

## **Agenda for Meeting No. SG18/9**

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# **SmartGrowth Leadership Group**

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**The SmartGrowth Leadership Group will meet in the  
Bay Of Plenty Regional Council  
87 First Ave, Tauranga, Mauao Room  
on  
Wednesday 19 September 2018  
at 9:30am**

**M Grenfell  
Chief Executive  
Tauranga City Council – Administering Authority**

## SmartGrowth Leadership Group

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### 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

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### **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. SG18/9**

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**SmartGrowth Leadership Group**

**Wednesday 19 September 2018**

**9:30am**

**Bay Of Plenty Regional Council**

**87 First Ave, Tauranga**

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**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  
(SG18/9) dated 7 September 2018**

A copy of the minutes is attached.

**Recommendation:**

***That the minutes of the SmartGrowth Leadership Group (SG18/9) held on 7 September 2018 be confirmed as a true and correct record.***

## **PART A: AGENDA BUSINESS**

1. Future Development Strategy Changes - Ken Tremaine **(Paper A)**
2. Future Development Strategy Communications and Engagement Update  
Bruce Fraser **(Paper B)**

**Minutes of Meeting No. SG18/9 of the SmartGrowth Leadership Group held on 7 September 2018 in the Mauao Room, Bay of Plenty Regional Council, 87 First Ave, Tauranga commencing at 12:30pm**

**Present**

**Independent Chairperson**

W Wasley

**Bay of Plenty Regional Council**

Chairman: D Leeder

Councillors: P Thompson, S Crosby, A von Dodelszen (alternate)

**Tauranga City Council**

Mayor: G Brownless

Councillors: L Baldock, T Molloy

Deputy Mayor: K Clout (alternate)

**Western Bay of Plenty District Council**

Mayor: G Webber

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

**Tangata Whenua Representatives**

M Tapsell, I Walker, B Mikaere, P Ihaka

**NZ Transport Agency**

P McLean

**Bay of Plenty District Health Board**

R Scott

**In Attendance**

**SmartGrowth**

K Tremaine – Strategic Advisor

V Jones – SmartGrowth Administrator

S Rolleston - Tu Pakari Advisor

B Fraser – Strategic Communications Consultant

**Bay of Plenty Regional Council**

Fiona McTavish – Chief Executive

A Fort – Senior Planner

D Phizacklea – Regional Integrated Planning Manager

**Tauranga City Council**

M Grenfell – Chief Executive

C Jones – General Manager, Growth & Infrastructure

D Spittle – Principal Strategic Advisor

A Hancock – Urban Strategy Planner

R Hudson – Team Leader: Strategy Development

A Mead – Manager: City & Infrastructure Planning

**THESE MINUTES ARE YET TO BE CONFIRMED**

*To be confirmed by the SmartGrowth Leadership Group on 19 September 2018*

**Western Bay of Plenty District Council**

M Taris – Chief Executive Officer

R Davey – Group Manager Policy, Planning &amp; Regulatory Services

G Allis – Deputy Chief Executive/Group Manager Infrastructure  
Services

P Martelli – Resource Management Manager

**Apologies**

Cr J Nees, Cr L Brown, Cr J Scrimgeour

Lateness: Chairman D Leeder

Early departure: P Ihaka, Cr T Molloy, I Walker &amp; Mayor G Brownless

SG18/9.1

**APOLOGIES****Moved** Mayor G Webber / **Seconded** Cr D Thwaites**That it be Resolved*****That apologies be received for Cr J Nees, Cr L Brown, Cr J Scrimgeour and Chair Leeder for lateness.*****CARRIED**

SG18/9.2

**CONFIRMATION OF MINUTES – SMARTGROWTH LEADERSHIP GROUP  
(SG18/6) – DATED 20 JUNE 2018**

The Committee considered the minutes of the SmartGrowth Leadership Group (SG18/6) dated 20 June 2018 as circulated with the agenda.

**Moved** Cr M Williams / **Seconded** Cr S Crosby(Page 8) update 2<sup>nd</sup> bullet point should be Rangatahi**That it be Resolved*****That the minutes of the SmartGrowth Leadership Group (SG18/6) dated 20 June 2018 be confirmed as a true and correct record.*****CARRIED****THESE MINUTES ARE YET TO BE CONFIRMED***To be confirmed by the SmartGrowth Leadership Group on 19 September 2018*

SG18/9.3

**SMARTGROWTH HOUSING AND BUSINESS DEVELOPMENT CAPACITY  
ASSESSMENT (PAPER A)**

It was noted that the SmartGrowth Housing and Business Development Capacity Assessment document sits behind the FDS document.

**Key comments from committee:**

3<sup>rd</sup> paragraph on page 4/18 Te Tumu/Rangiuru in brackets needs more emphasis. Ken noted this will be amended.

Growth drivers for the region - young families moving into the region - Who is concerned about the children and creating new schools for the additional growth? We are looking at ageing population.

Page 27 Graph - Ken will do some simplified wording.

**Moved** Mayor G Webber / **Seconded** Cr L Baldock

**That it be Resolved**

That the SmartGrowth Leadership Group

1. **Receive** the report
2. **Endorse** the SmartGrowth Housing and Business Development Capacity Assessment 2017 as final as per amendments noted at meeting, and to be made available on the SmartGrowth website during public consultation on the Future Development Strategy.

**CARRIED**

SG18/9.4

**TRANSPORT MATTERS (PAPER B)**

It was noted that a closed workshop had been held in the morning on transport matters and recommendations were placed before the SLG for consideration.

**Moved** Mayor G Brownless / **Seconded** Cr P Thompson

**That it be Resolved**

- a) **That** Chief Executives to urgently prepare an 'Urban Form and Transport Initiative' Terms of Reference and 'Initiative' Project Proposal which will address:
  - a. John Hutchings recommendations which includes progressing initiatives resulting from the 'Leadership and Partnerships' workstream
  - b. The idea of an 'Interim' approach to make progress now and evolve over time
  - c. The 7 priority Transport System Issues

**THESE MINUTES ARE YET TO BE CONFIRMED**

*To be confirmed by the SmartGrowth Leadership Group on 19 September 2018*



- d. Medium/long term interventions with multi-partner impact and assessed as 'Status Red'
- e. Governance, resourcing and delivery arrangements
- b) That a Reference Group of Mayors, Chair, Chair CTWF, Tu Pakari Advisor and CEs reviews and endorse the draft Terms the Reference and Initiative Proposal in advance of presentation to NZTA on 25 September.

#### Central government partnerships

- c) Work with NZTA and other government agencies, actively progress the Urban Form and Transport Initiative, including securing appropriate resources for delivery.

#### Immediate actions

- d) SLG communicate to NZTA that in respect of TNL:
  - Express concern that the re-evaluation has not been an active SG partnership process.
  - Request that going forward the partner Councils are actively engaged in the corridor scoping, option assessment and Board recommendation development.
- e) Request NZTA:
  - Commitment and resources to enable NZTA to actively participate in UFTI
  - Dedicated Senior Investment Advisor / Business Case guidance & approval facilitator based in Tauranga.
- f) Note that the 3 CEs will meet NZTA CE to discuss issues and way forward.
- g) Note that key messages and areas of focus will be developed for NZTA meeting 25 September. (Messages agreed by Mayors, Regional Chair, Tu Pakari Advisor, Chair CTWF, CEs and Independent Chair prior)
- h) Note CEOs will take responsibility for recruiting appropriate resources for 'Urban Form and Transport Initiative' will immediately commence and funded from the approved SmartGrowth budget.

**Moved** Cr P Thompson **Seconded** Cr T Molloy

#### **That it be Resolved**

That the SmartGrowth Leadership Group:

1. That the SmartGrowth Leadership Group express it's sincere thanks for the quality of the work that has been under taken and presented today.
2. That a media release be distributed noting we are working together on transport issues in the western Bay.

#### **CARRIED**

**THESE MINUTES ARE YET TO BE CONFIRMED**

*To be confirmed by the SmartGrowth Leadership Group on 19 September 2018*

SG18/9.5

**FUTURE DEVELOPMENT STRATEGY - FINAL DRAFT FOR  
CONSIDERATION AND RECOMMEND ITS APPROVAL FOR  
CONSULTATION (PAPER C)**

Final draft of FDS has been prepared and recommended for approval

Proposed FDS – What is new?

- A lot of detail moved into appendices to make document easier to read
- New national context section
- New sub-regional issues section
- New Our Development history section
- General risks covered in sub-regional issues and other sections, specific implementation risks under 'Key Risks to Delivering Sufficient Development Capacity'

Next Steps

- Separate report on consultation and engagement process
- The Proposed FDS, as notified, will be sent to MBIE/MfE for any feedback – they will provide ongoing input through the drafting process
- Consultation will occur in October / November and SLG workshop in December to discuss input received
- Any updated version of Proposed FDS will be submitted to the government by 31 December 2018
- Recommended that final SLG decisions be deferred until early 2019 – once we know the outcomes of NZTA evaluations relating to key State highway projects. Also allows time for any amendments arising from feedback from government officials.

The Committee expressed gratitude to Ken, Adam and the team.

Comments from the Committee included;

- Appendix 1 Page 3 under Accessibility: Remove the sentence below: Settlement pattern options were assessed to result in the most efficient transport system.
- GPS & NPS - Have a conversation at the front of the document explaining that there is not currently full alignment between the land and transport alignment. Note we are working hard to work towards getting these connections.
- Photographs in the FDS document need to show the current situation in regards transport congestion.
- Affordability – It was noted the committee would like to see stronger emphasis in the FDS document in regards to affordability. Reviewing how do we achieve this? What does it look like and mean? How to pay for infrastructure and the ability to deliver affordable housing.
- Rail – Attention to this in regards to passenger and freight. Bay of Plenty rail strategy needs to go into this discussion.

**THESE MINUTES ARE YET TO BE CONFIRMED**

*To be confirmed by the SmartGrowth Leadership Group on 19 September 2018*

**Moved** Cr S Crosby / **Seconded** Mayor G Webber

**That it be Resolved**

That the SmartGrowth Leadership Group

1. **Approves** both the Proposed SmartGrowth Future Development Strategy and the Summary document for use in the statutory consultation process, subject to the addition of the caveats that have been discussed at the meeting or for the purposes of editorial or graphic design purposes.
- 1a. **Agrees** that staff be requested to produce the wording for those caveats for sign off by the SmartGrowth Leadership Group on 19 September 2018.
2. **Notes** that the Tauranga Urban Strategy will be consulted on at the same time as the Proposed Future Development Strategy.
3. **Delegates** to the SmartGrowth Leadership Group Independent Chair the authority to sign off on any subsequent minor amendments that do not change the intent of the FDS following the 7 September meeting.
4. **Agrees** that there will be a consultation process on the Proposed SmartGrowth Future Development Strategy in accordance with the requirements of Policy PC14(a) of the National Policy Statement on Urban Development Capacity 2016 and the Special Consultative Procedure under section 83 of the Local Government Act 2002.
5. **Agrees** that the main points arising from the consultation will be discussed by the SmartGrowth Leadership Group at its December 2018 meeting.
6. **Agrees** that final decisions on the Future Development Strategy will be deferred until early 2019, once the New Zealand Transport Agency has re-evaluated State highway improvement proposals.

**CARRIED**

SG18/9.6

**PROPOSED FUTURE DEVELOPMENT STRATEGY: COMMUNITY CONVERSATIONS PROPOSAL (PAPER D)**

**Bruce Fraser outlined the community conversations proposal which included;**

- Consulting on the FDS & Tauranga Urban Strategy together
- Focus on inform and consult
- Challenges associated with community engagement on a high level strategy
- Multi-channel approach to reach as many people as possible
- No hearings

**THESE MINUTES ARE YET TO BE CONFIRMED**

*To be confirmed by the SmartGrowth Leadership Group on 19 September 2018*

**Key Actions**

- Community conversations - Katikati, Te Puke and Tauranga (3)
- SmartGrowth website as central information portal
- SmartGrowth forums hui
- Combined Tangata Whenua hui
- Written submissions
- Present to full SLG workshop meeting
- SmartGrowth monthly newsletter
- Media releases
- Hui with Maori land trusts
- Social media postings
- Information on partner websites
- Komiti Maori updates
- Newspaper notifications
- Direct emails to SmartGrowth stakeholders

**Next steps:**

- Staff summarise points from meetings and submissions
- Staff produce issues and options paper
- SLG consider paper at December meeting
- Feedback on the Tauranga Urban Strategy will also be sent to TCC's City Transformation Committee
- Comments and discussion included the following;
- Overall, general support for the approach with no hearings, various community conversations and a range of communications tactics
- Some calls to hold more meetings eg Don Thwaites and Omokoroa, Cr L Baldock more meetings in Tauranga
- Need to resource forums to enable them to get out to their networks eg
- Environment Forum and Social Sector Forum would hold their own meetings and use a writer to sum up their points and then present these to SLG
- No formal presentations to SLG but perhaps informal discussions in a workshop setting
- Create TUS cheat sheet for SLG members to have when hosting community conversations in Te Puke and Katikati
- Create specific discussion questions for each meeting to ensure that they are relevant for the people there
- Work with other organisations eg Te Puke Edge and Katch Katikati to support them to run their own meetings
- Messages in FDS will shock some Maori communities – need to emphasise kinship links to land to resonate with those people

The Committee acknowledged the work completed in regards to communication and engagement.

**Moved** Mayor G Webber / **Seconded** Mayor G Brownless

**That it be Resolved**

That the SmartGrowth Leadership Group

1. **Receives** the report
2. **Approves** the communications and engagement aspects for consultations outlined above
3. **Notes** the Community Conversations component and agrees to attend appropriate meetings
4. **Notes** that the consultation period will be from Friday 5 October ending on Monday 5 November

**CARRIED**

SG18/9.7

**REPORTING BACK: LOCAL GOVERNMENT AND OTHER FORUMS**

Verbal updates on the following from SmartGrowth Chief Executives and Combined Tangata Whenua Forum

- Metro sector  
Concerns around urban development authority powers to enforce – Government - Do it yourselves or we will do it for you. This is our time to show the councils can achieve the challenges at hand.

Cr S Crosby noted in regards to the 3 water space government is making some changes in the water plan, ongoing discussion and government will make announcement around Oct on how they are going to proceed in regards to water and waste water.

In respect of climate change, various announcements to be made.

In the housing area a lot of activity trying to speed up delivery and linking to pricing in different models. The rural and provincial sector is getting a boost, the provincial growth fund will help in many areas of communities.

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The meeting concluded at 2.10 p.m.

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Confirmed as a true and correct record

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W Wasley  
**Independent Chairperson**

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Date

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**THESE MINUTES ARE YET TO BE CONFIRMED**

*To be confirmed by the SmartGrowth Leadership Group on 19 September 2018*



<b>Committee Name</b>	<b>SmartGrowth Leadership Group</b>
<b>Committee Meeting Date</b>	<b>19 September 2018</b>
<b>Author (s)</b>	<b>Ken Tremaine – SmartGrowth Strategic Advisor</b>
<b>Purpose</b>	<b>To present to the Leadership Group changes to the Proposed Future Development Strategy as discussed at the last meeting</b>

# Future Development Strategy

## 1. Introduction

The purpose of this report is to present changes to the Proposed Future Development Strategy (FDS) as discussed at the SmartGrowth Leadership Group (SLG) meeting on 7 September, prior to the FDS being notified for public consultation. The FDS can be found at this link:

<http://www.smartgrowthbop.org.nz/strategy/future-development-strategy>

Please bring the hard copy of the Proposed FDS, which was handed out at the meeting on 7 September, with you to the meeting. This will enable you to see where the amended text fits. Given that it's only been a week between the workshop and the closing of the agenda for this meeting we haven't been able to redo the amended pages in the designed version of the FDS.

## 2. Changes to the Proposed FDS

The following changes have been made to the Proposed FDS following the SLG meeting on 7 September:

- Additions to the Foreword (page 5) to make it clear that there is currently a misalignment between growth and transport investment and that we are working hard on resolving these issues. The foreword also indicates that if transport investment decisions do not support and assist the settlement pattern then we will need to review the FDS.
- Additions to the sub-regional issues section (pages 14 & 15) to highlight the misalignment between growth and transport and to cover housing affordability.
- Additions to Appendix 1 (page 9) of the FDS (Draft Sub-regional Transport Statement) to add rail opportunities under critical success factors.
- Additions to the FDS Summary document (page 8) for consultation which highlights the misalignment between growth and transport.

The suggested changes to the FDS are attached as Appendix 1. The amendments are shown in track change.

### 3. Recommendations

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That the SmartGrowth Leadership Group:

1. **Approves** the changes to the Proposed SmartGrowth Future Development Strategy and Summary document as outlined in Appendix 1 to this report.

# Foreword

## Kupu Whakataki

We're growing fast and we need to work together to plan and manage it.

As councils and tangata whenua, together with implementation partners, we've been working together under the SmartGrowth umbrella since around 2000 helping make the western Bay of Plenty a great place to live, learn, work and play.

While this Future Development Strategy is required by the Government, it's also a continuation of the work we've been doing since the launch of the first SmartGrowth Strategy in 2004. Population growth is predicted to continue here and we believe that we can best meet the needs of the people and communities if we continue to work in this partnership approach. Yes, it's councils and tangata whenua at the heart of this work but we also work with agencies such as the NZ Transport Agency and the Bay of Plenty District Health Board.

The SmartGrowth Forum members are critical parts of the partnership too and they have continued to contribute strongly to the development of settlement pattern work over the years.

We're faced with some major challenges in this work – delivering good transport infrastructure, providing affordable housing in a range of styles, protecting productive rural land, caring for the environment, preparing for climate change and natural hazards, providing better opportunities for tāngata whenua and ensuring robust utilities such as wastewater, stormwater and drinking water and associated social infrastructure.

At present we do not have good alignment between the growth that is occurring in our sub-region and transport investment. We are committed to presenting a unified voice in identifying key transport issues and working together and with the New Zealand Transport Agency and central government to find workable solutions for the sub-region. The recent Government announcements around the Urban Growth Agenda provides a good opportunity for us to address these issues. A key focus going forward will be on getting a much better alignment and improved land use and transport integration.

However, if transport investment decisions do not support and assist with implementation of the existing Settlement Pattern along with this Proposed FDS, then the partners will need to review the document, including the proposed settlement pattern, before progressing it further and subsequently adopting it. We wish to be quite upfront that there are transport investment challenges that cannot be put to one side, which are integral to successful implementation of this FDS.

This proposed document sets out all of these challenges and opportunities and we welcome your feedback on whether you think we're on the right track.

Deleted: those



# Sub-Regional Issues

The western Bay of Plenty sub-region is currently facing a number of challenges relating to its future development.

## Aligned Growth and Infrastructure

Significant growth over a relatively short time frame has put pressure on infrastructure, especially the transport network. The settlement pattern has been designed to have a strong relationship with infrastructure and services. Successful implementation of the SmartGrowth settlement pattern, new urban growth projects and other strategies now in development are heavily reliant on infrastructure improvements, particularly to the transport system. Given the rate at which growth is occurring, we do not have good alignment between development and transport investment. Achieving better alignment and stronger integration between land use and transport will be a key focus area for the SmartGrowth partners. A critical element of this is having agreed transport investment decisions and commitments to support the existing and proposed settlement pattern.

## Dealing with uncertainty

There are inherent difficulties in knowing in advance what development uptake rates will be, how feasible particular developments are and understanding the true costs. Development is a staged process which takes some time to implement. At present there is only around 6-7 years supply of residential zoned land available in Tauranga and new zoned and serviced

capacity is at least three years away. There may be a period of constrained supply. Longterm greenfield areas have been identified in this strategy for further investigation. This will allow the SmartGrowth partners to be better prepared and fully understand the implications of developing any of these areas in the longer term. There is a commitment to achieving a more compact urban form through the Tauranga Urban Strategy. However, successful implementation will be challenging. In order to manage all of these uncertainties the SmartGrowth partners will continue to monitor demand and supply and make sure we have sufficient capacity and that we achieve the right balance between intensification and greenfields.

## Growth Funding

There are significant infrastructure costs associated with servicing new development, however there are limited funds and funding tools available to councils and the New Zealand Transport Agency for large-scale projects. Tauranga City Council in particular faces substantial costs given the infrastructure required to meet growth needs. Like other high-growth councils they are also limited in terms of how much they can borrow. Central Government is investigating new tools for local government to fund and finance infrastructure, however some of

these may take time to implement. A fundamental change is required in the way urban growth is funded and the solutions are needed as a matter of priority.

## The Impacts of Growth

Along with growth and development come a number of impacts, particularly environmental but also cultural and social. Growth can have an adverse effect on water quality and quantity, landscapes, cultural sites, biodiversity, productive land, and it can exacerbate the impacts of natural hazards and climate change. Finding the balance between supporting growth and development while ensuring the environment stays healthy will be a major and ongoing challenge.

## Housing Affordability

Housing affordability is a major issue for the western Bay of Plenty. The role of the FDS is to ensure that there is sufficient development capacity to enable the delivery of housing in the most cost-effective manner, by the private sector, Central Government through KiwiBuild, iwi, social housing providers and the not-for-profit sector. The FDS also aims to encourage a range of housing types. The SmartGrowth Leadership group has endorsed the new Smart Housing Action Framework, which provides a new focus for its housing work in

addition to the FDS development capacity emphasis.

### **Changing Demographics**

While we have a good knowledge of our growth projections, emphasis has to be placed on the demographic changes that are happening. Of particular importance are the ageing population and its implications including the declining rate of home ownership, more single person households. In contrast there is a demographic dividend through increasing numbers of Maori youth to

support a shrinking labour force in the long term. These are all factors that have been taken into account in the preparation of this proposed strategy. These trends will continue to be monitored so that their impacts can be anticipated and provided for.

### **Development Trade-Offs**

The existing SmartGrowth Strategy 2013 and this Future Development Strategy aim to promote the social, economic, environmental, and cultural well-being of

communities. Inevitably there are potential trade-offs that have to be made across these well-beings in order to successfully implement our strategies. High level trade-offs have already been made in identifying the planned growth areas. For example the emerging tensions between urban development and enhancing water quality, and similarly between urban intensification and increased stormwater runoff. These are matters that cannot be resolved now but will be the subject of further investigation as structure plans are prepared and sustainable development capacities calculated.

# Appendix 1

## Draft Sub-regional Transport Statement

### Encouraging behaviour change

There is clear evidence that supports investment in public transport and active modes as opposed to building road capacity in order to build sustainable, functional cities. The single biggest hurdle in is achieving mode shift, i.e. enabling and encouraging reduced car use in favour of alternatives.

Alignment of the SmartGrowth partners, clear and consistent messaging, robust communications, and Central Government support for the delivery of quality transport will all assist in behaviour change but it will also require conviction at a local, regional, and national political level to be successful.

### Integrated transport planning

Transport investment in the right modes and locations is unlikely to produce good outcomes on its own unless these investments are supported through implementation of the Future Development Strategy.

Structure planning for planned greenfield areas needs to provide for trip containment and ensure that active modes and public transport can work effectively around land use. This means providing the right employment, recreational opportunities

and services with local areas that can be accessed actively and supported with quality public transport.

The Tauranga Urban Strategy will enable more higher land use densities and provision of efficient public transport while increasing public amenity and providing better options for walking and cycling. For future greenfield areas, integrating structure plans with transport planning processes is critical.

‘Tauriko for Tomorrow’ provides an example of how this can be achieved collaboratively between SmartGrowth partners in a greenfield context. It also highlights that such planned greenfield growth areas cannot proceed without commitment to delivery of the required transport infrastructure.

### Aligning with tangata whenua ambition

Tangata whenua exercise kaitiaki for the environment, seeking to ensure the social, cultural, economic well-being of current and future generations. Tangata whenua decision makers are currently building capacity amongst their people to assist with the management of assets and there are significant opportunities for SmartGrowth partners to work with tangata whenua to ensure

that their ambitions are recognized and enabled within transport and land use decision making processes. Future Treaty settlements may further increase iwi investment in the sub-region.

### Technological innovation

Technological advancements have opened the door for a range of transport innovations that are starting to gain traction around the globe. The cumulative impact of these will be significant within 5-10 years and our transport system needs to be able to adapt to incorporate the changes that are coming. The sub-region will need to develop a cohesive plan for the transport system that will:

- Allow the uptake of electric vehicles
- Allow the integration of automated vehicles
- Enable the use of carpooling technologies
- Enable the sharing or instant hire of vehicles from cars to scooters
- Prevent over-investment in technologies that may become redundant
- Provide pathways to enable and encourage the uptake of other new technologies.

### Rail opportunities

The 2007 Bay of Plenty Rail Strategy identified opportunities to make better use of the rail infrastructure within the Bay of Plenty to improve

transport efficiency for freight and passengers. Rail provides an opportunity for the sub-region to respond to the growing pressure to provide higher volumes of transport at lower carbon intensities while opening up new opportunities for land use development. Further investigations are required to better understand the costs and opportunities of enhancing the rail network and in particular how rail might support new land use patterns by opening up new areas of development or by increasing housing and employment density in existing areas.

### Rapid transit

The delivery of rapid transit solutions within the sub-region has the potential to fundamentally change how people travel. Being able to provide congestion free travel between major communities at a reasonable cost will make public transport more practical and enjoyable than taking a private vehicle for many trips; in particular for commuters or those travelling for education. This ease of travel will increase desirability for housing near rapid transit lines leading to denser employment and housing along corridors that are provided with rapid transit.

The narrow corridors that the sub-region has developed along as a result of geographic constraints are ideal for the delivery of rapid transit with one line being able to put many people within a reasonable walking distance of rapid transit. Omokoroa, Te Puke, and Tauranga are all linked by existing rail infrastructure as are other inter and intra-regional destinations such as Kawerau, Hamilton and Auckland.

Development of a strategy to identify and deliver rapid transit solutions over the next 30-years is required to ensure corridors are protected and infrastructure is developed to deliver desirable, well connected communities.

### Off-Roading freight movements

The Bay of Plenty Region has one of the highest densities of freight vehicles in the country and much of this is concentrated towards the Port of Tauranga. Opportunities exist to take much of this traffic off-road via coastal shipping or rail that will reduce the demands placed on the road network, improve safety, reduce carbon emissions and provide a more resilient freight network. Investigations into how this can be achieved cost effectively but looking at the whole-of-system costs need to be undertaken to identify where capital is best invested and what mechanisms can be used to encourage freight off-road.

## Replacement Photographs for Appendix 1



# FDS Summary: Transport

Transport is the lifeblood of our community. It helps us reach work or school, socialise, connect with essential services and participate in activities. It strongly influences the shape of urban areas and the way we live our lives.

It is also the most complex and challenging form of infrastructure to integrate with urban growth. Anyone who has faced gridlock on Tauranga Harbour Bridge or beyond Bethlehem township understands rapid population growth is placing some parts of our transport network under considerable strain. Investment is needed to sustain further growth, maintain quality of life for current residents and avoid constraining business growth.

Simply building additional roads or bigger roads will not solve the problem on its own. As more people move into the already-congested, growing Tauranga city area, we need to walk and cycle more, utilise more public transport and certainly shift our historic dependence on private vehicle travel.

Car dependency creates issues around the liveability of the city. As roads become busier, biking and walking can become more difficult and more risky, which compounds the existing issues. Recent research also names transport as the single largest source of carbon dioxide emissions in Tauranga.

Tension exists between the current heavy reliance on new greenfields growth areas and a long term desire for a compact city with a focus on sustainable transport. However, SmartGrowth partner councils must continue to support planned development of rural land for housing and business for at least the next ten years. This is because:

- There is immediate and pending need for more housing and business land
- Councils have already made substantial infrastructure investment in the next targeted greenfield areas
- Despite intensification opportunities in the central city area, uptake has been slow. Whilst this is starting to change, studies suggest that the market will not completely shift away from greenfield development in the short term.

Therefore, key focuses of the Tauranga Transport Programme are:

- Improved services in the existing Tauranga City urban area
- Additional road capacity and public transport for growth areas to the north, west and east

- Investment in public and active transport, including priority lanes that support a rapid transit bus network
- A review of critical State Highway 2 and 29 projects in the western and northern corridors

Over time, the choices people make around where and how they live and move around the city will be influenced by these efforts. The ultimate goal is more sustainable and compact urban living.

The sub-region is also in a situation where we do not have good alignment between the growth that is occurring in our sub-region and transport investment. A key focus going forward will be on getting a much better alignment and improved land use and transport integration. The SmartGrowth partners need to work more closely with the New Zealand Transport Agency and central government to find workable solutions for the sub-region. The recent Government announcements around the Urban Growth Agenda provides a good opportunity for us to address these issues.



<b>Committee Name</b>	SmartGrowth Leadership Group
<b>Meeting Date</b>	Wednesday 19 September 2018
<b>Author (s)</b>	Bruce Fraser – SmartGrowth Communications Advisor
<b>Purpose</b>	The purpose of this report is to update members on the meeting arrangements for the consultation phase of the Proposed Future Development Strategy.

## Future Development Strategy Communications and Engagement Update

### Introduction

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The SmartGrowth Leadership Group meeting on Friday 7 September approved various communications and engagement elements of the consultation phase of the Future Development Strategy. This report now provides the details of the arrangements for those engagement elements. The communications elements will proceed as outlined at the previous meeting.

### Report

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1. The consultation period will run from 5 October to 5 November
2. Community conversation events will be held in Te Puke, Katikati and three in Tauranga with the flexibility to add more if the number of attendees at earlier events suggests such a need.

We are requesting one representative from each of the SmartGrowth partners at each meeting ie one from each of TCC, BOPRC, WBOPDC and tangata whenua. The Governance teams at each council and the Tu Pakiri advisor are coordinating SLG member attendance.

- a. Settlers' Lounge Te Puke War Memorial Hall, 17 October from 5 to 7 pm. We are working with Te Puke Edge on co-hosting this event.
- b. Uretara Room, The Centre Pātuki Manawa, Katikati, Thursday 18 October from 5 to 7 pm. We are discussing co-hosting this event with Katch Katikati
- c. Western Bay Chambers, Barks Corner, Tuesday 23 October from 5 to 7

- d. Aihe Room, Papamoa Library, Thursday 25 October from 5 to 7 pm
  - e. Tauranga City Council, Wednesday 31 October from 5 to 7 pm
3. The Combined Tangata Whenua Forum meeting is scheduled for 24 October at 9.30 at the Historic Village and a representative from each partner council will be required for that hui.
  4. Forum chairs have been invited to focus their next forum meetings on developing a response to the FDS. They will be provided with copies of the summary, main document, large scale maps and submission forms. Additionally, they will be offered funding to use the services of a competent writer to work with them and develop their submissions. Each will also be offered the services of an expert staff member to attend their meeting to answer any questions - if they would like one and if the staff members are available.
  5. A similar invitation has also been offered to the Tauranga Transport Action Group
  6. A workshop meeting of SLG is scheduled for 31 October where forum chairs and the chair of the Tauranga Transport Action Group would be invited to present their submissions in an informal setting to SLG and engage with SLG members in any subsequent discussion.
  7. Consultation questions are currently being finalised and will hopefully be in a form to be tabled at the meeting. These will be used in the submission forms and also to guide discussion at the Community Conversations. They will also be provided to forum chairs and the Transport Action Group chair.
  8. Engaging with the public on such a long-term, big picture document is challenging but we are confident that we will provide many groups and communities with opportunities to provide their feedback.
  9. More in-depth community engagement will occur from 2019 onwards as the Tauranga Urban Strategy progresses.

## Recommendations

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That the SmartGrowth Leadership Group:

1. **Receive** this update report on the Future Development Strategy consultation elements
2. **Note** the arrangements for the various meetings planned.



## SmartGrowth Leadership Group – Public Excluded

### Recommendations

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That the SmartGrowth Leadership Group:

1. **Agree** that the public be excluded from the following parts of this meeting:
  - a) Transport funding negotiations and future delivery arrangements
2. **Note** that the reasons for excluding the public are that these matters are subject to negotiations between the various parties and that these need to remain confidential in order not to prejudice the interests of any party.
3. **Note** that this resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 7 of that Act, which would be prejudiced by the holding of this part of the proceedings of the meeting in public.