



SmartGrowth Social Sector Forum
School House, Historic Village, 17th Avenue, Tauranga

Agenda

Thursday 6 December 2018 9:30am – 12:00pm

1. Apologies	Chair
2. Minutes & Actions from 2 August 2018 meeting (Paper A) Forum submissions to the Future Development Strategy & Tauranga Urban Strategy (Paper B)	Chair
3. Forum Round Table Updates	Chair
4. Housing Elder Housing Update	Chair
5. Urban Form and Transport Initiative <ul style="list-style-type: none"> • UFTI Presentation to the SmartGrowth Leadership Group 21 November 2018 UFTI presentation 21 November 2018 • Transport Stocktake and Gap Analysis PowerPoint from 21 November 2018 (Paper C) 	Chair
6. SmartGrowth Partnership Reports November 2018	Information Only
7. General Business	Chair
8. Key message for SmartGrowth Leadership Group	Chair

Social Sector Forum – Terms of Reference

Membership Criteria: The Social Sector Forum is intended to be a voice for the non-government and not for profit sector. Other organisations and government agencies are welcome to attend as participating observers.

Purpose: The purpose of the Social Sector Forum (the forum) is to draw on existing experience and positively contribute to the on-going evolution and success of the SmartGrowth Strategy (the Strategy). The forum will provide a view that reflects the interests of social and community groups across the wider western Bay of Plenty. The forum will enable direct social sector industry participation in Strategy implementation and monitoring in order to provide vital sector input (in collaboration with the Strategy partners and lead agencies) into the wide range of challenges faced in the sub-region, including specific input into:

- Building the Community
- Housing affordability
- The contribution of the social sector to economic growth

Role: The Forum will have on-going input into Strategy development and implementation including the following specific aspects:

- Providing input and feedback in respect of partner projects relating to strategy actions.
- Monitoring of strategy actions.
- The development of statutory and non- statutory policies by the SmartGrowth Partners that either arise from the strategy or have the potential to impact on the strategy.
- SmartGrowth representations to regional and national forums and central government.
- Identifying proposed actions during Strategy review/update to respond to emerging social and community issues

Other SmartGrowth Forums and the SmartGrowth Strategic (Managers) Group (SSG) – Linkages and Reporting: In order to provide transparency, a member (an alternate can be appointed) of the other SmartGrowth Forums and the SSG (as selected by those groups) will be invited to attend and participate in the Social Sector Forum meetings. The Social Sector Forum may also appoint a member to attend and contribute to the wider Strategic Partner Forum. Meeting minutes and reports from each of the SmartGrowth Partner Forums will be made available to the other forums, to SSG and to SLG.

SmartGrowth Leadership Group (SLG) – Linkages and Reporting: The forum members are able to present to the SmartGrowth Leadership Group at any of the formal meetings with agreement of SLG Chair and at any agreed workshops, held between SLG and the forum. Every six months SLG has a workshop with the individual forums to discuss a range of matters and issues. The minutes of the forum meetings are provided to SLG as part of the regular reporting process and any particular issues are drawn out and highlighted in the bi-monthly report presented to SLG by the Independent Chair, Programme /Implementation Manager and Strategic Adviser.

Information Provision and Feedback: Relevant draft reports, ideas, submissions, and proposed initiatives are provided to the Forum for discussion and input prior to matters going to SLG for decision-making. These may be part of a meeting agenda item, or if between meetings, circulated by email to the Forum Chair, for feedback. This feedback will be presented to SLG as per item 5 above.

Meetings, Attendance and Presentations:

- The Independent Chair, Programme Manager and Implementation Advisor may attend meetings from time to time, provide written reports, advice and seek input on various matters.
- SLG members may also be invited to attend the Forum from time to time.

Frequency: The Forum will meet bi-monthly, prior to the SLG meeting to provide information and feedback on specific issues directly relating to Strategy implementation.

Servicing: The Forum will be serviced by SmartGrowth through the Programme Manager, for matters including venues, agenda circulation, minute- taking and report materials.

Chair: A Chair will be appointed by the Forum.

Social Sector Forum – Membership

The forum membership is representative of the wider community within the western Bay of Plenty and is currently represented by the following individuals and organisations;

Name	Organisation
Carole Gordon (Chair)	Seniors United to Promote Age-Friendly NZ (SUPA-NZ)
Anna Larsen	Welcome Bay Community Centre Manager
Eddie Jackson	Age Concern
Jo Gravit	Tauranga Budget Advisory service, Tauranga Community Housing
Liz Davies	SocialLink
Beth Bowden	Te Tuinga Whanau
James Muir	NZ Christian Network - BOP
Sharon Hanna	SocialLink
Kathy Webb	Alzheimers Society/Neighbourhood Support
Mary Dillon	Welcome Bay Community Centre
Monique Edlinger	Volunteer Bay of Plenty
Theo Ursum	Volunteer Bay of Plenty
Peter Malcolm	Closing the gap
Ian McLean	Closing the gap
Ewa Fenn	Multicultural Tauranga
Brian Thomas (Associate Mbr)	Family Link
Irene Walker	Combined Tangata Whenua Forum
Sameli Tongalea	AvaNiu Pasifika

SmartGrowth Partner Staff	
Rachael Davie	Western Bay of Plenty District Council
Emily Rogers	Western Bay of Plenty District Council
Jodie Rickard	Western Bay of Plenty District Council
Michel Vujnovich	Tauranga City Council
Meagan Holmes	Tauranga City Council

- Plunket
- Settlement Support
- Welcome Bay Community Centre
- Relationships Aotearoa
- Waipapu Anglican Services
- Volunteer Centre
- Age Concern
- Alzheimers Association
- Housing Trust
- Yoga Centre
- National Council of Women
- Rise Up Tauranga
- Headway Bay of Plenty
- Foundation for youth development
- Home Instead Senior Care
- Strengthening Families



Paper A

SmartGrowth Social Sector Forum Meeting
Thursday 2 August 2018
School House, Historic Village, 17th Avenue

Forum Members Present	Carole Gordon (Chair-Supa NZ), Liz Davies (Socialink), Beth Bowden (Te Tuinga Whanau), Jo Gravit (Budget Advisory Service, Community Housing Trust), Ewa Fenn (Multicultural Tauranga), Peter Malcolm (Closing the Gap)	
SmartGrowth	Vicki Jones (SmartGrowth Co-ordinator)	
Other	Joy Moir – Volunteer at Welcome Bay Community Centre attending on behalf of Anna Larson, Sameli Tongalea (Aua Niu Pasifika) Glen Crowther	
Partner Staff	Michael Vujnovich (TCC), Jodie Rickard (WBoPDC), Meagan Holmes (TCC) apology, Rebecca Culliford (BoPDHB) apology	
Apologies from forum members	Anna Larsen (Welcome Bay Community Centre Manager), Irene Walker (Combined Tangata Whenua Forum), Kathy Webb (Alzheimers Society), Sharon Hanna (Socialink)	
Previous Minutes and Actions		<p>Minutes of the previous 5 April 2018 meeting accepted as a true and correct record. Noted: Rebecca Culliford (BoPDHB) can no longer attend SSF meetings but to remain on distribution list.</p> <p><u>Previous actions confirmed:</u> All previous actions ongoing or confirmed completed</p> <p>Moved: Jo Gravit Seconded: Beth Bowden Carole introduced Sameli Tongalea from Aua Niu Pasifika: Sameli noted she works in primary and secondary health and Aua Niu Pacifika is a family business offering three streams of family services:</p>

		After school and holiday services, Workforce development, Community initiatives - Women's co-op group of mature women. Sameli noted the family business is self-funded.
Transport Pathways Project and Regional Plan Community Engagement		<p>Glen Crowther – Tauranga Transport Alignment Project (TTAP) Focusing on:</p> <ul style="list-style-type: none"> • Speeding up public transport investment in Western BOP. • Implement Tauranga Transport Programme (business case) projects within the next decade. • Optimize investment in key multi-model corridors. • Address years of under-investment in PT & cycleways. • Spend up to \$3 billion = same per capita spend as Aucklands \$28 billion ATAP from 2018-2028. This level of investment could transform the Western BOP transport system. <p>Urgent Action Needed</p> <ul style="list-style-type: none"> • Transport Issues SH2 Safety, congestion, school traffic, upcoming cuts to school buses, dangerous cycling infrastructure, lack of good PT options. • Regional Land Transport Plan does not align with GPS • Tauranga City Council proposed only 5Million plus minor improvements in draft RLTP for public transport infrastructure in Tauranga. • Promised final public consultation around Tauranga Transport Programme was cancelled due to lack of funding. <p>The Current Misalignment (TTAP) targets 9.3% mode share for PT in Tauranga City by 2031 And 7.3% bus mode share across the Western Bay sub-region. And every council and Western Bay organization backs the TTAP. However... BT Blueprint will only result in <2% mode share for Tauranga in 2018, and about 1% across the sub-region... assuming it successfully reverses the current trend of falling bus patronage.</p>

		<p>Urban Development About 80% of 43,000 new dwellings projected for Western Bay by 2047 will be in greenfields subdivisions. 70,000 + people moving into greenfields suburbs. Roads already clogged at peak times – whats the alternative?</p> <p>TTAP 5 Point Plan Develop a “Congestion Free” PT network along key corridors: Central – Cameron Road from CBD to Barks Corner Southern – 15th Ave/Turret Road from Cameron Road to Hairini and beyond (Welcome Bay, Poike) Eastern – CBD to Arataki – Papamoa - Te Tumu – Te Puke North - Western – from CBD to Omokoroa</p> <p>5 Point Plan “Free” buses for children school age across sub region Address congestion points in roading network based on a multi-modal approach Complete Tauranga City Cycleways network within a decade Comprehensive Demand Management programme, incorporating integrated rideshare apps and MaaS. We need to tap into different funding options. Public transport funding we need to ask for our share and be bold. Golden opportunities to take on board to become congestion free public transport network.</p> <p>The Social Sector Forum recommends that the SmartGrowth transport Pathways Project integrate an engagement process with the forums to discuss the concerns around transport. Forum Chair to meet with the Independent Chair Bill Wasley to discuss the Forums transport concerns and need to respect community views and input.(TTAP) Moved: Peter Malcolm Seconded: Beth Bowden</p> <p>Full power point presentation available on request</p>
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	Action	<p>The Social Sector Forum recommends that the transport Pathways Project have an engagement process with the forums to discuss the concerns around transport. – Raised at meeting</p> <p>Chair Carole Gordon to meet with the Independent Chair Bill Wasley to discuss the forum's concerns and the value of community input. Moved: Peter Malcolm Seconded: Beth Bowden</p>
Monitoring Progress / Brief updates from the forum members		<ul style="list-style-type: none"> Housing That Social Sector Forum notes the establishment of the four housing groups, but expresses concern to the SmartGrowth Leadership Group at the apparent delay since the recommendations were passed on 21 March 2018. The forum would like to see co-ordinated action influencing current central government policy development for Western Bay of Plenty. Moved: Peter Malcom Seconded: Liz Davies Elder Housing Social Sector Forum members expressed concern over elder rental housing demand. Members request that the SmartGrowth Leadership Group encourages Tauranga City Council to delay making any decisions on the future of the elder housing portfolio until: <ol style="list-style-type: none"> SLG integrated work through the four housing action groups consider land use for future elder housing complex opportunities. The anticipated changes in government social housing policy yet to be addressed. Moved: Peter Malcolm Seconded: Beth Bowden Sociallink hosted a meeting with Social Housing providers and the social sector. The urgency for social housing provision was a key concern along with the management of at risk tenants. HNZ sought innovation approaches to managing costly clients.

		<ul style="list-style-type: none"> • Poverty - Peter Malcolm Completed the submission in regards to the working tax, reviewing well-being. • Silver Economy - Carole Gordon SUPA NZ is going to convene a discussion group to provide feedback on the Office for Seniors consultation document on developing an Ageing Strategy. (June 2018 discussion document). Carole noted that the Tauranga City Council Long Term Plan document notes a focus on age friendly communities. A community development focus in the long term plan is most pleasing. • Hub Kollektive - Gordy Lockhart (The Hub Kollektive Manager) provided update on the hub development that has been a four year journey. The Hub will open to its members on 15 October 2018. Official opening will take place at later date. The Hub is a non-charitable, non-profit and open plan co-work space. 33 organisations have signed up to be members, 19 are residential members. The members values agreement has been completed (14 page document) The community made up their own rules which included inclusiveness and diversity. Trustpower have donated 15 digital display screens which has been greatly appreciated. www.thekollective.org.nz • Mapping Sector - Liz Davies Mapping project launch 23 August workshop to SLG. 200 service providers providing services to over 700 organisations. What are we doing to overcome social outcomes?
	Action	Peter send any submissions in future that you would like viewed by the SSF forum to Vicki to circulate.
Future Development Strategy Update		<p>Paper tabled on Future Development Strategy: The draft (FDS) was taken to a Partner Forums hui in May. It was then workshopped with the SmartGrowth Leadership Group (SLG) on 20 June 2018. A further workshop on key focus areas of the FDS was held with the SLG on 18 July 2018.</p> <p>The FDS key focus areas that the SLG concentrated on were:</p>

		<ul style="list-style-type: none"> • Transport • Compact City • New Growth Areas • Partnerships <p><u>The FDS is being updated to reflect all of the input received.</u></p> <p>Engagement: SmartGrowth is taking an inform and consult approach. Engagement will be creative with strong visual communications. Multiple channels will be used to ensure we have a good reach. There will be specific tāngata whenua engagement. The paper notes they will relying on the SmartGrowth Partner Forums during this phase to assist with engagement as well as providing their own feedback and input.</p> <p>Further engagement on the Tauranga Urban Strategy is also planned. Proposing to run community meetings and then submitter workshops with elected members rather than holding formal hearings. Given the input of the combined Forum inputs in May there is value in repeating this exercise as part of the consultation phase. There will still be decisions made on submissions.</p> <p>The Forum is keen to be involvement in the engagement process outlined in the paper. A combined forum hui in the consultation phase would be valuable.</p> <p>Timeframes: FDS recommended for adoption by SLG on 7 September FDS publicly notified in September 2018 Consultation phase in October 2018 Draft submitted to MBIE/Mfe for feedback by end of December 2018 Final SLG decisions on FDS likely to occur in early 2019 Final FDS adopted by the partners in early 2019</p>
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	Action	The forum involvement in the engagement process outlined in the paper. Highlighting the combined forum hui in the consultation phase would be valuable.
SmartGrowth Partnership Bi-Monthly Report		<p>1. SmartGrowth Partnership Bi-Monthly Report – For your information</p> <p>SmartGrowth Partnership Report May 2018</p> <p>Tauranga City Council Growth Monitoring Report June 2018</p>
Key message for SmartGrowth Leadership Group		<p>Future Development Strategy</p> <p>The Forum recognises the strategic importance of this report. SSF would like to be involved in the FDS engagement process outlined in the paper from Ken. SSF Supports a combined Forum Hui</p> <p>Elder Housing: Given increasing appropriate rental demand, location amenity and affordability</p> <ul style="list-style-type: none"> • SLG integrated work through the four housing action groups consideration for future opportunities. • Anticipated changes in government housing policy have been anchored and the impacts have been addressed. <p>SSF recommends that SmartGrowth encourage Tauranga City Council to:</p> <ol style="list-style-type: none"> 1. Delay Elder Housing portfolio sale. 2. That the land be considered for a housing development project to provide a multi-option elder rental living complexes. <p>Transport Planning- Pathways Project:</p> <ul style="list-style-type: none"> • The SSF recommends that a community stakeholder group (TTAP) be a partner in the Pathways Project.
Meeting Closed at 12pm		Next Meeting at School House, Wednesday 27 September 2018 – 9:30-12pm

Outstanding Actions

1.	Liz	Housing Trust – Invite Andrew Wilson Manager of Accessible Properties to talk about Social Housing once confirmed inform Chair
2.	Tessa/Kathy	Work together to compile list of prospective forum members - ongoing
3.	Carole	Discuss report from housing working groups when released - Eco Housing required. Discussion with TCC regarding City Transformation, Community Committee, and Meeting with the two Chairs, Mayor.
4.	Carole	Carole Gordon to contact Independent Chair Bill Wasley to set up meeting to discuss: <ul style="list-style-type: none"> • Forums concerns around transport and supporting the TTPA, Transport pathways project engagement process • Housing Groups – Apparent delay in moving forward • Housing / Elder Housing Land use and Future Development Strategy



SUBMISSION

On: Proposed SmartGrowth Future Development Strategy (FDS) and the Proposed Tauranga Urban Strategy (TUS)

By: SmartGrowth Social Sector Forum

Date: 4 November 2018

General Observations Future Development Strategy

1. The underlying premise of the planning in the FDS puts undue emphasis on growth at the expense of sustainability. The Social Sector Forum would prefer sustainability, rather than 'growth' to be the key guiding principle to promote and enable the provision of quality environments as sought by the community and clear integration with Governments goals for wellbeing (Quality Living Indicators).
2. The logic of planning dictates that uncertainties increase with the time horizon. However **certainty is strongly evident in regard to changing demographics, social inequality and insufficient appropriate housing and transport services**. The reality is Sub-region will continue to grow a youthful Maori population, have more older people growing older and living longer, and have workforce pressures. Innovation and early adoption of global technologies will enable 21st Century responses to these structural challenges and support climate change goals.
3. Sincere commitment to intensification is vital. The forum seeks a stronger focus on people and investment in community infrastructure to support intensified living environments and efficient transport systems. An enhanced well being focus for transport is needed. The FDS's current iteration it does not apply the degree of attention needed particularly given technological innovation opportunity to vision a modern approach for the short and longer term outcomes. Current plans appear to be historically constrained and based on the fundamental premise of petrol powered, individually owned and driven vehicles. The Strategy should be much more cognisant of future trends including driverless cars. The future needs of older people are unlikely to met by the current planned provision.

The Forum would like to see reference to:

- a. Transportation scenarios (including implications for future transport types required) being outlined in the Strategy, based on higher rates of brownfield intensification and

subsequent reduced need for greenfield development. Without this analysis, there is a risk of investing in sub-optimal or even redundant transport options.

- b. Greater transparency between TCC and NZTA on aligning community transport needs and expectations with actual development. In other words, if urban intensification is the strategic preference over urban spread, urban, inter-urban and peri-urban transport facilities must express this.
4. The Strategy's significant thinking around greenfield development is not matched by equivalent focus on intensification planning and development in either the short or long term. The same (or greater) level of resourcing to effectively plan and implement infill intensification needs to be committed now in order to lock it in by 2021. Te Tumu and Tauriko should deliver good outcomes but the work to produce these must be high priority.

The Forum recommends a work programme to deliver infill intensification, comparable in level and detail to proposed greenfield development options.

5. The assumption for the lead-in timeframe (18 years) for greenfield development is considered somewhat overstated. Recent development at The Lakes shows otherwise.
6. We are concerned that the Tauranga economy may not be able to afford simultaneous greenfield and brownfield development. It may be more prudent to focus on brownfield first, especially since the economics of greenfields are -temptingly - more straightforward.
7. Overall the document is very clear on where uncertainties lie. Locating these, and the strategic responses, within the short (next 3 years, ie. 2021) medium (following 7 years ie. 2028) and long (following 20 years ie. 2048) timeframes used for the FDS would assist the community to understand change, and the associated political and administrative processes, better.

Specific feedback

1. The Forum endorses the interrelationship, described on page 17 of the Summary document, between housing and other infrastructure, especially the three waters.
2. Inconsistencies in the definition of terms (long-term), dates and figures between the documents can be confusing for the reader. Consistency, or at least clear explanation, is required across all the documents. See, for example, page 46 of the main document, where "long term" is referred to as 2038 while elsewhere the long term time frame seems to be 2028 to 2048 (see Appendix pg. 39). It does not help that the Tauranga City's Long Term Plan goes out only to 2028.

Similarly, population statistics refer variously to 65+ year olds and 70+ year olds in the full FDS (eg, pg. 20) but different statistical divisions are used in the Summary document. For example, the statement "30% of the population will be aged 70+ compared to 15% today" appears in the full FDS (pg. 20). This appears inconsistent with "Over three quarters of the population growth to 2048 will be of residents aged 65+" in the summary FDS (pg. 4).

3. On p.15 of the main document, under the heading, "Changing demographics" the comment "...the ageing population means a declining rate of home ownership..." needs clarifying and amending. An aging population does not "mean" a lower rate of home ownership, which is

more correctly related to housing supply and affordability across generations. In fact older people are as adversely affected by declining home ownership as other disadvantaged cohorts.

4. The place of social housing provision should be more fully canvassed in order to meet the diverse housing needs. In particular the urgency for redevelopment of, and increase in Council elder housing stock
5. Some explanation of the relative sizing of the circles on the map representing town centres (pg. 28 FDS full document) would be helpful -what do the different sizes mean?
6. The Transportation section (pg. 36 to 39 FDS full document) is exclusively focused on main transit routes to and from the city. To assist with understanding the costs and social impacts of urban intensification, the FDS would benefit from a focus on its identified urban centres. The needs of young families and an aging population, most of whom are likely to live close to Taurang's urban centres, are not reflected in the current map (apparently provided from the NZTA's own Long Term Plan). A more meaningful map needs to be included.

TAURANGA URBAN STRATEGY

General feedback

1. The forum is happy overall with the TUS document. It appears to have taken people's needs into consideration. It steers us in the right direction and, in particular, contains good measures by which to assess our progress.
2. Appropriate housing to meet the needs of an ageing population is a major challenge. A crisis is emerging. The place of social housing provision should be more fully canvassed in order to meet the diverse housing needs. In particular the urgency for redevelopment of, and increase in Council elder housing stock. Collaboration and advocacy with Government is needed to provision housing options to meet a growing diversity of needs.
3. A SmartGrowth 20yr Elder Housing Strategy would inform a cohesive approach to investing in integrating access to essential services, transport and health care.
4. It is imperative good community outcomes are achieved from an urban strategy. The SSF is agreed that a compact city will facilitate these. We strongly support the intensification of Te Papa. Its geography, transport links, multi-layered history, currently changing population demographics (e.g., more migrants who may be more accustomed to high density living) and central city status leads to ready recognition as a rich and diverse urban space - as long as the focus is on liveable communities and building neighbourhoods. However,
 - a. A key driver for successfully implementing intensification is the provision of more affordable housing. It is important to ensure that intensification does not result in the displacement of residents in higher deprivation areas of Te Papa to outlying areas. How this will be achieved should be outlined in the TUS.
 - b. Te Papa contains many different communities, ranging from retail, residential, schooling, sporting, small business, and light industry, to a large hospital and port activities. Engaging meaningfully with all these communities is an important and inescapable challenge for a successful TUS. The graphic on pg. 13 (summary document) is a helpful example of a useful communications tool in this regard. It assists people to visualise what is meant by high density housing. We encourage the use of similar visualisations to illustrate the gradual impact of change in any community engagement strategy.
 - c. Overall we urge significant investment in the process of Te Papa community engagement in order to bring those communities on board. Understanding the communities involved in brownfield development is a crucial requirement not found to the same extent in greenfield development. There is a real need to engage communities in the planning and implementation for infill intensification. The Forum would like to see the TUS include a properly resourced programme of community engagement to facilitate community buy-in.
 - d. The TUS does not fully exploit the possibilities associated with the proposed Te Papa intensification and land use. For example there appears to be no consideration of

concepts of self-sufficiency, food security or urban farming. These concepts should be included in the TUS, at least as topics for community engagement.

- e. Greater consideration should be given to the environmental impacts of intensification. For example, more house lots and houses reduces permeable surface area. Introducing urban design principles such as “one tree for every dwelling” should sit well with Te Papa’s beneficial climate and soils as well as its citizens’ value for green spaces and is an easy measure of carbon sequestration.
- 5 The “investment in amenity” section (pg 49 full document) needs to be more explicit. Investment by whom? and for what? Are those living in a more urbanised Tauranga to be dependent for their amenities on development contributions? Or rates? Or is it to be assumed that funding is to come from central government or philanthropists? Also, the source of funding is directly related to the nature of the amenity provided. In the Forum’s view, amenity provision needs to be directly related to what the community wants. It should not only be an expression of philanthropists’ or property developers’ preferences. We endorse, as outlined on p. 58 of the main document, the development of rules to support the 2006 Urban Design Strategy, on the assumption that formulating such rules would be a consequence of a meaningful community engagement process as outlined in paragraph 2 (c) above.

SUBMISSION

On: Proposed SmartGrowth Future Development Strategy (FDS) and the Proposed Tauranga Urban Strategy (TUS)

By: SmartGrowth PATAG Forum

Date: 4 November 2018

General observations

1. Overall, the FDS is viewed as quite a generic document making it difficult to identify the critical aspects that will make a difference. PATAG felt that the FDS had a very one dimensional approach which related to releasing the land, and did not take into account the wider issues that the region faces. PATAG look at the FDS and asked what did the region need that was not articulated in the FDS and felt should be. Our submission focuses more on the what should be rather than what is in the FDS. PATAG was also pleased that the TUS was presented alongside the FDS so that it allowed that more detailed view of what is required for the city.
2. The overall tone of the FDS is perceived to be one of uncertainty (related to the extent of TUS implementation). In the FDS (p.g. 14) Council is enabling greenspace development as 'low-risk'. This is not entirely accurate as greenfield development simply transfers the risk from developers to the community (e.g., infrastructure, transport and amenity costs, social and health risks) and so is not considered low risk from our perspective. We recommend a more balanced approach is taken and reflected in the FDS by including the real risks and implications of greenfield development for a community.
3. There is a connection between health and transport and accessibility to healthcare for an aging population that is missing from the FDS transport section, the primary focus of which is on corridor development. For example, the current assignment of people to either Whakatane or Tauranga hospitals based on healthcare needs involves travel. This will inevitably become more of an issue with an aging population and needs to be taken account of in transport planning.
4. Accessibility to services and the use of transport also dove-tail into social housing. The underlying driver for development is currently housing choice. Councils' positions on social and affordable housing and accomodating the increasing need for rental property is unclear in the FDS. This should be made explicit.

Pg. 29 FDS (full document) refers to “significant areas of social housing... .” There is a risk of losing social housing through the process of gentrification that accompanies inner city intensification development. There need to be clear measures in place to ensure social housing is provided and will continue to be provided. We recommend that the wording in the above section preserves the intent to retain social housing.

5. We recommend a greater priority be given to planning public transport, key roads feeding into the Te Papa peninsular, “park and ride” and other alternative options for those working in the Te Papa area and transportation at a more micro level i.e., for example, being able to get to bus-stops.
6. In terms of development, there is a need for smaller locally-based facilities including not only amenities but services such as shops and post offices. Mini-hubs for health providers should be part of co-destination planning based in response to individual community needs – not a one size fits all approach. The DHB would like to have input into the future greenfield developments to ensure alignment between DHB strategic planning including the provision of public/private health nodes/centres and growth, for example, in Te Tumu.
7. We fully support brownfield over greenfield development and see a real and urgent need for strong Council leadership to:
 - a. Fully implement the TUS (infill intensification) thereby reducing the need for greenspace development
 - b. Promote a strong intentional approach to align the policies and strategies of all three Councils.
 - c. Endorse and promote universal design and to explain and communicated the concept more clearly to the community. It would also be helpful for Council to show leadership and engage with architects to help promote the concept.
8. Regarding timeframing, housing and transportation are urgent issues therefore the faster the implementation the better. To expedite action and enable development, Council should review its policies and internal procedures currently in place. For example, it should be possible to incentivise high density property development by giving explicit priority to such development (through for example, assigning priority processing) and by reviewing financial contributions.
9. In relation to intensification we recommend consideration be given to the future uses of energy and the reticulation of likely energy sources. High intensive housing designs should include the concept of “own space” for e.g., have own front door or space outside. In the building code the requirement to include a lift in buildings over three stories with multiple owners should be reduce to two stories.
10. The TUS needs to:
 - a. Acknowledge that urbanisation itself has a health impact.
 - b. Plan for and provide for more street seating and multi-use shared pathways. There is a need to redefine footpaths to become “shared pathways” that can safely accomodate mulitple users: mobility scooters; electric scooters; pushchairs; cyclists;

walking buses and pedestrians. These pathways need to be physically constructed to accommodate these users for example, ensuring appropriate camber.

11. Aged care facility developers need to be signalled by Councils to include a proportion of rental houses in developments to ensure the requirement to invest in social housing is met and to meet the future demand of older people requiring rental property.
12. Leadership from all parties to the challenges ahead is required. This includes the decision makers, and those parties that understand the implications of “not doing anything”. We understand that it is challenging, but would say this is the time that all parties are in the leadership group along with the decision makers.

Specific feedback

1. In the TUS as the Te Papa area is the prime focus for infill development, consider renaming Cameron Road due to the negative connotations the name carries for local iwi.
2. Population projections state “65+ years” (p.g. 20 FDS full document). It would be more meaningful to break this down into distinct categories of 65+ and 85+ as there are very different needs for the older old that should be taken into account when planning.
3. Pp. 4-5 Appendix Transport Plan is very focused on transport for economic development needs, it needs a much greater emphasis on the future transportation needs of people.
4. When considering “access” for people, currently the focus is too narrowly related to physicality (mobility) and should be broadened to include access for those with vision or hearing impairment.
5. Pg 58 TUS Develop Urban Design Guide section should go further by using urban design as an incentiviser in property development. This needs to be included in the full City Plan.

SUBMISSION

On: Proposed SmartGrowth Future Development Strategy (FDS) and the Proposed Tauranga Urban Strategy (TUS)

By: SmartGrowth Combined Tangata Whenua Group

Date: October 2018

1. Introduction

The Aspirational Plan 2012 prepared by the CTWF articulated broad cultural, social, environmental, economic and political aspirations of tangata whenua. The aspirations are underpinned by the Treaty of Waitangi and informed by principles of mana, whanaungatanga, ahi kaa, and kaitiakitanga. The Plan notes among others the following aspirations:

- exercise of customary and traditional practices,
- recognise diversity and shared identity,
- embrace new arrivals,
- awareness of tangata whenua identity,
- protection of ancestral places,
- fairness, equality and justice,
- access to social and community services,
- te reo is spoken,
- housing options to meet lifestyle and lifecycle need,
- development of a museum,
- retention and improved utilisation of Māori land,
- co-governance and co-management of resources,
- protection of kaimoana resources,
- use of matauranga Māori in environmental management,
- develop improved solutions for wastewater and stormwater,
- completion of Treaty Settlements,
- full employment
- retention and utilisation of Māori land and resources,
- equal representation on local authorities strong leadership,
- communities are informed,
- access to infrastructure,
- developing partnerships with local government and Crown agencies.

We are concerned and disappointed that despite consultation, the Strategies do not adequately reflect any of our input or the tangata whenua aspirations as identified above. Tangata whenua are disgruntled because of past experience with Council – and that continues today.

2. General points

- i. Overall, the strategies reflect a Pākehā world view for determining how Tauranga and the Western Bay of Plenty should look. They do not take into account the Māori world view including for example, papakāinga housing. There is a fundamental lack of understanding of the Māori world view and concepts and a real need for true partnership and participation. The biggest challenge for us is trying to explain Māori concepts and have these included in planning. There also seems to be confusion in Council between Land Trusts (responsible for development) and hapū (to be consulted under the RMA in accordance with the Treaty). The Councils should:
 - a. Dedicate more resources to understanding things Māori and incorporating these in planning. When designing documents, implement a parallel process, have Māori alongside at the design stage and integrate the plans together.
 - b. Give hapū and iwi management plans the same mana as district and other plans..
 - c. Be clear on how it will participate with Māori Trusts and better engage with Land Trusts
 - d. Be bold, think outside the square and support innovation to support the development of affordable housing.
 - e. Ensure better integration of structure plans for land development and hapū management plans, that is consider papakāinga housing and land development together
- ii. **Considerations for planning development:**
 - a. There needs to be given a higher priority given to: the lifestyle of local communities and tangata whenua including ensuring healthy harbours, waterways, ecological corridors and protecting native species. When planning for development the impact on surrounding communities needs to be taken into account.
 - b. As a general principle you should always be more efficient with what you have in the first instances, so we support intensification over greenfield development. Greenfield development is still urban sprawl and like a noose around our neck. The population growth will be far greater than is projected (e.g. big growth in Kawerau) and the plan does not go far enough into the future. Greenfield development has a negative impact on Māori, and Council needs to focus development on infill housing and compact city as a priority - before encroaching on the rural sector and greenfield development with its associated local economic and environmental costs. Council needs to seriously consider

how to intensify housing and mitigate negative environmental impacts such as the loss of taonga species from harbours and waterways.

- c. The TUS refers to marae as centres yet they do not have the same amenities, or access to the same amenities as the other centres in the strategy. The impact of urban growth on marae should be taken into consideration.
 - d. We need satellite growth while retaining natural corridors. Satellite communities would relieve the pressure from the central city infrastructure and could be more environmentally sustainable.
 - e. Rail arterials should be taken better advantages of.
 - f. The plans do not take into account the aspirations of rural communities: there is pressure on us to intensify land but not in the way that we want, with the type of housing we want. The plans need to protect lands.
 - g. Retaining the Te Puna greenbelt had been planned for many years and we are concerned that it is now tagged for investigation into possible urban growth. We should return to the original purpose the community wanted to keep Te Puna as a greenbelt/rural. The rural land is a core part of who we are, our history and being able to provide for our future generations. It is also located by vast wetlands that need to be protected.
 - h. Tangata Whenua will be significantly impacted by climate change impacts as Maori land tends to be marginal land in high risk areas subject to flooding, or erosion. Climate change will impact Maori economically, socially and culturally. Transportation is also a major contributor to climate change. The FDS requires a stronger shift toward a multimodal future that provides opportunities for public transport, walking and cycling.
- iii. **Where is the affordable housing?** Māori are over-represented in negative socio-economic statistics (e.g. homelessness, poverty). There is nothing in either strategy to ensure the greater affordability of housing for tangata whenua nor to enable Māori aspirations in relation to housing to be met (for e.g. through changes to access to infrastructure and zoning). We support the HAF submission for Council, in order to promote affordable housing, to advocate to financial institutions, to make changes to banks lending regimes to be more flexible with more relaxed rules for alternative housing schemes.
- iv. **Development of Māori owned land:** There needs to be better insight and advice around how to unlock Māori land so it can be developed to meet the needs of the tangata whenua.
- a. As far as housing is concerned we want to be able to build papakāinga without restrictions. The hurdles for Trusts in developing papakāinga are that (i) we are treated like another property developer building a sub-division, with the same fees and costs related to infrastructure. We do not have the financial backing property developers do and unlike developers we can't sell homes to offset the costs, and (ii) the amount and complexity of red-tape and how to navigate through the process. Land Trusts need greater capacity and expertise to

navigate through development red-tape and Council should enable development on Māori land by reducing red-tape.

There needs to be a new formula using the papakāinga toolkit including: reduced impact fees, rates to be consistent with the amount of services/infrastructure accessed, reduced infrastructure fees. It is possible for some to develop and live on land but not all trusts can achieve what Ngā Pōtiki did.

- b. Our land is valuable as horticultural land but we also have pressure to develop land for housing to accommodate whānau returning home. We need some way of buffering to retain our land and protect our way of life and who we are. We should be future-proofing for 100 years.
- c. It is always a struggle for us to connect to the infrastructure. If Māori want to develop land for housing it should be for the beneficiaries of that Trust, the message we are getting is that we need to supply land for general housing development. Access to infrastructure should be an automatic process for Māori
- d. We want to build for returning whānau, but how can we afford the rates? We have no connection to sewage system, no street lights, no curbing but pay same rates. We want to create our own community, not sell our land but be able to provide for our whanau. Surrounding suburbia impacts negatively on us though lack of understanding and respect shown to our land (eg walking through Marae land and picknicking at the urupara.

3. Specific points

- i. Marae should be included in the outcomes of the TUS
- ii. Back of Welcome Bay needs zoning to anticipate future development.

SUBMISSION

On: Proposed SmartGrowth Future Development Strategy (FDS) and the Proposed Tauranga Urban Strategy (TUS)

By: SmartGrowth Environment and Sustainability Forum

Date: 4 November 2018

General observations

The E&S forum would like to acknowledge the substantial efforts dedicated so far to the drafting of the FDS and TUS.

This entire exercise needs to take into account, as a priority, the impacts of climate change and our response to those effects in the light of the proposed zero emissions act.

Our impression is that the FDS is a statutory document that has been expanded to cover a little more than is directed by the NPS. It seems quite like business as usual when in fact, a major change in approach and thinking is required. The major issues facing the sub-region are transport, housing, aging population, infrastructural funding and implementation of the Compact City concept. These are interrelated and should be considered holistically together with associated social and environmental options and risks.

Overall, there is broad support for the TUS but the timelines still favour the development of further greenfield growth. This could be seen as delivering the wrong message.

1. **A future focussed approach** requires long term **courageous leadership** that must come from the elected members. This includes the up-front **provision of in-house Council resources** that can drive the compact city agenda and take the community along in support.

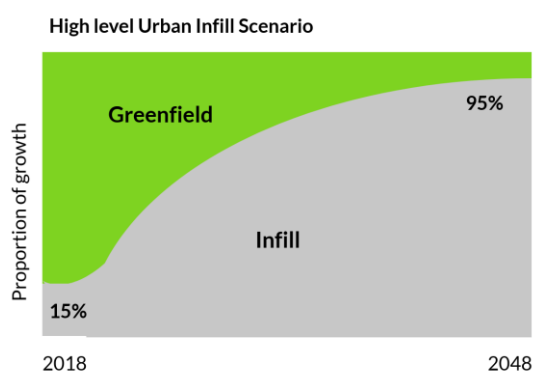
Regardless of the statutory requirements of the FDS it seems a little simplistic to meet them without taking heed of the repeated tone of government direction over the last year: less concerned about simply meeting targets and much more concern about cities embracing future focussed sustainable development approaches. The FDS seems predicated upon future growth more or less as we know it now rather than rethinking the very basis of a future that is sustainable, resilient, and co-generative and putting the key building blocks in place as priorities.

2. **Compact City as a priority and resourced accordingly:** Despite the committed words about a compact city, the work plan timelines proposed suggest that greenfields land will receive planning priority over the very urgent work of developing a compact city. This approach virtually guarantees that all of the greenfield land proposed in the FDS will be required as the compact city work is not being immediately resourced. We would like to see this approach re-assessed and the resources needed to ramp up the compact city work urgently prioritised. We would then meet some sustainable objectives as envisaged by the compact city proposal. We have wasted, (since 2007), nearly ten years in relation to this matter and this time needs to be urgently clawed back. The compact city work must receive planning and development preference with a clear workplan, timelines and funding.
3. **A different approach:** Whilst the FDS may meet some statutory obligation it does little to produce a direction for the western Bay of Plenty sub-region that will deliver sustainable outcomes across the four well beings in either the short or long term. Should we therefore present in our draft report to Government two scenarios
 - The first is a **highly resourced Compact City approach** that develops across a range of centres much more rapidly and that also considers the further development of centres such as Paengaroa and Te Puke where there is high work availability. In such a scenario we would not be able to meet the requirements of the FDS with certainty as the provision of further greenfield sites in addition to TeTumu, Tauriko West and Omokoroa will depend upon the success of the compact city approach. The FDS would then become the first stage of a sub-regional spatial plan that would be built around the SmartGrowth framework, the settlement pattern and would not follow just an urban form approach but would consider social, environmental and cultural factors as well. In this scenario the city urban boundaries would be fixed (but include Tauriko West) in order to focus on creating an outstanding compact city.
 - The second scenario would be the **FDS as proposed**. Whilst this may, more or less, meet the government requirements in the NPS it falls far short of delivering a compact sustainable city that can reduce its emissions in order to meet the GHG targets by 2050 or earlier. And then there is the 50 years after 2050. The FDS simply delivers the message that eating up more and more land for housing is acceptable. It isn't.
4. **Transport:** Earlier forum involvement in the development of the FDS highlighted the importance of rail as a means of transport however, there is now no mention of rail at all. Government has indicated an intention to bring passenger rail to Tauranga from Auckland/Hamilton – and yet neither plan makes any mention of this, or takes it into account.
5. More consideration should be given to the better use of existing railway and the reinstatement of railway lines for transportation. The issue we need to debate is the long term environmental benefits (e.g., less pollution, reduction in emissions, less investment in fossil based roading infrastructure, better health outcomes) of investing in rail rather than the bottom line cost/benefit based analysis typically employed which is unlikely to be favourable.

6. The consequences of these Strategies extend beyond 2050 so it is imperative that the fundamental principles, drivers and formulas used are the correct ones;
 - a. **Sustainable development**, as a high level principle underpinning planning, needs to given a greater focus in the FDS and to be reflected in planning considerations for example, the values and style of development promoted. There is little reference in the FDS about how sustainable development and climate change are addressed in relation to building a sustainable city. While there is some consideration of this in the Strategy, overall there should be greater priority given to how Council will fully engage with the sustainability agenda and promote it through community engagement.
 - b. An **environmental strategy** is still being developed so there is, at this point a limited environmental overview. The lack of priority given to the environment can be seen in the FDS in the economically driven planning decisions made in relation to for example, transportation (e.g., no mention of rail). The result of this is that the FDS is less anchored in the realities of the future than it should be and risks inadequate consideration of current central government strategic and policy directives in relation to the environment and sustainability.
 - c. Need to balance the choice for people (e.g. residential property development needs) with a choice for a sustainable environment. "Choice" is a key word used for discussing housing typology. Maybe we should consider the word choice as focussing as well on environmental and sustainable considerations
 - d. A focus on "sustainably managing and planning for projected growth" should be driving planning, not "growth for economic outputs"
7. Growth areas should be connected to, and prioritised in relation to industry development, for example kiwifruit growth in the East (Te Puke/Paengaroa).
8. There is no parallel strategy for the Western Bay of Plenty which diminishes the meaningfulness of the TUS (which is itself dependent on continuous commitment of local government politicians over subsequent elections).
9. The region would benefit from greater links between rural and urban planning and a more cohesive regional approach. It is important that the strategies of the councils are linked and that the linkages are clearly visible to people who are researching a particular strategy so that the broader picture can be seen.
10. The issue of transport access to and from Te Tumu including the decision or not for a new bridge the Kaituna. Access connecting Te Tumu to the TEL would require development across high quality ecological sites and is not considered a preferred option. A decision driven by consideration for the environment would see the resources saved from not building a bridge invested in a quality, regular public transport system that meets community needs.

Specific feedback

1. The rationale for growth area prioritisation should be more clearly explained in the Strategy including the provision of supporting population and household projections. We suggest to add this numerical data as an appendix to the strategy. For example, “over the next 30 years Paengaroa is projected to increase by x%”
2. Diagram on pg. 47 “Future Growth Balance - Greenfield vs Urban Infill Scenario” needs revising as the “low level urban infill scenario” should not actually be considered as a viable option (but one extreme option). Three options should be presented so that high level infill is not viewed as extreme (see below suggested depiction of options).



3. In addition, each option should be labelled and the implications of each need to be made explicit for example, greater infill housing increases need for shared community amenities, significant attention to placemaking, etc. The first box should be removed from the diagram or relabelled as such a continuing approach would be irresponsible in the future.
4. The maps do not explain that greenfields areas already under development are included in the greenfields percentages for future development. This is not clear to the casual reader of the development maps. This needs to be explained together with the clarifying figures.
5. Greenfield development should be mandated (directed) at significantly more than 15 houses per hectare which is already achieved.

Finally, and reemphasising our introduction, all of our future is now overlaid with the necessity to respond rapidly to climate change. In our area the best way to meet zero GHG emissions targets by 2050 **is to reduce the use of private cars in particular and to focus on rail and plants lots and lots of trees.** This is certainly achievable.

We have been told by 91% of our communities that the things that they most value about our area are our natural environment, our climate and our clean air. As councils who shape the future we are stewards of outstanding resources and guardians of their use and development. We should discharge those responsibilities wisely for us and for future generations.

SUBMISSION

On: Proposed SmartGrowth Future Development Strategy (FDS) and the Proposed Tauranga Urban Strategy (TUS)

By: SmartGrowth Housing Affordability Forum

Date: 4 November 2018

1. Introduction

Thank you for the opportunity to make submission on the above Strategies. The primary interest of the Housing Affordability Forum is in the provision of affordable housing in the sub region.

As of March 2018, Tauranga is now New Zealand's most unaffordable city¹, where residents must spend 8.9 times their annual household income to purchase a house. The Housing Needs Research Report² of November 2017 identified the following key trends:

- Homeownership rates have been falling and are projected to drop to 58.1% in the Western Bay of Plenty and 54.6% in Tauranga City by 2047;
- Couple-only renter households will grow the most, increasing 112% by 2047;
- Renter occupied dwellings with people aged 65 years and older are projected to increase by 6,830 (or 222%) in Tauranga and 1,970 occupied dwellings (or 182%) in Western Bay of Plenty;
- Home prices increasing by double the rate of household incomes and rents increasing one percentage point per annum faster than incomes since 1991;
- Renter stress is increasing across the sub-region and impacting households at higher income levels;
- Nearly 90% of renters cannot affordably purchase a home priced at \$500,000 and the median home price in March 2017 was \$620,000 in Tauranga and \$550,000 in Western Bay of Plenty;
- Over 100% projected growth in couple only and one person renter households by 2047;
- An increase in households aged 65 years and older from 32% in 2017 to 43% in 2047.

¹ <https://www.stuff.co.nz/business/property/100763642/tauranga-outranks-auckland-as-nzs-most-unaffordable-city-for-housing>

² Mitchell, I. & Chris Glaudel, C., 2017. Housing Demand and Need in Tauranga and Western Bay of Plenty.

Council resolved³ that the SmartGrowth Leadership Group (SLG) confirm the sub-regional priorities for the SLG 2018 as:

- Transport matters
- **Housing as outlined in the Smart Housing Action Framework**
- National Policy Statement/Future Development Strategy Including funding and delivery mechanisms
- Advocacy on sub-regional matters on Infrastructure

As a priority, it is very concerning to that no SmartGrowth budget appears to have been allocated to housing this year despite the high priority ranking.

Therefore in summary, we have an affordable housing crisis now in the sub region and the community needs the Councils to agree and implement clear policy on how the local governments will act to support the provision of affordable housing largely by the private sector.

The affordable housing crisis is with the middle income households who do not qualify for social housing and cannot afford the more expensive traditional three bedroomed and more dwelling product.

2. What we expected to read

In general, we are most disappointed in the lack of clear strategy on housing and affordable housing in both the FDS and TUS. We expected to read more than the simple growth projections statistics about housing demand over time by people, dwellings and occupancy, age and ownership. We also expected to see the challenge of affordable housing acknowledged and more explicit strategies on how we as a sub-region will meet the projected needs in light of the key trends identified in the research.

The National Policy Statement on Urban Capacity requires explicit statements on housing. We expected to see the response to these statements reflected in the FDS and TUS (see below).

This national policy statement aims to ensure that planning decisions enable the supply of housing needed to meet demand. This will contribute to minimising artificially inflated house prices at all levels and contribute to housing affordability overall. Currently, artificially inflated house prices drive inequality, increase the fiscal burden of housing-related government subsidies, and pose a risk to the national economy...

This national policy statement requires councils to provide in their plans enough development capacity to ensure that demand can be met. This includes both the total aggregate demand for housing and business land, and also the demand for different types, sizes and locations.

(Quote from preamble)

*This national policy statement is about recognising the national significance of:
a) urban environments and the need to enable such environments to develop*

³ April 2018(?) check and Ref

and change; and b) providing sufficient development capacity to meet the needs of people and communities and future generations in urban environments.

Objective Group A – Outcomes for planning decisions

OA2: Urban environments that have sufficient opportunities for the development of housing and business land to meet demand, and which provide choices that will meet the needs of people and communities and future generations for a range of dwelling types and locations, working environments and places to locate businesses.

(Our underlining)

Policy PA3

PA3: When making planning decisions that affect the way and the rate at which development capacity is provided, decision-makers shall provide for the social, economic, cultural and environmental wellbeing of people and communities and future generations, whilst having particular regard to:

a) Providing for choices that will meet the needs of people and communities and future generations for a range of dwelling types and locations, working environments and places to locate businesses;

b) Promoting the efficient use of urban land and development infrastructure and other infrastructure; and

c) Limiting as much as possible adverse impacts on the competitive operation of land and development markets.

(Our underlining)

The meaning of the term demand is according the quote below:

Demand means:

In relation to housing, the demand for dwellings in an urban environment in the short, medium and long-term, including:

a) the total number of dwellings required to meet projected household growth and projected visitor accommodation growth;

b) demand for different types of dwellings;

c) the demand for different locations within the urban environment; and

d) the demand for different price points recognising that people will trade off (b), (c) and (d) to meet their own needs and preferences.

(Our underlining)

Evidence and monitoring to support planning decisions

We also expected to see the Strategies respond to the following underlined statements:

PB1: Local authorities shall, on at least a three-yearly basis, carry out a housing and business development capacity assessment that:

a) Estimates the demand for dwellings, including the demand for different types of dwellings, locations and price points, and the supply of development capacity to meet that demand, in the short, medium and long-terms; and

b) Estimates the demand for the different types and locations of business land and floor area for businesses, and the supply of development capacity to meet that demand, in the short, medium and long-terms; and

c) Assesses interactions between housing and business activities, and their impacts on each other.

PB6: To ensure that local authorities are well-informed about demand for housing and business development capacity, urban development activity and outcomes, local authorities shall monitor a range of indicators on a quarterly basis including:

a) Prices and rents for housing, residential land and business land by location and type; and changes in these prices and rents over time;

b) The number of resource consents and building consents granted for urban development relative to the growth in population; and

c) Indicators of housing affordability.

(Our underlining)

3. What we want to see added to the FDS and TUS

Future Development Strategy

1. Overall, we were expecting to see in the FDS how the need for affordable housing was going to be met. How is the Council going to ensure a range of dwelling types and prices and locations that fits the demographic and income bands of our future generations?
 - a. The FDS should acknowledge the challenges and, based on findings in the Housing Need and Demand Research Report 2017, outline the projected need in the lower cost price ranges, and the resultant housing typologies (household size) required. The graph on page 19 of FDS (full document) needs more detailed projections/targets related to number of lower cost ownership and rentals by house typology (that is, number of bedrooms).
 - b. We also want the immediate 1-3 year projected need (short term) be added as an additional Appendix to the FDS.
 - c. The FDS should also include the proportion, affordable homes that need to be provided within the:
 - i. Western, southern, central and coastal sub regions of Tauranga City , and
 - ii. Western and eastern rural sectors .
 - d. It is acknowledged in the FDS that there is sufficient development land capacity to meet housing requirements in the short term (pg. 46). It should also be acknowledged that while the gross housing supply may be sufficient, it is unaffordable and therefore will not meet the actual need.
 - e. The FDS should also recognise that the demand for affordable housing will not be met by social housing provided by Accessible Properties alone, and that the vast majority will be provided by the private sector with some provision by the not-for-profit sector.

- f. There is an expectation that the private sector will provide affordable housing. However to date, the market has largely provided for the middle and upper end of the price market, the three and more bedroomed/ one house per lot properties where the profits are greater. We need immediate improvement in the City and District Plan planning provisions both requiring and facilitating development by the private and not for profit sectors to provide the lower range of the market demand.
2. The FDS is explicit about what land and how much land is required by when. It should also show a greater level of granularity including housing demand within the next three years – more detailed planning that includes, the target for the affordable price band .
3. We need to see real commitment to implementing the four strands of the Housing Action Framework⁴ that the SmartGrowth partnership has adopted in April 2018. We see this as an opportunity for the Councils to demonstrate leadership in this space. Specifically, we expect Councils to:
 - a. Allocate the level of staff resourcing required to enact changes to rules governing housing provision throughout the City in particular as a matter of urgent priority. Waiting until 2024 for the review of the City Plan Residential Zone provisions to be notified is not an option that will enable immediate and urgent affordable housing development needs to be addressed. There are easy quick wins for the Residential Zone that could be implemented now, to facilitate the easier provision of affordable smaller homes within the residential zones. See below
 - b. Advocate to central government to (i) change regulations (RMA in particular) allowing Councils to in turn enable more efficient and expedient development (ii) fiscally incentivise the retention of rental properties and (iii) create tenancy regulation that generates a rental market that offers greater length of tenure for tenants. This could be achieved for example through tax benefits or making yields more attractive.
 - c. Advocate to central government to provide incentives for social landlords by lowering risk for them. This would alleviate the pressure on new builds and increase both affordability and accessibility.
 - d. Advocate to financial institutions to make changes to bank's lending regimes in favour of greater flexibility and more relaxed rules for alternative housing schemes that are in the affordable pricing band (under the \$400,000)e.g. the requirement for a specified number (or proportion) of pre-sales and to be more accepting of shared equity schemes
4. When reviewing the Infrastructure Development Code, take into account and plan for future location of levels of intensification in housing and transport modes. Be more aspirational and think outside the box – we don't want to keep doing what we have always done.
5. In relation to greenfield development and all nodal development , we suggest using the guiding principle of ensuring intensive affordable development is based around proximity to work, education and health service and amenities.

⁴ Land provision and new partnership, Policies and planning, Community Capacity and Capability projects, Coordinated Advocacy and Communications

Tauranga Urban Strategy

1. The focus in the TUS on Te Papa is too narrow and it will not assist in meeting the next 3-year need for affordable housing. We need Council to focus simultaneously on all the intensification centres (yellow circles) depicted on the map on page 34. This requires changes in planning provisions across the sub-region immediately, not in the sequential work programme that is provided on page 31 of the TUS. In order to do this, and support Council's own resolution on housing⁵, sufficient resources need to be allocated by Council now. It is noted that Tauranga City Council is relatively very under-resourced in this area compared with other cities, for example 20 planners in Hamilton vs 6 in Tauranga.

We would like to see:

- a. A few select planning changes to the Residential Zone before 2024
 - b. Explicit statements on the nature of refinements to the planning provisions, incentives and other measures that the Councils will notify within one year for the all residential areas, e.g. more refined housing density rules that relate density to size of dwelling/number of bedrooms and incentives for multi-unit development on large lots and second dwelling per lot options. Immediate changes to the current planning provisions that reduce the need for resource consents (which act as a disincentive to the development sector to provide alternative housing typologies). Permitted activity status for all forms of housing particularly the different typologies that are required for the future household demographic is essential (please refer to our submission 14/3/2018 for more detail).
2. Affordability needs to be reflected in the TUS. We suggest adding another outcome that reflects meeting the housing needs of people. For example, Outcome 1 (pages 27 to 29 full document and Table on page 14 of the Summary TUS document), could be divided into two outcomes; one focused on the needs of the environment (current outcome) and the other on people. For example, "Our housing meets the needs of our people". The measures for this could be:
 - a. The mix of housing typology
 - b. Proportion of rentals and
 - c. Affordability (of both ownership and rental).
4. The glossary needs to include definitions of short, medium and long term and a definition of "affordable" for both home ownership and rental.

⁵ ***That it be Resolved***

That the SmartGrowth Leadership Group (SLG):

Confirm the sub-regional priorities for the SmartGrowth Leadership Group 2018 as being;

- o Transport matters
- o Housing as outlined in the Smart Housing Action Framework
- o National Policy Statement/Future Development Strategy Including funding and delivery mechanisms
- o Advocacy on sub-regional matters
- o Infrastructure

2. Note the independent chair will report at the May meeting on reviewing the size, shape and role of the SmartGrowth Leadership Group.

3. That the Independent Chair report back on any implications of pausing and/or reprioritisation of the SmartGrowth strategy actions.

Christine Ralph

Acting Chairperson

Housing Affordability Forum

25th October 2018

SUBMISSION

On: Proposed SmartGrowth Future Development Strategy (FDS) and the Proposed Tauranga Urban Strategy (TUS)

By: SmartGrowth Property Developers Forum (PDF)

Date: 4 November 2018

Thank you for the opportunity to make a submission on the above Strategies. Our general feeling is that both TUS the FDS are somewhat hollow and prepared due to legislative requirements (FDS by central government) and political compromises (MoU between WBOPDC and TCC). Regardless of original motivation/requirement to undertake the works, we believe that if you are going to do it, do a proper, thorough job, rather than box ticking.

General observations

1. **Stronger leadership required:** We are disappointed to get to this stage and still be discussing the same issues as 10 years ago (e.g. land supply). We would like to see stronger leadership reflected in the documents. Currently, they appear to try to keep all options open, when we would like to see stronger, more clearly articulated positions on direction. Overall, Councils also need to be more agile in order to respond to the development backlog and to stimulate development. We would also like to see greater coordination between Councils.
2. **Consolidation of strategies:** Overall, we find the number of strategies and associated documents confusing. Although not necessarily inconsistent, we find the having a number of strategies, often with considerable overlap, weakens the strength provided by the one overarching Smartgrowth strategy.

We would like a clearer explanation of how the two strategies relate to and inform each other and also fit within the SmartGrowth framework. We are concerned that the strategies as they are, do not promote integration at a sub-regional level. We suggest the need to consolidate all the strategies to ensure greater clarity and a cohesive coordinated approach to sub-regional development. The linkages between FDS and TUS and in turn how they relate to the SmartGrowth Strategy are of key concern. Specifically, we would like to see more explicit information on how the workstreams and prioritisation of the FDS fit with the TUS.

We note that while “risk” involved with each of the growth areas is identified in the FDS it is not quantified. We would prefer to see this risk quantified in the predicted capacity figures

of the HBA rather than the current assumption that the risk factors will be overcome in the medium-term future.

All demand is not uniform: the FDS only differentiates demand based on Council boundary (i.e. Western Bay demand vs TCC demand). The NPS includes in its definition of demand different types of dwellings and different locations within the urban environment. We do not consider providing over 50% of the city's growth in one location is providing for demand in different locations as required by the NPS.

We predict a shortage of availability between currently zoned land running out and when Te Tumu and Tauriko West come online. This is not identified in the figures provided.

3. **Strong transportation strategy and plan needed.** We acknowledge that the FDS is a compliance document but are concerned at the apparent disconnect between the expectations of central government and planning at a sub-regional level. We suggest that Councils should indicate to central government that the Strategy is work in progress but that a substantial amount of work on transport is required before a final strategy can be produced. The key message should be that we cannot deliver on the FDS content without a strong transportation plan. Specifically, we suggest the FDS contains a caveat that it represents the first steps only.

It is unclear in the current strategies where the focus should be in relation to infrastructure constraints: What is the plan for Tauranga and the sub-regions for transport and infrastructure exactly? How will we link up communities along the coastal strip? This needs to be determined first then investment sought to meet the transport requirements. Investment in transport is necessary in order to achieve the intensification outcomes sought in the Strategies. We would like to see:

- a. A very coherent 50 year plan in order to obtain the investment in transport required to enable link our communities and centres and enable intensification
 - b. A transport plan and strategy based on comprehensive modelling¹, that is aspirational and contains more ambitious public transport, and key roading improvements. This should result in a clear road-map that can be taken to central government for specific investment in roading etc and that clearly shows how it relates to intensification.
4. **More widespread intensification:** The TUS focuses on centres-based intensification with the primary, and narrow focus of Te Papa. While purporting to plan to 2050 (as the title suggests), the content is actually only focussed on the first fifth of that timeframe. We would like to see:
 - a. One cohesive approach where the content in the TUS is applied across the whole region.
 - b. A range of typologies encouraged across the whole urban area (e.g. duplexes) that would successfully contribute to intensification rates (as seen in other places e.g.

¹ Including assumptions for example, related to population projections and transport needs

Hamilton). A greater spread of intensification would also reduce the chance of increasing traffic issues in Te Papa area.

- c. Greater articulation of how Council will be investing into increased urban amenity.
 - d. More discussion on affordability in relation to intensification and more direction on how we will achieve affordable houses and housing typology outcomes sought by 2050.
 - e. Greater forethought given to intensification and the engagement of communities, for example in order to bring communities on board, improvements to overall amenity and streetscapes need to be planned and communicated at the same time as property development.
5. **Changes to Council policies and rules needed:** The strategic assumption is that the market will respond to intensification in Te Papa, but this is unlikely given the current out-dated Council policies and rules that makes such development prohibitive. The risk of notification is currently the single biggest factor undermining intensification².
6. **We see the sequential approach to development in the FDS as a major flaw** and are concerned review of the regulatory framework is not being prioritised to ensure proper implementation. We would like to see:
- a. Council invest the level of resourcing sufficient to enable effective and efficient simultaneous centre development. Our suggestion is to let the market determine areas for intensification and then enable its delivery through improved and more flexible Council rules³.
 - b. Sufficient investment into changing policies and rules as a matter of urgent priority to enable timely strategy implementation (notification of Tauranga City Plan update by 2024 is too late). Out-dated rules stifle development and immediate short-term
 - c. delays will result in long-term problems.
7. **Centres identified for intensification could be prioritised on the basis of desirability** e.g., Mt Maunganui is sought after, Greerton is central, then Cherrywood etc. The market would be able to deliver along the coastal corridor if enabled by Council.
8. The **impact of an ageing population** and its implications for housing (retirement villages/units) is not sufficiently reflected throughout the FDS⁴.
9. The **TUS also is an opportunity to focus on future employment markets** and to respond to how to attract younger people to the sub-region – and the implications this has for property development and housing needs.

² Any plan change needs to rule out notification on the basis of density-effects which are impossible to quantify or mitigate.

³ For example, Investment in coastal belt: there is no account taken of the beach as an active reserve – policy needs updating

⁴ Retirement villages/units constituted 17% of total dwelling numbers over the past 12 months (twice that of townhouses, apartments and flats combined)

10. There is a considerable amount of investigation, research, analysis and community discussion required to:
 - a) Provide a clear, cohesive and integrated 50-year plan/strategy for the sub-region;
 - b) Achieve the aspirational objectives outlined in the FDS and TUS;
 - c) Translate the plan/strategy outcomes into regulatory document changes; and
 - d) Address the areas of concern raised above.
11. There is however **no mention of resourcing by the SmartGrowth Partner Councils'**; this is a significant issue as in the absence of identifying the resourcing required by each Council and in turn without the commitment of the SmartGrowth Partner Councils' there is a real risk of the Strategies floundering.

Specific feedback

1. Plan changes re natural hazards will bring about discussion about urban form and development. People want to see what changes hazard factors make to urban form. It impacts on peoples development rights.
2. In relation to the "purple areas" identified on page 28 we suggest consideration is given to the development/support of commerce and industry in these areas to provide local employment to reduce the risk of adding to the transportation issues (e.g., people living in Paengaroa and travelling to the CBD for work). We agree that:
 - a. The back of Te Puna has potential. Council needs to consider Te Puna for intensification. We acknowledge that there are some challenges associated with Te Puna but do not believe this should be enough to forgo investigating it entirely, especially considering the opportunities that will be present/ land that will be opened up with the new northern link road
 - b. Paengaora has potential and is the most obvious place, only thing missing being the infrastructure. From a greenfield development perspective it has proximity to coast, Te Puke and Rotorua. Council should consider all land along the eastern corridor (all the higher land across from Rangiora towards the Kaituna Plains & the coastal strip) which can be well connected.
3. We note the Tauriko Business Estate Extension Development "ready date" is shown as 2026 (pg. 33). However, Smartgrowth resolved in its August 2016 meeting that it would commence structure planning for the extension of the Tauriko Business Estate. The SmartGrowth Implementation Committee signed off on Tauriko and took the decision that, "Structure planning and RMA processes will be commenced for the extension of the Tauriko Business Estate in lower Belk Road that is likely to be required in the next 5 to 10 years". Business land demand requires planning for this area to be progressed sooner to ensure supply is continuous and unimpeded. We suggest this is brought forward into the 2018-2021 time-frame.
4. The sub-regional transportation model needs to be reviewed and its assumptions need to be carefully looked at particularly with regard to the provision of business/employment land, the aging population and technology.

The sub-regional transportation model is a vital component of current and future work and workstreams for and related to the FDS and TUS.

5. The ability to efficiently change the Urban Limits Lines needs to be investigated. NPS-UDC calls for a 'dynamic, adaptive and responsive planning approach'. The Smartgrowth Councils need to learn from the lessons we are learning at Tauriko West and redesign process to enable these responses to growth to be more dynamic in future
6. The importance of schools, tertiary education and the creative industries needs to be recognised.
7. The demographic projections need to be re-visited, particularly as a result of the recent record migration levels.

SUBMISSION

On: Proposed SmartGrowth Future Development Strategy (FDS) and the Proposed Tauranga Urban Strategy (TUS)

By: SmartGrowth Strategic Partners Forum

Date: 5 November 2018

1. Introduction

Thank you for the opportunity to make a submission on the above Strategies. An opportunity that is both appreciated and timely.

The Strategic Partners Forum (SPF) presents the following submission in accordance with its role to act as a knowledge pool to the SmartGrowth Leadership Group and to assist guiding decisions relating to (strategy) implementation.

2. Key submission points

1. **The time is now for courageous leadership from decision-makers:** Effective past decision-making has led to positive outcomes such as development in the CBD, and at Greerton. Now, there is a real and urgent need for leadership to be brave in making challenging decisions which, may be politically unpalatable. We would like to see stronger leadership reflected by more clearly articulated positions on direction. The consequences of not making hard decisions is that little will change, the current rate and focus of development will not enable the city to respond to current and future housing and development needs and desired outcomes will not be achieved. There is a need to ensure the well-being of the community is given consideration as this encompasses connectivity through reliable and affordable infrastructure, which in economic terms reflects a focus on compact urban development or ensuring the locations for growth are chosen to enable multi-modal connection.

Leadership requires high levels of collaboration across the sub-region, but recognising that informed decision-making rests with partner Councils and others who have fiscal and legislative responsibilities

2. **Higher priority for Eastern area urban growth:** While a number of areas for growth have been identified through previous studies, it is crucial from an economic point of view to prioritise areas that contribute directly to the local industry such as horticulture and the primary sector generally in the wBOP. The sector relies on labour that often is neither

able to afford 'kiwibuild' properties nor able to travel long distances as their work is weather dependent.

The Te Puke and Paengaroa areas tagged for "investigation for possible long-term urban growth" should be reprioritised for immediate investigation. Urban growth development should be closely aligned with current and projected economic development in the East. It would make sense to focus urban growth development in areas that have existing and developing rural land use. People need to be able to live close to the area in which they work, transport and social infrastructure, and provide opportunities for a range of residential living opportunities in addition to the larger urban areas. Focus on these areas, would also have the significant advantages of reducing transport congestion into the CBD and Mt Maunganui and reduce environmental costs.

We note that infrastructure, transport and environmental impact are all integral components of development. As such, they should be considered holistically and concurrently when planning and, prior to proceeding with any development.

3. **Transport and funding as a key focus:** Transport planning needs considered in conjunction with development and integrated better into the development planning. Analysis of transport needs should include:
 - a. The comparison between road and rail development that is cognisant not only of financial costs but also non-financial costs including environmental costs, road congestion and social costs (road deaths). The BOP Regional Council Rail Transport strategy (2006) does not seem to have been implemented however, there is an opportunity now to engage with NZTA around rail as they now have greater responsibility for rail. A clear transport plan should provide sufficient information to inform a capital programme with which to negotiate with government.
 - b. A greater focus on public transport and mechanisms to incentivise transport options through development fees and various charging and pricing options. These could include congestion and transport pricing mechanisms. It is recognised that some further roading infrastructure is required but also to recognise changing technology and government policy frameworks.
 - c. Support for current and further Ministerial engagement and advocacy by the SmartGrowth partnership and continued liaising with government to ensure the western Bay of Plenty story and needs are clearly articulated.
4. **Funding/partnership strengthening is required** (in both the TUS and FDS). Councils need to ensure appropriate funding is dedicated to effectively enact partnerships. They also need to allocate the level of staff resourcing required to review city and district planning as a matter of urgent priority. As key partners, we also would have appreciated specific information around the commitment of Tangata Whenua to land provision and access for transport.
5. **Responses to Climate Change as key guiding principles:** Principles designed to reduce emissions such as city greening, focus on alternative and public transport, reduction of cars on roads, use of reserves as a green network and eco-system throughout the city should guide development planning. We encourage the review and inclusion of international best practice in this regard to inform development planning. We encourage

the review and inclusion of international best practice in this regard to inform development by ensuring that overseas examples are assessed against local and national perspectives. If we are serious about responding to climate change, a focus on compact cities is imperative but the emphasis in the current planning seems to be on greenfield development. We would like to see compact city development as a higher priority supported by the associated updated timescales to enable its timely implementation.

In relation to intensification, we would like to see more multi-storey housing located throughout the city (not just focused on the Te Papa peninsula) balanced with access to sun for passive heating and developed concurrently with streetscape development.

Equally this also applies to the CBD by having mix of retail, offices and residential activity.

More widespread infill intensification would allow for greater retention of urban greenspaces, more trees, parks and community gardens etc.

6. **Address affordable housing and varied typology needs:** Provide active encouragement to ensure a range of dwelling types, prices and locations that fit the demographic and income bands of our future generations not only to fulfil the requirements of the National Policy Statement on Urban Capacity but as a core human right¹ people have right to safe, healthy and affordable housing. This can be addressed through the extended Special Housing Area legislation and urgent review of City and District Plans. Future planning must also include inclusionary zones in order to achieve housing typologies required.

Opportunities to support and encourage government initiatives such as Kiwibuild should be taken at every opportunity; and other mechanisms and initiatives to achieve affordable homes.

7. **Intensification vs greenfield - clearer objectives, targets and timeframes** are required in the documents. These will also assist with the identification of funding gaps, and to assist in negotiating with central government. Consideration of the impact of intensification on parking for example, displacement of CBD worker parking from the CBD to surrounding residential streets and to also connect with and have regard to the proposed Parking Strategy and vice versa.
8. **Practical implementation** – How do we effectively partner with central government to negotiate with Ministers? We need to think ahead, identify the challenges involved and how as a sub-region we are going to address them. The language and rhetoric we use needs to change and reflect that of the current government policy approach and direction. We would like to see the funding partnerships section of the FDS worded more strongly, for example, “we expect action on...”.

¹ Nations Committee on Economic, Cultural and Social Rights (CESCR) which considers countries' compliance with ICESCR.2 This general comment spells out that the right to housing includes: • security of tenure, for example legal protection from arbitrary eviction • availability of services, for example sustainable access to potable water, sanitation and emergency services • affordability, for example housing costs as a ratio of income • habitability, for example the soundness of physical structure and the absence of dampness and crowding • accessibility, for example by all ethnic, racial, national minority and other social groups • location, for example in relation to employment and schools • cultural adequacy, for example taking into account traditional housing patterns.
https://www.hrc.co.nz/files/9214/2388/0508/HRNZ_10_right_to_housing.pdf

9. **Expand Risks Section:** We would like to see the Key Risks to Delivering Sufficient Development Capacity section (FDS) expanded to include analysis of social and environmental risks.

Specific feedback

1. Pg. 53 FDS Case Study on SHAs – We would like to see an assessment of the effectiveness of SHAs with regard to the original purpose and focus on affordable housing. Be specific about the provisions that should be included in a SHA.
2. Pg. 6 FDS in relation to the comments on transport beginning, “we do not have good alignment...” suggests this document is a work in progress. We note that this applies equally to spatial planning and placemaking. Transport, spatial planning and placemaking planning needs to be better integrated and be accompanied by clear targets.
3. Pg. 11 TUS – We note the nature of growth age demographic uses “65+ years”. We suggest a more detailed age breakdown of this category into 80+ years as there are real differences between the age categories in terms of housing needs.
4. For multi-storey dwellings, the building code needs to include noise protection.

SUBMISSION

On: Proposed SmartGrowth Future Development Strategy (FDS) and the Proposed Tauranga Urban Strategy (TUS)

By: Western Bay of Plenty Transport Stakeholder Group

Date: 4 November 2018

The Western Bay of Plenty Transport Stakeholder Group consists of members of many of the twenty organizations backing the Tauranga Transport Alignment Project, plus members of the Sustainable Business Network and other business and community networks. We outline some key feedback as follows:

1. **New, Bolder Vision for Transport**

Our strategy around transport demands a bolder and stronger vision – we need to have a world-class transport system. We need to be more bold and visionary to identify what our needs are and will be. What do we really want? Not just ‘painted on’ cycleways and bustops.

We need to consider the impacts of what we do now in the next 100 years. This is imperative if we want to avoid problems seen elsewhere (e.g. Auckland). The FDS reflects the current road-dominant paradigm. Councils should:

- a. Use a different starting point and revisit the principles underlying successful transport planning, to put people first. A change in mentality/shift in thinking about priorities is required. The transport hierarchy should be adopted, prioritising walking, then scooters, cycling, e-bikes and on to other motorised modes. Single occupancy vehicles should get lowest priority, even if most people travel by that mode right now. Councils state they want mode shift – this must be backed that up with policies that will lead to such a mode shift. In the face of our current car-centric transportation in Tauranga, councillors and staff will be required to make brave decisions in response to strong opposition from sections of the community.
- b. We need to learn as much as possible from best practice, relevant international examples, and past experience. The “smart cities” initiatives worldwide can provide useful input into thinking about economic, social and environmental costs.
- c. Ensure any new development has to be fit for purpose for at least 50 years.
- d. Ensure cross organisational collaboration – NZTA, 3 Councils and key partners such as Kiwirail and the Port.

- e. Be much more aspirational around the proposed mix between greenfields and intensification. We need higher targets for intensification than the proposed 25% (total) over the next 30 years if we are to get good, sustainable, cost-effective transport outcomes. See diagram below (9. e. iii) showing the type of shift we support.

2. Holistic Planning Required

Better integration between planned growth and transport is required. This will result in the integration of transport planning and all associated documents, including the TTP and FDS. Given the amount of development at the extremities of the city, the TUS and FDS must contain workable transport solutions and this planning should be done concurrently. Councils need to also consider:

- a. Development of a regional sustainable transport strategy
- b. Development of TCC's Environment Policy should underpin all other policies and strategies, in the same way that the natural environment underpins the economy
- c. How responsive the FDS would be to various scenarios, megatrends, and macro economic events e.g. massive population growth, another GFC, rapid climate change, big changes in government policies, etc.

3. Climate Change

This is the biggest challenge of our era and it is largely ignored in the FDS. The IPCC states that the world needs to reduce CO2 emissions by 45% by 2030 and then move to "negative" emissions. Developed countries, such as NZ, will have to cut CO2 emissions in half by 2030, or more if developing countries get their way and push the 2030 target for developed countries above 50%.

About two thirds of Tauranga's CO2 emissions come from transport, so the FDS and our transport systems planning are the most critical component in any emissions reduction plan. Yet the FDS and current transport plans will lead to increased emissions from transport across the sub-region.

Even allowing for a large uptake in privately owned electric vehicles, we need to invest in a much more sustainable transport system, through increased spending on public transport and innovative rideshare, carshare, and Mobility as a Service (MaaS) platforms.

We cannot state strongly enough that this megatrend of climate change needs to lead to a complete change in the FDS priorities. Reducing greenhouse gas emissions in line with NZ government targets and IPCC's stated requirement must be explicitly included as a key outcome.

4. Aging Population

- a. There is insufficient acknowledgment, and likely a lack of understanding, of the huge implications that our changing demographics will have on our transport system, and vice versa.
- b. The fact that a huge majority of the population growth will be in the 65 + age group means that our transport system needs to change from one that is still based on the

mentality that people mainly need to travel by car to and from work on weekdays and drive to the beach or to visit friends at the weekend.

- c. Many older people will be in paid work, but there will be enormous changes in where and when people will travel. Coupled with technological innovation, this will be a potential gamechanger when it comes to the viability of a public transport network in the Western Bay.
- d. What's more, the economic impacts from the silver economy could result in unexpected economic benefits from investment in MaaS and public transport.

5. Transport Objectives

The FDS has a list of objectives for transport in the sub-region. Those seem to pay lip service to the sustainability imperative that is contained in the latest GPS, and also don't support the current or previous government's goals around climate change.

- a. Objective 1: Protect our people – this seems fine, albeit very narrow in scope and undefined. Many things that are not mentioned are also really important for protecting people e.g. resilient transport systems, shady streets in summer for active transport users, etc. There is also the question of whether the stated goals are both realistic and aspirational enough.
- b. Objective 2: Protect our environment
 - i. "Greater intensity of land use reduces the amount of land required for greenfield development and is key to reducing environmental impacts. From a transport perspective it reduces the distances people need to travel for work, education and recreation opportunities and enables high frequency public transport services." We completely agree. Which makes a plan for 75-85% of growth over the next 30 years going into greenfields a misguided goal. We need much bolder targets, to produce higher numbers of people living in good-quality intensification developments.
 - ii. "The SmartGrowth partner councils have signed the New Zealand Local Government Leader's Climate Change Declaration 2017, which includes commitments to reduce greenhouse gas emissions in the transport sector." This is a completely token gesture at present. We need to cut transport emissions in half by 2030. There is nothing in the FDS (or RLTP) to show how this can be achieved. To the contrary, the proposed plans will lead to increased emissions unless there is a huge uptake in EVs and a corresponding decommissioning of most petrol and diesel vehicles. Also of note is that climate change is an important economic issue, so it should not be compartmentalised solely as an environmental issue.
- c. Objective 3: Enable our economy
 - i. The first of the objectives in this category states "Increase GDP ahead of national average... will require significant improvements to the transport

system if this is to continue.” There are various layers to why this is not an appropriate economic objective for transport planning, as follows:

1. GDP is not a priority of this community, according to feedback on transport plans in the past year or so.
 2. Increasing GDP is not a priority of the current government’s transport funding, according to the GPS.
 3. GDP is not a good measure of economic gains, as acknowledged by many world-leading economists and economic agencies, as it is increased by both desirable and undesirable activities.
 4. Sustainability is not included in GDP calculations, and there are many relevant externalities that are not measured by GDP, especially as related to transport, including the true economic cost of carbon emissions (let alone the true social cost of those emissions).
 5. We are not being self-determined as a sub-region, as the goal is for GDP to be “ahead of national average”, yet we don’t know what that figure will be at any point in time. What’s so special about NZ’s average GDP in any particular year? What if earthquakes hit Christchurch and Wellington in the same year and GDP increased?
 6. This goal will only compound our problems. We are already told that there is no choice but to direct most of the population growth into outlying greenfield areas, with associated huge infrastructure costs (not least for transport), and the reason given is that we have to do so to respond to the pressures of high population growth above the national average. Yet a major reason given for that above-average population growth is our above-average GDP! If we want a GDP target, let’s aim lower, as our residents have clearly stated they do not want more sprawl.
 7. The concept of GDP is all a bit meaningless anyway, because any high-growth area, such as the Western Bay, will expect a large boost to GDP solely from construction activity.
 8. At the very least, GDP per capita is less bad as a measure, whereas blanket GDP growth is a blunt measure of supposed success that can mask a significant drop in GDP per capita and a drop in living standards for many in our communities.
- ii. The second objective in this category states: “Provide reliable travel times”. Again, that is no longer a key driver of government investment in the GPS. Including the measure here as a key objective seems to be a legacy of outdated transport planning. ‘Accessibility’ is the new buzzword that is a broader and much more useful measure, which better reflects the impacts on people and the related economic impacts.

- iii. The third objective states: “Be resilient to natural hazards and disruptions...”
This poses a genuine question for councils, as resilience and efficiency are often mutually exclusive goals. Resilience can also mean different things to different people. How much do we invest in a resilient transport system? The GPS hints that the only way to meet multiple objectives, including accessibility, resilience and reducing emissions, is to look for solutions that tick all the boxes. That points clearly towards better urban design, reduced car dependency, more long-distance freight by rail and shipping, better public transport, safer active transport, and innovative solutions such as carshare, rideshare platforms, and Mobility as a Service (MaaS). Unless councils wish to invest additional money into other large-scale projects, that implies cutting back on expensive new highways and large greenfield developments.
 - iv. These economic objectives ignore the megatrends that will shape our future, including climate change, aging population and technological innovations.
 - d. Objective 4: Enable our people – Fine, but again this seems very narrow and ill-defined. It could include many other important drivers of good outcomes that enable our people.
 - i. “People should be able to choose how they access their daily activities without being reliant on motor vehicles or feeling unsafe. Our communities need to be designed to enable this.” – We completely agree. We suggest that planning for 75% to 85% of the growth in greenfield areas over the next 30 years is unlikely to achieve this goal – it must be much less in greenfields.
 - ii. “There are affordable transport choices for all” – We are very supportive. For this reason, the TTAP proposes free bus fares for children on all buses across the sub-region. Coupled with improved services, this will make the transport system more accessible for people on low incomes, fixed incomes, and with disabilities.
 - iii. “Communities are engaged with transport decision making” – this is critically important and communities are demonstrably not well engaged. Even key stakeholders are being excluded from many important planning processes, let alone the general public, and most people can only input within tight constraints set by councils.

6. Community Engagement

The way in which discussion of alternative transportation is framed for the community is very important to consider and requires careful community engagement and public relations. Framing the conversation is important for changing car-dependency thinking and needs appropriate investment by Councils.

This is not a matter of ideology. People understand that councillors are elected to make decisions, and we also realise most of us don’t have access to the data required to make good evidence-based decisions. It is simply a practical matter: if we want a sustainable transport system that results in less use of private cars, we need to engage with communities and allow them to help

develop the solutions they will ultimately use. We agree with recent comments from elected members and others that SmartGrowth and councils have demonstrably failed in this regards when it comes to our transport system. That failure surely implies there must be a change in approach in future.

Councils could:

- a. Use Urban Design Panels with appropriate representation to protect any future developments, key sites etc.,
- b. Assist the community and public to engage and have input into transport discussion through easily accessible and freely available tools, such as electronic and 3D models of our future city.
- c. Work with stakeholders to shape up the engagement around key objectives.
- d. Bring in more experts with experience in this area and embark on a series of community events, similiar to “Auckland Conversations”.

We do wish to acknowledge the recent shift in approach for some council transport planning processes and by NZTA, which gives us some hope for a more strategic shift from all SmartGrowth partners in the near future.

7. Investigation into Rail

We need strong leadership to bring rail back to the people for the common good. This includes using the existing rail infrastructure more, as most of the day the tracks are not being used. We have an extensive network already and this should be investigated to determine its effectiveness for moving freight and commuters. Council should:

- a. Ensure all key rail-related stakeholders, particularly Kiwirail and the Port of Tauranga, are in the room to work out solutions and options.
- b. Consider that rail could be the most efficient way of bringing people into the city from the Eastern and Northern corridors, linking those commuters into a more comprehensive public transport service and active transport solutions.
- c. Look at development in conjunction with exisiting access to rail – e.g. Te Puke/Paengaroa and Rangiuru Business Park could include a park and ride option for commuters
- d. Openly consider all optimal environment outcomes, which means including rail. There is a lack of mention of rail in the FDS and TUS, yet the 2007 BOP Rail Strategy has been suggested as a basis for futher investigation.
- e. Ensure the updated investigation being carried out by the Regional Council:
 - i. Includes commuter, regional, and inter-regional passenger rail, as well as freight
 - ii. Includes light and heavy rail options

- iii. Links in with the recently announced plans for Hamilton-Auckland passenger rail
- iv. Clarifies the relationship between density and rail – at what point is it economically viable for (light) rail to work, when including all externalities, including environmental externalities?
- v. Factors in all environmental externalities and likely future impacts from carbon pricing etc.
- vi. Incorporates options for addressing any capacity constraints identified e.g. double-tracking

8. Transport Planning

A bold and visionary multi-modal network approach is required, utilising an array of transport solutions. More information and detail is needed to make better informed decisions around transport modes. Public Transport needs to be planned concurrently with development and needs to be specific, in the same way as housing typologies. The implications of transport systems and costs associated with transport need to be assessed as part of any development. Critical inputs into transport planning include:

- a. Scenarios utilising a wider range of population projections, including greater population projections figures eg 300,000 or 400,000 or 500,000 people by mid-century - not just 250,000
- b. Detailed transport patterns analysis (including internal movements and from periphery to centre)
- c. Consideration of cultural factors on transportation and the load on roads. Examples include taking children to and from school, as well as recreational and entertainment activities being based around large centralised events and amenities (e.g. Saturday sports at Mt Maungau and subsequent congestion around Blake Park).
- d. Prioritising the creation of a transport network that allows all school children to walk, cycle or bus to school.
- e. The needs of seasonal kiwifruit workers, many of whom will likely still need cars, but who wish to live closer to where they work.
- f. The cost to the economy and people's health and wellbeing of not reducing road traffic
- g. The needs of the rural sector, which is inherently more car dependent. These include the need for good rural roads and a focus on upgrades that better service rural industry, plus the inclusion of safe active transport pathways (for walking and cycling) on highway bridges.
- h. Forward thinking. For example, electric car recharging stations in any new developments and plans for when autonomous vehicles are widespread in a few year's time.

- i. The use of levers and incentives to increase public transport use and reduce car use.
e.g. increasing parking charges
- j. The needs of not only an aging population, but changing populations overall e.g. the new university. There are commonalities in transport needs among younger and older people that point to designing our transport system to cater for 8 and 80 year olds, as well as 18 to 58 year olds.

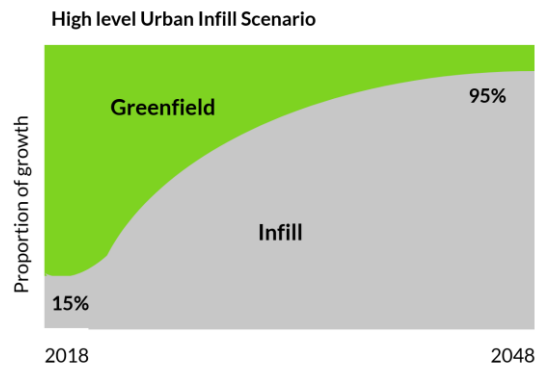
9. Intensification

Intensification is not a silver bullet and it should not be done at all costs. There needs to be good design and ultimately intensification must improve quality of life. To avoid a repeat of the past, TCC needs to ensure a better and more appropriate level of staff resourcing to enable the effective implementation of the TUS. While the TUS is appropriately centred on Te Papa, where the economics of development stack up better, it also needs to be even more aspirational when it comes to how quickly intensification projects can happen.

Council needs to look for and recognise opportunities to demonstrate success, through public-private-partnerships and other possibilities. Te Papa, as phase one, needs to be rolled out quickly, efficiently and effectively.

Councils should also consider:

- a. The impact of intensification on street parking. For example, in locations without garages on all properties, there may be a need for electric car charging stations
- b. Ring fencing suburban sprawl with a red line, like Vancouver and Montreal
- c. The TUS needs a clear framework for delivery. How will this be achieved? Through PPP? An urban development authority?
- d. Intensifying existing areas in the first instance, rather than more greenfield development.
- e. Being much more aspirational in regards to the percentage housed in existing areas as compared to new greenfield developments. We suggest there should be an additional option for the 2018-2048 period:
 - i. The status quo = 85-87% in new greenfields
 - ii. The best-case scenario in the FDS = 75% in new greenfields
 - iii. What is actually needed if we are to get the desired changes = less than 50% in new greenfields



We support the third option. It is easy to say that this is not achievable, but that is a defeatist and unaspirational view. There is no evidence to say that a 50-50 mix cannot be achieved over the 30 year period. What is more, there is evidence that a sustainable, low emissions transport system may not be possible if we don't achieve that level of shift. If councils and central government use their delegated powers, they can effectively force more development into intensification, and they can also be much more prescriptive about the quality of development (Homestar, Passive House, etc.) and specify a proportion of affordable housing in all developments.

10. Development Considerations

- a. To what extent is the “live, learn, work and play” concept realistically factored into planning? There are two interpretations used by councils at various times. One is that most people should be able to live, learn, work and play in their local communities. An example of this thinking is the statement for the Western Corridor that “The programme anticipates that 50% of transport demand from development within the corridor can be internalised through delivering local schools and commercial centres with strong transport links within the corridor for walking, cycling and public transport”. This seems unrealistic. How many residents in The Lakes actually live, learn, work and play locally? Given the publically stated transport challenges for Tauriko West, we suggest that this kind of overly optimistic and simplistic thinking needs to change. We have seen no evidence of this being realistic anywhere in the city, let alone the Western Corridor, which is seen as having the biggest transport challenges.
- b. The other interpretation is the “live, learn, work and play” concept refers to the need for accessible transport systems to allow people to live, learn, work and play within the city and sub-region. Councils have developed, or allowed the development of, centralised cultural, recreational and educational facilities requiring people to travel across the city. Hence this interpretation does seem more realistic, but it implies a big change is needed in transport investment, so a “congestion-free” public transport network forms the core of our transport system.
- c. Should we have more of a “hub to hub” transport network? Or base the transport system around the CBD? Or have a mix? Can we have it all, or is that unaffordable? Again, there are big implications, especially for public transport, and there is no sign of any evidence-based decisions around these questions in the FDS.

- d. Potentially consider decentralising industrial zones (e.g. Penrose) to reduce congestion. The attraction of business into the city (e.g. Trustpower) has resulted in traffic issues and parking displacement issues in the parking building and surrounding residential streets. Developing a CBD strategy without a commitment to a sustainable transport system seems a foolhardy idea. The new parking building is evidence of a lack of strategic thinking.
- e. Social isolation and loneliness of older people and others (who may have a fear of higher density living) is another factor to consider. There is nothing in the TUS that focuses on ensuring intensified living is appealing to older people. It needs to include a stronger focus on creating community and place making. Creating public spaces and co-design exists within some retirement villages, but it doesn't work well and people don't necessarily feel the sense of community.

11. Comments on Corridors

- I. **Northern:** The statement "additional public transport services are planned for this corridor however this will only have a minimal impact on overall mode share" seems defeatist. We don't know how many people would use a good quality, convenient PT system until it exists, and certainly have no idea if we don't even have a plan for it!
- II. **Eastern:** The draft FDS states "Investigations are also underway for the inclusion of public transport priority but this is not currently approved or funded." In the context of statements by SmartGrowth on this issue in 2017, we believe that it is important to confirm the plans before signing off the FDS. We request that BEFORE approving the FDS, partners approve in principle PT priority for Te Tumu to Arataki, CBD and the Mount, and that BOP Regional Council agrees to provide improved PT services to Papamoa and Te Tumu as developments are built.
Additionally, the Te Puke and Paengaroa areas tagged for "investigation for possible long term urban growth" could be developed immediately, especially Te Puke. These centres are located on a key rail route going through the township to Mount-CBD, and ultimately Rangiuru Business Park will be part of that network. Those locations providescope for a well-supported park-and-ride facility, including a Te Puke district passenger rail connector to Tauranga and beyond to Hamilton and Auckland. Developers at Rangiuru have this in their thinking.
Rural settlements such as Pukehina, Pongakawa, Otamarakau and Paengaroa are car reliant, so appropriate roading planning and an electric vehicle charging network at strategic sites across the eastern district are important considerations.
- III. **Central:** The Tauranga Transport Programme proposes a 9.3% mode share for public transport alone in Tauranga City by 2031 and a 14% share for active transport. This implies significantly higher mode shares than those in the Central Corridor, as it is unlikely PT and AT mode share will be as high in the more distant suburbs (e.g. Wairakei, The Lakes). in contrast to the TTP, the draft FDS states that the aim for this Corridor is "to see active and public transport mode share rise to 10% by 2031." This is a big step down from what was supported by local communities.

If this is an unintentional error, there is a need to correct the wording and to indicate that it means 10% mode share for PT and 10% mode share for AT across the city. If the wording is intentional, the TTP targets should be the minimum used in the FDS (in the context that the TTP business case will be assessed under the new GPS), and preferably even higher targets should be used for those modes, to better support the TUS in this corridor, to support the Local Government Declaration and the NZ government's greenhouse gas emissions targets for 2030, and ideally to support the IPCC's recently announced CO2 reduction targets for 2030 and beyond.

- IV. **Western:** The FDS states: "The programme anticipates that 50% of transport demand from development within the corridor can be internalised through delivering local schools and commercial centres with strong transport links within the corridor for walking, cycling and public transport." As mentioned earlier, we suggest this is unrealistic.

The FDS then states: "Public transport will also play a significant role in meeting passenger transport demands to areas outside the corridor." We support that approach.

It goes on to say: "Funding for local road improvements has been included with the Tauranga City Council Long Term Plan and 30-year Infrastructure Strategy. The level of investment required for public transport services to support urban growth has not been identified as yet and is not yet included within the BOPRC Long Term Plan."

This is completely unacceptable. If we accept the earlier conclusions that over 50% of trips (and likely much more than that percentage) will be outside the corridor, and that PT needs to play a "significant role", then it is obvious that public transport is a critical component in the Tauriko West business case. The fact that funding for roads is included in the TCC LTP and public transport provision is not included in the TCC or BOPRC LTPs is likely to be batted away as just a matter of timing. Our recent history shows this is not good enough. There are many instances of verbal commitments to provide public transport and/or active transport infrastructure, without concurrent funding commitments, with those verbal commitments being used to "sell" a project to local communities. Then those same public and/or active transport components have been pulled at the last minute, due to funding constraints. Examples range from smaller projects in existing communities (e.g. Brookfield intersection) through to large-scale developments (e.g. B2B project). As it is said, the truth about a city's aspirations isn't found in its vision statement. Rather, it's found in the budgets.

Summary:

Because the FDS is a response to the NPS-UDC, its primary purpose was to show how projected residential and business growth can be housed. However the councils have made it very clear that the FDS and related TUS now have a much broader purpose – a de facto review of some aspects of the broader SmartGrowth strategy.

This is particularly true in regards to transport. Stakeholders (including NZTA and even the Ministers of Transport) have consistently been told by elected members and staff that the FDS has been a significant constraint preventing councils from planning a more sustainable transport system. For instance, it has been repeatedly stated that Tauriko West is needed for urban capacity reasons, even though your staff

(and some councillors) have consistently commented that sustainable transport outcomes cannot be guaranteed.

You have also stated the proposed FDS is the main driver of sub-regional transport planning, especially in the Northern, Eastern and Western corridors. Our concern is that the default option for all three of those corridors is, still, travel by fossil fuel powered motor vehicles. This goes against the vast majority of the feedback you received on the only strategic transport plan undertaken by councils in the past couple of years, the Tauranga Transport Programme.

The TTP was focused on a certain geographical area, but the engagement around that plan asked for feedback on the best approach to transport in the city. And that has implications for the wider subregion. The public made it clear they want a transport strategy that moves us away from our car-centric plans.

A strategy is (Oxford dictionary) “a plan of action designed to achieve a long-term or overall aim”. This Future Development Strategy and Tauranga Urban Strategy lay out some broad aims, such as intensification in Te Papa, but don’t tell us how you plan to achieve those goals. Will you offer developers trade-offs in return for more intensification, especially in Te Papa? Will there be an Urban Development Authority? Will you rely on stricter rules in the City Plan and other plans?

In regards to transport, will you fund the public transport system required to service the 30,000 to 35,000 extra households in greenfield areas over the next 30 years, on top of improving public transport to existing households in Tauranga City and the wider subregion? And if so, how do you plan to fund it? Also, what is the plan if SH2 capacity between Tauranga and Omokoroa is not resolved in the next few years? Will you consider rail and other potential rapid transit solutions on both the Northern and Eastern corridors with an open mind, factoring in all environmental and social externalities?

If the FDS is to be meaningful, it needs clearer and stronger financial commitments to support a vastly improved public transport network, and more sustainable transport systems on all corridors. We cannot end up with a situation whereby the greenfields keep expanding and a sustainable transport system is not developed.

The greenfield developments in Te Tumu, Tauriko West and elsewhere should not be signed off until funding is approved (at least in principle) for a more accessible and sustainable transport system, resulting in decreased carbon emissions across the sub-region, with a goal to reduce carbon emissions by 50% by 2030. Remember the lessons from Omokoroa: get upfront commitments from all parties for a smarter transport system, before developing more car-centric urban sprawl.

Finally, remember that an expanding city is precisely what 90% of people don’t want (p.28 TUS). The vision for Te Papa is laudable, but the TUS should also promote higher-density intensification in other key Tauranga City hubs, to turn the dial quicker between greenfields and intensification. You state your plan will result in at least 75% of new dwellings going into greenfields, and describe it as “fairly conservative”.

We do not need another conservative vision – we need a bold action plan, with strong leadership from councils. People need to see some real options, not just a choice between two or three options just tweaking the status quo.

We propose a plan resulting in well over 50% of all new dwellings over the next 30 years to be located in existing developments (some of our stakeholders want close to 100%, others would accept closer to 50%). Coupled with a truly sustainable transport system, this could result in the type of city that we all want, with more affordable good-quality housing choices, a safer and more accessible transport system, better environmental outcomes, and a prosperous economy.



Transportation SmartGrowth Leadership Group

September 2018
Transport Stocktake and Gap Analysis



Sub-Regional Settlement & Transport Story

- Outlines our Growth Story and the pressures on the transport system
- 248,000 people in the next 30 years, 43,000 new homes required and 37,800 new jobs
- Traffic congestion is affecting liveability, the economy and the environment
- Growing realisation that we can't afford nor do we have the road space to solely build our way out of the current predicament (however acknowledge increased road capacity will be part of the solution).
- We need to plan in an integrated manner and we need to achieve a good level of modal shift

Transport Challenges

- High car dependence and lack of travel choice
- Congestion at peak times on key parts of corridor, and Hewletts Road congested at other times of the day
- Lack of effective public transport system
- Lack of connected safe cycleways
- Seasonal transport demands
- Funding and affordability
- Our historical urban form and topography
- Mixed sub-regional development pattern
- Maintaining efficient access to and from the Port





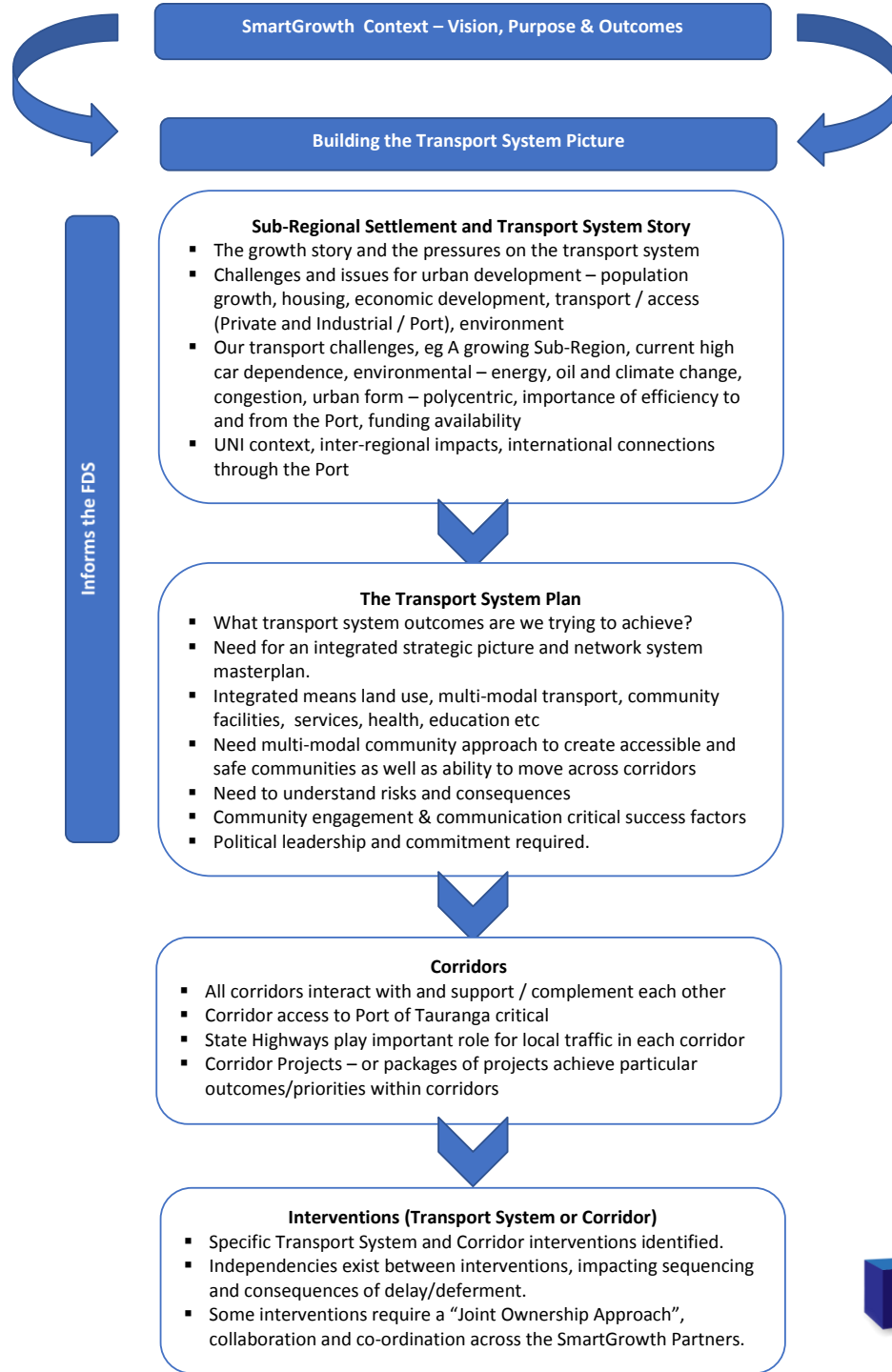
Aspirations

- Timely transport Interventions that supports our settlement pattern by providing access and choice
- A well connected sub-region – vastly improved & connected PT, walking and cycling
- Facilitating and enabling a more compact urban form to support multi modal transport
- Consideration of all transport modes and transport corridors as ONE integrated network
- Prioritising freight efficiency
- A transport system that responds to urban and rural needs
- A Level of Service that meets community access & safety needs
- Flexible and adaptable
- Innovative funding solutions



Transport System – What Is It?

- An efficient transport system enables the movement of people, goods and vehicles in a safe and timely manner.
- Includes:
 - Transport Corridors; interconnected networks which provide:
 - Access for people and freight
 - A well connected and effective / attractive Public Transport
 - Safe and direct Walking and cycling
 - Rail capacity for freight
 - Attractive, frequent, reliable and convenient bus service
 - Information (eg bus timetables, info enabling route planning)
 - Technology (eg TTOC tools, traffic apps, ride share apps)
 - User behavior
 - Data-driven approaches for improved transport system planning and operation (including land use & traffic modelling)
 - Parking supply
 - Pricing (network pricing, parking fees, PT fees)



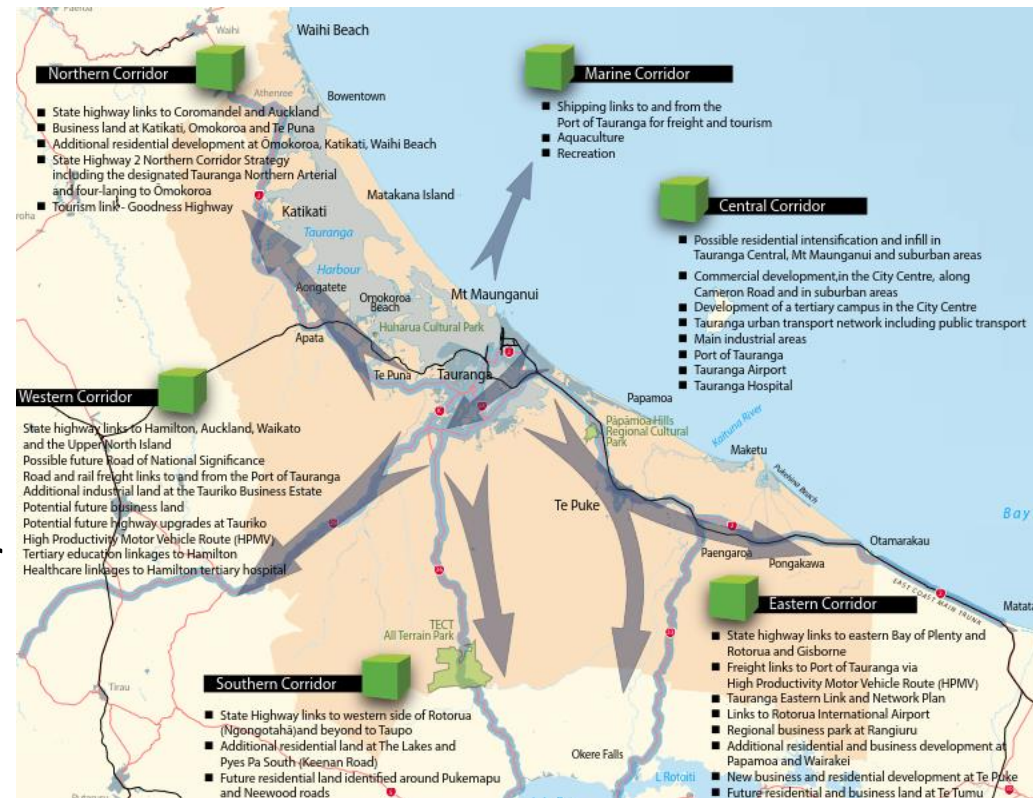
Stocktake & Gap Analysis

- Identification of gaps – solutions still to be developed

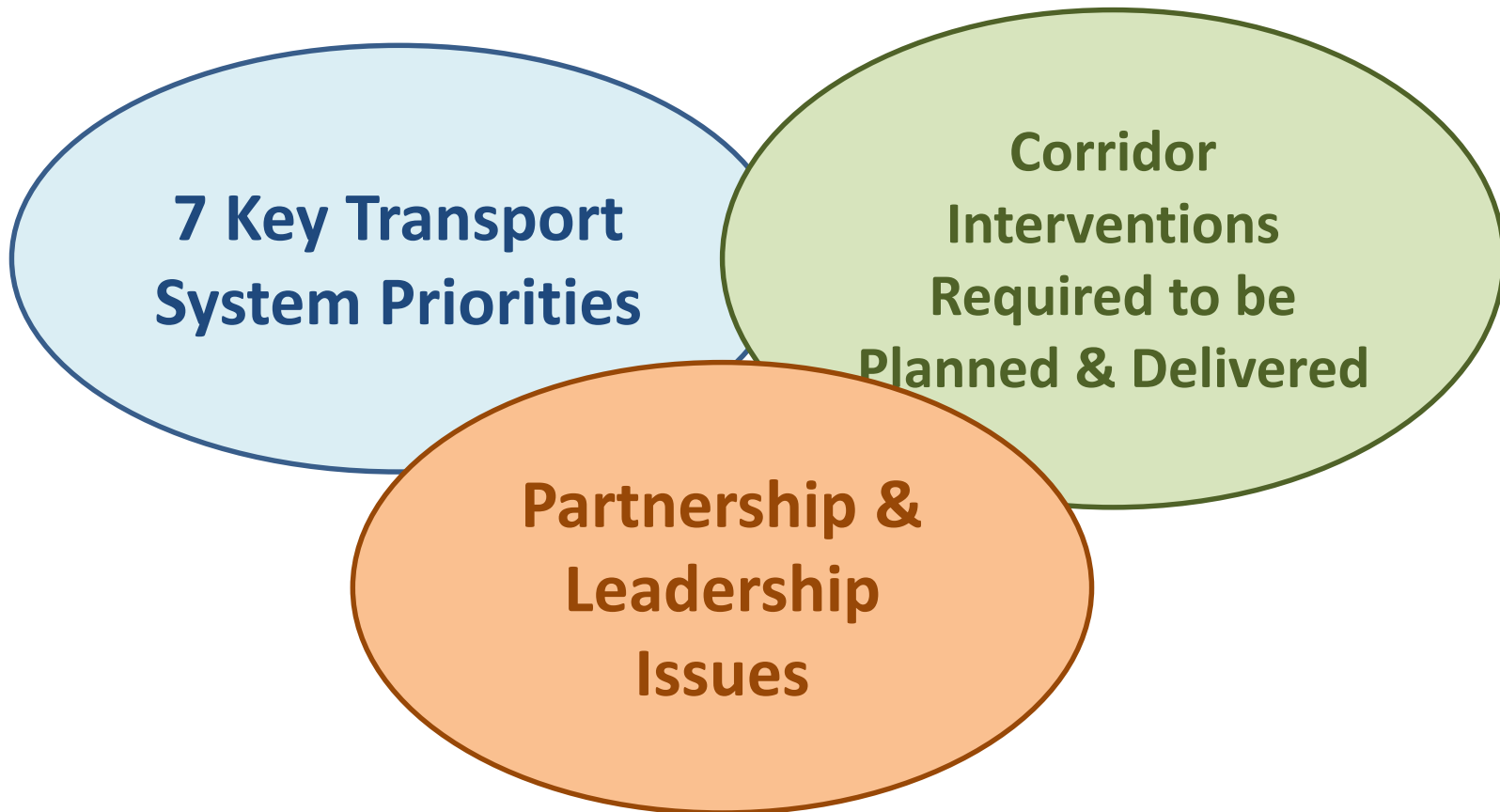
- Transport System

- Transport Corridors

- Tauranga Northern Corridor
- Central Urban Corridor
- Eastern Corridor
- Western / Southern Corridor



Stocktake & Gap Analysis Outcomes



Transport System – Stocktake Outcomes



7 Priority Issues Identified:

- Lack of Integrated Strategic Picture
- Lack of Network System Masterplan
- Risk Assessment & Consequence Identification Required
- Communication & Engagement particularly around connected communities
- Monitoring & Review Arrangements
- Option Development (Business Cases)
- Funding Option Assessment and Agreed Funding Plan

Aligned Integrated Strategic Picture

(Sub-Regional Transport System)



TRANSPORT - MEDIUM/LONG TERM - WBOPDC AREA

