko West and Te Tumu held.
<p>7. Strengthen visionary leadership and collaboration</p> <p>SmartGrowth Action 7A1: SmartGrowth Partner Forums</p> <p>Support for seven established forums + Social Infrastructure Providers</p> <p>Support for seven established forums + Social Infrastructure Providers</p>	<p>Update: November</p> <ul style="list-style-type: none"> • SmartGrowth Forums Health Check Research report completed, published and circulated. Response advice being discussed. • Forum bi-monthly meetings supported across all seven forums. Engagement research discussed. • Extra meeting held for Strategic Partners Forum to discuss research feedback. • <i>See Section Two for full report on forums.</i>
<p>7. Strengthen visionary leadership and collaboration</p> <p>SmartGrowth Action 7C3 Integration with District Health Board (DHB)</p>	<p>Update: November</p> <ul style="list-style-type: none"> • DHB has set up new Strategic Committee – to focus on future planning and innovative delivery of their strategic plan. • Follow ups underway to first Active Living and Environment: Towards a Healthier and More Sustainable Future conference. Input into SmartGrowth Outcomes Checklist.

SLG Priority SmartGrowth Strategy/Action Link Ongoing Actions	November Progress Update
	<ul style="list-style-type: none"> SmartGrowth manager arranging field trip for partner staff with public health staff to Future Streets project in Mangere.
SmartGrowth (SG) Strategy Action 71 Reporting and monitoring SLG priority: Reporting/ monitoring Effectively reporting, measuring and monitoring the implementation of the SG Strategy is a priority. Develop monitoring and reporting framework with key indicators as part of producing the next 'progress report'. Use this mechanism to see 'gaps' in priorities and use for future planning.	Update: November <ul style="list-style-type: none"> Indicator framework final report for SmartGrowth Strategy outcome/interest areas completed. Rescoped into technical report due to budget constraints. To be discussed with chief executives and SmartGrowth Strategic (Managers) Group. Will form part of Progress Report 2018.
9. Build the Community SmartGrowth Strategy Priority Action 9A Build and value partnership with the community. Ongoing communication and engagement with the community 9A2 Ongoing communication and engagement with the community Lead agency: SmartGrowth Partnership Office Measure of success is that community awareness and understanding of SmartGrowth is improved and maintained. Implementing/reviewing communications engagement plan	Update: November 9A2 All Smart Talks have each attracted more than 200 people from across the community, including business sector to all events. Positive feedback. August one resulted in more than 200 new newsletter registrations. September Smart Talk in partnership with Architecture Week last for 2017. Sponsorship being sought for 2018. Digital strategy being implemented by communications consultant – more activity on social media; new template for newsletter implemented for mobile-friendly format; media activity ongoing and gathering momentum.

SLG Priority SmartGrowth Strategy/Action Link Ongoing Actions	November Progress Update
<p>Includes leveraging off new website, other channels and new SmartGrowth programme of 'Smart Talk. Future Thinking community conversations.</p> <p>Work with council communications teams</p> <p>Effectiveness in the social sector 9A3 <i>Not a priority action in the strategy but currently funded and approved action. SSF-lead agency.</i></p> <p>Build on existing social services mapping to inform future work on improving long-term sustainable outcomes. Build collaboration.</p> <p>Mapping the social sector project. Social inventory – social services mapping. This project has been contracted to SocialLink.</p> <p>9A3 Mapping of the social sector project now led and managed by SocialLink following CEAG delegated funding decision; contract for delivery of work using SmartGrowth funding signed with SocialLink – partnership funding approach – SocialLink also contributing funding. Set up phase completed; now in data collection phase. Project report completion expected by December 2017. Regular progress reporting into SSG, Social Sector Forum and other SmartGrowth stakeholders.</p>	<p>Regular (most days) postings to our social media channels – Facebook now main social media channel.</p> <p>Results of TCC residents perception survey shows just over one third of respondents (36%) have heard of SmartGrowth with nearly half of those (47%) stating that it has to do with growth planning and controls where development can happen; SmartGrowth factsheets well received and positive feedback. Many new people are signing up to the SmartGrowth newsletter as a result of the Smart Talks.</p> <p>Supported Sustainable Business Network to run a one-off transport forum in partnership with PriorityOne, Chamber of Commerce and councils.</p> <p>Strategic Transport workshop held in October SmartGrowth Leadership Group meeting.</p> <p>SocialLink progressing well with social sector mapping project. Initial results are now being reported. <i>See Attachment 2. Media release has been published on progress.</i></p> <p>Full report will be available in early 2018.</p>
<p>10. Grow a Sustainable Economy</p> <p>SmartGrowth Strategy Action 10D1 SLG priority: future thinking</p>	<p>Housing Affordability Forum (HAF) progressed its pilot project. Next step now under discussion with independent chair, given limited response to Registration of Interest.</p>

SLG Priority SmartGrowth Strategy/Action Link Ongoing Actions	November Progress Update
<p>Research sub-regional workforce implications of population ageing</p> <p>SmartGrowth Strategy Action 10E5 Housing affordability project</p> <p>United advocacy: housing affordability 10E6 SLG priority: united advocacy The Housing We Need project</p>	<p>Update: Housing Needs Assessment by Community Housing Solutions will be completed at the end of November. Particularly focused on social and affordable housing sector. Engagement workshop held on October 27 with reference group. Funded jointly by SmartGrowth, BayTrust, Western Bay of Plenty District Council (WBOPDC) and Tauranga City Council (TCC).</p> <p>Consultants will present final report to December meeting of SmartGrowth Leadership Group. Important part of advocacy evidence base for discussions with central Government.</p>
<p>11. Recognise Tangata Whenua cultural identity and change SmartGrowth Strategy Actions 11A-C</p> <p>Actions 11A and 11B and 11C Priority actions 11A1; 11A2; 11B1; 11B2; 11C1</p>	<p>Combined Tangata Whenua Forum (CTWF) Meetings to discuss key issues. Current issues include, housing affordability, tangata whenua sub-regional consultation policy, BOPRC Plan Change 9 and RMA amendments, in particular Te Mana Whakahono Agreements.</p> <p>Action 11A1 & 11A2 Partner Councils are reviewing the project heritage database project plan to assess potential changes to enable to project to progress.</p> <p>Action 11A4 Sub-regional tangata whenua consultation policy for resource consent processing, has been partially complete. BOPRC will rely on contact databases and areas of interest supplied by TCC and WBOPDC. TCC and WBOPDC will develop a single tangata whenua consultation policy.</p>

SLG Priority SmartGrowth Strategy/Action Link Ongoing Actions	November Progress Update
	<p>TCC and WBOPDC Maori policy staff are continually reviewing contact and area of interest information in response to iwi and hapu.</p> <p>Action 11A7 TCC and WBOPDC Maori policy staff assessing internal cultural awareness programmes for partner organisation.</p> <p>Action 11B1 Project is on-going and progress has been made for papakainga within the sub-region.</p> <p>Action 11B2 Project is on-going as treaty settlements progress. Some settled iwi not in a position to articulate aspirations for property return through settlements. Nga Potiki is the only settlement group to date that have responded as at December 2015.</p> <p>Action 11BC Project is complete. CTWF have requested a parallel supplementary report to be prepared looking at issues of health and education.</p>
<p>SmartGrowth Strategy Part C: 21 Integrated planning and settlement pattern SmartGrowth Strategy Actions 21A to 21G</p> <p>SLG priority: NPS co-ordination; co-ordinating sub-regional spatial planning</p> <p>TIG - A cross-council, cross-implementation partner Technical Implementation Group (TIG) for Settlement Pattern Review and National Policy Statement for Urban Development Capacity work is meeting monthly.</p>	<p>Update: November TIG has been leading required work for the business and housing capacity assessment.</p> <p>Final critical background and guidance documents have been released by the Ministry for the Environment. Workshop held with officials.</p> <p>First monitoring report completed. Getting a clear picture of what our Business and Housing Land Assessment will look like by the end of this year and the necessary inputs. Update coming to SLG in November and December.</p>

SLG Priority SmartGrowth Strategy/Action Link Ongoing Actions	November Progress Update
<p>Project plan for this work agreed with SLG, SSG and CEAG; SPR projects bi-monthly updates now going to SSG/SLG – see Part 3 of this report. Co-ordination, monitoring and alignment role for SG.</p> <p>SmartGrowth Strategy Action 21A3</p> <p>Consider future housing needs – including supply and demand to cater for changing demographics</p> <p>PATAG research project – ageing well science challenge – Life when Renting Bay of Plenty case study</p>	<p>http://www.mfe.govt.nz/more/towns-and-cities/implementing-national-policy-statement-urban-development-capacity</p> <p>Summary Research Paper from the Ageing Well Life when Renting project on the SmartGrowth website is well utilised by other agencies. Media release published.</p> <p>http://www.smartgrowthbop.org.nz/research/new-research/</p>

Section Two

SmartGrowth Strategy Action 7. Strengthen visionary leadership and collaboration

SmartGrowth Action 7A: Strengthen relationships with the community

SmartGrowth Forums

Environment and Sustainability Forum



Housing Affordability Forum



Combined Tangata Whenua Forum



Population Ageing Technical Advisory Group



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Partner Forum	Update summary / link to minutes on SmartGrowth website	Key messages for SmartGrowth Leadership Group
Strategic Partners (SPF)	http://www.smartgrowthbop.org.nz/about-us/partner-forums/strategic-partners-forum <i>Preparing forums' feedback report for SLG on engagement research.</i>	<p>Please click on forum link for latest meeting minutes.</p> <p>Met in September and October to discuss forums engagement research and Tauranga Transport Programme.</p>
Social Sector (SSF)	http://www.smartgrowthbop.org.nz/about-us/partner-forums/social-sector-forum http://www.smartgrowthbop.org.nz/about-us/partner-forums/social-sector-forum	<p>Please click on forum link for latest meeting minutes.</p> <p>Met in October and discussed Social Sector mapping project and engagement research.</p>
Combined Tangata Whenua (CTWF)	http://www.smartgrowthbop.org.nz/about-us/partner-forums/combined-tangata-whenua-forum <i>Met in October</i>	<p>Please click on forum link for latest meeting minutes.</p> <p>Met with PDF chair to discuss sub-regional tangata whenua consultation policy.</p>
Property Developers (PDF)	http://www.smartgrowthbop.org.nz/about-us/partner-forums/property-developers-forum Presentation from the LifeMark Manager on universal design for ageing population. Please click on forum link for latest meeting minutes.	<p>The Property Developers Forum wants to see how all the work across the councils transport, land use and planning projects integrated in a sub-regional manner.</p> <p>A 'visual mapping' of the sub-regional housing and transport work has been completed.</p> <p>Others requested include:</p> <ul style="list-style-type: none"> • Infrastructure, land use planning and placemaking • Water • The Environment • Tangata Whenua Cultural Identity and Change, • Economic Growth and a Sustainable Economy (incl Education & Tourism). • Met 5 October.
Population Ageing Technical Advisory Group	http://www.smartgrowthbop.org.nz/about-us/partner-forums/population-ageing-technical-advisory-group	<p>Considered engagement research. Extensive media coverage with chair on ageing renters research results.</p>

(PATAG)	<p>PATAG is exploring with the District Health Board the possibility to extend into the Eastern Bay of Plenty. Strongly supports LTP funding for implementing Age Friendly City Strategy.</p> <p>Met on 27 September.</p>	<p>Please click on forum link for latest meeting minutes.</p>
Housing Affordability (HAF)	<p>http://www.smartgrowthbop.org.nz/about-us/partner-forums/housing-affordability-forum</p> <p>The Forum formed a Pilot Project Steering Group to guide the Registration of Interest. (RoI) Registrations closed 31 July 2017. RoI assessed but limited response, chair now in discussing with SmartGrowth chair on next steps.</p> <p>Please click on forum link for latest meeting minutes.</p>	<p>The Housing Affordability Forum met on 13 October. Please see the link for the minutes of the latest meeting.</p> <p>HAF has produced written feedback in response to the engagement research report. Chair also attended Housing Needs Assessment engagement workshop on October 27.</p> <p>Media coverage of shared equity workshop run by HAF.</p>
Environment & Sustainability (E&S)	<p>http://www.smartgrowthbop.org.nz/about-us/partner-forums/environment-and-sustainability-forum</p> <p>Met on 19 September.</p> <p>Key message: The forum deeply engaged with the structure planning process for both Te Tumu and Tauriko West. Value the chance to sit at the table and contribute our knowledge, although continually ask the question how much influence we can have on the process. Taking the advice provided to start engagement directly with the landowners to share our vision and understand theirs. The forum also has a significant focus on transport for the sub region and many forum members are involved in external groups advocating for more comprehensive and visionary approaches to public transport and active transport as alternatives to car dependency. We strongly support the Cycle Action Plan process and principles approach.</p>	<p>The E & S Forum is engaged across a wide range of activity in the district, which is now being captured and documented for the Forum's bi-monthly meetings.</p> <p>Members assisted with Smart Transport Forum.</p> <p>Discussed engagement research and structure planning workshops for Te Tumu and Tauriko.</p> <p>Please click on forum link for latest meeting minutes.</p>

Social Infrastructure Providers Group	<p>This is not a forum – and meets as an informal networking group. Councils are members as they are providers.</p> <p>Social infrastructure providers now involved in councils’ structure planning across the sub-region. Attending workshops and meetings.</p> <p>No formal minutes. Position paper link.</p>	<p>Meetings have highlighted need to share project synergies e.g. Katikati Community Centre learnings.</p> <p>Need to keep focus on social infrastructure and share learnings and opportunities.</p> <p>Key question is</p> <p>What would Smart Growth want to know about social infrastructure providers and their aspirations, to include in future thinking and forward planning?</p>
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Papers E
Tauranga City Council
Growth Projects November 2017 Monitoring Report

Project	Current Update (key matters)	Next Steps and Identified Risks
Specific SmartGrowth Endorsed Growth Projects		
Te Tumu Structure Plan/Rezoning <i>This project involves the delivery of a new greenfield urban growth area of approximately 7,700 dwellings, 60 hectares of employment land with an adjoining town centre located in Wairakei. The project will go a significant way to meeting National Policy Statement development capacity requirements. It involves significant transport, waters, reserves and social/community infrastructure planning and delivery. The project is working on a timeframe of notifying a plan change to rezone the area for urban development in mid-2018 and the first houses being built in 2021. The council is working with the government to deliver infrastructure to the growth area boundary through the Housing Infrastructure Fund.</i>	<ul style="list-style-type: none"> Program of works underway: <ul style="list-style-type: none"> Natural hazard assessments (1st Drafts completed): <ul style="list-style-type: none"> Geotech/Liquefaction; Coastal Erosion; Tsunami Active Fault Assessment (completed). Contaminated Land – Completed; Coastal Storm Surge – Completed; Flood Modelling - underway; Stormwater/Hydrology: <ul style="list-style-type: none"> Stormwater Strategy development underway (and initial outcomes inputted into draft structure plan); Rainfall Modelling. Archaeological assessment. <ul style="list-style-type: none"> Authority gained. Investigatory work to occur in November/December. Master Planning – Initiated 91st draft structure plan developed and engaged upon) Iwi and Hapu Engagement - Underway. Open Days (13/14 September) – completed. 	<ul style="list-style-type: none"> Stormwater Strategy development progresses within inputs into Structure Plan – due mid-October. Master Planning/Landscape Planning continues. Infrastructure Planning Stress continues. Continued six weekly joint meetings with NZTA/MoE and DHB regarding joint planning within growth areas and defining ways to work together to deliver new communities. Communications and engagement planning continues. Infrastructure Planning within Wairakei and delivery of infrastructure program of works, including pre-planning for Wairakei/Te Tumu Framework Plan. Next Open Days - November open days 15 and 16 November.
Tauriko West Structure Planning/Rezoning (including associated link transport and boundary adjustment)	<ul style="list-style-type: none"> Program of works underway: <ul style="list-style-type: none"> Landform development model - underway Natural hazard assessments: 	<ul style="list-style-type: none"> Master Planning/Landscape Planning. Continued 6 weekly joint meetings with NZTA/MoE and DHB regarding joint planning within growth areas and defining ways to work together to deliver new communities.

Growth Projects November 2017 Monitoring Report

Project	Current Update (key matters)	Next Steps and Identified Risks
<p><i>This project involves the delivery of a new greenfield urban growth area of approximately 3,000 dwellings. The project will go a significant way to meeting National Policy Statement development capacity requirements. It involves significant transport, waters, reserves and social/community infrastructure planning and delivery. The project is working on a timeframe of notifying a plan change to rezone the area for urban development in late-2018 and the first houses being built in 2021. The project also involves changes to the urban limits under the Regional Policy Statement and a boundary alteration with the WBOPDC as well as integration with NZTA on the planning and delivery of an upgraded SH29 corridor through Tauriko.</i></p>	<ul style="list-style-type: none"> ▪ Drafts received: Geotech/Liquefaction; <ul style="list-style-type: none"> ○ Active Fault Assessment (stage 1 - completed). • Contaminated Land – Completed; • Flood Modelling - underway • Infrastructure Planning Assessment <ul style="list-style-type: none"> ○ Water/Wastewater - underway • Archaeological assessment - completed. • Commercial/Economic Assessment –completed • Landscape Assessment – underway • Master Planning – underway • Cultural and Heritage Assessment - underway • Community facility requirements have been determined, work commenced to determine preferred locations. Conversations with Tauranga Crossing have been initiated and information about community facilities being located within Tauranga Crossing is being explored. 	<ul style="list-style-type: none"> • Stormwater Strategy development process. • Infrastructure Planning initiated. • Communications and engagement planning continues. Next open days in 2018
<p>Compact City/Tauranga Urban Strategy</p> <p><i>These projects are focused on the delivery of a more compact urban form for the city via redevelopment and intensification of the existing urban area. Higher density greenfield outcomes can also contribute toward compact city aims.</i></p>	<ul style="list-style-type: none"> • An update on the City Centre Residential Intensification report (first part of Compact City project) will to be presented to SLG in November. • Included in that report is an identification of the emergence of the draft Tauranga Urban Strategy. The report clearly identifies how this strategy incorporates and replaces the components of the Compact City project • A draft Tauranga Urban Strategy has been the subject of two workshops with the City Transformation Committee. 	<ul style="list-style-type: none"> • Refinement of the draft Tauranga Urban Strategy to occur over October and November with anticipated sign-off in December. • TCC officers working with their Communications team to develop a comprehensive consultation package for early 2018. • This to include engagement with SmartGrowth partners and forums. • Public consultation programme plus engagement with stakeholders in early 2018.

Growth Projects November 2017 Monitoring Report

Project	Current Update (key matters)	Next Steps and Identified Risks
Tauranga Centres Technical Assessment <i>This project involves an assessment of the role and function of all commercial centres within the city from the city centre down to small local centres, including recommendations for future development of current and new centres.</i>	<ul style="list-style-type: none"> • The first draft of the centres technical assessment was received and members of the project steering committee have provided comments for the consultants • Workshops were held with city centre owners/developers to gain feedback and commentary on findings to date • Some gaps identified 	<ul style="list-style-type: none"> • Draft report to go to November City Transformation Committee

Growth Projects November 2017 Monitoring Report

Landuse		
Project	Current Update (key matters)	Next Steps and Identified Risks
Keenan Road & Western Corridor <i>Keenan Rd and the wider Western Corridor present future greenfield urban growth opportunities. Some of this area is within the current urban limits and much all of the area is located in the WBOP District</i>	<u>Keenan Rd</u> <ul style="list-style-type: none"> The Kopurererua flood model rebuild is complete. The SmartGrowth Committee considered a report on bringing forward planning for Stage 1 of Keenan Rd and choose not to proceed with this proposal <u>Western Corridor Ring Road</u> <ul style="list-style-type: none"> Western Corridor Ring Road investigations are progressing, including early discussion with Tauriko Business Estate in terms of design and delivery of the section through their development A report to Council in August regarding a commitment to corridor protection through the Tauriko Business Estate as it develops was approved. Held Investment Logic Mapping workshop to initiate business case required for possible NZTA co-funding 	<u>Keenan Rd</u> <ul style="list-style-type: none"> Undertake baseline model runs for flood model after which Keenan Road scenarios can be considered for modelling Determine when to begin planning work for the wider Keenan Rd area <u>Western Corridor Ring Road</u> <ul style="list-style-type: none"> Receive Engineering feasibility report from consultant Determine corridor protection strategy including staging need
Economic Employment Projections <i>This project delivers new long-term employment projections for the city and sub-region broken into employment types and locations. It provides important base information for many disciplines such as urban planning and transport planning. Data from these employment projections is required to update the Tauranga Transport Model to achieve more accurate transport modelling outcomes.</i>	<ul style="list-style-type: none"> The forecast has been adopted by the Tauranga Traffic Model (TTM) team and is being used in business cases (Tauranga Transport PBC, Tauriko IBC) and structure planning (Te Tumu, Tauriko West) going forward. 	<ul style="list-style-type: none"> The employment forecast tool is available and may be used in specific sensitivity tests of increased land-use density or spatial changes in Settlement Pattern and Structure Plan projects, and to re-calibrate employment forecasts after the 2018 census update of the TTM population assumptions.

Growth Projects November 2017 Monitoring Report

<p>Growth Related Plan Changes</p> <p><i>This relates to changes that are being made to the City Plan under the RMA to deliver on residential and non-residential growth management outcomes.</i></p>	<ul style="list-style-type: none"> • Appeals have now closed for Plan Change 25 (Wairakei). Four appeals have been received. • Appeals have now closed for Plan Change 18 (Tauriko Business Estate). No appeals have been received. 	<ul style="list-style-type: none"> • Work through mediation on appeals for Plan Change 25 (Wairakei). • Plan change 25 (Wairakei) to be made operative in part (zoning) on 21 November 2017. • Plan Change 18 (Tauriko Business Estate) to be made fully operative on 21 November 2017
<p>Special Housing Areas (Proposals and Implementation)</p> <p><i>This relates to the implementation of the Tauranga Housing Accord through the creation of SHA's to increase the short term provision of housing in the city through a fast-tracked mechanism.</i></p>	<ul style="list-style-type: none"> • TCC have sought proposals from developers for new SHAs 	<ul style="list-style-type: none"> • Consider possible second round of SHAs late 2017. • One application has been received for an affordable medium density development in Papamoa • One application received for a subdivision in Pyes Pa/Oropi. • New Labour government has indicated that new SHA's may not be supported in future. Staff are making further enquiries in this regard.
<p>Wairakei/Te Tumu Framework Plan</p> <p><i>This relates to the delivery of an overall plan for the development of the Wairakei town centre and its integration with commercial, employment and social/community facilities in the adjoining Kaituna 14 block in Te Tumu.</i></p>	<ul style="list-style-type: none"> • Development of Action Plan to support implementation through future LTP process continues. 	<ul style="list-style-type: none"> • Implementation progresses as per Framework Plan implementation plan.

Growth Projects November 2017 Monitoring Report

Infrastructure Planning		
Project	Current Update (key matters)	Next Steps and Identified Risks
<p>Infrastructure Development Code (IDC) Review</p> <p><i>The IDC sets the standards for infrastructure built by developers that will be vested to the Council as well as infrastructure that the Council builds itself. This project is aimed at improving the IDC and its implementation to achieve better infrastructure outcomes.</i></p> <p>Workstream 1 - Identifying Issues & Changes to the IDC</p> <p>This workstream is to address prioritised problem areas in terms of implementation of the existing IDC. There is engagement with the development & consultant sector and industry professionals from around NZ are providing expertise into the project. The issues in this workstream are mainly technical in nature.</p> <p>Workstream 2 – Medium Density Development / Intensification Issues</p> <p>Workstream 2 is focused on creating new transport approaches relevant to medium density within the IDC and other frameworks where required.</p> <p>The project will look nationally and internationally at medium density development and what is aspired to in terms of the infrastructure to support that. It will include areas such as road and intersection cross-sections, walking & cycling, public</p>	<p>Workstream 1</p> <ul style="list-style-type: none"> Informal and Formal consultation on the various 16/17 issues is complete, with consequential changes to the IDC operative on 1 July 2017. Some future improvements have been identified in the geotechnical sector that could not be provided for under the IDC Review as they affect Building Consent compliance issues. An industry presentation / acknowledgement for the general IDC changes was provided on 19/07. Approx. 70 practitioners attended. An industry presentation / workshop for Ground Soakage / Natural Hazards & Earthworks changes was provided on 26/07. Approx. 110 practitioners attended. <p>Workstream 2</p> <ul style="list-style-type: none"> Project Plan approved and underway 	<p>Workstream 1</p> <ul style="list-style-type: none"> Complete all sub-projects prioritised in the 2016/17 year. Establish the prioritised list of issues to be addressed in 2017/18. <p>Workstream 2</p> <ul style="list-style-type: none"> Progress per the steps identified in the project plan. Workshops of internal and then external stakeholders to firstly identify issues that have arisen or that are continuing to arise in medium density development, and then to identify potential solutions.

Growth Projects November 2017 Monitoring Report

<p>transport etc. The intention is that this project will align with the structure plan work to create an IDC framework that will be able to be utilised for Te Tumu and Tauriko West.</p> <p>Workstream 3 – Asset Manager / Key Staff Involvement in the Resource Consent Process This is a project about improving internal TCC processes between Council departments</p> <p>Workstreams 4 & 5 – Internal / External Compliance with the IDC These workstreams will commence when work in the other three project workstreams are further advanced.</p>	<p>Workstream 3 An engineering report has been prepared by City Planning and Growth in conjunction with the Development Engineers and Consents Planners. The report seeks to address the majority of the identified issues. It is currently being trialled. Other subsequent issues concerning the relationship between the City Plan and the IDC will be addressed through rolling the review on Plan.</p>	<p>Workstream 3 Continue with the trial of new processes.</p>
<p>Tauranga Transport Model Review <i>This project involves the development of new detailed tactical (meso-/microscopic) transport network supply and route assignment models that are best-practice. They will use travel demands forecast by the strategic (macroscopic) Tauranga Transport Model, which will be updated after the 2018 census to address significant shortcomings (such as not explicitly being able to model public transport, walking and bicycling).</i></p>	<ul style="list-style-type: none"> • TCC has budgeted \$100k and Western BOP \$50k to supplement the National Household Travel Survey sample. • Hybrid meso-/micro-simulation model RFP is being finalised. • A Business Case for co-funding is being prepared for the overall transport model update program, in collaboration with TTM model partners. 	<ul style="list-style-type: none"> • TCC to contract with the MoT vendor. Household Travel surveys can begin in January 2018 at the earliest. • RFP to market in 4th quarter with 12 months for completion • Scoping of regular census update of TTM demand model, including liaison with traffic count programme contract. • Revise Heads of Agreement between transport model partners based on Business Case recommendations.
<p>Housing Infrastructure Fund Application <i>This project involves the development of detailed business cases to secure 10-year interest free loans from the government to assist in the delivery of the Waiari water treatment plant, upgrades of the Te Maunga wastewater treatment plant and</i></p>	<ul style="list-style-type: none"> • Meetings held with MBIE to progress HIF arrangements • Project Manager and Business Case consultants selected and appointed. • Heads of Agreement signed. 	<ul style="list-style-type: none"> • Requirements to undertake Full Business Case to support project implementation. • Conflict between National Policy Statement on Urban Development targets and prudent financial management requirements and providing amenity to existing ratepayers.

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<i>infrastructure to enable development in the Te Tumu urban growth area.</i>		
Welcome Bay/Ohauti Planning Study <i>This project involves revisiting the planning for these suburbs to determine whether existing issues can be overcome (transport and waters capacity, retail provision, education provision etc) and whether additional growth could be accommodated.</i>	<ul style="list-style-type: none"> • Project Plan is now finalised. • Engagement on the project has begun with the Tangata Whenua Collective, relevant Hapu and some landowners. • Desktop study of planning constraints is now underway. • Currently mapping potential sites. 	<ul style="list-style-type: none"> • Complete mapping of planning constraints and identify potential development sites • Engagement with key stakeholders and elected member update • Commence scoping of infrastructure modelling and investigations
Rural land Planning Study <i>This project involves the review of the over 2,000ha of rural land remaining in the city boundary to determine whether any of it is suitable for future urban development.</i>	<ul style="list-style-type: none"> • Project Plan is now being finalised. • Engagement on the project has begun with the Tangata Whenua Collective, relevant Hapu and some landowners. • Desktop study of planning constraints is now underway. 	<ul style="list-style-type: none"> • Project has commenced. Project completion dates subject to new resources being available.

Project	Current Update (key matters)	Next Steps and Identified Risks
External Community and/or Stakeholder Discussions		
Growth related Community and/or Stakeholder discussions (this includes community infrastructure issues)	<p>TCC is working with WBOPDC on the SmartGrowth led housing needs assessment project. Will be looking closely at integration of this work with NPS UDC housing demand measures work by SmartGrowth TIG.</p> <p>Community Housing Aotearoa in collaboration with Ian Mitchell (Livingstone and Associates) are the consultants. Data analysis is complete and consultants have been consulting with key stakeholders to ground truth findings and discuss actions/recommendations</p>	<ul style="list-style-type: none"> • Housing needs draft report expected 6 November. Final report expected 27 November. • SmartGrowth are taking the report to the December 2017 SmartGrowth leadership group for their information. The January 2018 leadership meeting will consider the report's recommendations and next steps. (For example SmartGrowth have proposed a <i>Smart Housing Action Plan</i> be developed)

BOPRC Update to SmartGrowth Strategic Managers Group – October 2017

Project and Project Manager	Previous Update (Key Matters)	Current Update (Key Matters)	Next Steps and Identified Risks
<p>Tauranga Harbour (various)</p> <p>(Sarah Omundsen, Tauranga Catchments Manager)</p>	<p>BOPRC is the administering authority to Te Awanui Tauranga Harbour Advisory Group. Meeting held on 26 May 2017. Advisory Group now includes two representatives of the three Tauranga Moana iwi.</p>	<p>State of Tauranga Harbour report for Tauranga Harbour being prepared.</p> <p>Next Te Awanui Tauranga Harbour Advisory Group meeting 24 November 2017.</p>	<p>Information gathering to commence in 2018 for Tauranga Water Management Area to determine water quality and quantity limits under the National Policy Statement for Freshwater Management.</p> <p>State of Tauranga Harbour report due for completion by December 2017.</p> <p>Implications for water quality from land use change will be a key component of future research.</p>
<p>Biodiversity/Margins/Land Management</p> <p>(Sarah Omundsen, Tauranga Catchments Manager)</p>	<p>Tauranga and Kaituna Catchment land management programmes are large, cross-council work programmes.</p> <p>Details of the Kaituna River Re-diversion and Ongatoro/Maketu Estuary Enhancement Project can be found at the following link:</p> <p>http://www.boprc.govt.nz/environment/coast/kaituna-maketu-and-pongakawa-waitahanui-catchments/kaituna-river-re-diversion-and-ongatoromaketu-estuary-enhancement-project/</p> <p>Kaimai Catchments Forum work ongoing.</p>	<p>A total of 149 private landowners now have agreements in place with Regional Council to improve the management of sediment, nutrient and bacteria run-off from their properties, and 32 environmental care groups are actively working on restoration projects around the harbour, with assistance from the councils.</p> <p>More than 90 percent of waterways throughout the Tauranga Moana catchments have now been protected from access by farm stock.</p> <p>In the lower Kaituna, main re-diversion construction works are scheduled to start in December 2017, subject to co-funding and contract negotiations. In the meantime, complementary work on</p>	<p>A further 50km of waterway protection is planned for 2017/18 and BOPRC will be increasing efforts with remaining landowners in the coming years through a new collaboration with Uretara Estuary Managers, Ministry for the Environment and Western Bay of Plenty District Council.</p>

Project and Project Manager	Previous Update (Key Matters)	Current Update (Key Matters)	Next Steps and Identified Risks
		Papahikahawai Island has been completed during 2017.	
Tauranga Harbour Coastal Hazard Study (Mark Ivamy, Natural Hazards Advisor)	NIWA extreme sea level analysis for Tauranga Harbour completed and reviewed by BOPRC, TCC, and WBOPDC project team. Tauranga Harbour Coastal Hazards Study contract awarded to NIWA and Tonkin + Taylor in March 2017. Study due for completion in mid-2018. Independent peer reviewers appointed; Professor Willem de Lange and Dr Mark Dickson (UOW and UOW respectively).	Discovery Marine Limited has delivered bathymetry to NIWA to fill bathymetry gaps and build Tauranga Harbour hydrodynamic model. Sensor deployment in the northern Tauranga Harbour completed by NIWA for model calibration. Hydrodynamic model grid is completed ready for calibration. Erosion cell-zones are delineated for Tauranga Harbour. Quality assurance Workshop 2 is scheduled for 3 November 2017 in Hamilton.	The coastal hazard mapping will be used to undertake natural hazard risk assessments as the next stage. The main risk is uncertainty around the draft MfE coastal hazard guidance for local government, which is likely to be released in early 2018.
Co-governance document for Tauranga Moana (Ruth Feist, Senior Planner and Kataraina O'Brien, Strategic Engagement Manager)	The resolution of the Tauranga Moana Framework has been delayed. Consequently work has not begun on a co-governance document (Ngā Tai ki Mauao).	Potentially another 11 iwi from Hauraki area may end up with settlement that includes an interest in Tauranga Moana and Western Bay of Plenty. Significant risk in forming new relationships and retaining existing relationships between local government and iwi.	Keep a watching brief on the Treaty Settlement process. Risks as per those identified in Current Update. New Minister for Treaty Negotiations (Andrew Little) may have different approach to cross claims.
Build capacity for the use of Mātauranga Māori for Tauranga Harbour (Anaru Vercoe, Māori Policy Team Leader)	Mātauranga Māori project to be completed end 2017. Project to implement Method 40 of the Regional Policy Statement commenced in April 2017 – development of mauri model framework.	Mātauranga Māori Framework to be reported to Komiti Māori meeting in December 2017. This is internal guidance for BOPRC in its work with Māori. Boffa Miskell consultant report on developing mauri model framework being completed.	Boffa Miskell consultant report on developing mauri model framework being presented to 12 December 2017 Komiti Māori meeting in Omaio.

Project and Project Manager	Previous Update (Key Matters)	Current Update (Key Matters)	Next Steps and Identified Risks
<p>Regional Coastal Environment Plan</p> <p>(Jo Noble, Senior Planner)</p>	<p>16 Environment Court appeals received. 96 of 150 appeals points resolved by mediation and negotiation to date, with 23 consent orders issued by Court. Court proceedings are ongoing.</p> <p>Since last update three Environment Court decisions have been issued:</p> <ul style="list-style-type: none"> • Final decision on mangrove management topic • Interim decision on natural heritage topic • Interim decision on iwi resource management topic. <p>Environment Court hearing on Matakana Island topic held in May 2017. Awaiting Court's decision.</p>	<p>Resolution of appeals and whole plan becoming operative delayed due to continuing litigation.</p> <p>Forest & Bird has appealed the natural heritage decision to the High Court. BOPRC position supported by TCC, Trust Power and others. High Court hearing completed on 1 Nov 2017. Awaiting decision.</p> <p>Proposed National Environmental Standard for Aquaculture – Government is considering submissions. NES expected to be finalised mid-2018.</p> <p>Matakana Island – interim Environment Court decision received. The entire barrier arm is an Outstanding Natural Feature and Landscape.</p>	<p>If the F&B High Court appeal is successful will be significant impediment to upgrade of existing, and provision of new, Regionally Significant Infrastructure. Of concern to Tauranga City Council and also Te Tumu Growth Area development.</p> <p>No implications to Smart Growth from National Environmental Standard for Aquaculture as proposed.</p> <p>Substantial residential/urban development of Matakana is unlikely given Court finding. Any development must avoid effects on the ONFL attributes and values (which are still to be finalised). Possible future Western Bay plan change.</p>
<p>On-site Effluent Treatment Regional Plan</p> <p>(Ruth Feist, Senior Planner)</p>	<p>New provisions for on-site effluent treatment systems will be incorporated as plan change into the Regional Natural Resource Plan in mid-2018 as part of an overall plan simplification and amalgamation process. This will be Plan Change 14 (OSET).</p> <p>Removal of Financial contributions (due to RMA Bill) and simplified approach to rules expected with fewer schedules.</p> <p>Council workshop held in May 2017 which provided direction on new plan rules. Early consultation meetings with key stakeholders held in July 2017.</p>	<p>Draft plan change to be considered for release for informal public comments by Regional Direction & Delivery Committee in April/May 2018.</p> <p>Plan change affects un-reticulated areas only.</p>	<p>Public consultation and engagement proposed for mid-2018 on Draft Plan Change 14 (OSET).</p>

Project and Project Manager	Previous Update (Key Matters)	Current Update (Key Matters)	Next Steps and Identified Risks
Geothermal Programme (including Rotorua Geothermal Regional Plan) (Stephen Lamb, Natural Resource Policy Manager)	Tauranga Geothermal System management to be consulted on via the Tauranga Harbour WMA area process. This is at least a year away.	BOPRC continuing with research and monitoring to improve the understanding of the groundwater system in the Tauranga geothermal field.	Modelling work is ongoing to inform future policy development.
Kaituna River Document (Jo Watts, Senior Planner)	Proposed Kaituna River Document was open for submissions from 27 May to 24 July 2017. Hearings to be held in later part of year with Committee then to approve final document.	Hearings on submission to Kaituna River Document held 11 and 15 August. Day 1 of Deliberations set down for 8 November 2017.	Final Document anticipated to be approved in February/March 2018 by Te Maru o Kaituna co-governance joint committee, subject to deliberations concluding in November.
NPS-FM implementation in Kaituna-Pongakawa-Waitahanui Water Management Area (Nicki Green, Senior Planner)	Kaituna WMA community workshop held on 27 May. Values and objectives developed with community group and being refined and discussed further.	Six community group meetings held so far and several meetings with iwi. Values and preferred in-river states identified, working towards draft objectives. A catchment model that will estimate water quality and flow under different land use and management practice scenarios is being developed to support objective and limit-setting.	Initial catchment modelling results expected in early December. Ongoing work to define scenarios and management options.
NPS-FM implementation in Tauranga Harbour Water Management Area (Santiago Bermeo, Senior Planner)	Implementation of the National Policy Statement for Freshwater Management implementation in the Tauranga Harbour and Rotorua Water Management Areas approved to begin in 2017/18. Beginning with data collection and pulling together existing information.	Kicking off a “soft start” approach in which we will focus on information-gathering and establishing working relationships for this process with Tauranga Moana iwi, TLAs, communities and stakeholders.	Information-gathering project plan. Agreed governance and engagement approaches.
RPS (Urban Limits, Settlement Pattern) (Nassah Steed, Programme Leader (Statutory))	Regional Direction and Delivery Committee approved commencing Proposed Change 4 to the Regional Policy Statement to enable Tauriko West to be included within the urban limits (29 March 2017 meeting).	Streamlined Plan Process application submitted to Minister for the Environment on 8 August 2017 for Proposed Change 4 to the Regional Policy Statement (Tauriko West urban limit). Minister consulted with other relevant ministers prior to government	There is a risk in relying on the new and untested streamlined plan process. The recent RMA amendments require consultation with iwi authorities on draft section 32 evaluation reports for plan changes.

Project and Project Manager	Previous Update (Key Matters)	Current Update (Key Matters)	Next Steps and Identified Risks
		<p>elections. Draft direction setting out process steps received by BOPRC and responded to. MfE has advised that with change in Government that new minister will need to re-consult with other ministers.</p> <p>Draft Change and Section 32 evaluation report in progress.</p> <p>Relationship agreement between councils, NZTA and hapū for Tauriko West yet to be resolved.</p>	<p>New Minister for the Environment David Parker to consider the request to use the streamline plan process for Tauriko West Urban Limit Change. Decision may be received in December 2017.</p>
<p>Climate Change</p> <p>(Michelle Lee, Senior Planner)</p>	<p>Tauranga Carbon Reduction Group facilitated meeting on 10 July with three councils as part of regular six monthly meetings. BOPRC gave presentation on natural hazards policy and adaptation to climate change.</p>	<p>Carbon Footprint at a regional level has been completed as a draft (using methodology used by TCC).</p> <p>The BOPRC Long Term Plan 2018-2028 process is considering climate change responsibilities in response to recommendations in the Local Government Leaders Climate Change Declaration. The key commitment in that document is to “Develop and implement ambitious action plans that reduce greenhouse gas emissions and support resilience within our own councils and for our local communities”.</p>	<p>Further work on this issue is continuing in the lead-up to potential consultation through engagement on the LTP 2018-2028.</p>
<p>Freshwater Futures/Water Quality</p> <p>(Ian Morton, Strategy and Science Manager)</p>	<p>Region Wide Water Quantity plan change (Plan Change 9) Further submissions closed on 27 June 2017.</p>	<p>Significant tangata whenua interest in Plan Change 9 with wider concerns around the future management of region's water resources.</p> <p>Plan Change 9 (Water Quantity) hearings have been rescheduled to</p>	<p>Risks include retaining the original scope of the plan change, especially in relations to future Water Management Area Plan changes, matters of significance to Māori, metering and reporting, unauthorised takes, limitations of science and data.</p>

Project and Project Manager	Previous Update (Key Matters)	Current Update (Key Matters)	Next Steps and Identified Risks
		March 2018 to allow more time to meet with submitters pre hearing.	
	Water Opportunities / Barriers project is underway, as part of the Regional Growth Study. The purpose of this project is to look at barriers / opportunities to economic growth from a water perspective.	Aqualinc have been commissioned to deliver this project. The project is expected to be delivered by Jun 2018. As part of the project we will engage local stakeholders to identify credible future scenarios. SmartGrowth will be sought to support this for the western Bay of Plenty.	Opportunity to link this piece of work with NPSFM limit setting, we are identifying the best way to achieve this.
	Havelock North Inquiry implications: BOPRC / Toi Te Ora and the Territorial Authorities have prepared a draft risk register for the region, focussed on water sources.	This risk register is due to be complete in December 2017, when Stage 2 findings of Inquiry will be released.	If Stage 2 Havelock North is released and a significant amount of additional work is required – BOPRC / TAs may not have budgeted for this within their LTPs.
	Communications: BOPRC issues Freshwater Flash newsletter to provide regular updates in freshwater matters.	Last newsletter was issued out in September 2017.	LGNZ is releasing a Water 2050 campaign. BOPRC need to ensure alignment with LGNZ communications work and local communications messaging.
	Regional Direction and Delivery Committee approved the investigation into a possible region-wide water quality plan change.	This will be reported back in February 2018.	If this plan change is progressed it will potentially help stop significant land use change across the region. Risk that this additional work may impact timelines for limit setting (as part of NPSFM) at a local level.
Western Bay of Plenty Public Transport (Garry Maloney, Transport Policy Manager)	Proposals for changes to BayHopper and SchoolHopper bus services were consulted on in May and June. Over 1,460 pieces of public feedback were received.	Decision on changes to school bus services has been considered by Public Transport Committee. Some school-led solutions are still to be agreed between Council and schools.	Further work on school-led solutions continuing.

Project and Project Manager	Previous Update (Key Matters)	Current Update (Key Matters)	Next Steps and Identified Risks
	New public transport ticketing system for western Bay of Plenty being introduced in mid-2018 which has been developed among several councils and NZTA at national level.	Changes to the SchoolHopper services will take place in early 2019.	

Report to SmartGrowth Strategic (Managers) Group

1 November 2017

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1. UPDATE ON NATIONAL LAND TRANSPORT PROGRAMME

The latest [NLTP Dialogue](#) was released in September and is available on our website. It has guidance on the Business Case Approach (including the fact that it can be applied flexibly, depending on the level of risk/complexity); tells you where to find the State Highway Investment Proposal online (see our update below); and has reference to our most recent training and guidance now available on Learning Zone. It also provides an update on electric vehicles, the Safer Journeys risk assessment tool and walking and cycling.

We will be working with you to have all regional land transport plans reviewed and submitted through TIO. Firm bids for continuous programmes, including a response to any issues raised by the Transport Agency, agreement on being fit for purpose, or agreement with the Transport Agency for an improvement plan to be implemented in 2018-21 to address the issues raised were due on 20 October. A next key date to be aware of is:

- **16 December** - Final bids for continuous programmes are due, with no outstanding issues remaining.

If you have any questions/comments or would like any further information on the NLTP please email nltip@nzta.govt.nz

2. CONSULTING ON THE STATE HIGHWAY INVESTMENT PROPOSAL

During the last few months we have been having conversations with regional advisory groups, technical advisory groups and councils as the draft State Highway Investment Proposal (SHIP) has been developed. As you know, we are now engaging with regional transport committees via the RLTP review process.

The draft State Highway Investment Proposal is our proposed 10-year programme of state highway activities for inclusion in RLTPs. The emphasis is on balancing economic growth and productivity (including resilience) and safety in the context of the current performance of the state highway across the transport system. It's not a fixed programme as it has been developed in the context of the draft Government Positioning Statement (GPS) and our draft Investment Assessment Framework (IAF). We are now engaging further with the Bay of Plenty region to capture any feedback on the draft before finalising during 2018

The draft proposal, together with regional summaries, is available on our website at:

<http://nzta.govt.nz/planning-and-investment/201821-national-land-transport-programme/state-highway-investment-proposal/>

3. WESTERN BAY OF PLENTY BUSINESS CASES

Tauriko Network Plan

- Partners are continuing to work on the multiple activities associated with Tauriko for Tomorrow, a collaborative project driven by Tauranga City Council, Western Bay of Plenty District Council, Bay of Plenty Regional Council and the Transport Agency.
- Currently agreeing a partnership approach to consultation with Iwi before progressing further technical work. This could impact the current programme for completing the SH29 Tauriko West Network Connections business case, which is focused on State Highway upgrades between Omanawa Road and Barks Corner.

Piarere to Tauriko (SH29) Business Case

- Stakeholder engagement has begun with the first workshop held on the 31st August. This focussed on confirming the problems and direction set by the Programme Business Case and commencing the development of the long list of options for further investigation. Stakeholder engagement has continued with the Project Team meeting individual stakeholders as necessary to help inform option development.
- Iwi engagement has also begun with hui's and initial constraint mapping. We are currently in the process of agreeing a partnership approach to consultation with Iwi before being able to further technical work on cultural constraint mapping and the long list options.
- Wider public consultation is likely to begin in the early part of 2017. This will initially focus on gaining customer insight to help inform a second stakeholder workshop (Feb/March 2018) that will review options and develop an options short list.
- This Options elevation stage of the Business Case is programmed for completion by the end of 2018.

Waihi to Tauranga Corridor (SH2)

- The Transport Agency Board decision-making on the recommended programme of improvements (3 x detailed business cases along the Waihi to Tauranga corridor) is progressing to confirm the preferred solutions.

4. WESTERN BAY OF PLENTY HIGHWAY PROJECTS

Bay Link upgrade (SH2 and SH29A)

- Sod-turning for the project was held on 16 May 2017.
- The Construction team (CPB) have established site presence – works have commenced, which the first traffic management stage implemented and services relocation initiated.
- Ongoing work with the cycling community to explore the feasibility of overpass options for cyclists and pedestrians

Maungatapu underpass/Hairini link (SH29A)

- The second bridge is complete and traffic now back on the original Roundabout configuration.
- Kaitemako stream has been reinstated through the new culvert which will provide lifeline to the old Welcome Bay bridge.
- Major milestone achieved with the trench now fully excavated and the ability to see right through under the completed bridges. The side facing panels are now being installed and the road structure is being formed.
- Expected project completion date is May 2018.
- BOPRC progressing small bus interchange in the vicinity of the old Welcome Bay bridge / Scout Hall.

Poike Road overbridge (SH29A)

- Work on the footpath connecting the bridge to the Maungatapu Underpass along SH29A has restarted with summer earthworks season.

Tauranga Northern Link (SH2)

- Geotechnical work is completed and the team are working through the specimen design and resource consents
- Consultation with Tauranga City Council on potential design variations at the City end (e.g. 15th Ave/Takitimu Drive Toll Road, cycle links) is ongoing.
- Design and Construct Procurement process has started with an SIA phase (Statement of Interest and Ability) to shortlist to 2 or 3 tenders for main tender phase.
- A request to seek the additional funding necessary for design variations is underway.



Bay of Plenty District Health Board Update

SUBMITTED TO: SmartGrowth Strategic Managers Group

Date: 8 November 2017

Submitted by: Sarah Davey, Manager, Service Development and Delivery
Bay of Plenty District Health Board

RECOMMENDED RESOLUTION:

That the Group notes this report.

BOP Strategic Health Services Plan Implementation

In September, we reported on the approval of the Bay of Plenty District Health Board Strategic Health Services Plan. The Plan sets the scene for what we need to focus on to support people in our communities to live healthy lives. The plan has been developed with input from our staff; community-based health services, other support agencies and patient advocates. We are progressing a number of key initiatives in line with the Plan.

At the heart of this plan is the patient, families and whānau. Our aim is for people to get well, stay well and live well. We need to improve the way we support people to manage their health. And when more help is required, our health services need to be able to respond quickly. When people are staying well and looking after their health, we're likely to see a drop in the number of patients needing hospital treatment.

Going forward we need to improve the way our hospital services and health services provided in the community work together. To achieve this, we plan to strengthen our focus on providing integrated health services, bringing health services closer to the patient, and providing the right mix of health supports in the right place.

The Plan has three Strategic Objectives:

1. Empowering our population to live healthy lives
2. Develop a smart, fully integrated system to provide care close to where people live, learn work and play;
3. Evolve models of excellence across all of our hospital services;

Of particular relevance to the SmartGrowth partnership, and in line with the SmartGrowth Strategy goals of *Building the Community*, are the goals and actions outlined in the first Strategic Objective.

Strategic Objective 1: Empower our population to live healthy lives

This objective is about helping our population healthy lives for as long as possible. It's also about reducing health inequalities, particularly between Maori and non-Maori which is very important for our DHB and for all. In pursuing these actions we are focusing on:

- The major risk areas that will have the biggest impact on health outcomes and equity, while supporting our delivery on government priorities – smoking, nutrition, physical activity and housing;
- Collaborating across public, private and community sectors to build the breadth and scale of initiatives needed to take the factors that impact on people's health;
- Targeting investment to improve the lives of the most vulnerable.

We recognise that there are many factors outside the health system that influence our community's health. Health status is closely linked to social determinants, which are the conditions in which people are born, grow, live, work and age. As a health system we are working with other sectors which is at the heart of the 'health in all policies' approach we have been developing over recent years.

Key activities we are progressing relevant to this are:

1. Membership on the SmartGrowth Governance Group and members of the SmartGrowth partner forums;
2. Collaborate with Tauranga City Council via the Joint Agencies group on structure planning for the major growth areas.
3. Providing input to transport planning;
4. Undertaking a number of specific initiatives and project work that contribute to improved population health, especially in relation to childhood obesity and housing (quality and suitability) and reducing homelessness;
5. Developing a profile of resource and infrastructure requirements for community based health service infrastructure required for future growth areas;
6. Provided input to the development of the SmartGrowth Indicator Framework. We will supply data on an on-going basis for future reporting;

Health Profile

We have also written a health and service profile titled Bay of Plenty Health and Service Profile 2016, and a summary of the profile. You can read the two profile documents and the Bay of Plenty Strategic Health Services Plan 2017-2027, or a summary of the plan at <http://www.bopdhb.govt.nz/media-publications/a-z-publications/>

Bay of Plenty Health System





Memorandum

To:	SmartGrowth Strategic Managers Group
From:	Rachael Davie
Date:	9 November 2017
Subject	WBOPDC SmartGrowth and Related Projects Update

SmartGrowth and its partner agencies have agreed to progress a range of actions including those to provide for growth associated with the urban growth areas. This report provides an update on current Western Bay of Plenty District Council projects relevant to the SmartGrowth Strategy and, where appropriate, identifies project risks and proposed mitigation. Next steps are also identified.



Rachael Davie
Group Manager Policy, Planning and Regulatory Services
Western Bay of Plenty District Council

Project and Project Manager	Previous Update (Key Matters)	Current Update (Key Matters)	Next Steps and Identified Risks
SmartGrowth Endorsed Growth Projects			
Omokoroa Special Housing Area (SHA) (Blaise Williams)	<ul style="list-style-type: none"> Marketing has commenced. A building consent for a show home is being prepared. At the time of writing, 10 contracts for the purchase of a house and land package have been prepared. The new SHA reflecting new price points, has been approved. 	<ul style="list-style-type: none"> Marketing of stage two of the SHA has commenced Earthworks will commence shortly All stage one affordable house and land packages are under offer or have been sold. There is a good mix of housing typologies with a number of 2 bedrooms and duplexes. The majority of residents have connections (work or otherwise) with Omokoroa and the surrounding area. 	<ul style="list-style-type: none"> A softening of the housing market has occurred which may have an impact on the development. However this is not unexpected and is due to factors such as the elections, changing Government and waiting for possible changes to policy around borrowing levels, and coming up to Christmas.
Housing Affordability Forum (HAF) Pilot Project	<ul style="list-style-type: none"> The ROI has closed. The selection panel is currently assessing applications. 	<ul style="list-style-type: none"> Negotiating with one party. Aiming to have a decision by December. 	
Omokoroa Structure Plan (Phillip Martelli)	<ul style="list-style-type: none"> Project Plan going to Strategic Management Team for approval. 	<ul style="list-style-type: none"> Project Plan is approved. Reviewing constraints analysis, gathering information. Preparing for community engagement on 24 and 28 November. SG Forums have been invited to participate. 	<ul style="list-style-type: none"> There is a growing level of interest / unrest from residents at Omokoroa regarding the pace of growth on the peninsula and a real desire to influence and shape Stage 3, more particularly in relation to town centre discussions, the need for a secondary school and other social infrastructure.
Omokoroa Road (Jim Paterson)	<ul style="list-style-type: none"> Shifting and upgrading underground infrastructure such as water mains, sewer transfer main. 	<ul style="list-style-type: none"> Shifting and upgrading underground infrastructure such as water mains, sewer transfer main, electricity, telecommunications is nearly complete. New services supporting land development are included in the roading project i.e. new intersections, storm water mains, gravity sewers, water supply, power supply and broadband. 	<ul style="list-style-type: none"> Civil works are expected to be ongoing until June 2018

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Katikati (Tony Clow)	<ul style="list-style-type: none"> A range of options examined in a site visit and workshop held by Councillors resulted in the need to investigate additional options as a desk top exercise to use as comparisons. 	<ul style="list-style-type: none"> Additional information being obtained for alternative sites for a further Council workshop. 	<ul style="list-style-type: none"> All other options are outside the current urban limits, and consideration will need to be given to making the necessary changes to the RPS in due course if the decision is to proceed with one of them. It is preferable to undertake a structure plan and plan change rather than using HASHA. There is a challenge to balance the current population projections with the capacity of and cost of upgrades to the wastewater treatment plant.
Te Puke (Andries Cloete)	<ul style="list-style-type: none"> Arranged for negotiations with appellant in the MacLoughlin Drive structure plan area. 	<ul style="list-style-type: none"> Consent Order granted by the Environment Court on 9 October 2017. 	Update the District Plan.
Tauriko West TLA Boundary Change (Emily Rogers)	<ul style="list-style-type: none"> Second round of consultation with affected landowners being held end of August. With confirmation now received that the Better Local Services Bill will not progress, it is assumed the boundary alteration will proceed as under the requirements of the existing legislation. 	<ul style="list-style-type: none"> Gathering information from TCC and WBOPDC for inclusion in the boundary alteration application. MOU between TCC and WBOPDC in relation to the boundary alteration now signed by both Mayors. 	
SH2 Safety Reviews: Waihi to Omokoroa, Omokoroa to Te Puna (Phillip Martelli - NZTA led)	<ul style="list-style-type: none"> Moving to short listing phase. 	<ul style="list-style-type: none"> Proposal going to NZTA Board on 13 October 	

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SmartGrowth : Tangata Whenua Cultural Identity / Building Communities			
Project Wai Ora (Jodie Rickard)	<ul style="list-style-type: none"> This is a multi-agency project (Central Government, WBOPDC, BOPRC, DHB) to address water and wastewater infrastructure issues in 5 economically deprived communities across the Western Bay. In April 2017 the Minister of Finance declined a \$120,000 funding contribution resolve the respective water and wastewater issues in Showground Rd, Tuapiro and Matakana Island. This effectively ended Central government involvement in the project. It is likely there were concerns about a precedent being set for other communities. The negative response from Central Government makes it vital for the remaining agency partners (WBOPDC, BOPRC, DHB and iwi) to collaborate to find solutions, as the community need hasn't changed. In August, WBOPDC's Operations Committee resolved to fund the connection to Council's reticulated water system for Showground Road. This means Showgrounds Roads issues are now resolved. Matakana Island have also 	<ul style="list-style-type: none"> The negative response from Central Government makes it vital for the remaining agency partners (WBOPDC, BOPRC, DHB and iwi) to collaborate to find solutions. In August, WBOPDC's Operations Committee resolved to fund the connection to Council's reticulated water system for Showground Road. In October WBOPDC's Operations Committee resolved to provide a funding contribution of \$50,000 to reticulate the marae and kohanga reo at Otawhiwhi. This doesn't deliver the full wastewater solution, but is a good starting point for that community, and enables the Marae committee to apply for funding to DIA to upgrade their toilet block. Council will seek a funding contribution from BOPRC through the LTP process. This was signalled to BOPRC through WBOPDC's submission to the 2017/2018 BOPRC Annual Plan. Subsequently, it has been discussed with elected members at the LTP briefings between the two Councils. 	<ul style="list-style-type: none"> The remaining agency partners need to collaborate to find solutions, and then to fund them as necessary. If this does not occur, then no progress will be made. BOPRC and iwi are not currently engaging with WBOPDC, which puts the project at risk. Decisions to allocate funding in WBOPDC and BOPRC's Long Term Plans will be a critical success factor. Funding announced in the 2017 budget for Marae and Maori housing may be a funding option in some cases.

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	<p>secured funding to upgrade their onsite effluent treatment system.</p> <ul style="list-style-type: none"> Focus is now on working towards solutions for the other 3 communities. These communities are more complex, and the funding contributions required to resolve the issues are greater. 		
<p>Papakāinga Development (Joint Agency Group)</p>	<ul style="list-style-type: none"> Review of Joint Agency Group Strategic Plan to commence in time for Long Term Plan discussions. Work continues with the projects of the 2015 Papakāinga toolkit workshop graduates; Cooper and Poonotini Trusts. While there were some delays in timeframe primarily due to unseasonal wet weather, both projects are tracking to budget. Cooper Trust will build two homes in stage one with infrastructure capacity to build up to eight houses. Poonotini Trust will build three homes in stage one with infrastructure capacity to build a total of eight houses also. The Joint Agency Group have been working with the 2016 workshop graduates; Nga Peke 6C and Haamiora Trusts. Haamiora Trust has since withdrawn from the programme. Te Puni Kokiri have advised that 	<ul style="list-style-type: none"> Applications for funding are being progressed for Nga Peke 6C. JAG approached by large settlement trust to progress 'at scale' housing development on multiply-owned Maori land in the Western Bay District. 	<ul style="list-style-type: none"> Support for key projects continues through design, consent, build process. JAG to review progress against JAG Strategic Plan and consider future funding requirements in time for Council LTP's.

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	<p>their housing fund has been expended for the 2017 financial year and we are to wait until 1 July 2018 to apply for further funding for the Nga Peke 6C project.</p> <p>The funding proposal for Nga Peke 6C to assist with detailed design and cost of their Papakāinga has been drafted.</p>		