

Agenda for Meeting No. SG18/05

SmartGrowth Leadership Group

The SmartGrowth Leadership Group will meet in the

Bay Of Plenty Regional Council

87 First Ave, Tauranga, Mauao Room

on

Wednesday 16 May 2018

at 10:15am

Closed Workshop 9:00-10:15am

Transport Centre Project - Development of collaborative financial strategy

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

Agenda for Meeting No. SG18/05

SmartGrowth Leadership Group

Wednesday 16 May 2018

9:00-10:00am Closed Workshop

10:15-1:00pm Formal Meeting

Bay Of Plenty Regional Council

87 First Ave, Tauranga

Apologies

Conflicts of Interest

Public Forum (if required):

Forum Chair Presentations (if required):

Confirmation of Minutes:

**Confirmation of the Minutes of the SmartGrowth Leadership Group
(SG18/03) dated 21 March 2018**

A copy of the minutes is attached.

Recommendation:

***That the minutes of the SmartGrowth Leadership Group (SG18/03) held on 21 March 2018
be confirmed as a true and correct record.***

CLOSED WORKSHOP 9:00-10:00am

**Transport Centre Project- Development of collaborative financial strategy
(Paper A)**

PART A: AGENDA BUSINESS 10:15-1:00pm

- 1. Social Sector Mapping Project Presentation & Covering Report (Paper B)**
Ken Tremaine & Liz Davies - Social Link
- 2. Future Development Strategy - Ken Tremaine & Adam Fort (Paper C)**
- 3. Transport**
 - Sub-region Vision & Strategy Proposal Regional Investment Oversight Group & Ken Tremaine **(Paper D)**
 - Submission Government Policy Statement/Transport -Ken Tremaine **(Paper E)**
 - Transport Collaboration & Communication - Fiona McTavish **(Paper F)**
- 4. Ministerial Debrief and Discussion - Bill Wasley (Paper G)**
- 5. Review Role - Membership SmartGrowth Leadership Group (Paper H)**
- 6. Reporting back: local government and other forums**
Verbal updates on the following from SmartGrowth Chief Executives and Iwi Leaders
 - Metro sector
 - Regional sector
 - Upper North Island Strategic Alliance
 - Rural and Provincial sector
 - LGNZ
 - Growth Councils
 - Iwi Leaders Forum

PART B: MONITORING INFORMATION ONLY PACK

- 7. SmartGrowth Bi-Monthly Partnership Reports (Paper I)**

PART C: REPORTING INFORMATION ONLY PACK

- 8. Smart Housing Action Framework (Paper J)**
- 9. Social Sector Mapping Project (Paper K)**
- 10. SmartGrowth Budget 2018-19 (Paper L)**

**Minutes of Meeting No. SG18/03 of the SmartGrowth Leadership Group held on
21 March 2018 in the Bay of Plenty Regional Council, Mauao Room, Tauranga
commencing at 9:00am**

Present

Independent Chairperson

W Wasley

Bay of Plenty Regional Council

Chairman: D Leeder

Councillors: J Nees, P Thompson, S Crosby

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, J Scrimgeour

Tangata Whenua Representatives

M Tapsell, I Walker, P Ihaka, Verna Ohia-Gate (alternate)

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

D Spittle – Planning Consultant

Bay of Plenty Regional Council

M Macleod – Chief Executive

Tauranga City Council

G Poole – Acting Chief Executive

C Jones – General Manager, Growth & Infrastructure

Western Bay of Plenty District Council

Gary Ellis – Acting Chief Executive)

R Davey - Group Manager Policy, Planning & Regulatory Services

Apologies

B Mikaere, P McLean, R Scott

THESE MINUTES ARE YET TO BE CONFIRMED

To be confirmed by the SmartGrowth Leadership Group on 16 May 2018

SG18/3.1

APOLOGIES**Moved Mayor Grey Brownless / Seconded Cr Mike Williams****That it be Resolved*****That the apologies be received for B Mikaere, P McLean, R Scott
Apologies lateness: Chair Douglas Leeder, Cr Leanne Brown,
Mayor Garry Webber*****CARRIED**

SG18/3.2

DECLARATION OF CONFLICTS OF INTEREST

No conflicts of interest were received:

SG18/3.3

**CONFIRMATION OF MINUTES – SMARTGROWTH LEADERSHIP GROUP
(SG17/12) – DATED 13 DECEMBER 2017**

The Committee considered the minutes of the SmartGrowth Leadership Group (SG17/12) dated 13 December 2017 as circulated with the agenda.

Moved Cr Stuart Crosby / Seconded Cr Terry Molloy**That it be Resolved*****That the minutes of the SmartGrowth Leadership Group (SG17/12) dated
13 December 2017 be confirmed as a true and correct record.*****CARRIED**

SG18/3.4

**INDEPENDENT CHAIR – REPORT BACK – SMARTGROWTH
PRIORITIES/ACTIONS****Moved Paula Thompson / Seconded Mayor Greg Brownless****That it be Resolved**

That the SmartGrowth Leadership Group (SLG):

- 1. Confirm** the sub-regional priorities for the SmartGrowth Leadership Group 2018 as being;
 - Transport matters
 - Housing as outlined in the Smart Housing Action Framework
 - National Policy Statement/Future Development Strategy Including funding and delivery mechanisms
 - Advocacy on sub-regional matters
 - Infrastructure

THESE MINUTES ARE YET TO BE CONFIRMED*To be confirmed by the SmartGrowth Leadership Group on 16 May 2018*

2. **Note** the independent chair will report at the May meeting on reviewing the size, shape and role of the SmartGrowth Leadership Group.
3. **That** the Independent Chair report back on any implications of pausing and/or reprioritisation of the SmartGrowth strategy actions.

CARRIED

SG18/3.5

**Transport Collaboration – Report back from Regional Investment Oversight Group
Transport Centre of Excellence – Chief Executives Report Back**

The SmartGrowth Leadership Group requested a report on the current transport collaborative work and co-ordination arrangements across the SmartGrowth partners including whether there are any gaps. It also requested an update on improving community engagement for transport (SLG 18 October 2017 resolution) refer to Paper B

Key discussion points:

The proposal of a high level sub-regional vision and objectives: noted was the need to go further than just a vision – to how to deliver successfully on strategy.

Need for a Communications Strategy on sub-regional transport: urgency around communicating to the community communications strategy on the bigger picture is what needs to go out.

Collaborating: getting people together to link up strategies and people on the ground. Timelines questioned, noting the need for a dedicated resource in this area.

Paper C Discussion

Suggested new wording around the name Transport Centre of Excellence to Western Bay of Plenty Centre for Transport.

Members highlighted the work that has been done in the past and the urgency to create priorities.

Alistair Talbot noted that from NZTA perspective progressing a sub-regional vision has support in principle. Important next step is how to integrate land use planning work with transport strategy and actions. Ensure the vision is aligned so we can deliver on those outcomes.

Strategic planning function needs to take a wider look at the network including freight and rail movements.

Support from members for resourcing of an independent person. Support the vision and urgent resource/ funding. Keep the environment too at the front of our minds when we move forward.

It was noted nothing should be ruled out in regards to what will deliver for the sub-region. If that means tolls and network pricing tools, then we need to progress in that direction.

THESE MINUTES ARE YET TO BE CONFIRMED

To be confirmed by the SmartGrowth Leadership Group on 16 May 2018

Moved Cr Paula Thompson / Seconded Mayor Garry Webber**That it be Resolved**

- 1 **Receive** the report on collaborative transport activities from the Western Bay of Plenty Regional Investment Oversight Group
- 2 **Note** the following main opportunities for improvement identified by the Regional Investment Oversight Group:
 - The need for a clear sub-regional transport vision and layer of sub-regional strategic planning that clearly articulates outcomes, aspirations and key strategic actions aligned with SmartGrowth outcomes to mitigate the risk of multiple plans and programmes “not talking to each other”.
 - The opportunity for better collaboration to optimise sub-regional operational activities that grows the sub-region’s capability to deliver more innovative transport improvements more effectively and with more active client ownership of transport intelligence and customer insight.
 - Governance and reporting arrangements clarified and streamlined
- 3 **Note** that councils will be making decisions on the Future Development Strategy scope and decision-making framework in March.
- 4 **Endorse** that Councils require that the Future Development Strategy includes this sub-regional transport vision and strategy.
- 5 **That** there be a standing report to the SmartGrowth Leadership Group on transport collaboration and communications.
- 6 **Note** recent engagement activities and that partner councils are on an improvement pathway for enhanced community engagement.
- 7 **That** it be recommended to the partners and NZTA that an appropriate (independent) resource be recruited to prepare a project plan for a Western Bay of Plenty Centre for Transport.
- 8 **That** a submission be made to the Bay of Plenty Regional Land Transport Plan seeking that the plan include the western Bay sub-regional story of integrated land-use and transport and that transport infrastructure development proceeding in a timely manner is a key part of implementing the agreed settlement pattern. It should also include significance of western Bay of Plenty transport and its relationship with the economy (access to and from the port) and road safety.

CARRIED**THESE MINUTES ARE YET TO BE CONFIRMED***To be confirmed by the SmartGrowth Leadership Group on 16 May 2018*

SG18/3.6

SMART HOUSING ACTION FRAMEWORK (RESPONDING TO THE HOUSING NEED AND DEMAND RESEARCH REPORT – A FRAMEWORK FOR ACTIONS AND RESULTS) (PAPER D)

Bernie Walsh, SmartGrowth Manager presented to the SmartGrowth Leadership Group on the Smart Housing Action Framework – Responding to the Housing Need and Demand research report – A framework for actions and results.

Bernie noted this is in response to the Housing Need and Demand Research Report released in December 2017. The SmartGrowth Leadership Group agreed to receive advice on a Smart Housing Action Framework in March 2018 as a co-ordinated sub-regional response to that work.

Bernie noted the Smart Housing Framework is a way of communicating the work that is going on across the sub-region in a format that the community understands.

It answers the questions: what is a SmartGrowth Partnership doing about housing?

It has been mapped out and framed up in the western Bay context so motivated and talented people can perform and get results. The framework is a way to co-ordinate and align the linkages of various action areas and gives focus to these work streams.

Bernie talked to the below four areas of action: Refer to Paper D for more info:

The **four suggested focus action areas** are:

1. Land provision and housing leadership
2. Policy and planning leadership
3. Community capacity and capability across the spectrum
4. Co-ordinated advocacy and communications

Bernie would like the framework document when completed to be 4-5 pages that the community can pick up and read to see what is happening in regards to taking action on the housing challenge.

This report outlines an action and results focussed approach to responding to the housing challenge across the spectrum of need – clearly evidenced by the research.

The aim of the framework is to map and to co-ordinate actions across the housing spectrum with different partners leading focus areas, mandated to get on and make things happen. The focus areas of action are from the summary of suggested actions for investigation in the research report. Each partner or group charged with leading a 'focus area' would develop a detailed action plan, with key targets and timeframes for achieving results. An overall set of measures, targets and aspirations for the framework could also guide implementation at a high level. The aim is not be to create any more groups for housing, but rather ensure key areas of work are linked and in alignment.

THESE MINUTES ARE YET TO BE CONFIRMED

To be confirmed by the SmartGrowth Leadership Group on 16 May 2018

The framework approach is a way of sub-regionally mapping, monitoring and reporting progress on housing, with a focus on results that will mean something to our communities. It recognises that a lot of work is already underway. The Strategic Partners Forum and the Housing Reference Group (a cross-sector stakeholder group set up to assist with the housing need and demand research) have discussed the framework too and provided feedback.

Next Steps

The Smart Housing Action Framework needs to be results-driven with urgency and pace – with resources allocated to make it happen. We need to focus on the following actions.

- **Map out** the best process for agreeing our framework's targets/aspirations – discuss some barriers and gaps; set things in place to ensure we will action/measure/report progress on our framework as a linked system of sub-regional results-focused responses and action areas. Clearly communicate the framework and its work.
- **Clearly** determine and mandate the leadership of actions through chief executive sponsorship across the partnership. Is there sufficient Budget and resources to successfully action the areas with impact?
- **Group** current housing actions already underway across the focus areas – see updated Housing Continuum Attachment 1. Provide an action plan template for focus area leads to populate with their agreed actions including timeframes, engaging stakeholders and monitoring results.
- **Ensure prioritisation** and lead (partner) and linkages across all the focus areas through a good reporting process.
- **Keep** reporting on actions and targets in clear, succinct, engaging, regular and accountable way. Easy for all to see including the wider community.

Be ready to invest in more research if needed.

Bernie noted the communications plan will be included in the framework. Engagement is a huge part of the framework.

Moved Cr Paula Thompson / Seconded Cr Williams

That it be Resolved

That the SmartGrowth Leadership Group (SLG):

1. **Approves** the Smart Housing Action Framework for implementation and development as the SmartGrowth Partnership's co-ordinated and mapped response to the 2017 Housing Need and Demand Research.
2. **Requests** the Chief Executives Advisory Group to lead and mandate the 'focus area leads' to get on and make it happen with urgency, drive, resources and enthusiastic encouragement.
3. **Endorses** the 'next steps' approach outlined in the six bullet points listed below for action.
 - **Map out** the best process for agreeing our framework's targets/aspirations – discuss some barriers and gaps; set things in

THESE MINUTES ARE YET TO BE CONFIRMED

To be confirmed by the SmartGrowth Leadership Group on 16 May 2018

place to ensure we will action/measure/report progress on our framework as a linked system of sub-regional results-focused responses and action areas. **Clearly communicate** the framework and its work.

- **Clearly** determine and mandate the leadership of actions through chief executive sponsorship across the partnership, with sufficient Budget and resources to successfully action the areas with impact.
 - **Group** current housing actions already underway across the focus areas – see *updated Housing Continuum Attachment 1*. **Provide** an action plan template for focus area leads to populate with their agreed actions including timeframes, engaging stakeholders and monitoring results.
 - **Ensure prioritisation** and lead (partner) and linkages across all the focus areas through a good reporting process.
 - **Keep** reporting on actions and targets in clear, succinct, engaging, regular and accountable way. Easy for all to see including the wider community.
 - **Be ready** to invest in more research if needed.
4. **That** there be a standing progress report to the SmartGrowth Leadership Group meetings.
 5. **Requests** that housing issues are considered in a broader context when the SmartGrowth Strategy is reviewed in 2019-20, rather than a narrow settlement pattern approach focused solely on future development and supply of land for housing. This includes taking into account the Housing Need and Demand Research Report 2017

CARRIED

Chair Bill Wasley left the meeting at 11:00am

Deputy Chair Mayor Garry Webber chaired the remainder of the meeting

11:09am The meeting **adjourned** for morning tea

11:20am The meeting **reconvened**

SG18/3.7

**NATIONAL POLICY STATEMENT FOR URBAN DEVELOPMENT
CAPACITY
FUTURE DEVELOPMENT STRATEGY PROJECTS**

The purpose of the report was to provide the SmartGrowth Leadership Group with the Capacity Assessment report which was required by Government officials to be submitted to the Ministry of Business, Innovation and Employment and the Ministry of Environment by 28 February 2018.

Ken thanked all the people who had worked on the project. He and gave an overview of all the work that fed into the capacity assessment.

Purpose of the capacity assessment

- 43,000 dwellings required over next 30 years across sub-region
- 80% growth of Tauranga City - intensification and expansion at periphery
- 20% growth in Western Bay of Plenty District, including township, lifestyle and rural areas
- Affordability and changing demands of an ageing population are major considerations
- Unique considerations for Māori

Business land – well catered for over next 30 years provided planned areas brought online in medium term.

Tauranga City Council under particular strain in terms of funding development capacity.

Moved: Mayor Garry Webber / Seconded: Cr Paula Thompson

That it be Resolved

That the SmartGrowth Leadership Group:

1. **Endorse** the SmartGrowth Housing and Business Capacity Assessment Report, subject to any input SLG may have, and its main conclusion that there is sufficient development capacity to meet the anticipated demand for the next 30 years.
2. **Agree** that the SmartGrowth Housing and Business Capacity Assessment will remain as a working draft so any feedback from MFE and MBIE officials can be considered.
3. **Note** that the SmartGrowth partners will continue to work with the other high growth councils including Waikato's Future Proof and the Greater Christchurch Partnership, in order to ensure that common views are presented to Government.

CARRIED

THESE MINUTES ARE YET TO BE CONFIRMED

To be confirmed by the SmartGrowth Leadership Group on 16 May 2018

Moved Cr Mike Williams / **Seconded** Chair Douglas Leeder

That it be Resolved

That the SmartGrowth Leadership Group:

1. **Note** and provide any input into the Future Development Strategy Project.

CARRIED

Moved Cr Larry Baldock / **Seconded** Cr Leanne Brown

That it be Resolved

That the SmartGrowth Leadership Group:

1. **Receive** this update report on the draft Tauranga Urban Strategy.
2. **Note** that the draft Tauranga Urban Strategy will be a critical input to the Future Development Strategy and consulted on as part of the wider Future Development Strategy consultation and engagement programme.

CARRIED

SG18/3.8

REPORTING BACK: LOCAL GOVERNMENT AND OTHER ADVOCACY FORUMS

Growth conversation diagram – Paper H

Verbal updates from SmartGrowth Chief Executives and Iwi Leaders

Metro sector

Reported on Upper North Island Strategic Alliance increasing housing pressures – website now up and running.

Involvement with climate change and completing work in the upper North Island.

Auckland supply chain study – national report putting together reference group

Trying to manage pests

Presentation on NZ Community Trust and new Disability Commissioner

Regional Sector

Water, sediment. Increasing pressure from central government to go harder and faster. Looking at Tauranga sediment issues.

Pest management discussed, key message about bio-security and stepping up. Civil defence discussed.

Looking at NTZA, Tourism, Affordable Housing.

THESE MINUTES ARE YET TO BE CONFIRMED

To be confirmed by the SmartGrowth Leadership Group on 16 May 2018

Joined up projects in the Sector

Treaty settlement
Water work
Climate
Marine hazards and insurance
Shared services
Overseeing nitrogen
Pest management

Rural and Provincial sector

Big issues are:
Climate and coastal change
Stormwater

LGNZ

LGNZ business plan will be adopted 23 March 18
Projects making good progress:
Water 2030 - regulations
Climate Change

Growth Councils

Conversations about the wider revenue sources needed and water project.
The lack of capacity of the planning, consulting and construction sectors to deliver. Construction sector is stretched to capacity. Looking at solution.

Iwi Leaders Forum

Nothing to report

SG18/3.9

SILVER ECONOMY RESEARCH REPORT AND RECOMMENDATIONS (PAPER I)

Moved Mayor Garry Webber / **Seconded** Chair Douglas Leeder

That it be Resolved

That SmartGrowth Leadership Group requests that:

1. Priority One and Bay of Connections be advised of this work and the investment potential identified.
2. That officers take account of this work as an input into the western Bay of Plenty sub-regional Future Development Strategy to be completed by the end of 2018 as a requirement of the National Policy Statement on Urban Capacity.
3. That the teams implementing the four growth areas agreed by the partnership in August 2016 be advised of the research.

THESE MINUTES ARE YET TO BE CONFIRMED

To be confirmed by the SmartGrowth Leadership Group on 16 May 2018

4. That the SmartGrowth Forums be provided with the research report.
5. That the research report be referred to the Bay of Plenty District Health Board for consideration.
6. That the research report be provided to territorial authorities in the Bay of Plenty for input into planning documents.

CARRIED

SG18/3.10

SMARTGROWTH BI-MONTHLY PROGRESS REPORTS – SUMMARY OF HIGHLIGHTS (PAPER J)**Moved** Mayor Garry Webber / **Seconded** Cr Terry Molloy**That it be Resolved**

That the SmartGrowth Leadership Group:

1. **Receive** the SmartGrowth Partnership Bi-Monthly Reports for March 2018.
2. **Refer** the reports to the SmartGrowth Forum Chairs for their information.

CARRIED

 The meeting concluded at 12:30 p.m.

Confirmed as a true and correct record

 W Wasley
Independent Chairperson

 Date

ACTION SHEET

DATE

TO:	Ross Hudson	FOR ACTION	20.4.18
	Christine Jones	FOR INFORMATION	20.4.18
	Bill Wasley	FOR ACTION/INFORMATION	23.4.18

FROM: COUNCIL 17.4.18

M18/30.8

TRANSPORT CENTRE (DC 99)

Moved Mayor Brownless/Seconded Cr Clout

That it be Resolved

That Council:

- (a) ***Agrees that a sub-regional Transport Vision should be produced as part of the Future Development Strategy.***
- (b) ***Agrees to the recruitment of an appropriate independent resource to develop options and an implementation plan for a Tauranga-Western Bay Transport Centre and alternative integrated organisational models.***
- (c) ***Directs staff to make an internal submission through the 2018-28 Long Term Plan for Council's share of the costs of the independent resource.***

Proposed Amendment

Moved Cr Baldock/Seconded Cr Morris

- (d) ***Requests SmartGrowth Leadership Group to consider at its next meeting the addition of:***

“Notes the requirement for the Tauranga-Western Bay Transport Centre project to include the development of a collaborative sub-regional financial strategy that involves all funding models such as tolling, road pricing, congestion pricing, targeted transport rates and including funding options to utilise the wealth of the Port of Tauranga shares, held in trust by the Regional Council for the benefit of the community.”

Amendment was **CARRIED**

Substantive motion was **put** and **CARRIED**



Committee Name	SmartGrowth Leadership Group (SLG)
Committee Meeting Date	16 May 2018
Author (s)	Ken Tremaine, Strategic Advisor
Purpose	To report on the delivery of a significant social sector action in the SmartGrowth Strategy

Mapping the Social Sector

1. Context

In Part B of the 2013 SmartGrowth Strategy under Build the Community, Action 9A3 relates to Effectiveness in the Social Sector:

- *Build collaboration with the social sector and facilitate the assessment of potential for shared services between different social sector groups to achieve long-term sustainable outcomes.*
- *Build on existing social services mapping to inform future work on improving long term sustainable outcomes.*

This action also relates to an additional action in the Strategy which directs us towards a better understanding of meeting the needs of the western Bay communities.

The SmartGrowth partnership embarked on the initial delivery of this action but quickly began to realise that in order for it to be effective, the action needed to be handed to the social sector to complete.

Attached is a significant report from Socialink. We were fortunate that this new organisation coincided with our need to see this project delivered from the bottom up rather than the top down.

It should be noted that the report is to be launched on Monday 14 May by the Labour MP Jan Tinetti. It is intended that the report will be circulated as part of the SLG agenda prior to that so members will be aware of it. The work has been funded by both the SmartGrowth partnership and Social Link.

2. Recommendations

That the SmartGrowth Leadership Group:

1. **Receive** the Social Sector Mapping Project report in PART C – Paper K
2. **Note** the findings, in particular those summarised in the executive summary.
3. **Continue** to liaise with Socialink as part of SmartGrowth Strategy implementation.
4. **Assist** Socialink with any Government engagement to obtain additional resourcing for the western Bay of Plenty using the evidence base of the mapping report.



Committee Name	SmartGrowth Leadership Group (SLG)
Committee Meeting Date	16 May 2018
Author (s)	Ken Tremaine – SmartGrowth Strategic Advisor Adam Fort – Senior Planner – Bay of Plenty Regional Council
Purpose	<ul style="list-style-type: none"> • To confirm the timeline, process and strategic themes for the draft Future Development Strategy • To provide the wider context for this work in light of the Government’s developing Urban Growth Agenda.

Future Development Strategy

1. Introduction

The purpose of this report is to discuss and confirm with the SmartGrowth Leadership Group (SLG) the strategic themes that will underpin the draft Future Development Strategy (FDS), which is being prepared and consulted on in 2018 to meet the requirements of the National Policy Statement on Urban Development Capacity (NPS-UDC). The report also provides updates on timeline and process matters for the FDS, and the wider context of the Government’s developing Urban Growth Agenda.

As discussed at the 21 March Leadership Group meeting, the FDS is a growth strategy for managing sub-regional urban growth for the medium, and long term. It must follow a full community engagement process, with a Local Government Act 2002 special consultative procedure preferred over Resource Management Act processes. The FDS will need to show how an additional 43,000 houses will be provided for over the next 30 years (based on the Housing and Business Development Capacity Assessment).

The final draft FDS must be produced and delivered to MfE by 31 December 2018. A broad timeline for the stages of work in completing the document is shown below.



This timeline indicates that a summary of the draft FDS will be prepared by staff and brought to the 20 June Leadership Group meeting for approval prior to commencing the statutory engagement process. It is also intended to do early consultation with the SmartGrowth fora and other key stakeholders through various mechanisms prior to the formal notification period.

Following hearings of submissions and deliberations, the final draft FDS will be considered for approval by SLG in December and sent to MfE by 31 December 2018 for evaluation. Following the final round of amendments in response to MfE feedback in early 2019, it will then go back to SLG and to the partner Councils for adoption and implementation.

Attached as Appendix 1 is a dashboard which provides an overview of the project including risks, milestones and key activities.

2. Integration of strategic framework

The draft strategic themes outlined in this paper are not intended to replace the strategic themes across the SmartGrowth partnership's wider strategic framework. Rather, the draft themes have drawn on the strategic themes that underpin the relevant strategies and plans across the partnership, as well as the stated objectives of the NPS-UDC itself (Appendix 2). The draft FDS strategic themes have a particular emphasis on the existing SmartGrowth Strategy, noting the key outcome sought by the current Strategy is *"we all work from the same long term planning blueprint which incorporates planning for land use, transport and other infrastructure in an efficient and affordable way"*.

Through successive iterations of the FDS and the wider strategic framework - in terms of the SmartGrowth Strategy, settlement pattern and other plans and strategies across the partnership - there may be future opportunities to consolidate and rationalise the strategic themes. The NPS-UDC also expressly states that the FDS can be incorporated into a broader strategic framework and there may be opportunity to do this more comprehensively in the future, for example when the SmartGrowth Strategy is reviewed.

The FDS is the SmartGrowth Settlement Pattern that will become the update of Part C of the existing 2013 SmartGrowth Strategy. There is only one strategy.

A draft FDS is currently being prepared by a project team resourced by SmartGrowth, the three local authorities and NZTA. Its content is reflected in the headings attached as Appendix 3.

3. Link to other work underway by SmartGrowth partners

SmartGrowth Strategy and Settlement Pattern

The existing SmartGrowth Strategy 2013, and in particular Part C -Settlement Pattern, will form the basis for the FDS. The growth areas, as adopted by the then SmartGrowth Implementation Committee in August 2016, will be our foundation for meeting short to medium term, and part of the long term, growth demand. Work is currently underway in respect of those growth areas, including structure planning and preparatory work for plan changes and, in the case of Tauriko West, territorial boundary adjustment. The FDS will in turn form a significant input into any more comprehensive reviews of the SmartGrowth Strategy and settlement pattern. Ultimately, the FDS should be entirely integrated with the SmartGrowth Strategy.

We need to take care that there is only one strategy for growth and development and that the FDS is part of the wider SmartGrowth Strategy and is not seen as some separate initiative, notwithstanding it has arrived through the NPS-UDC process.

Tauranga Urban Strategy

Initial engagement on the draft Tauranga Urban Strategy (TUS) was recently completed. Tauranga City Council staff met with a number of key stakeholders throughout February and March, and an online survey closed at the end of March after receiving over 700 responses.

Tauranga City Council staff are currently compiling feedback received to date, and will provide a summary of feedback which will be available on the TCC website in early May. As part of the Communications and Engagement Plan for the FDS, all those that provided feedback to the draft TUS will be contacted regarding the FDS process and opportunities to be involved.

Consultation on the principles and direction of the TUS will be advanced through the FDS engagement process. This feedback will be considered and used to draft a final TUS for completion before the end of 2018.

As Tauranga City Council moves to implement the TUS, it has committed to a comprehensive approach to work with its communities to identify opportunities for growth, change and investment in town centres. This to build confidence and support for the redevelopment and change of existing town centres in a manner than both preserves what people value about their communities and ensures that investment in infrastructure, amenity and facilities occurs to offset redevelopment outcomes and show the benefits of growth and intensification.

The initial focus of this work will be along the Te Papa peninsula (from the CBD to Greerton) where no infrastructure constraints exist and where existing education facilities, public transport and other prerequisites for growth and change exist. This work will consider the whole Te Papa peninsula as a comprehensive corridor, based around the town centres from the CBD in the north to Greerton in the south and all those in between.

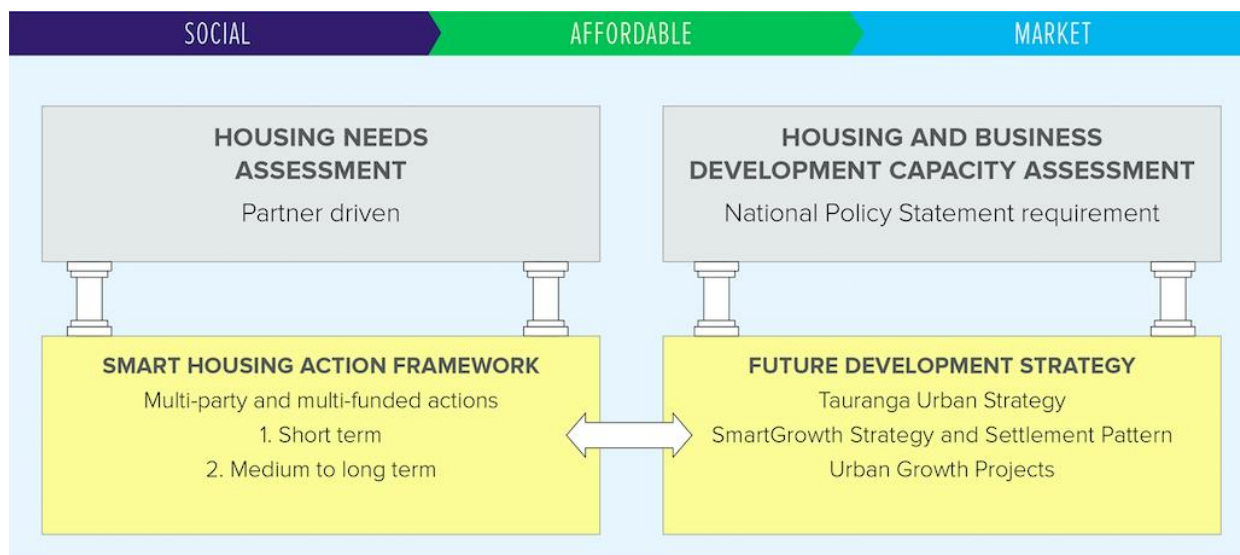
Transport

A resolution was passed at the Leadership Group meeting on 21 March that the FDS include the transport vision and strategy for the sub-region. This is covered in a separate Paper on this Agenda.

Another resolution was that a submission be lodged by SmartGrowth to the draft Bay of Plenty Regional Land Transport Plan seeking stronger reinforcement of the sub-regional story of integrated land use planning and transport investment. The SmartGrowth Independent Chair lodged the submission and submitted specific drafting amendments to the hearings panel on 11 April. Final decisions on the RLTP are due to be made in June 2018, after which it will be lodged with NZTA.

Housing

At its meeting on 21 March, the Leadership Group endorsed a Smart Housing Action Framework being developed to coordinate the partnership's response to the 2017 Housing Need and Demand Research. Integration between this Framework and the FDS forms a two-pillar approach, as shown below.



Long Term Plans

The three partner councils have all undertaken public consultation on their respective Long Term Plans (LTPs) for 2018-2028. There is a strong link between the NPS-UDC work and the LTPs, including 30 year infrastructure strategies, in respect of sequencing of infrastructure (both 'development' and 'community') to serve new areas of urban development capacity. The funding challenge facing councils (particularly Tauranga City Council) is also highlighted through the NPS-UDC work.

4. Link to Government's 'Urban Growth Agenda'

Scoping and delivering an FDS during 2018 requires us to be responsive to an emerging policy and funding toolkit. The new Government has signaled it intends to take a broader approach to closing the gaps between housing needs and housing supply than that contained in the current NPS-UDC. It is also proposing a more extensive urban growth management and funding toolkit. This work is broadly referred to as the 'Urban Growth Agenda'. Indications are that it will focus on the following:

- Creating Urban Development Authorities/Housing Commission
- Emphasis on delivering affordable housing in the short term (KiwiBuild)
- Greater emphasis on place making and transport mode neutrality (new GPS on Land Transport)
- Spatial planning emphasis – particularly on corridors
- Widening the funding toolkit e.g. Special Purpose Vehicles

5. Strategic themes for the Future Development Strategy

Staff have prepared draft strategic themes for the FDS. Feedback and endorsement from SLG is sought to take these forward. Once confirmed the themes will underpin the FDS consultation document.

The draft FDS will be brought to the 20 June Leadership Group meeting for approval for public notification. The draft themes are outlined as follows with summary points as to the matters relevant under each theme.

**Providing for social,
economic, cultural and
environmental well-being**

NPS-UDC Objectives OA1, OC1, OC2

- What kind of sub-region do we want over the next 30 years
- Link to NZ integrated planning framework – RMA/LGA/LTMA
- Link to SG Live/Learn/Work/Play pillar
- Measurable community outcomes e.g. SMART objectives
- Role of place-making and good urban design.
- Equity considerations
- Tāngata whenua post Treaty settlements aspirations

Providing choice

NPS-UDC Objectives OA2

- Diverse choices for living and working environments
- Operate across housing spectrum, including recognising the ongoing downward trend in home ownership rates, especially for older people.
- Support for transport mode neutrality
- Resilience

**Responding to change and
managing uncertainty**

NPS-UDC Objectives OA3, OC2

- Being flexible and adaptable through early responses to signals identified through monitoring
- Shifts in the market and financial climate
- Demographics – e.g. structural ageing, migration rates
- Employment sector/nature of work
- Technologies – energy, communications, housing, transport etc.
- Unforeseen shocks – e.g. natural hazards

**Integrated planning and
investment**

NPS-UDC Objectives OC1, OD1, OD2

- Infrastructure (network and community) and land use
- Particular emphasis on transport and land use integration
- Holistic consideration of well-being outcomes
- Platform for more sophisticated funding framework and partnerships – particularly between councils, Government and the development community (including housing trusts)
- Links to SG pillars of partnership/collaborative leadership and integration – the foundation of SG

**Building and working from
a shared evidence base**

NPS-UDC Objectives OA3, OB1, OC2

- Evolving evidence base and monitoring to allow responsiveness to change
- Partners/workstreams sharing and working from same evidence
- Decisions based on substance and a world-class standard of evidence – rather than local philosophy/perception/perspectives
- Hard objective evidence as well as community values gathered through meaningful engagement

**Encouraging a more
compact urban form**

NPS-UDC Objectives OA1, OA2, OA3, OC1

- Balancing growth between intensification and greenfields
- Implementing the Tauranga Urban Strategy
- Links to efficient transport
- Ties in with good place-making
- Encouraging better use of existing assets and infrastructure
- Goals – e.g. ‘a 10/20 minute city’

6. Recommendations

That the SmartGrowth Leadership Group:

1. **Receive** this report – Future Development Strategy.
2. **Endorse**, subject to discussion and any amendment, the strategic themes that will form the foundation for a Draft Future Development Strategy which will go to the 20 June SmartGrowth Leadership Group meeting for approval prior to the statutory consultation process pursuant to Part 6 of the Local Government Act 2002.
3. **Endorse** the timeframes and milestones highlighted in the diagram in section 1 of this report.
4. **Note** the draft FDS table of contents contained in Appendix 3.

NPS-UDC & SPR Projects Dashboard Report

Prepared For:	Project Name:	Reporting Frequency:	Date of Report:	Report Number:
SmartGrowth CEAG	NPS-UDC & SPR Project	Monthly	09/05/2018	1



1. Summary and Overview

Project Overview

The overarching purpose of this project is to implement the SPR across the SmartGrowth partnership and thereby ensure timely development capacity in the next 10 to 30 years, and to meet the NPS-UDC requirements. The focus is currently on completing a Future Development Strategy as required by the NPS-UDC.

The detailed implementation work on the NPS-UDC is largely being undertaken by the individual partners with oversight from the SmartGrowth Technical Implementation Group (TIG). It is important that the SmartGrowth Partnership maintains an overview role given the sub-regional nature of the NPS-UDC and SPR work.

2. Top Risks

Strategic issues arising since last period:
Scope and best option for delivery of the FDS given the tight timeframes.

The key risks outlined in the Project Plan are shown below:

Risks / Issues:	Risk to Project				Mitigation
	Low	Med	High	Extreme	
Not achieving smart place making					Application of SG principles and actions Ensuring partners undertake good place-making through DPs, funding in LTPs, design guides etc
Impact of economic / development cycles					Anticipate the impact of any downturns Discourage over-investment in infrastructure ahead of demand, while continuing to invest in appropriate infrastructure to support development
Failure to address social cohesion factors					Affordable housing initiatives (new Govt approaches) Providing a variety of housing types Delivering community infrastructure
Volume of resources and skill required					Sharing resources / tasks across the partners Consulting assistance (eg M.E for HBCA)
Ineffective engagement					Prepare an engagement table FDS will use the SCP under the LGA 2002 Joint consultation with the TUS Make use of the SG Partner Forums
Completing and sustaining the SPR phase 1 relationship agreements					Regular reporting on implementation of the agreements Aligning partner outcomes with developer expectations
Meeting the timeframes					An ongoing challenge however tasks are on track. Regular reporting and monitoring occurring. Final HBCA has been completed.
Failure to complete and agree compact city investigations / implementation					Reporting to CEAG Adequate resourcing for TUS implementation Ongoing monitoring of Compact City uptake rates – incl taking a wider view of what ‘compact city’ involves
Managing parallel workstreams					TIG oversight Regular reporting and monitoring
Insufficient Government guidance					MfE/MBIE guidance now released
Ensuring infrastructure to support development					Remains an issue, however the HIF and other Govt initiatives may alleviate some of this

3. Milestones

Key milestones documented in the Project Plan are summarised below:

Phases & Tasks	Timeframe	Progress: (On Target, Potential to Slip, Achieved)			Comments:
		OT	PtS	A	
Evidence & Monitoring					
Quarterly Monitoring	June 2017				Monitoring work has been compiled. First quarterly report has been prepared. Work Incorporated into Dvlp Trends report.
Undertake housing and business development capacity assessment	May - Dec 2017 (draft) Mar 2018 (final draft)				Final completed and submitted to MBIE/MfE. Report was workshopped with SLG on 21 March 2018
Tauranga Transport Programme	March 2018				Testing of problems / opns has occurred. Reporting due early 2018.
Responsive Planning					
Structure Planning and Technical Assessments for Tauriko West, Te Tumu, Katikati and Omokoroa Implementing Compact City as part of TUS	2017/ Early 2018				Structure planning processes are underway. Draft TUS completed and out for initial consultation.
Tauriko West – RPS Change Boundary adjustment	Aug/Sept 2018				RPS Change due to be notified – application for streamlined process submitted to Minister and recently confirmed. MOU concerning boundary change is under discussion.
Providing further capacity & enabling development	Dec 2018				This is linked to the RPS/DP changes task below but may also involve consenting / use of other statutory tools or processes
Scope of RPS/DP changes (targets)	Early 2018				
FDS – Confirm project plan	Mar 2018				Project plan has been prepared and is currently being finalised at a technical level
FDS – Prepare draft FDS	Mar – May 2018				
FDS – Targeted engagement & SLG approval of draft FDS	May – Jul 2018				
FDS – Formal consultation under SCP, LGA 2002	Jul – Sept 2018				
FDS – Amendments to FDS	Oct 2018				
FDS – SLG and Council approval, publishing	Nov – Dec 2018				
RPS and DP changes – minimum targets	Dec 2018				
RPS and DP changes – SPR/capacity	2018/19				

4. Stakeholder Engagement

- Engagement and communications activity for capacity assessment include:
- Iwi – CTWF, other engagement TBC
 - Property Developers – continued engagement with the Property Developers Forum
 - Significant landowners – TBC
 - Social housing – TBC
 - Requiring authorities / utility providers – TBC but note ongoing engagement with NZTA
 - Other infrastructure providers (eg MoE, DHB, energy etc) – TBC
 - MoU exists between MoE, DHB and SG councils

Note that the SmartGrowth Partner Forums will be used which include representatives from a number of the groups listed above. This will be useful for FDS Consultation.

5. Financial Tracking

There is funding in SmartGrowth budget for the SPR and the NPS-UDC work. We are relying on staff contributions as well for a number of the SPR and NPS-UDC tasks.

6. Activity Tracking

Looking Back Tasks Delivered During Period

Task	Status
Monitoring data compiled. First quarterly reports have been prepared and merged into Development Trends report.	Achieved
Housing Needs Assessment – draft report presented to 13 Dec SLG.	Achieved
Structure / master planning processes underway for Tauriko West, Te Tumu, Omokoroa and Katikati	In Progress
RPS Change – Tauriko West urban limits change is underway with a s32 report completed and streamlined planning process application approved.	In Progress
FDS Project Plan prepared	Achieved
Capacity Assessment finalized and presented to CEAG/SMG and SLG	Achieved

Looking Forward Tasks Scheduled for Next Period

Task	Status
Ensure LTPs contain funding for NPS-UDC work	In Progress
Input from stakeholders	In Progress
Confirm FDS project plan including agreeing scope and optimal project structure for delivering the FDS	In Progress
Begin work on RPS/DP housing targets	About to commence
Begin work on draft FDS – ensure this is tied back to the SmartGrowth Strategy	In Progress
Prepare for targeted engagement on FDS / TUS	About to commence
Regular reporting to SLG for ongoing input	In Progress

Appendix 2: NPS-UDC Objectives

Objectives

The following objectives apply to all decision-makers when making planning decisions that affect an urban environment.

Objective Group A – Outcomes for planning decisions

- OA1: Effective and efficient urban environments that enable people and communities and future generations to provide for their social, economic, cultural and environmental wellbeing.
- OA2: Urban environments that have sufficient opportunities for the development of housing and business land to meet demand, and which provide choices that will meet the needs of people and communities and future generations for a range of dwelling types and locations, working environments and places to locate businesses.
- OA3: Urban environments that, over time, develop and change in response to the changing needs of people and communities and future generations.

Objective Group B – Evidence and monitoring to support planning decisions

- OB1: A robustly developed, comprehensive and frequently updated evidence base to inform planning decisions in urban environments.

Objective Group C – Responsive planning

- OC1: Planning decisions, practices and methods that enable urban development which provides for the social, economic, cultural and environmental wellbeing of people and communities and future generations in the short, medium and long-term.
- OC2: Local authorities adapt and respond to evidence about urban development, market activity and the social, economic, cultural and environmental wellbeing of people and communities and future generations, in a timely way.

Objective Group D – Coordinated planning evidence and decision-making

- OD1: Urban environments where land use, development, development infrastructure and other infrastructure are integrated with each other.
- OD2: Coordinated and aligned planning decisions within and across local authority boundaries.

Appendix 3: Draft FDS Contents

- Executive Summary
- Introduction
- Strategic Themes
- The Growth Challenge
- Our Settlement Pattern
- Integrating Growth Planning and Infrastructure
- Bringing it all Together – Our Development Capacity Work Programme
- Compact City – Tauranga Urban Strategy
- Greenfields
- Making Sure We Are On Track
- The Funding Challenge
- Partnerships
- Other Tools to Enable the Right Outcomes
- Being Ready For Change
- Conclusion



Committee Name	SmartGrowth Leadership Group
Committee Meeting Date	16 May 2018
Author (s)	Kim Harris Cottle – NZ Transport Agency Joe Metcalfe – Bay of Plenty Regional Council
Purpose	Outline and seek endorsement of transport vision, objectives and success factors for the western Bay Sub-Regional Transport Strategy which will be part of the Future Development Strategy.

Developing a Sub-Regional Transport Strategy

1. Introduction

A resolution was passed at the Leadership Group meeting on 21 March that the Future Development Strategy (FDS), which is currently being prepared, include the transport vision and strategy for the sub-region.

The purpose of this report is to discuss and gain direction on:

- the transport vision;
- objectives and targets; and
- key success factors.

SmartGrowth supports this approach with the following outcome under Integrated Planning and the Settlement Pattern:

We all work from the same long-term planning blueprint which incorporates planning for land use, transport and other infrastructure in an efficient and affordable way

The SmartGrowth Strategy contains a comprehensive section on transport in Part C which will need to inform this work on a sub-regional transport strategy. This includes transport issues facing the sub-region and aspirations for strategic transport infrastructure.

Transport is one of many interventions available to enable liveable communities, it is important that the links to other affordable infrastructure workstreams and options such as school locations need to also be considered in the wider FDS.

The transport strategy will take a top down and bottom up approach. It will have a particular focus on integrated planning given the close relationship between the SmartGrowth Settlement Pattern and the transport network. It will also bring together all of the Programme Business Cases in an integrated manner.

2. Purpose of the Strategy

The sub-regional strategy sits between high level direction that has been provided through the SmartGrowth Strategy, the Draft Regional Land Transport Plan (RLTP) and the Draft Government Policy Statement (GPS), and the detailed transport planning business cases that have been undertaken; incorporating elements of each to tell a cohesive story for the sub-region.

The strategy will provide:

- an approach that is integrated with the future development pattern for the sub-region
- an agreed vision, objectives and key success factors
- agreed targets to measure progress
- a clear link between Government and Regional policy direction and transport planning projects
- a transport assessment that identifies gaps in our current planning and project delivery pipeline
- an assessment of funding implications

The purpose of the strategy is to:

- to provide clear and agreed direction between SmartGrowth partners for the delivery of transport in the sub-region
- act as a tool to communicate with and advocate to central government the sub-regions priorities and funding requirements
- ensure that transport planning and investment in the sub-region is matched to and supports growth

This will be the first iteration of an initial sub-regional transport strategy. The strategy will be updated again post the FDS and the second phase of the GPS.

3. Strategy Name and Vision

The western bay sub-regional transport strategy is being developed under the working title of **Western Bay Pathways** representing the journey the strategy is taking us on as well as incorporating transport terminology to indicate the nature of the strategy. Within the FDS this moniker will be abbreviated to **Pathways** to improve the readability of the document.

The Vision for the strategy is ***“Western Bay Pathways: connecting our future”***

It talks to the need to look forwards, acknowledging that our futures are reliant on transport for making the social and economic connections that support our wellbeing. It is deliberately short and punchy without jargon to appeal to a wide audience.

4. Strategy Objectives

The objectives have been created in line with the four well beings: cultural, social, environmental, and economic. These are also largely consistent with the GPS and RLTP although each policy/plan places different emphasis on each.

Sub-Regional objectives	
Sustainable	Protect our Environment (environmental)
	Protect our People (social)
Growth	Enable our economy (economic)
	Enable our people (cultural, social)

Each of the objectives will be linked to 2-3 targets that broadly measure the current state of the integrated transport and landuse system. The targets like the strategy will be on a 30 year time horizon.

The targets are a work in progress but will be developed in line with existing strategies and plans but will also require new targets to be generated that do not appear elsewhere. Direction will be taken from sources such as:

- Targets developed for various transport planning projects such as Tauriko for Tomorrow, PT Blueprint, and Tauranga Transport Programme
- Our local government commitment to reduce greenhouse gas emissions
- Central government agreements to reduce greenhouse gas emissions
- Central government objective for a transport system free of deaths

Protect our environment:

- Enable higher density development and reduce impact of greenfield development
- Reduce carbon emissions

Targets

- ✓ household density in urban areas increases by 3
- ✓ Net carbon emissions from transport are reduced by 50% by 2048

Protect our people:

- Increase activity levels of people
- Eliminate road fatalities and reduce serious injuries

Targets

- ✓ On average people walk or cycle for more than 90minutes every week --% by 2048
- ✓ Eliminate road fatalities and reduce serious injuries by 20% by 2048

Enable our economy:

- Reliable access to economic and social opportunities for people and freight
- Our communities and infrastructure are resilient to climate change and disruption

Targets

- ✓ Improve travel time reliability for people and freight by--% by 2048

- ✓ No communities over 5,000 people are isolated from essential services by 1 in 100 year events by 2048

Enable our people:

- Communities provide services and employment accessible by bike or foot
- There are affordable transport choices for all

Targets

- ✓ 50% of households are within walking/cycling distance of employment and services by 2048
- ✓ Average cost of travel for people and freight does not increase by more than 20% by 2048 (adjusted for consumer price index)

5. Critical Success Factors

The critical success factors will identify the areas on which the sub-region will need to focus in order to for the transport system to meet the demands of economic and population growth.

A fully integrated land use and transport planning system

- This will identify the need to ensure that transport and land use systems are planned alongside each other and that there is a steady pipeline of work to deliver transport improvements and growth in the right time and place

Affordable funding mechanisms

- Funding and affordability for the Region is likely to become a significant issue if rates remain our only tool. The Tauranga Programme Business Case has identified a step change in investment required over the next 30 years and over transport planning projects currently underway will identify further funding requirements.
- This will talk to and support regional fuel taxes as well as a stronger role for central government in delivering transport infrastructure
- This will talk to planning uncertainty as a result of 3-year central government cycles that do not allow long term plans to be developed

Rail

- The sub-region has a number of growth areas located adjacent to the East Coast Main Trunk Line providing a significant opportunity to improve the efficiency of freight as well as passenger transport. It will signal that planning for passenger rail needs to commence shortly due to the long lead times for the infrastructure upgrades that are required to deliver this.

Streamlined governance, planning process, leadership

- This will discuss the opportunity that the Transport Centre of excellence can provide for the sub-region and enhance the ability for partners to deliver joint projects

Behaviour change and a shift away from private motor vehicles

- This will discuss the task of changing peoples' attitudes to walking, cycling and public transport and housing density. It will also highlight that delivering the objectives cannot be achieved by building additional roading capacity for single occupancy vehicles.

6. Next Steps

- Update to reflect input and direction of CEAG and the SLG
- Undertake analysis of transport capacity constraints
- Identify gaps in current transport planning process
- Identify and assess potential funding gaps

7. Recommendations

That the SmartGrowth Leadership Group:

1. **Receive** this report.
2. **Endorse**, subject **to discussion and any amendment**, the vision, objectives, outcomes and critical success factors of the sub-regional transport strategy.

Appendix 1: Outcomes and Objectives

Outcomes and objectives

Outcome 1 Protect our environment

- a) Enable greater density and reduce the impact of greenfield development**
- b) Reduce carbon emissions**

Explanation

As population increases there is an increased demand for public services and infrastructure. Lower density residential areas results in higher infrastructure costs as it requires more roads, pipes to physically reach residents than necessary to service more compact develops with the same number of households. Lower population densities also have significant effect on environmental and social health, as lower densities are more car dependent, and less community interaction and walking, cycling opportunities

While greenhouse gas emissions and climate change have cumulative effects on a global scale, there is also a need to manage local effects of land transport (draft GPS pg 19). During 2015/16 the transport sector was responsible for 63% of all carbon emissions in Tauranga City. The Bay of Plenty Regional, Tauranga City, and Western Bay of Plenty District Councils have signed the New Zealand Local Government Leader's Climate Change Declaration 2017, which includes commitments to reduce greenhouse gas emissions in the transport sector (draft RLTP p 22).

Outcome 2 Protect our people

- a) Eliminate road fatalities and reduce serious injuries**
- b) Increase activity levels of people**

Explanation

The right infrastructure, policies, speeds, and environment needs to be provided so that all modes of transport are safe from harm and that our communities do not need to fear for the safety of the friends and family.

A major barrier to the use of alternate modes is the lack of perceived safety for walking and cycling in Tauranga (TTP draft p 37). The segregation of growth areas by increasingly busy highways also acts to impede community access (TUNS,)

Active mobility ie. walking and cycling, demonstrably improves people health. A lack of exercise is a main risk factor in many diseases and disorders, such as back and joint aches, cardio vascular diseases and type II diabetes.

The low population densities, and historic investment in road-based transport in Tauranga encourages higher levels of single occupant car use and lower levels of waking, cycling and public transport when compared with other New Zealand urban areas. This reduces the effectiveness of non-car travel modes in addressing congestion, resulting in faster deterioration of levels of service of roads than might otherwise be the case (TTS, 2014 & TTP, 2018).

Outcome 4 Enable our economy

- a) Reliable access to economic and social opportunities for people and freight**
- b) Our communities and infrastructure are resilient to climate change and disruption.**

Explanation

Increases demand on the transport system in the next 30 years will decrease the ease of access to the city centre. Congestion imposes a cost on businesses that reduces profitability and efficiency of supply chains, meaning less investment in productive assets and higher costs for everyone. Our transport system needs to recognise these costs and provide a reliable network for high value trips so that everyone benefits.

Natural disasters, crashes, climate change and sea level rise cause significant disruption to the transport system that has often catastrophic impacts on businesses and people's lives. Managing our transport assets to reduce the risk and severity of these disruptions is a priority.

5 Enable our people

- **Communities provide services and employment accessible by bike or foot**
- **There are affordable transport choices for all**

Explanation

Public transport, walking and cycling enable opportunities to connect communities providing easy access to services and amenities creating more vibrant communities.

Providing access to transport choices that are effective, efficient and affordable will allow people to make positive change to their environment and wellbeing.



Committee Name	SmartGrowth Leadership Group
Committee Meeting Date	16 May 2018
Author (s)	Ken Tremaine, Strategic Advisor
Purpose	To present to the SLG the SmartGrowth submission on the Draft Government Policy Statement on Land Transport and to seek retrospective approval for the submission.

Submission – GPS on Land Transport

Introduction

On 3 April 2018, the Government released the Draft Government Policy Statement on Land Transport 2018-2028 (GPS). Submissions on the GPS closed on 2 May.

Given the importance of transport to SmartGrowth implementation and the transformational shift being signalled in the GPS, SmartGrowth prepared and lodged a submission on the GPS. Given the time constraints, it wasn't possible to have the Leadership Group review and approve the submission prior to lodgement.

The themes for GPS 2018 are:

- A mode-neutral approach to transport planning and investment decisions.
- Incorporating technology and innovation into the design and delivery of land transport investment.
- Integrating land use and transport planning and delivery.

The four strategic priorities are:

- safety
- access
- environment
- value for money

The GPS sets out some clear expectations of the NZTA, including a renewed focus on taking a lead when it comes to integrated planning.

In the funding section, value capture mechanisms are signalled. It is also noted that a charge in the order of 3 to 4 cents per litre (and equivalent for road user charges) per annum for three years is under consideration to cover the transport funding required.

In terms of how it differs from the last GPS produced under the National Government, there is a significant change in emphasis. The GPS 2015 was very much focused on economic growth

and productivity, especially freight. The GPS 2018 takes quite a different and much broader approach.

Key expenditure differences are as follows:

- There is a significant increase in PT funding over the 2015 GPS – around 25% more initially and moving to a doubling.
- Rapid Transit is new and adds up to around \$4b over several years. This is for Auckland light rail.
- There is three times the amount of money allocated to walking and cycling.
- Local roading improvements and maintenance is up on the 2015 GPS.
- Regional improvements are included – this could be road or rail, but is aimed at areas outside of the major metropolitan centres.
- State highway improvements are significantly down. The first year actually represents an increase over what was in the 2015 GPS. Then it starts to taper off until it is only one third of the amount allocated in year 10.
- There is provision for transitional rail. This is for new passenger rail initiatives.

This draft is the first iteration; there will be a second stage GPS in 2019. The GPS notes that the second stage will move further towards:

- Reflecting transport's role in the urban development agenda.
- Developing local and central government agreements on transport's role in the future development of metro areas such as Auckland, Wellington and Christchurch including consideration of transport's role as a place-maker and on future rapid transit options.
- Considering all modes when providing the best access solution, which will include investigating funding for alternative transport modes, such as rail and coastal shipping.

The SmartGrowth Submission

The SmartGrowth submission is high level and has focussed on matters that are important to the partnership, such as integrated planning. A summary of the main points contained in the submissions is as follows:

- SmartGrowth supports the focus on safety, access, environment and value for money. We also support the themes that aim to deliver the best transport solutions.
- We request a greater visible funding alignment with other Government priorities such as the integration of land-use and housing planning with transport and infrastructure / service delivery.
- We see a particular need for high growth areas (already classified by the Government through Ministry for the Environment/Ministry for Business, Innovation and Employment) to be given some priority recognition in transport strategic priorities.
- We would like to see an activity class that reflects the need to test new and innovative ways of delivering better transport solutions in fast-growing

communities, under pressure to create great places to live, not just roads and houses.

- SmartGrowth would like to work in partnership with the Government to explore funding mechanisms to support rapid implementation of the Draft GPS in the western Bay of Plenty sub-region.
- We wish to work collaboratively with the Government on the second stage of the Draft GPS to address some of the key strategic issues.

The SmartGrowth submission is attached as Appendix 1.

Recommendations

That the SmartGrowth Leadership Group:

1. **Retrospectively approve**, the SmartGrowth Submission on the Draft Government Policy Statement on Land Transport 2018-2028 attached as Appendix 1.

Appendix 1: SmartGrowth Submission on the GPS



3 May 2018

GPS Policy team

Ministry of Transport

P.O Box 3175

WELLINGTON 6140

Via email: gps2018@transport.govt.nz

Dear Sir/Madam

SmartGrowth Submission on Draft Government Policy Statement on Land Transport 2018

This is a submission on behalf of the SmartGrowth Leadership Group (“SLG”) on the Draft Government Policy Statement on Land Transport 2018-2028 (“Draft GPS”). This submission has been approved under delegated authority.

The SLG would like to commend the Government on developing the Draft GPS.

The SLG is the western Bay of Plenty partnership governance group responsible for providing strategic direction and the implementation of the SmartGrowth Strategy – the spatial and implementation plan for the western Bay of Plenty sub-region.

The SLG includes representatives from Tauranga City Council, the Western Bay of Plenty District Council, the Bay of Plenty Regional Council and tāngata whenua. It should be noted that individual partners may make their own submission on the Draft GPS.

The SLG supports the Draft GPS with some amendments. It is an important national document for SmartGrowth Strategy implementation. SmartGrowth particularly supports the strategic direction and the four strategic priorities. The new approach outlined in the Draft GPS is applauded and can assist the step change that is required to achieve the SmartGrowth Strategy’s vision and outcomes. SmartGrowth would like to see greater emphasis on high growth areas such as the western Bay of Plenty, including how the Government will work collaboratively with the growth areas to achieve the priorities signalled in the Draft GPS.

Summary of Points

- SmartGrowth supports the focus on safety, access, environment and value for money. We also support the themes that aim to deliver the best transport solutions.
- We request a greater visible funding alignment with other Government priorities such as the integration of land-use and housing planning with transport and infrastructure / service delivery.
- We see a particular need for high growth areas (already classified by the Government through Ministry for the Environment/Ministry for Business, Innovation and Employment) to be given some priority recognition in transport strategic priorities.
- We would like to see an activity class that reflects the need to test new and innovative ways of delivering better transport solutions in fast-growing communities, under pressure to create great places to live, not just roads and houses.
- SmartGrowth would like to work in partnership with the Government to explore funding mechanisms to support rapid implementation of the Draft GPS in the western Bay of Plenty sub-region.
- We wish to work collaboratively with the Government on the second stage of the Draft GPS to address some of the key strategic issues.

Land Use and Transport Integration

SmartGrowth has a strong focus on integrated land use and transport planning. For this reason we are particularly interested in and supportive of the access strategic priority. The sub-region is experiencing ongoing growth pressures which is affecting the efficiency of the transport system.

The SmartGrowth Settlement Pattern has a very close relationship with the transport network. Successful implementation of the SmartGrowth Strategy's Settlement Pattern, new urban growth projects and other strategies now in development are heavily reliant on improvements to the transport network.

The sub-region has some particular challenges such as preserving easy and safe access to the thriving and nationally important Port of Tauranga as freight traffic increases, while at the same time offering good levels of service to our residents in terms of moving about our city easily.

We also need to keep a strong eye on quality placemaking and urban design. The sub-region is focussed on integrating urban development, particularly housing with transport. This includes thinking about timing / staging and funding options.

Ensuring that transport infrastructure and services are delivered in a timely manner is a key part of implementing the agreed SmartGrowth Settlement Pattern. The current settlement pattern is based on land use and transport being integrated, and therefore the agreed land use pattern is highly reliant on effective implementation of the agreed transport components in a timely manner. In addition there are emerging initiatives such as the Tauranga Urban Strategy, which promotes a more compact urban form, and has its own centres based and wider corridor needs. Effective networks (public transport, walking, cycling and roading) will be needed to support this.

SmartGrowth wishes to ensure that key projects which support the SmartGrowth Strategy, are implemented. Otherwise we will be unable to deliver on urban development, managed growth and our place-making outcomes. Sometimes this will mean that lead investment is required in order to provide certainty for urban development to occur.

We would like to see land use and transport integration for high growth areas such as the western Bay of Plenty sub-region, prioritised. We need to make sure that the strategic view expressed in the Draft GPS aligns with our efforts to deliver integrated land use and transport planning and urban development (as we are required to do under the National Policy Statement on Urban Development Capacity).

Long-term planning is, in fact, the easy part of being strategic. We have an agreed SmartGrowth Strategy (spatial plan), that has been in place since 2013. The challenge is implementation planning and funding that strategy in the 3-10 year timeframe. Locking in commitments at all levels to ensure that we can deliver on the settlement pattern is a real challenge, particularly if Government priorities change. Sunk costs and stranded assets can result – and ratepayers funds can be left holding the line.

Managing Growth

The sub-region is experiencing significant growth pressures. The recently completed western Bay of Plenty Housing and Business Development Capacity Assessment indicates that the total population of the sub-region is projected to reach around 244,000 by 2047. Over this 30 year period around 43,000 new dwellings will be required.¹ The National Policy Statement on Urban Development Capacity (NPS-UDC) requires that infrastructure and services, including transport, be identified in relevant planning documents to support the housing and business land demand identified.

¹ Draft Housing and Business Development Capacity Assessment, February 2018, at page 10

The cumulative effect of the western Bay of Plenty's growth is having a substantial impact on the transport network and our communities. It is imperative that the western Bay of Plenty keeps abreast of this growth and that a transport network is in place which supports our communities to remain great places to live, learn, work and play.

SmartGrowth has identified the following matters that require action and we would like to continue to work with the Government on these:

- Provision of safe and efficient travel choice (including public transport, walking and cycling)
- Resources for travel behaviour change approaches (facilitated by effective communication and engagement)
- Increased network capacity aligned to a wider sub-regional vision for transport
- A stronger focus on implementing and investigating effective demand management tools and techniques that will manage future projected growth in the western Bay
- Embracing changing technologies and innovations
- Maintaining efficient, and where necessary, improving access to the Port of Tauranga
- Sustainable and equitable funding and financing models
- Ensuring that the level of future investment is sufficient to help manage and influence the form of future growth.
- Creating healthy urban environments that promote health and well-being for all so everyone has a fair chance of being healthy
- Understanding the barriers and constraints involved in creating healthy and active urban environments and how to successfully co-create solutions with communities

Managing Demand into the Future

We already have an integrated and strong SmartGrowth partnership in place with the NZ Transport Agency that can maximize benefits and co-investments. We would welcome the opportunity to keep the discussions on this topic open and constructive with the Government given the clear focus on the integration of housing, transport and urban development.

We would like to see some funding activity allocation to pilot projects that can test new ways of delivering land transport that is mode-neutral and co-created with high growth regions.

Changing travel behaviour can take a long time – and starting that conversation with our communities, sooner rather than later, could have benefits for our region – and the economy of New Zealand. We would welcome the opportunity to be part of co-creating future solutions – and getting ahead of our growth curve.

Funding

SmartGrowth is very supportive of widening the funding toolbox for transport funding. We are a proactive sub-region that wishes to ensure we have the most effective transport system in place to support our growth in a sustainable way.

We strongly support the integration of rail planning and funding in the Draft GPS.

We acknowledge that this is only the first iteration of the Draft GPS, but we would like to see some of the funding tools identified in section 4.1 investigated and implemented as soon as possible. We are particularly interested in mechanisms such as user charges and value capture. **SmartGrowth would like to work in partnership with the Government to explore funding mechanisms to support rapid implementation of the Draft GPS in the western Bay of Plenty sub-region.**

Conclusion

The Draft GPS is a critical document for the western Bay of Plenty sub-region and the implementation of the SmartGrowth Strategy, as it sets the national direction for land transport. It has a major impact on the funding and prioritisation of projects in our own Regional Land Transport Plan. SmartGrowth wishes to ensure that there is effective alignment between the SmartGrowth settlement pattern and the direction of the Draft GPS. We want to be in the best position possible to address priority transport issues for the sub-region.

SmartGrowth would like to ensure that national and regional funding systems deliver on identifying and addressing priority transport issues effectively.

We would welcome the opportunity to work with the Government on the second stage of the Draft GPS to address some of these key strategic issues.

The SLG is happy to discuss any of the matters outlined in this submission further.

Yours sincerely



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SmartGrowth Independent Chair

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SMARTGROWTH PAPER F



To: SmartGrowth Leadership Group

16 May 2018

From: Chief Executives Advisory Group

Date: 10 May 2018

Subject: Progressing Western Bay of Plenty Centre of Transport



1. Purpose

This paper updates the Strategic Leadership Group (SLG) on progressing the Western Bay of Plenty Centre for Transport.

2. Recommendation

It is recommended that SLG:

1. Receives this update report and it is also forwarded to all partner councils for their information.

2. Background

On 21 March 2018 the SLG received a report, 'Sub-regional transport collaboration – recommendations to address gaps', in response to a request they had made. At this meeting SLG resolved to:

1. **Receive** the report on collaborative transport activities from the Western Bay of Plenty Regional Investment Oversight Group.
2. **Note** the following main opportunities for improvement identified by the Regional Investment Oversight Group:
 - The need for a clear sub-regional transport vision and layer of sub-regional strategic planning that clearly articulates outcomes, aspirations and key strategic actions aligned with SmartGrowth outcomes to mitigate the risk of multiple plans and programmes “not talking to each other”.
 - The opportunity for better collaboration to optimise sub- regional operational activities that grows the sub-region’s capability to deliver more innovative transport improvements more effectively and with more active client ownership of transport intelligence and customer insight.
 - Governance and reporting arrangements clarified and streamlined.
3. **Note** that councils will be making decisions on the Future Development Strategy scope and decision-making framework in March.
4. **Endorse** that Councils require that the Future Development Strategy includes this sub-regional transport vision and strategy.

5. That there be a standing report to the SLG on transport collaboration and communications.
6. **Note** recent engagement activities and that partner councils are on an improvement pathway for enhanced community engagement.
7. That it be **recommended** to the partners and NZTA that an appropriate (independent) resource be recruited to prepare a project plan for Western Bay of Plenty centre for transport.
8. That a submission be made to the BoP Regional Land Transport Plan seeking that the Plan include the western Bay sub-regional story of integrated land-use and transportation approach and that roading infrastructure development in timely manner is a key part of implementing the agreed settlement pattern, and to include significance of economy (access to and from the port) and road safety.

This report updates SLG on progress made in progressing the Western Bay of Plenty centre for transport.

3. Progress to date

All partner councils approve SLG resolutions

Since 21 March 2018 all partner councils have considered and approved the SLG resolutions. Bay of Plenty Regional Council and Western Bay District Council approved the resolution as outlined above. Tauranga City Council also passed a resolution requesting “*the requirement for the Tauranga-Western Bay Transport Centre project to include the development of a collaborative sub-regional financial strategy that involves all funding models such as tolling, road pricing, congestion pricing, targeted transport rates and including funding options to utilise the wealth of the Port of Tauranga shares, held in trust by the Regional Council for the benefit of the community*”. Tauranga City Council also specifically requested that the option of a CCO be considered. This additional resolution will require discussion by SLG given the specific request that the resolution be referred to it.

Sub-regional transport vision and strategy progressing through Future Development Strategy

There is a separate agenda item on the Future Development Strategy which outlines progress made with this sub-regional transport vision.

CEAG approved independent resources to progress scope definition

The Chief Executive Advisory group (CEAG) has also agreed passed to recruit an appropriate independent resource to develop options and an implementation plan for a Western Bay of Plenty Centre for Transport. A 2-stage approach has emerged which does seem to be a practical way forward, and also indicates progress is being made. The proposed stages are as follows;

Stage 1: Scope Definition

Stage 2: Preparation of Brief, Procurement of Independent Resource and Implementation of Brief

Stage 1 : Scope Definition

From recent discussions, it is evident that elected members have different views on what the project scope and deliverables should be. It is proposed that Stage 1 be undertaken to clarify elected member expectations of the work and develop a more detailed scope. This will enable us to define the skill set required to complete the work and to develop a brief that sets out clear expectations of the consultant/s engaged for the project. Stage 1 will also seek to identify what has worked in the past and where the current perceived gaps are so that they can be addressed.

It is envisaged that Stage 1 would be 'short and sharp' taking weeks to complete rather than months. It is proposed that this stage be completed by John Hannah.

A draft brief for this stage only is attached as attachment one. This draft brief for stage 1 therefore proposes that some engagement occur with Mayors/ Regional Chair/ and elected members of their choosing, and NZTA to tease out any such matters.

It is intended that a project reference group (with suggested membership) would overview the stage 1 work and this is outlined in the draft brief.

Stage 2 : Preparation of Brief, Procurement of Independent Resource and Implementation of Brief

On the completion of Stage 1, a brief will be prepared for the Stage 2 work. This brief would be reviewed and approved by CEAG. A procurement plan for the selection of consultant / consultant team would also be prepared for CEAG approval. Given the scale of Stage 2, it is expected that some type of market procurement process would be followed.

A project management framework for Stage 2 will need to be agreed which details reporting lines, including reporting arrangements to governance (SLG), accountability and input as the project progresses. This can be developed while Stage 1 is being completed. Such an arrangement was in place for the Local Government Futures project and worked very effectively.

Mary-Anne Macleod, Garry Poole, Miriam Taris
Chief Executives Advisory Group

Attachment One: Proposed Western Bay of Plenty Centre for Transport

Stage 1

1. Purpose

To outline the previous joined up approach to the planning and development of transport requirement in the Western Bay of Plenty sub-region. This is to include what had been undertaken, how it had been done and what the learnings are for now and looking forward. This is to include outlining key principles for future collaboration and defining critical success factors.

Consideration is also to be given to the 'Local Government Futures Work (Transport Functional Assessment)' and outlining relevant matters to be considered including any perceived gaps that need to be addressed, in progressing a western Bay of Plenty Centre for Transport. It is noted that the work was undertaken on a region-wide basis, and that the current initiative has a western Bay of Plenty sub-regional focus.

This work is to provide background, context and information for the development of the Stage 2 brief for the procurement of an independent person regarding the proposed western Bay of Plenty Centre for Transport.

2. Proposed Approach

2.1. A round table meeting facilitated by John Hannah with Miriam Taris, Christine Jones, Bill Wasley, Fiona McTavish, Parekawhia McLean and Alister Talbot, to agree the scope and engagement to be undertaken for preparation of the paper. This is to include;

- Review the work undertaken by the Bay of Plenty Local Govt "Local Government Futures project."
- Set objectives for the preparation of a proposed collaborative transport development and implementation arrangements for presentation to the SmartGrowth Leadership Group and appropriate Government influencers.
- There are to be separate meetings held with each of the partners (TCC, WBOPDC, BoPRC and NZTA). These are to include Mayors, Regional Chair and 1-2 elected members defined by each Mayor and Regional Chair, and NZTA Regional Relationships Director and 1-2 others defined by the Director.

2.2. Preparation of a paper taking account of the 'Local Government Futures Transport Functional Assessment' and the previous 'Access' and 'Smart Transport' initiatives that outlines;

- Learnings and experiences from previous initiatives and how they should be addressed in respect of any new arrangement.
- The key priority issues that need to be addressed by the sub-region.
- What would success look like in 3, 5, and 10 years times. What will this deliver in the 10, 20, and 30-year timeframe?
- High level outline of collaborative transport development and implementation governance arrangements.

- Outlining alignment with government policy aspirations including the current GPS.

The paper needs to take account of previous collaborative arrangements and future needs reflecting on the changed environment since the earlier arrangement were in place. This is to include documenting the pros and cons of the previous arrangements and how integration with long term land-use planning was achieved. It also needs to ensure that the proposed arrangements will adequately address the current and future transport and urban development requirements and plans, including the need to ensure an integrated approach to land use and transport planning.

2.3 Definition of matters to be included in the brief for Stage 2 that have arisen through the review, learnings, engagement and discussion process outlined in 2.1 and 2.2. This does not involve preparation of the brief but a clear outline of matters requiring consideration and potential inclusion in it.

3. Project Reference Group

It is proposed that a Project Reference Group be established for this stage of the project and potentially to overview the development of the stage 2 brief for the procurement of an 'independent person'. This group would incorporate representation from all 4 partners as referenced in section 2.1



Committee Name	SmartGrowth Leadership Group (SLG)
Committee Meeting Date	16 May 2018
Author (s)	Bill Wasley, SmartGrowth Independent Chair
Purpose	Ministerial Briefing

1. Introduction

On Wednesday 18 April 2018 the SmartGrowth partnership had the opportunity to provide a briefing to the Hon. Phil Twyford (Minister of Transport, Minister of Urban Development and Housing) and Hon. Julie Ann Genter (Associate Minister of Transport).

The briefing discussion lasted close to two hours and provided an opportunity for the partnership to raise a number of matters with the Ministers. It was a very positive meeting and the willingness to engage and discuss issues was evident.

Those involved in the briefing were SmartGrowth Partnership Leadership representatives including Independent Chair Bill Wasley, Mayor Garry Webber, Mayor Greg Brownless, Regional Council Chair Doug Leeder, Tangata Whenua representative Buddy Mikaere, RLTC Chair Cr Stuart Crosby. In addition, Garry Poole, Miriam Taris, Parekawhia McLean, Bernie Walsh and Fiona McTavish were involved.

2. Briefing Paper

The Ministerial briefing paper is attached for information. I have not attached the 3 attachments as they have been previously circulated.

The key matters raised with the Ministers included;

- Urban Development Toolbox – funding and financing matters together with the UDA's
- Spatial planning including funding certainty and early commitment to funding eg. Land purchase, schools, healthcare, transport infrastructure
- Tauranga Urban Strategy
- State Highway 2 corridor

In addition, a request was made to the Minister to nominate a senior official from his office that the partnership could liaise and engage with and work through various initiatives. We have had such an arrangement previously with a senior policy adviser in the Hon. Michael Cullen's office.

3. Ministerial Comments

Attachment 1 outlines a range of comments made by Ministers at the briefing. This is intended to provide a flavour of in respect of the matters highlighted at the briefing, including the governments urban growth agenda.

4. Recommendations

That the report be received.

MINISTERIAL BRIEFING PAPER
PREPARED FOR THE HON PHIL TWYFORD,
MINISTER OF TRANSPORT, MINISTER OF HOUSING
& URBAN DEVELOPMENT

18 April 2018

Where we would like to head

- The SmartGrowth Partnership is leading a step change in future planning.
- We have recently made key decisions on draft long-term plans, transport and housing and put in place actions to drive faster and more focused results. We know that now is a vital time to act if we are to manage our growth curve in a sustainable and responsible manner, be ambitious in our spatial planning approach and do things differently.
- The Partnership has seen the costs to productivity and people in Auckland and Queenstown-Lakes when long-term planning and investments are not ahead of growth. We know the value of integrating land use, transport and housing alongside economic, social, environmental and cultural objectives to deliver great communities – both urban and rural.
- The Partnership through the SmartGrowth Leadership Group is keen to lead best practice in integration of housing, urban development and transport – and like the Minister, integrate these portfolios well.
- We welcome the Government's move to a strategic partnership approach with regions. We are keen to develop that into something meaningful to our communities as our own sub-regional urban-rural growth agenda. We wish to act and plan ahead with a long term view, but addressing the key issues that we have before us now.

Specific initiatives for discussion

The SmartGrowth Partnership wishes to explore the following specific opportunities with the Government:

- **Western Bay of Plenty Centre for Transport** – the sub-region is investigating a Centre for Transport which will provide an opportunity for better collaboration to optimise sub-regional transport activities but also ensuring there is a strong connection to land-use planning. This could be used as a pilot and later applied to other areas. SmartGrowth would like to partner with the Government on this initiative.
- **KiwiBuild** – there are a number of opportunities for the sub-region to partner with Government, iwi and others to deliver affordable homes through KiwiBuild. There are both existing urban area options as well as greenfields.



- | | |
|--|-------------------------------------|
| <ul style="list-style-type: none"> ▪ Urban
SmartGrowth is keen to ensure existing tools that are working are left in place, for example Special Housing Areas¹. We support the Housing Commission and Urban Development Authorities initiatives and would be interested in whether some of the expedited planning powers proposed for UDAs could be transferred to local authorities in certain situations. Funding and financing solutions for urban development are critical – the SmartGrowth partnership is very keen to explore and take part in local government funding investigations. | <p>Development Toolbox –</p> |
| <ul style="list-style-type: none"> ▪ Spatial Planning - SmartGrowth aims to ensure that land is located in the right place so that there is optimal and cost-effective infrastructure provision. Such integration based on agreed development patterns requires on-going commitment to implementation by all relevant parties including the provision of funding certainty which signals to the market and community that implementation will occur. Early commitment to key development by both local and central government, for example land purchase, schools, healthcare, transport infrastructure would send strong signals to the market and provide confidence. ▪ Advancing our Spatial Corridors - integrating land use, infrastructure and funding is an ongoing challenge. SmartGrowth aims to achieve this through its spatial corridors – northern, eastern, southern, western and central. There are significant opportunities in these corridors for joined up planning approaches, KiwiBuild, good place-making, social/community facilities as well as transport initiatives. Consideration of transport funding options would be a conversation welcomed by the partnership. ▪ Delivering on the Tauranga Urban Strategy – this strategy is a game-changer for the sub-region and seeks to accommodate more residential growth within the existing urban footprint. The Strategy proposes significant amounts of future capacity via centres-based intensification. KiwiBuild could be a vehicle to help us deliver on this strategy. In addition our Smart Housing Action Framework will contribute to delivering better housing choices in the sub-region. | |

Facing up to facts – our demographic drivers and the housing, urban/rural development and transport challenge

Nearly 90% of renters who currently live in the western Bay of Plenty cannot affordably buy a house priced at \$500,000.

How many more homes will we need over the next 30 years based on population projections for 2047?
TAURANGA CITY 32,100 more homes 63% increase / WESTERN BAY OF PLENTY DISTRICT 8,200 more homes 38% increase.

¹ These have worked well in the western Bay of Plenty sub-region with 11 approved and more underway.



Our Future Development Strategy (required under the National Policy Statement for Urban Development Capacity) will need to show how we will provide an additional 43,000 houses over the next 30 years (based on the SmartGrowth Housing and Business Development Capacity Assessment).

- We would like to understand how the Government is integrating its wider work on its Urban Growth Agenda with the very narrow National Policy Statement requirements. We are keen to work with an integrated Government agenda and joined-up Ministries.
- **By 2033, over a third of our sub-region's population will be aged 65+ years.**
- **We have a young Maori population (44% of the region's population is under 15 years).**

Three key strategic opportunities for a collaborative approach between the Partnership and the Government

1. Creating an ambitious spatial planning approach – a joint pathway to test co-created solutions

Using the western Bay evidence-based SmartGrowth approach as a pilot sub-regional showcase to test new ways of integrating land use, housing, transport and regional development (linking urban and rural). Collaboration and partnership sit at the heart of the SmartGrowth way of working. Long-term planning is the easy part. The challenge is in implementation planning and funding in the three to 10- year timeframe. A particular challenge is building communities, not just houses and roads. We need to deliver infrastructure such as community centres, libraries, walking and cycling paths, public transport, schools and parks early to shape quality places.

See Spatial Planning Opportunities - Attachments 1 and 2 (Transport and land use integration – Tauriko West and State Highway 2/Omokoroa) and 3 (Education outcomes and sub-regional planning).

2. Supporting smart housing action across the spectrum to deliver better housing choices

We are a growing community under real housing pressure. We are seeking strong support for implementing our collaborative Smart Housing Action Framework and its four focus action areas. This is our response to the *Future Housing Need and Demand Research Report* findings released in December 2017. We need to increase the supply of affordable one and two- bedroom homes – both to rent and to buy – to meet the needs of our communities. We need a better mix of housing types, tenures and sizes to meet the



changing needs of our residents. *See Attachments 4, 5 and 6 (Housing spectrum work, Housing Need and Demand, Smart Housing Action Framework).*

3. Finding an effective and efficient funding and policy toolbox for high growth areas

Regions matter. We know the Government is keen to help regions outside of Auckland realise their potential. We need new funding tools and a policy partnership approach to make this happen so we are able to deliver, and fund integrated and future-focused spatial planning. We want to deal with the hard issues now, to have smart and affordable housing and transport into the future.

See Attachment 7 - Policy and Planning Think-Piece paper.

One of our challenges is balancing great community and place making with maintaining good access to a major port as our core asset, situated in the middle of our urban growth area. Our port is a national asset in economic terms. However, it is not our most valuable asset. We have an environment and a quality of life that our residents value highly too. This attracts and retains the people that are our future.

Where we want to be. We want to collaboratively step up our game.

- **We have to act fast in a few areas**, and our investments must be sustained. No more boom/bust investment approaches. We need to do things differently from the past. We want to show how that can work for a small, growing and currently booming coastal city/sub-region like western Bay of Plenty, sitting alongside a successful national regional economic growth agenda.
- **We have an innovative culture, evidenced by our long history of decision-making as a partnership dedicated to consensus building.** We act like a unitary authority on strategic spatial planning matters, across two territorial local authorities, a regional council and tāngata whenua. We are committed to community engagement with other agencies and organisations.
- **We would like to pilot and test new ways of funding transport and other infrastructure – and successfully delivering the integration of housing, transport and urban and rural development.** We have well-developed partnerships, plans and strategies – and have demonstrated leading-edge success (eg papakainga housing toolkit). We are the only region with two toll roads.
- **We are hamstrung in our ability to invest fully for growth.** We have all the ingredients for a successful sub-region. We need central government investing and building momentum with us.
- **We have an appetite to do things differently and in a joined - up manner.** We understand the Government's urban growth agenda in respect of addressing funding mechanisms to enable and



provide for growth, along with a need to provide for both greenfield and intensification of existing areas, addressing the pricing of transport, ambitious spatial planning and legislative reform. These are matters that we have outlined in the Policy and Planning Think-Piece (Attachment 7).

We welcome the opportunity to work with Ministers and officials on these matters.

Ministerial Comments

General comments

- What SmartGrowth had achieved was impressive.
- The Port of Tauranga was a success story too. It all demonstrated leadership, collective effort, with democratic accountability woven in.
- Noted the tolling and motorway building, and transport being a big driver of urban form. Concerned that SG is doing that by building motorways. Opportunity now to address.
- We all want sustainable and liveable cities. But we don't want totally car-dependent cities – as that is pathway to congestion and permanent gridlock.
- We need to provide other transport choices.
- Growth was a huge opportunity – it provided the dividend to invest. But need to innovate and do things differently. It was an exciting opportunity.
- The opportunity needed to be encouraged – and really start something.
- Wished to act collectively – central government and community.
- Important for the country to get urban growth right. Need good quality urban form to have the sustainability and liveability we want. We need to allow growth to happen.
- Wants a joined-up approach. Integrated portfolios a deliberate move.
- Was “up for a partnership”. Can't do all this alone as central Government. “Together we can action a lot.”
- Safety is number one, and we will work with you to make cost-effective safety improvements that can make a difference.
- However, questioned 4-laned goldplated state highways/expressways approach.
- We need to get the best out of all modes.
- More support into Housing First projects. Work across the housing spectrum.
- KiwiBuild was important too. Increasing the supply of affordable housing. Also looking at incorporating shared equity schemes into KiwiBuild projects and work with iwi too. He wants to look at new sources of support for projects.
- Very keen for a joined up approach on housing, was hoping for that at a whole of government level with new Housing Accord across the sector incl. community housing providers – but that is more likely in next term. New generation of Housing Accords next term.
- Noted and agreed the need for whole of government approach on education – given schools are big drivers of traffic etc., and working on that. Education focused on minimising costs, but that added other costs in communities and in other sectors.
- In Auckland there was a joint development strategy on top of the Unitary Plan. A spatial regional growth plan. This gives certainty to the market to allow the city to make the most of growth. We would like a whole of government approach to it here, and happy to have that conversation.

Urban Growth Agenda

1. Infrastructure Financing – accessing to finance, cheap Crown cost of capital, make them available to speed up delivery including to developers.
2. Planning system – encourage growth with the infrastructure up front to support it. Transport is critical. Joint spatial plan being developed in Auckland – CG-LG. Happy to bring that kind of approach to the Bay too. Joint Growth-Spatial Plan for your region.
3. Kickstart coming for KiwiBuild and wants to ensure it works.
4. UDA – Central govt agency at least 18months away. But high quality urban projects can get going now with CG support. 8-9 projects in place. Up for working together on that.
5. Golden Triangle – upgrade rail. Ambitious about this. Looking at Waikato-Auckland corridor first – joined up spatial planning – regional partnership approach.



Report to	SmartGrowth Leadership Group (SLG)
Date	16 May 2018
Author (s)	Bill Wasley, SmartGrowth Independent Chair
Purpose	Review Report: SLG Role, Membership & Terms of Reference

1. Background

As noted at the 21 March 2018 SLG meeting, the Independent Chair was to come back to SLG with a review report and recommendations regarding role, composition and membership of the SmartGrowth Leadership Group. This had been requested as a result of informal discussion at a SLG workshop where it was considered that the committee did not need to be as large as it is, and a reduction in numbers would contribute to meeting efficiency.

2. Current Arrangements

Since 2001 a SmartGrowth joint committee has been in place. It is comprised of members representing Bay of Plenty Regional Council, Western Bay of Plenty District Council, Tauranga City Council, and Tangata Whenua.

The NZ Transport Agency (NZTA) and its predecessor Transit NZ has non-voting member status and the Bay of Plenty District Health Board (DHB) was invited to join the Committee in 2016 as a non-voting member. In 2013 membership per partner was increased to 4 and in 2016 provision was made for alternates.

3. Purpose of SLG

The SLG is delegated authority to oversee implementation of the strategy and actions, the detail of which is contained in the Terms of Reference contained in Appendix 1.

4. Current Membership

The existing composition and membership is as follows.

- Council Partners; Mayor or Regional Chair & 3 elected members and 1 alternate per Council
- Tangata Whenua 4 plus 1 alternate
- NZTA: 1 non-voting member
- BoP DHB: 1 non-voting member

- Independent Chair

The current standing membership is 19. Provision is also made for the SLG to appoint a maximum of 3 non-voting members on a case by case basis to assist when the SLG is dealing with particular issues. To date this provision has not been exercised.

A feature of the current representation is that the Regional Chair and Mayors are members by virtue of their office.

5. Some Other Partnership Arrangements Elsewhere

5.1 Greater Christchurch Partnership

Since formation of the joint committee it has had membership of 3 per Council partner (Mayor/Regional Chair plus 2 councillors) and 3 tangata whenua representatives. In addition the DHB has one voting member; NZTA, Department of Prime Minister and Cabinet and Regenerate Christchurch have one non-voting member each. It has an independent chair giving a committee membership of 19.

5.2 FutureProof – Greater Hamilton

Since 2009 establishment the committee has two members per partner Council and tangata whenua. The Council representation includes the Regional Chair and Mayors. The NZTA has one non-voting representative giving a total membership of 12 including the independent chair.

6. Options for Consideration

There are several options available for consideration.

- | | |
|----------|---|
| Option A | Maintaining the status quo both in terms of composition and membership which provides for a total membership of 19, including NZTA and DHB non-voting representation, plus 4 alternates. |
| Option B | Reduction in membership to 3 members per partner.

This option would include Mayors & Regional Chair being specifically provided for as members of the Committee and having two councillors per Council partner. Tangata Whenua would have the same number of representatives as a partner council being 3. NZTA and DHB non-voting representation would continue, with 1 per organisation. There would be no provision for alternates. |
| Option C | This would provide for 2 members per partner, together with existing non-voting NZTA and DHB representatives. There would be no provision for alternates. |
| Option D | This would provide for either 2 or 3 members from each partner without any stipulation that Mayors & Regional Chair be a member, and NZTA and DHB non-voting representation. There would be no provision for alternates. |

All the above options include a continuation of having an independent chair.

7. Terms of Reference (TOR)

The existing TOR are attached with proposed amendments as track changes.

8. Other Matters: Non-Voting Members & Alternates

An assumption has been made of continuing non-voting membership by NZTA and the DHB. In addition, it is proposed that provision continue for the SLG to be able to appoint additional non-voting, non-elected members (maximum 2) if considered desirable, at any time.

No provision for alternates is proposed. The SLG needs to consider and resolve if alternates are to be provided for.

9. Commentary

My own experience over a number of years is that 3 representatives per partner seems to work well. There is sufficient representation for partner coverage at meetings if some partner representatives are absent.

It is noted that alternates are not provided for in respect of the Greater Christchurch, FutureProof or Waikato Plan Joint Committees.

10. Recommendations

That the SmartGrowth Leadership Group;

10.1 Receive the report

10.2 That Option () be confirmed in respect of committee composition and membership

10.3 That no provision be made for alternates

10.4 That the proposed option be recommended for confirmation by the partner councils and the Combined Tangata Whenua Forum

10.5 That the Independent Chair be requested to implement the agreed option once partner agreement has been received

10.6 That the Terms of Reference as amended also be confirmed and recommended to partner councils for confirmation as part of the joint committee arrangements.

Appendix 1: SmartGrowth Leadership Group Terms of Reference

SmartGrowth Leadership Group (SLG)

Purpose: Pursuant to Section Clause 30 Schedule 7 of Government Act 2002, a joint Committee of Tauranga City Council, Western Bay of Plenty District Council, Bay of Plenty Regional Council and Tāngata Whenua be retained to implement the SmartGrowth Strategy and Implementation Plan. The joint committee is to be known as the 'SmartGrowth Leadership Group'. The SmartGrowth Leadership Group is delegated authority to implement the SmartGrowth Strategy and Implementation Plan and undertake the sub-regional tasks as agreed by the partners in accordance with the following functions:

Co-ordinating Sub-regional Spatial Planning and Implementation

- Providing sub-regional leadership on spatial planning, growth, infrastructure planning and development, focusing on key issues including the four well-beings¹ and the sustainable management of natural resources.
- Undertaking high-level spatial planning and dealing with cross boundary matters.
- Overseeing and coordinating National Policy Statement on Urban Development Capacity implementation.
- Reviewing and updating the SmartGrowth Settlement Pattern
- Overseeing infrastructure / facilities and the funding necessary to implement the Settlement Pattern.
- Setting overarching sub-regional policy, actions and approaches relevant to the SmartGrowth Strategy.
- Providing leadership and governance oversight on agreed sub-regional matters such as transport and housing

Future Thinking and Advocacy

- Facilitating community understanding and discussions/conversations.
 - Facilitating specific consultation with the community on SmartGrowth implementation matters.
 - Establishing, maintaining, and utilising the SmartGrowth Partner Forums.
 - Communicating and engaging with key stakeholders where a sub-regional level view is required.
 - Identifying and resolving any consultation inconsistencies between the SmartGrowth strategies and subsequent public consultation processes of the partner Councils
 - Having a united voice where issues require joint advocacy.
 - Development and leadership of an agreed sub-regional advocacy programme
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¹ The four well-beings refer to cultural, economic, environmental and social matters.

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- Engagement on Intra and inter-regional matters where there are impacts beyond the sub-region, including matters of Upper North Island or national importance.

SmartGrowth Strategy Implementation and Alignment Monitoring

- Overseeing the implementation of the 2013 SmartGrowth strategy update and any amendments, including the strategy actions.
- Ensuring organisation systems and resources support strategy implementation.
- Taking responsibility for progressing those actions specifically allocated to the “SmartGrowth Leadership Group” (including those allocated to the SmartGrowth implementation committee) ” in the strategy and making sure implementation does occur.
- Reviewing and recommending adjustments to the strategy if circumstances change.
- Champion integration and implementation through partner strategies, programmes, plans and policy instruments (including the Regional Policy Statement, Regional and District Plans, Long Term Plans (LTPs), 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
- Monitoring of the strategic outcomes and ensuring a joined-up approach to implementation of the SmartGrowth Strategy 2013, including monitoring and reporting implementation progress against key milestones
- Overviewing the management of the risks identified in implementation.

Committee Operations

- Selecting and appointing an Independent Chairperson and a Deputy Chairperson.
- Implementing a Memorandum of Agreement, as adopted by the Leadership Group for each triennial period, to provide and maintain partnership relationships 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.

Membership:

That representation be comprised of () elected member representatives as appointed by the contributing authorities, including the Mayors and Regional Council Chairperson, and () representatives to be nominated by Tāngata Whenua.

That an Independent Chairperson, to be appointed by the Leadership Group, chair the Group; and the appointment of a Deputy Chair from the Leadership Group membership.

That the standing membership be limited to () members (including the Independent Chair), but with the power to co-opt up to a maximum of two additional non-voting members from SmartGrowth Forums 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.

That the DHB be represented by a person nominated by the Board as an observer with speaking rights but in a non-voting capacity.

Meeting frequency: At least bi-monthly.
