

Agenda for Meeting No. SG18/06

SmartGrowth Leadership Group

**The SmartGrowth Leadership Group will meet in the
Bay Of Plenty Regional Council
87 First Ave, Tauranga, Mauao Room
on
Wednesday 20 June 2018
at 9:30am**

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. SG18/06

SmartGrowth Leadership Group

Wednesday 20 June 2018

9:30am-1:30pm

Bay Of Plenty Regional Council

87 First Ave, Tauranga

Apologies

Conflicts of Interest

Public Forum (if required):

Forum Chair Presentations: Carole Gordon – Social Sector Chair

Confirmation of Minutes:

**Confirmation of the Minutes of the SmartGrowth Leadership Group
(SG18/05) dated 16 May 2018**

A copy of the minutes is attached.

Recommendation:

***That the minutes of the SmartGrowth Leadership Group (SG18/05) held on 16 May 2018
be confirmed as a true and correct record.***

PART A: AGENDA BUSINESS

1. Labour Market Presentation & Summary (Paper A)

Greg Simmonds (Priority One)

Brendon Gardner (Ministry of Business, Innovation and Employment)

2. Proposed Hearing Panel Future Development Strategy (Paper B)

3. Consultation and Engagement on the Future Development Strategy (Paper C)

4. Western Bay Of Plenty Centre for Transport (Paper D) – Update

5. Western Bay of Plenty District Council Rural Committee – Engagement with the Primary Sector (Paper E)

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

7. Strategic Discussion

Opportunity for members to raise matters of a strategic nature for discussion

PART B: REPORTING INFORMATION ONLY PACK

- Tauranga City Council Project Update (**Paper F**)

**Minutes of Meeting No. SG18/05 of the SmartGrowth Leadership Group held on
16 May 2018 in the Mauao Room, Bay of Plenty Regional Council, 87 First
Avenue, Tauranga commencing at 10.15am**

Present

Independent Chairperson

W Wasley

Bay of Plenty Regional Council

Chairman: D Leeder

Councillors: J Nees, P Thompson, S Crosby

Tauranga City Council

Councillors: L Baldock, L Brown, T Molloy,
Deputy Mayor K Clout (Alternate)

Western Bay of Plenty District Council

Mayor: G Webber

Councillors: M Williams, D Thwaites, J Scrimgeour

Tangata Whenua Representatives

M Tapsell, I Walker, B Mikaere, V Ohia-Gate (Alternate)

In Attendance

SmartGrowth

K Tremaine - Strategic Advisor

V Jones - SmartGrowth Administrator

S Rolleston - Tu Pakari Advisor

Bay of Plenty Regional Council

M McLeod - Chief Executive

F McTavish - General Manager – Strategy

J Metcalfe - Transport Planner

A Fort - Senior Planner

Tauranga City Council

G Poole - Chief Executive

C Jones - General Manager, Growth & Infrastructure

M Tucker - Advisor: Urban Strategy and Growth

Western Bay of Plenty District Council

M Taris - Chief Executive

G Payne - Strategic Advisor

Apologies

P Ihaka, Mayor G Brownless, P McLean, R Scott

THESE MINUTES ARE YET TO BE CONFIRMED

To be confirmed by the SmartGrowth Leadership Group on 20 June 2018

SG18/05.01 APOLOGIES**Moved Cr D Thwaites / Seconded Mayor G Webber****That it be Resolved****That** apologies be received for P Ihaka, Mayor G Brownless, P McLean, R Scott**CARRIED****SG18/18.02 CONFIRMATION OF MINUTES – SMARTGROWTH LEADERSHIP GROUP
(SG18/03) – DATED 21 MARCH 2018**

The Committee considered the minutes of the SmartGrowth Leadership Group (SG18/03) dated 21 March 2018 and agreed the following corrections:

Page 6 remove the word acting in front of CE Garry Poole
Verna Ohia-Gate not present 16 March Meeting – Remove
Mayor Greg Brownless (not Grey) typo correction

Moved Cr M Williams / Seconded Cr T Molloy**That it be Resolved****That** the minutes of the SmartGrowth Leadership Group (SG18/03) as amended, dated 21 March 2018 be confirmed as a true and correct record.**CARRIED****SG18/18.03 SOCIAL SECTOR MAPPING PROJECT PRESENTATION & COVERING REPORT**

Liz Davies presented on the Social Sector Mapping Project explaining the purpose of SocialLink is to champion, connect and build the capability of the social sector and community organisations that deliver social outcomes.

Please click on the below link for the full report:

[Social Sector Mapping Project Report](#)

For the Greater Good Summary Report - Please click on below link for summary:

[For The Greater Good Summary Report](#)

Local Government and SmartGrowth considerations

- Evidence base to build stronger links with central government in the social domain.
- Engage with central government about resourcing of the social sector including the delineation of roles and responsibilities between central and local government.
- Informing SmartGrowth actions.
- Better recognition of the contribution social services make to achieving desired community outcomes.
- Contributing funding to improve social services and outcomes.

Next Steps

- Launch the Project findings to the sector and stakeholders
- Disseminate and discuss the findings with the sector and stakeholders
- Encourage use of the findings by the sector and stakeholders
- Phase II - Complete interviews

The committee expressed gratitude for the presentation and comprehensive research report. Acknowledgement extended to Carole Gordon and Karen Summerhays for their contribution.

The committee would like a joined up informal workshop with SocialLink to discuss the work, expectations and roles, an approach supported by SocialLink

Moved Cr P Thompson / Seconded Deputy Mayor K Clout**That it be Resolved**

That the SmartGrowth Leadership Group:

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

CARRIED**SG18/18.04 FUTURE DEVELOPMENT STRATEGY**

Ken Tremaine & Adam Fort outlined in a presentation, the timeline, process and strategic themes for the draft Future Development Strategy. It was also noted that there was a need to provide a wider context for this work in light of the Government's developing Urban Growth Agenda.

THESE MINUTES ARE YET TO BE CONFIRMED

To be confirmed by the SmartGrowth Leadership Group on 20 June 2018

It was outlined that the draft FDS will be workshopped with all of the SmartGrowth Forums in late May. It will then come to the 20 June SLG meeting to seek approval for public notification in July/August. Hearings and deliberations are proposed in September. It is intended that a final draft will then be considered by SLG in December and then referred to Government for its review. It will then come back to SLG in the first quarter of next year for further discussion, referral to the partners and then formal adoption.

The Strategic Themes for the FDS were outlined.

In discussion, SLG members referred to:

- The Future Development Strategy guidance document
- The National Policy Statement freshwater – in particular the potential conflicts between the outcomes of this NPS and the NPS-UDC outcomes
- Community and visitor needs and expectations, including their impacts on the FDS

Questions for the SLG - have we got the themes correct.

SLG response – Can we please ensure more robust conversations around the bullet points. Ken pointed out we have the draft document. The table of contents refers to document highlights only. We will bring the full document to SLG on 20 June for review.

It was raised on page 23 regarding Tangata Whenua aspirations, that most of the land is owned by Maori trusts and therefore a need to consider different models for Maori land.

The committee noted that the final document needed to ensure the risks are outlined upfront. We need to manage growth and infrastructure. Important conversations are still to happen, especially with Government around growth funding.

The committee endorsed the view that if we can't deliver on NPS expectations we need to be upfront and indicated this early on in the FDS document.

Climate change is a key issue which the government needs to front strongly. The document needs to be in sufficient detail to ensure effective conversation with government.

It should also outline the sub-regional transport projects and highlighting the need to look at other funding mechanisms.

A key focus for the FDS is on transport & housing.

It was noted that SmartGrowth should organise a media release noting housing issues and challenges, that these require urgent attention and partnership endeavouring to address what it can do with government.

Ken noted the draft stage document could be used for presentation/discussion with Ministers, in parallel with any public consultation process.

THESE MINUTES ARE YET TO BE CONFIRMED

To be confirmed by the SmartGrowth Leadership Group on 20 June 2018

Moved Cr L Baldock / Seconded Mayor G Webber**That it be Resolved**

That the SmartGrowth Leadership Group:

1. **Receive** this report – Future Development Strategy.
2. **Endorse**, subject to the comments made, the strategic themes that will form the foundation for a Draft Future Development Strategy which will be provided 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. (Paper C)
4. **Note** the draft FDS table of contents contained in Appendix 3.
5. **Note** the draft FDS to be used for Ministerial engagement post the 20 June SLG meeting.

CARRIED**SG18/05.05****TRANSPORT****Sub-regional Transport Vision & Strategy Proposal- (Paper D)**

Joe Metcalfe highlighted the draft vision for the future and what is currently being worked on.

Committee commented on the below updates to be made to Appendix 1:

Outcomes and Objectives:

Outcome 4 – To be updated to outcome 3

Outcome 5 – To be updated to outcome 4

Outcome 4 – Once updated to outcome 3 update the working against B)
To include climate change & natural disasters.

It was noted that consideration needs to be given to the potential impacts on Maori land of proposed transport initiatives.

Next Steps to include:

- 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
- Include the key sub-regional transport projects in draft FDS for consideration at June SLG meeting.

THESE MINUTES ARE YET TO BE CONFIRMED

To be confirmed by the SmartGrowth Leadership Group on 20 June 2018

The committee noted that there was a need for urgency in considering transport related matters and ensuring transport is integrated into the FDS.

Moved Mayor G Webber / Seconded Cr M Williams

That it be Resolved

That the SmartGrowth Leadership Group:

1. **Receive** this report.
2. **Endorse**, in principle the vision, objectives, outcomes and critical success factors of the sub-regional transport strategy subject to inclusion of those matters outlined at the meeting.
3. **Request** feedback from the SmartGrowth forum Hui on the draft transport, vision, objectives and outcomes.

CARRIED

Submission Government Policy Statement/Transport- (Paper E)

Moved Cr S Crosby / Seconded Cr P Thompson

That it be Resolved

That the SmartGrowth Leadership Group:

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

CARRIED

Transport Collaboration & Communication- (Paper F)

It was noted that the draft Stage 1 paper would be presented to SLG on 20 June.

It was noted that the committee had discussed the resolutions referred to it from TCC (Paper A) in the earlier closed workshop. It was further noted that matters contained in TCC Resolution (d) were to be discussed at a meeting between Regional and City elected members.

Deputy Mayor Clout outlined that TCC resolution (d) was not conditional on the Centre for Transport proposal being progressed by the partners.

No action on that resolution was taken by the SLG.

THESE MINUTES ARE YET TO BE CONFIRMED

To be confirmed by the SmartGrowth Leadership Group on 20 June 2018

Moved Mayor G Webber / Seconded Deputy Mayor K Clout**That it be Resolved**

That the SmartGrowth Leadership Group receives the update report and be forwarded to all partner councils for their information.

CARRIED**SG18/05.06 MINISTERIAL DEBRIEF AND DISCUSSION**

It was noted Tangata Whenua would like to be represented in Ministerial briefings and discussions and this was acknowledged.

Moved Mayor G Webber / Seconded B Mikaere**That it be Resolved**

That the Ministerial briefing report be received.

CARRIED**SG18/05.07 REVIEW ROLE - MEMBERSHIP SMARTGROWTH LEADERSHIP GROUP**

There are several options available for consideration as outlined in the report. Given the matters raised the Chair proposed the matter lie on the table until the next SLG meeting and he would come back with amended recommendations including matters related to delegations and streamlined processes.

The committee agreed with this approach.

It was noted going forward that SLG meeting agendas should include an informal and strategic discussion item.

SG18/05.08 REPORTING BACK: LOCAL GOVERNMENT AND OTHER FORUMS

No updates provided.

SG18/05.09

SMARTGROWTH BUDGET 2018/19**Moved Mayor G Webber / Seconded Deputy Mayor K Clout****That it be Resolved****That** the SmartGrowth Budget 2018/19 paper be received**CARRIED**

The meeting concluded at 12:45pm

Confirmed as a true and correct record

W Wasley
Independent Chairperson

Date



Committee Name	SmartGrowth Leadership Group (SLG)
Committee Meeting Date	20 June 2018
Author (s)	Bill Wasley, SmartGrowth Independent Chair
Purpose	Bay of Plenty Labour Market Strategy: Presentation and Report

1. Introduction

The Bay of Plenty Tertiary Intentions Strategy and Bay of Connections have been the catalyst in development of this strategy with key involvement by Priority One and Ministry of Business, Innovation, and Employment. Greg Simmonds (P1) and Brendon Gardner (MBIE) will present the findings to the SLG.

2. Summary

Attached is a summary of the work that identifies factors influencing the region's labour market according to the themes of participation, skills, productivity and place. High level objectives and initial strategic priorities are also identified. The full report can be accessed via the following link <http://www.bopti.co.nz/resources/>

3. Recommendation

That the presentation and Labour Market Strategy summary document be received.



Bay of Plenty Labour Market Strategy (2018-2021)

- Access to labour is the number one growth constraint for businesses in the Bay.
- How do we create on-ramps to education, training and employment for people in our community who are being left behind?
- Will we have enough people, with the right education and training to meet future employment demand?
- How do we maximise the potential of the Bay's youthful Māori population as a source of future skills?
- What impact will technology have on jobs in the Bay of Plenty?
- How do we ensure our education sector is preparing people for the future of work in our region?

Labour markets are critical contributors to the region's social and economic progress. The Bay of Plenty Labour Market Strategy (2018-2021) provides a context within which local, sub-regional, and regional labour market characteristics can be understood, enabled, developed and shared.

The strategy looks at factors influencing the region's labour market according to the themes of:

- Participation – are people in our communities enabled to participate in meaningful employment.
- Skills – both foundational skills and role specific. Can people adapt to changes in the labour market.
- Productivity – key to both employees and employers being more successful.
- Place – local communities form the labour markets that enable the businesses, sectors, and iwi investments driving the region's economy.

The strategy has five high level objectives:

1. Develop an integrated plan the region can invest in, and implement, to make a beneficial impact for the people of the Bay.
2. Ensure industry has access to the skills and experience it needs, when it's needed.
3. Facilitate stronger connections between social, economic, and business development opportunities.
4. Ensure individuals can meaningfully participate in the regional labour market, and have the skills to achieve career and personal aspirations for themselves and their immediate whanau.
5. Enable the future of the region; helping individuals and businesses to maximise both potential and productivity.

Initial strategic priorities:

- Secure resources to implement strategy and support key industry sectors, such as horticulture.
- Identify and scale best practice models from across the region.
- Identify research gaps and get better labour market data.

The strategy has been developed under the Bay of Connections/Tertiary Intentions regional development framework, connecting it with stakeholders including industry, Māori, education, economic development agencies, local and central government. A copy of the full strategy is available on the Bay of Plenty Tertiary Intentions website: <http://www.bopti.co.nz/resources/>



Committee Name	SmartGrowth Leadership Group (SLG)
Committee Meeting Date	20 June 2018
Author (s)	Bill Wasley, SmartGrowth Independent Chair
Purpose	Report: Proposed Hearing Panel: FDS

1. Introduction

The request for submissions on the Future Development Strategy and subsequent hearing of submissions is being undertaken in respect of the LGA process.

It is intended that a hearing panel be convened to hear submissions, and for the hearing panel to make recommendations to the SLG.

The SLG has in its TOR facilitating consultation with the community.

2. Proposed Panel

It is intended that a hearing panel be constituted consisting of existing members of SLG. It is proposed that the panel comprise of 1 member from each partner (TCC, WBOPDC, BOPRC & Tangata Whenua) together with NZTA & DHB observer representatives.

It is proposed the panel would be chaired by the Independent Chair.

3. Role

The panel would hear all those submitters wishing to be heard, and provide recommendations on all submissions and any associated changes to the draft Future Development Strategy.

The SmartGrowth Leadership Group would consider and confirm the recommendations.

4. Hearings and Deliberations

At this stage it is likely that hearings will be held in the week beginning 17 September 2018 with deliberations occurring in early to mid October.

It is proposed that the panel would hear submissions and then be provided with a staff report for deliberations.

5. Recommendations

That the SmartGrowth Leadership Group (SLG);

- 5.1 Receive the report*
- 5.2 That the FDS Hearing Panel be comprised of one representative each of Tauranga City Council, Bay of Plenty Regional Council, Western Bay of Plenty District Council and Tangata Whenua all of whom shall be existing members of the SmartGrowth Leadership Group, NZTA and Bay of Plenty District Health Board (non-voting members) and the panel to be chaired by the Independent Chair.*
- 5.3 That the Hearing Panel be authorized to hear all submissions and to make recommendations to the SLG on all submissions and any amendments to the publicly notified Future Development Strategy.*
- 5.4 That if a panel member is unable to participate during the hearings and deliberations then the panel continue its role with reduced membership.*
- 5.5 That it be noted that the NZTA and DHB representatives whilst participating in the hearing do not have voting capacity, and non-attendance does not impact on the operation of the hearing panel.*
- 5.6 That the hearing panel members be:*



Committee Name	SmartGrowth Leadership Group (SLG)
Committee Meeting Date	20 June 2018
Authors	Michael Tucker – City Matters Bruce Fraser – Fraser Consultants
Purpose	To confirm the Communication and Engagement programme that is proposed to support the delivery of the Future Development Strategy.

Communication and Engagement on the Future Development Strategy

Introduction

The purpose of this report is to outline how we intend to communicate and engage with our public, stakeholders and communities on the Future Development Strategy (FDS).

Public engagement on the FDS is necessary, given how the sub-region will grow and change in response to ongoing population growth. Consultation on the FDS is also a mandatory requirement of the NPS-UDC.

While much of the FDS content has been covered via general discussions and hui across the western Bay of Plenty, in addition to the statutory requirements to engage with our public, we are also seeking feedback on an intensification agenda - as articulated by the draft Tauranga Urban Strategy (TUS).

It is important that we discuss with our communities how we intend to grow and change. In particular, we would like to access the views of youth and those likely to be most affected by a growing and changing city.

The purpose of the engagement and consultation phase is to:

- Generate wider understanding of growth in the sub-region and awareness of the strategies driving our responses to growth.
- Clearly identify and seek feedback on the TUS component of the FDS.
- Illustrate clearly how FDS delivers outcomes for people and communities.
- Encourage discussion and feedback.
- Meet statutory requirements of the NPS-UDC.

Level of Engagement

Within the public participation spectrum, the level of engagement sits at the 'inform and consult' levels. This reflects past engagement on growth related matters and the extent of existing knowledge in the community. Feedback sought on the FDS reflects this too, as questions will be developed that seek feedback on elements of the FDS that are open for influence, for example:

- The balance of future housing in the existing urban area versus new greenfields.
- The need to use growth and change to drive greater choice and price points for housing.
- How growth interacts with and influences our transport system.
- The need for public investment in services, facilities, design, amenity and infrastructure to drive denser housing in and around town centres.
- The need for deeper engagement with residents and communities affected by intensification and the intention of councils to form partnerships with them in order to deliver change over time.
- Identifying where growth will be planned and delivered and the statutory processes that will get underway to deliver that change.

The National Policy Statement on Urban Development Capacity (NPS-UDC) requires that in developing a FDS, local authorities will undertake a consultation process that complies with either Part 1 RMA or Part 6 of the Local Government Act. The consultation outlined in this report is consistent with the special consultative procedure contained in Part 6 of the Local Government Act.

High Level Messages

The development of the FDS and its subsequent roll-out will occur across the SmartGrowth partnership. Accordingly, it is important that the western Bay of Plenty community see the FDS as a collaborative SmartGrowth-led strategy. The key messages will include:

- Growth is inevitable.
- The FDS reflects a picture of how we intend to respond to the growth challenge.
- The FDS represents SmartGrowth working together on an agreed way forward to manage growth.
- We want to protect what people love about living here.
- We'd like to hear what you think about key elements of the FDS.
- Growth to occur incrementally, over-time but we need to plan and invest now.
- We can leverage off growth and change to improve our places and our communities

The messaging will convey that while our proposed response to future growth is not new, the FDS is new and requires input and guidance from our community and public to ensure we embrace growth while delivering sought after outcomes for our people.

Audiences

For the purposes of the FDS, the audiences for engagement have been divided into several large stakeholder groupings. This allows for targeted communication and engagement, whilst advancing a

broad public media release inviting anyone interested in the FDS to provide feedback via the SmartGrowth (and Partner) websites.

Key audiences groups are:

1. Tangata Whenua
2. SmartGrowth Community Groups and Key Stakeholders (SmartGrowth forums, Priority One, Envirohub, Chamber of Commerce, Tangata Whenua, etc)
3. SmartGrowth Sub-regional Communities (Omokoroa, Katikati, Te Puke etc)
4. Media (primarily local media)
5. Internal SmartGrowth partners (partner council and agency staff and elected members)

A Recommended Process

The design of a targeted engagement and communications campaign will make it easy for people to provide feedback around a single sub-regional future-focused picture of growth. It is proposed that the communication will be based around images and pictures to illustrate the FDS and use multiple platforms to promote and seek feedback.

The two primary engagement tools are:

1. A picture of the future development strategy – this is what growth and change looks like in the western Bay of Plenty. This to be an integrated vision, including both rural and urban imagery.
2. A ten page illustrated guide to the FDS – a short summary of where and how growth is planned, including strong imagery of future outcomes.

The plan is to engage an external creative agency to create the ‘picture of the FDS’ in an engaging way. It should focus on key elements of the FDS, in a fresh way that stimulates community interest and participation. This can then be supported by a more in-depth but engaging and visual guide that tells the story of the FDS and shows how growth and change will play out over time in the western Bay of Plenty.

Timing and Key Dates

An initial indication of the likely schedule of consultation and engagement activities is outlined in the table below:

Timing	Activity
June	<ul style="list-style-type: none">• Creative agency prepares FDS picture• SmartGrowth officers develop FDS ten-page guide• SmartGrowth officers prepare comprehensive communications and engagement plan• SmartGrowth and partner websites updated
July	<ul style="list-style-type: none">• Comprehensive engagement plan endorsed by SmartGrowth Leadership Group

	<ul style="list-style-type: none"> • SmartGrowth hui and pre-release of FDS • Media pre-launch briefings • Public notification of FDS
August	<ul style="list-style-type: none"> • Engagement activities • Social media to drive interest and engagement • Schools engagement programme • Submissions and feedback received
September	<ul style="list-style-type: none"> • Submission hearings • Summarise submissions and feedback received • Media release on submissions received
October	<ul style="list-style-type: none"> • Deliberations on FDS
November/December	<ul style="list-style-type: none"> • Completion of FDS • Close feedback loop with the community

Recommendations

That the SmartGrowth Leadership Group:

1. **Receive** this report – Consultation and Engagement on the Future Development Strategy
2. **Endorse**, subject **to discussion and any amendment**, the proposed consultation and engagement process
3. **Note** that a comprehensive consultation and engagement plan will be provided to SLG for approval at the July meeting.



Report to	SmartGrowth Leadership Group (SLG)
Date	20 June 2018
Author (s)	Bill Wasley Independent Chair
Purpose	Centre for Transport Investigations: Progress Update

1. Introduction

As SLG is aware, John Hannah of Impact Consulting was engaged to undertake Stage 1 investigations regarding the Western Bay of Plenty Centre for Transport; and has undertaken various discussions and interviews which many SLG members have participated in.

2. Update

An update report is attached that outlines progress to date including feedback received, and issues that have emerged. In addition, next steps are outlined with a proposed completion date of mid- July for Stage 1. Prior to the work being completed, it is proposed to have an informal workshop/briefing of all elected members of the three partner Councils whereby the consultant can present the work and take feedback/ input prior to finalising the stage 1 report.

3. Recommendations

That the SmartGrowth Leadership Group;

3.1 Receives the report

3.2 Notes that the development of a scope for the preliminary work is continuing and that the Stage 1 work will be completed by mid- July.

IMPACT CONSULTING

MEMO

To SmartGrowth Leadership Group
From John Hannah
Date 7 June 2018
Subject Progress Update - Western Bay of Plenty Sub Region Transport
Centre Investigations- Stage 1

Centre for Transport Investigations Update

Executive Summary

Workshops have been held with elected members and senior staff of the four partners. There is a wide range of views and understanding of what the functions of a “Centre for Transport” might be as well as there appearing to not be a well “joined up” schedule of projects and how they interact with each and support the Settlement Pattern.

Because of the lack of “joined up” knowledge for projects and the diverse views of what the functions of a Centre for Transport , across the partners, should be it appears that preliminary work is required to gain a better understanding of the projects and how they could be managed by a Centre for Transport. Some preliminary work is being considered to collect and unify sufficient information to enable the scope of services to be provided by a Centre for Transport and the skill sets required for a person to undertake the Stage 2 work, before reaching any firm recommendations.

This scope of preliminary work is being developed and will be reported to SLG for it’s next meeting.

Attached (appendix 1) is a summary of the feedback from the workshops for the committee’s information.

Recommendations

It is recommended that the SmartGrowth Leadership Group:

- (a) Note receipt of this progress update report**
- (b) Note that the development of a scope for the preliminary work is continuing involving all partner staff and the Stage 1 consultant.**

Background

This piece of 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,

SmartGrowth previously had an effective “joined up” approach to the development of the transport needs of the sub region where all partners worked in a collaborative way and presented a united view on projects and priorities.

In the period between the late 1990’s and 2010 good progress was made with securing investment and constructing projects needed to support the settlement pattern.

All transport projects options were considered in an integrated way with various settlement patterns before agreeing on the most appropriate solution that would contribute to the settlement objectives.

Since about 2010 there appears to have been only limited “joined up” approach being taken to the identification of projects, their scope and priority. There are some exceptions such as the Tauriko Growth work which is being undertaken but this work seems to be being done in a somewhat isolated way from the other transport initiatives.

The context for the development of current, and planning for subsequent projects to meet the demands of current and predicted growth, has become more challenging due to the rate of growth and significant areas of traffic congestion. The recent change in Government direction and the Transport Agency having also recently had a major re-organisation (Transformation) which has removed, to a large degree, strong regional presence at the mid-level forward planning level have all combined to create a level of frustration for elected members due to the apparent lack of progress.

On 21 March 2018, the SmartGrowth Leadership Group (SLG) considered a report it had requested on the current transport collaborative work and co-ordination arrangements across the SmartGrowth partners, including whether there are any gaps. It had also requested an update on improving community engagement for transport.

The SLG reviewed information from the Local Government Futures project (2014), which had examined collaborative organisational models for transport and short-listed options for improvement to an initial business case stage. The highest-ranking option was establishing a ‘Transport Centre of Excellence’.

This recommendation has been supported by the Local and Regional Council’s with, in some cases additional comments pertaining to funding opportunities.

This piece of work has been commissioned to attempt to scope the work of the proposed Centre for Transport.

The stage 1 work is to be completed by mid-July 2018

Next Steps-

- i. Senior staff and CE’s to review the roles and responsibilities of the Transport Regional Investors Oversight Group (RIOG) to activate an active and independently facilitated technical transport group (with input regrading land-use matters) that

reports to SLG. This will require the development of revised terms of reference and reporting responsibilities.

- ii. Work with NZTA to seek engagement at an appropriate level in the organisation to gain agreement so as their transport representatives are authorised to speak, agree and implement actions that are agreed by all partners to progress the sub-region's transport projects that support the current settlement pattern/ Future Development Strategy.
- iii. Manage the development of a Network Project Stocktake to identify project work currently being undertaken and agreeing on the "Gaps" that exist to ensure that a transport network is being developed that will support the existing and proposed Settlement Patterns.
- iv. This transport network must provide for sustainable multi modal transport options for the sub region.
- v. This work will ultimately lead into agreement on a mini Sub-Regional Transport Strategy that could then be integrated into the Regional Transport Strategy but in the first instance provide a detailed schedule of the status of current and future required projects. This work needs to be "Action Focused" and not just the development of a strategy with no firm commitments to action.
- vi. WBoP Centre for Transport-
 1. Propose that the initial task be to engage an independent person to manage the above five tasks in collaboration with the SG Independent Chair.
 2. That the independent person has the appropriate skills and experience and understanding of the Western Bay of Plenty Sub Region transport and Settlement Patterns and demands to lead the work as outlined above.
 3. As the understanding of the tasks evolve from the above work, and as the "project ownership issues" are considered, review the scope of a possible "Centre for Transport"
- vii. Time Line
 1. The above work will take some time and require the assignment of the appropriate personal and resource to complete the above Stocktake.
 2. Subject to the appropriate resources being available the above tasks that would lead to an improved knowledge of the sub regional transport actions and resources required and therefore enable the scope of a possible Centre for Transport to be defined would take between six to nine months.

John Hannah

Consultant (Impact Transport)

Appendix 1 – Summary of workshop feedback

Western Bay of Plenty Centre for Transport Feedback Responses Group – Elected Members & Senior Staff Workshop

Elected Members views in italics

1. What would success look like in 1, 5 and 10 years?

Note the following actions should be undertaken initially jointly between WBoPDC and TCC, moving to include NZTA and then then Environment Bay of Plenty.

This view was shared by one group of elected members, but others considered that all three partners and NZTA should be involved in all the actions from day 1, suggested below.

- a. Target year 1 before considering next steps

- i. Year 1 – work towards re-establishing an open and honest collaborative Sub-regional working relationship.

Not all agreed that this was necessary but there was a majority who did and suggested that rather than a formal collaboration / collaboration protocols workshop, that a project for the sub-region be used to involve staff and elected members to work through together on.

- ii. Reactivate IMG

General agreement that the link between transport staff across all partners, CE's and the Smart Growth Leadership Group (SGLG) needed reactivating. (Technical Transport working group overseeing all transport related projects and to provide transport inputs to the review of the settlement pattern)

- iii. An agreed, updated, sub-regional transport Strategy that takes account of the GPS and considers all modes, the current and draft future settlements patterns. This will then need to be included into an updated Regional Transport Strategy.

General agreement with added comments-

1. *Ensure that a single source of data was used*

2. *Perhaps could be a “mini sub-regional” strategy that resulted in all members agreeing on the ranking and timing of the currently known projects.*

- iv. Once sufficient work has been completed to understand the investment requirements and timing, commence work of the development of a range of investment models to enable decisions to be made on the most appropriate one / 's for the sub-region.

Some elected members support for this, but some wanted to develop a funding solution “NOW”.

- b. When the above work is nearing completion commence reviewing what the 5-year goal might be.

- i. *There are quite varying views on the establishment of a “Transport Centre” to undertake the delivery of the sub-regions transport projects.*
- ii. *To some, co-location was viewed as an urgent requirement*
- iii. *Others had difficulty in being able to explain the tasks that such a centre would undertake.*
- iv. *Others considered that until there was a clearer understanding of the scope priorities and status of projects it would be difficult to scope the task to establish a centre with staff and provide them with a clear brief.*
- v. *Another variation on the proposal was to engage a lead person and relocate staff from each of the existing partners to co-locate.*
- vi. *Staff noted that whilst there was a view by elected members that there would be little, if any, need for additional staff. Staff do not agree and relocated staff would leave a vacuum in their home organisation. All existing staff were engaged in more than just projects related to the sub-regions future projects.*
- vii. **The reviewer** *also notes that there would be possible significant issues passing over projects currently “owned” by partners to be delivered by the “Transport Centre”, noting that there would be existing delivery contractual arrangements. NZTA owns the majority of the projects and there would need to be senior Agency staff agreement before such a change could be contemplated.*

2. Outcomes desired from such an initiative

- a. Clarity of purpose,
- b. Alignment of goals
- c. Prioritising investment goals

All generally Agreed

There was also some discussion that the likes of the Maungatapu 4 laning and the previous plan on the transport network which needed to be put in place. Going back to that plan, reviewing and updating it, may be a good starting point

3. Definition of levels of service to be delivered

- a. Define what has to change to deliver the strategic outcomes

General acceptance that change was needed but a wide range of views about what had to change and how.

4. Relationships with and alignment with central Govt policies and directions including the settlement patterns the GPS, National Policy Statements
 - a. As part of the revised transport strategy ensure that there is good alignment with GPS 1 and where there are challenges to match GPS 1 consider submissions for consideration in GPS2

General agreement

5. Relationship and interface with SmartGrowth strategy including settlement pattern and future planning including utilities and other infrastructure such as schools.
 - a. The revised Transport Strategy needs to take account of and all growth issues. (Not just a “Transport” document)

General agreement

6. Funding, both for the Western Bay of Plenty Sub Regional Centre for Transport and the transport projects.
 - a. This work will be subsequent to 1 b iii as noted above

A range of funding opportunities such as tolls, regional development funds, regional funds and road pricing were mentioned, and some wanted to reach agreement on some options now without considering a range of options and assessing which would be best either for individual projects or packages of projects.

7. Is there three or four separate, but aligned sub workstreams that require resourcing? i.e.
 - a. As work progresses as suggested above commence drafting “Straw person” scopes of service for workstreams that may reflect those below.
 - b. Review and alignment with the GPS of the current “Urgent” transport improvement projects that support the existing agreed settlement pattern to enable them to be considered for funding in the light of the GPS and develop planning and delivery options.
 - c. Collaboratively consider funding options with all potential funding partners and avenues.
 - d. Provide “Strategic Network Transport” options planning to assist with the decision making for the new Settlement Pattern.
 - e. Based on the revised strategic transport network consider planning and physical works delivery options

***The reviewer** considers that there was general acceptance that there were a range of workstreams that could be addressed, some in parallel but elected members did not express any views even when questioned*

8. Development of an agreed strategic pipeline of projects

- a. As note above in 2 c

General agreement

9. Could we stage the development and implementation?

- a. Yes, as above

General agreement

10. Levels of delegation

- a. This is critical and will be outputs from the above work.

Generally, no response other than to SGLG from one group

11. Governance

- a. Once the above work has been completed and as part of the “Straw Person” scopes in 7 a above consider governance.

No response

12. Partnership collaboration protocols

- a. Consider ways to revitalise the collaborative communications and “working together” protocols.
- b. Willingness and current collaboration at 2nd tier staff levels but some issues at CE level

Note 1 a i above (Not all agreed that this was necessary but there was a majority who did and suggested that rather than a formal collaboration workshop, that a project for the sub-region be used to involve staff and elected members to work through together on.)



Committee Name	SmartGrowth Leadership Group
Committee Meeting Date	20 June 2018
Author	Gary Allis
Purpose	WBoPDC Rural Committee – Engagement with the Primary Sector

WBOPDC Rural Committee – Engagement with the Primary Sector

Executive Summary

To advise SmartGrowth of the findings from Western Bay of Plenty District Council’s Rural Committee engagement with the primary sector

WBoPDC established a Rural Committee with a mandate to engage with the primary sector to:

- Understand primary sector issues
- Gather information on strategic directions
- Understand the impact on the sub region
- Develop a Council response to specific issues

Recommendations

- 1 It is recommended that the SmartGrowth Leadership Group:
 - (a) **Receive the WBODC’s Deputy Chief Executive Officers’ Report dated 30 May 2018 and titled Western Bay of Plenty District Council’s Rural Committee - Engagement with the Primary Sector.**
 - (b) **Notes the findings that have sub-regional implications.**

Background

- 2 The WBOPDC's Rural Committee engaged with the primary sector over 2017/18 and a summary sheet has been developed from the non-commercial information provided in the briefing to the Committee. **Attachment A**
- 3 There will be a presentation at the meeting.
- 4 This information is presented to SmartGrowth as a snapshot of the primary sector in the Western Bay District and outlines issues that have a sub-regional impact.
- 5 The WBOPDC's Rural Committee will undertake further engagement with the primary sector in 2018/19.

Matters for SLG Consideration



Gary Allis
Deputy Chief Executive
Western Bay of Plenty District Council

Western Bay of Plenty District Council Rural Committee February 2018 Update – Attachment A

Summary of the Rural Committee's Engagement with the Primary Sector in the Western Bay - Presentation

Western Bay of Plenty District Council

Rural Committee

February 2018 Update

What's been happening?

In the second half of 2017 Council's Rural Committee met with leaders from a number of primary sector organisations across the Bay.

Representatives from the forestry industry, postharvest facilities, horticulture and agriculture growers' associations, agricultural businesses, an industrial initiative and a research institute outlined a number of strategic and operational issues facing the sector.

The Committee is grateful to everyone that took the time to present, discuss and share information in such an open manner.

What Council heard

Activity across the sector is expected to grow substantially over the next 10 years. Some consider that automation could have a material impact, although the expense of automation is the limiting factor in adoption at this point. While the risk is acknowledged of diseases like Psa or some other event triggering an economic downturn, the current 10-year economic forecast for each industry is very positive.

Key opportunities and constraints the sector shared with Council:

Kiwifruit

- Gold has short harvest window. Volume of Gold to increase substantially, which will exacerbate short harvest issues
- Packhouse automation: very expensive, driven by difficulty securing suitable labour; on-orchard automation difficult
- Seasonal workers: increase by ~120% in 10 years, Accommodation scarce, safety issues with walking and cycling
- Postharvest Zone: Works well, requested increase in area and allow more accommodation numbers
- Transportation: Moving towards containerisation = more truck movements
- Efficient road network: orchard to packhouse to port is essential. TEL greatly improves this.
- Rail not generally seen as an efficient option
- Growth from 123m to 200m trays (NZKGI) by 2027; or to 253m trays by 2030 (IBR)
- Growth likely to occur in the Eastern area (from Te Puke)
- Communication: need better 4G and coverage
- Ageing growers: average age of growers is 68
- Kiwifruit still susceptible to PSA equivalent
- Kiwifruit economy growing from \$5.5b (2015) to \$12.9b (2029)

Forestry

- Innovation in transportation with larger trucks (50 MAX and HPMV) - increased productivity
- Innovation in trucking safety, including telematics, driver safety through monitoring blinking rates etc
- Healthy and safety issues driving mechanisation or harvesting
- Fumigation innovation - methyl bromide recapture or alternative treatment
- Log debarking an option, need area of land set aside / new facility
- State of local roads at harvest an issue. Industry currently works with four other councils on this

Kawerau

- Utilising rail: 7 trains per week, rather than 35,000 heavy vehicle movements per year or 700 per week; reduction of 16,000T CO₂ emissions
- Extensive growth in Kawerau industry, with focus on the Kawerau Container Terminal
- Relationship with iwi has been key

Avocado industry

- 99.9% is Hass variety, now trialling new varieties including shorter trees
- Harvest period spread (unlike kiwifruit)

Agriculture

- Automation and smart technology changing farming
- Infrastructure to Port of Tauranga is vital
- Opportunity for cycleways over farms (tourism)
- Drystock farmers ageing – average in NZ is 57, but in WBOP is 70
- Dairy unlikely to increase in area in the Western Bay



Specific work the sector wants Council to consider

During the meetings industry leaders advised Council to consider the following actions when planning for the future:

- Advocate for improvements to State Highways to improve transport efficiency
- Upgrade roads to pack houses in Te Puke to provide footpaths and street lighting to aid seasonal workers who walk and cycle to work
- Review post harvest zones to enable expansion
- Review temporary worker accommodation rules
- Opportunity to create cycleways over farms to encourage tourists to see New Zealand's well known agriculture first hand (and consider possible issues of liability)
- Advocate for the use of rail, as a more efficient use of transportation
- Advocate to the New Zealand Transport Agency for the upgrade of the intersection at Tauranga West Road (State Highway 2) and Dawson Road to mitigate hazards that the intersection currently presents.

Where to from here

There are two parts to this, the first relates to actions can Council progress on its own; the second is about potential options to address wider issues and opportunities facing the primary sector.

In terms of Council here's what being planned for the 2018/19 year (1 July 2018 – 30 June 2019)

- Review the District Plan provisions for postharvest zone areas and seasonal worker accommodation
- Increase safety of cycleways and footpaths used by seasonal workers around postharvest facilities, particularly in lighting - \$100,000 per annum included in draft LTP 2018-2028
- Continue advocacy for improvements to the State Highway network and for better cellphone coverage to reduce black spots
- Work with farm owners to explore tourism opportunities by linking to Council's cycling network
- Brief SmartGrowth partners to the issues you have raised are considered in future sub-regional planning. SmartGrowth is the 50 year planning strategy for Tauranga and the Western Bay and includes Western Bay Council, Tauranga City, the Bay of Plenty Regional Strategy, the New Zealand Transport Agency (NZTA) and Tangata Whenua.

With regard to other matters referenced on the previous page, Council believes there is potential to look at options to enable a more coordinated effort by a range of players.

As part of its report back to the primary sector during February and March 2018 the Council will be seeking feedback from industry leaders about the merits of a more coordinated approach, and what this approach could potentially look like.