

In Confidence

Office of the Minister for Urban Development

Chair, Cabinet Economic Development Committee

Urban Growth Partnerships, Joint Spatial Plans and Urban Growth Programmes

Proposal

1. This paper updates Cabinet on the progress made on the Urban Growth Partnerships (formed under the Government's Urban Growth Agenda) and seeks endorsement of:
 - 1.1 the Crown formally joining the existing Smart Growth partnership for the Tauranga-Western Bay of Plenty sub-region; and
 - 1.2 strategic priorities for joint spatial plans for the Hamilton-Waikato and Tauranga-Western Bay of Plenty metropolitan areas and the Queenstown Lakes area.

Executive Summary

2. Until recently, there has been a lack of co-ordination between central and local government regarding the future growth of New Zealand's high growth urban centres, and the infrastructure investment required to support this. This has resulted in a range of complex issues that affect housing and urban development in New Zealand.
3. To respond to this, urban growth partnerships are being progressed as part of the Government's Urban Growth Agenda (UGA). The partnerships provide a forum for central government, local government and mana whenua to align decision making processes and collaborate on the strategic direction for New Zealand's high growth urban areas.
4. The partnerships create opportunities for greater alignment, integration and coordination between central and local government and mana whenua around housing, land use and infrastructure planning. They bring existing but disparate processes and agencies together to prepare long-term and integrated land use and infrastructure plans that improve housing supply and create thriving, sustainable communities and cities. Insights from the partnerships have recently proven valuable in assisting the Industry Reference Group's advice to the Government on 'shovel ready' investment opportunities and the formulation of the New Zealand Upgrade Programme.
5. Formal partnerships are in place in Auckland and for the Hamilton-Auckland Corridor, including the Hamilton-Waikato metropolitan area. This paper seeks agreement for the Crown to formally join the Smart Growth partnership in the Western Bay of Plenty.

Urban growth partnerships prepare spatial plans

6. The urban growth partnerships prepare a long-term framework for the development of an area, identifying how and where growth will be accommodated, and the enabling

infrastructure needed referred to as joint spatial plans and undertake a shared work programme of initiatives that support the delivery of the relevant spatial plan.

7. Substantial progress on joint spatial plans has been made over the past 12 months, and drafts for public consultation are nearing completion for the Hamilton-Waikato metropolitan area, Tauranga-Western Bay of Plenty metropolitan area and the Queenstown Lakes area. The main features of these plans are summarised in table 1 below:

Table 1: Summary of the main features of the draft spatial plans

Hamilton – Waikato metropolitan area	<ul style="list-style-type: none"> • Locating all future development at scale around a proposed new network of high-frequency public transport corridors that will tie the city and surrounding towns together. • Complementing the new public transport corridors will be the already well-developed rail and roading networks, new walking and cycling networks, supportive land use planning and a new economic development corridor linking key business areas from Ngāruawāhia through Horotiu, Te Rapa, Central City to Ruakura.
Tauranga-Western Bay of Plenty metropolitan area	<ul style="list-style-type: none"> • Changing the urban growth model to focus future development on key inner-city areas such as the Te Papa Peninsula (including the Central City) and linking the inner city along new public transport corridors with outlying growth areas. • Complementing the new public transport corridors is an efficient rail and road freight network, new walking and cycling networks, supportive land use planning and a new focus on growing successful centres and business areas.
Queenstown Lakes area	<ul style="list-style-type: none"> • Consolidating future growth in and around the existing urban area of Queenstown and Wānaka and settlements to protect areas of high landscape and environmental value. • Increasing density around improved and expanded public transport networks to improve housing and transport choices.

8. I seek Cabinet’s endorsement of the strategic priorities reflected in the draft joint spatial plans that give effect to the UGA objectives and which support “well-functioning urban environments” as defined by the National Policy Statement on Urban Development 2020.

Background

9. Urban growth partnerships between central government, local government and mana whenua are being progressed in Auckland, Waikato, Western Bay of Plenty, Wellington and Queenstown as part of the Government’s Urban Growth Agenda (UGA).

10. Urban growth partnerships aim to establish an enduring forum (and governance structure) for central government, local government and mana whenua to collaborate on the strategic direction for New Zealand's high growth urban areas. The partnerships have an on-going and broader urban development focus than *City Deal* agreements proposed by some local government organisations, which seek greater local autonomy over financial and planning matters.

11. The urban growth partnerships programme comprises three core components: an enduring **urban growth partnership**/governance structure; **joint spatial plans** outlining how and where areas will grow over 30+ years; and **joint work programmes** comprising key transformational initiatives.

12. There has been a lack of co-ordination between central and local government regarding the future growth of New Zealand's high growth urban centres, and the infrastructure investment required to support this. This has resulted in a range of complex issues that affect housing and urban development in New Zealand. These include:

- 12.1. severe housing unaffordability, falling home ownership, increased homelessness;
- 12.2. ballooning household debt and increasing intergenerational inequality;
- 12.3. poor transport planning causing low levels of mobility in turn undermining labour market productivity, and firms' access to customers and suppliers;
- 12.4. lack of clarity on future land for housing and what needs protecting, and regulatory barriers;
- 12.5. gaps in appropriately located transport and community facilities and amenities; and
- 12.6. lack of funding for relevant infrastructure.

13. To help address the above challenges, the UGA is focusing on addressing the fundamentals of land supply, development capacity and infrastructure provision by:

- 13.1. Putting in place new ways to fund and finance the infrastructure for urban growth;
- 13.2. Re-orienting planning away from urban containment approaches and towards making room for growth, both up and out;
- 13.3. Striving for competitive urban land markets that will bring down the price of urban land, and ensure land and development markets are more responsive to demand; and

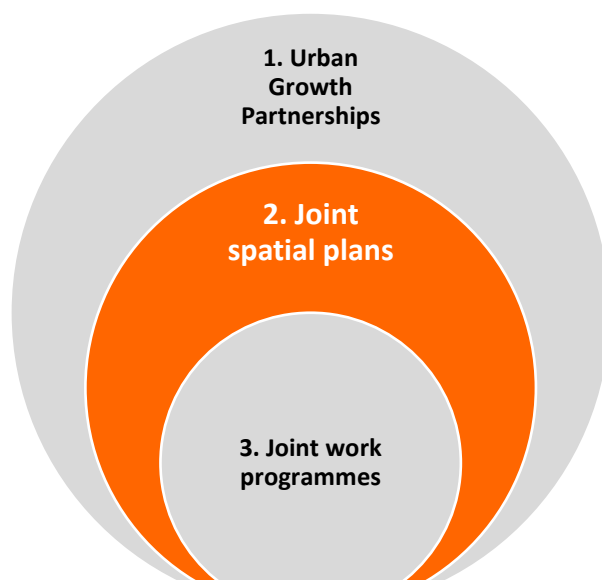


Figure 1: Components of Urban Growth Partnerships

- 13.4. Engaging councils in 30-year regional growth management partnerships in collaboration with their neighbouring Councils, central government, and mana whenua.

Joint spatial plans are an important output of urban growth partnerships

14. Joint spatial plans are about coordination and integration of housing and infrastructure. They are evidence-based and agree a 30-year plus vision and direction for an area. Joint spatial plans integrate land use with infrastructure by:
 - 14.1. Providing a joined-up view of the key issues facing an urban area and the priorities that need to be advanced to address these;
 - 14.2. Identifying areas of significant urban growth and change and the infrastructure that will be needed; and
 - 14.3. Integrating policy and investment decisions across local, regional and central government and across different legislative functions (Resource Management Act, Land Transport Management Act, Local Government Act).
15. Spatial plans present information visually, and set out:
 - 15.1. areas to protect and enhance, such as locations with high natural values and culturally important sites;
 - 15.2. areas subject to constraints to urban development, such as locations at high risk from natural hazards, including climate change;
 - 15.3. the existing and future structure of urban areas, such as where people may live, work and how they get around;
 - 15.4. existing and future infrastructure needs and services;
 - 15.5. priority areas for investment and action; and
 - 15.6. other strategically significant priorities.
16. The plans are developed using collaborative and participative processes to achieve alignment between the broad range of stakeholders with an interest in urban development. This includes key government agencies (such as Ministry of Housing and Urban Development, Kāinga Ora, Waka Kotahi New Zealand Transport Agency, Ministry of Education, Ministry of Business Innovation and Employment), councils, mana whenua and infrastructure providers (three waters, transport, energy, health) alongside engagement with local communities and the development sector.
17. The goal is to develop a common evidence base and understanding between all parts of government, iwi and stakeholders of the challenges and opportunities of growth. This will provide greater certainty and alignment for investment decisions in urban areas, where coordination across government and with other stakeholders is essential to achieving better urban development outcomes.
18. The joint spatial plans inform and help prioritise relevant initiatives of each urban growth partnership.

Resource Management Review Panel recommends regional spatial planning

19. The Resource Management Review Panel (the Panel) has recommended new legislation (“Strategic Planning Act”) to mandate regional spatial strategies. These would set out long-term (30 years plus) objectives for urban growth and land use change, respond to climate change and identify areas inappropriate to develop for reasons such as their natural values or their importance to Māori.
20. The regional spatial strategies proposed by the Panel are based on the joint-spatial plans being progressed under the UGA, although a larger geographic scope is proposed (entire regions) rather than urban or metropolitan areas. The joint-spatial plans under the UGA provide a valuable foundation on which regional spatial strategies can be advanced and are improving spatial planning capability across government agencies and councils that would assist in successfully implementing the Panel’s recommendations.

Progress on developing joint spatial plans

21. The goal is to develop spatial plans through collaborative and participative processes that establish a joint evidence base and understanding between the partners of the challenges and opportunities of growth. This provides greater certainty for investment decisions in urban areas, where coordination is often needed across different organisations to order achieve successful outcomes.
22. Substantial progress has been made on joint spatial plans for the Hamilton-Waikato metropolitan area, Tauranga-Western Bay of Plenty metropolitan area, and Queenstown Lakes area, with drafts now nearing completion for public consultation in late 2020 or early 2021¹.
23. Work on a Wellington-Horowhenua joint spatial plan is progressing and will be reported to Ministers later in 2020.
24. The key elements of the draft plans are summarised in table 2 below:

¹ Public consultation is a requirement because the spatial plans will also be developed to conform to the National Policy Statement on Urban Development 2020 (NPS-UD 2020), which requires some local authorities to prepare a Future Development Strategy. The NPS-UD 2020 is another successful output of the UGA and provides important national direction that spatial plans need to reflect.

Table 2: Key elements of draft joint spatial plans

	Hamilton-Waikato metropolitan spatial plan	Tauranga-Western Bay metropolitan spatial plan	Queenstown Lakes spatial plan
Key drivers	Access to jobs and amenities Environmental outcomes Housing affordability	Housing affordability Access to jobs and amenities Resilience	Environmental outcomes Improved accessibility Housing affordability Tourism pressures
Population-size scenario	500,000	400,000	76,0000 (+40,000 visitors)
Key urban growth constraints or hazards	Peat soils Highly productive soils Flooding	Flooding and erosion Slope instability Rural production	Outstanding landscapes and natural features
Critical 'leading' transport initiatives	New rapid and frequent public transport network	New frequent public transport network	New frequent public transport network
Future larger scale growth areas	17 areas, 12 focussed in and around existing towns and centres and 5 'new' urban areas	9 areas, 5 focussed in and around existing towns and centres and 4 'new' urban areas	7 areas, 3 focussed in and around existing centres, and 4 'new' urban areas
Priority development areas	Ngāruawāhia - Hopuhopu-Taupiri Hamilton Central-Ruakura Cambridge West-Hautapu Hamilton Airport	Omokoroa-Northern corridor Tauranga Central-Te Papa Peninsular Tauriko West-Keenan Road Te Tumu-Te Puke-Rangiuru	Town centre to Frankton Corridor Five Mile Urban Corridor Ladies Mile Southern Transit Corridor Hāwea Wānaka Town Centre – Three Parks Corridor
Other significant and critical enabling infrastructure	Enhanced blue-green network Two new wastewater plants Urban arterials	Tauranga Northern Link Freight rail and road network enhancements	Public transport networks for Upper Clutha Three waters infrastructure

Endorsement of the draft joint spatial plans ahead of public consultation

25. Central to the draft spatial plans are common strategic priorities which give effect to the Government's UGA objectives. I seek the Government's endorsement of these strategic priorities, as conditions for Government support as the draft joint spatial plans progress through public consultation and are finalised:
- 25.1. Identifying areas to be protected from urban development and spatial constraints on development (including hazards) and seeking to avoid or moderate any future urban development in relation to these;
 - 25.2. Ensuring the impacts of climate change are considered and mitigated where possible
 - 25.3. Identifying strategic infrastructure corridors or sites that may be required over the long term;
 - 25.4. Locating all future development at scale around a new or strengthened rapid and/or frequent public transport network;
 - 25.5. Setting out a range of appropriate future growth opportunities through both urban intensification and expansion that are well-connected by public transport and active modes appropriate for the scale and location of development;
 - 25.6. Supporting "well-functioning urban environments²" as defined by the National Policy Statement on Urban Development 2020 (NPS-UD 2020); and
 - 25.7. Providing sufficient capacity over the next 30 years to meet expected demand as defined in the NPS-UD 2020.
26. To provide for any changes needed as the draft plans are completed, and that may arise in response to public consultation, I propose the plans can be finalised by the respective urban growth partnership governance forums if the changes are consistent with the strategic priorities. If changes are proposed that are inconsistent with these, then the plan should again be submitted to Cabinet or delegated Ministers for consideration.

Western Bay of Plenty: Crown invited to join Smart Growth

27. The Western Bay of Plenty requires a fundamentally different approach to managing urban growth. The combination of multiple land use constraints and an over-reliance

² Well-functioning urban environments are urban environments that, as a minimum:

(a) have or enable a variety of homes that:

(i) meet the needs, in terms of type, price, and location, of different households; and

(ii) enable Māori to express their cultural traditions and norms; and

(b) have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and

(c) have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; and

(d) support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; and

(e) support reductions in greenhouse gas emissions; and

(f) are resilient to the likely current and future effects of climate change.

on private mobility means that the current growth model is increasingly unaffordable, unproductive and environmentally unsustainable.

28. This new spatial plan for the area in and around Tauranga therefore has several core concepts:
 - 28.1. Significantly increasing intensifying selected existing urban areas and the planned new growth areas around Omokoroa, Tauriko and Te Tumu-Te Puke;
 - 28.2. Four new high-frequency and dedicated public transport corridors that link all key centres for work, learning and play and future growth areas;
 - 28.3. Supporting these public transport corridors are new dedicated walking and cycling networks and freight priority routes that support access to the Port of Tauranga and enable movement of goods around the harbour; and
 - 28.4. Directing future growth away from wāhi toitū (key environmental, climate resilience, economic and cultural assets) and areas with higher levels of hazards.
29. Delivering the plan will enable the sub-region to achieve improved housing, movement for people and goods, environmental, and economic prosperity outcomes.
30. Building on the success of the Auckland and Hamilton-Auckland partnerships, I seek cabinet agreement for the Crown to join the existing Smart Growth partnership for Tauranga-Western Bay of Plenty region.
31. Smart Growth Western Bay of Plenty is a 14-year old land use and transport planning partnership between iwi and councils in the Western Bay of Plenty. It has formally invited the Crown to join, and this is an ideal stage for such formal participation given the work on a joint spatial plan that is well aligned to the Government's objectives. The key benefits of the Crown joining the partnership as a formal member include:
 - 31.1. Ensuring there is ongoing alignment, integration and coordination around spatial, land use and transport planning and project delivery in a fast-growing and complex urban area;
 - 31.2. In particular, ensuring the economic, social, housing and environmental benefits of substantial past and ongoing Crown investment in the area are fully realised through appropriate growth management; and
 - 31.3. Supporting the growth management objectives and development aspirations of mana whenua in the area.
32. As is the case in Auckland and for the Hamilton-Auckland Corridor, the Crown will be represented in Smart Growth Western Bay of Plenty by a Minister and relevant officials, and the cost of Crown membership will be limited to a small annual administrative contribution. Membership does not commit the Crown to any specific initiatives or commitments; these must be agreed explicitly and through standard processes.
33. I seek cabinet endorsement to invite the Minister for Urban Development and the Minister of Local Government to represent central government on Smart Growth Partnership by approving an updated Terms of Reference (Appendix A).

Hamilton-Waikato: developing an integrated metropolitan spatial plan

34. This is the first joint spatial plan for the area around Hamilton, including Huntly, Te Awamutu, Cambridge and Morrinsville. Its primary intent is to locate all future growth at scale along a new strategic public transport network that will connect all the key neighbourhoods, centres and towns. These rapid and frequent public transport corridors will become the higher-density 'spines' of this rapidly-emerging metropolitan area.
35. This public transport-focussed growth plan has several other key features, including:
 - 35.1. Directing all future growth away from wāhi toitū (key environmental, economic and cultural assets) and hazards;
 - 35.2. Extensive river, greenway, walking and cycling networks that weave the entire metropolitan area together;
 - 35.3. New Zealand's most comprehensive metropolitan road and rail freight network with its already well-developed inner, middle and outer ring routes that link to and complement critical inter-regional rail and road connections; and
 - 35.4. More agile and responsive land use planning approaches that promote high-quality urban design at scale in the most accessible locations, including transforming Hamilton CBD into a thriving central city.
36. This very different approach to urban growth will result in more competitive urban land markets, increased housing choices, reduced greenhouse emissions from transport, and improved access to jobs and amenities.

Auckland and the Hamilton to Auckland Corridor: progress on the agreed work programme

37. The Auckland Region and Hamilton-Auckland Corridor joint work programmes were agreed by Cabinet in May 2019 (DEV-19-MIN-0112) and support the established spatial plans for these areas.
38. The Auckland Partnership³ gives formal expression to the collaborative approach the Government and Auckland Council wish to pursue in managing the significant housing and urban development challenges and opportunities arising from Auckland's growth. The Hamilton-Auckland Corridor partnership is being administered by the successful 10-year old *Future Proof* land use and transport planning partnership of iwi, councils around Hamilton.
39. The Auckland programme has resulted in a more effective working relationship with Auckland Council, a greater level of information sharing, and a higher level of awareness on both sides of the need to build mutual engagement into policy and project development processes.
40. Key progress highlights to date include delivery of the City Rail Link (CRL) Development Opportunities programme, development of the Drury Preferred Transport Network Investment Programme (including a significant funding allocation

³ Auckland Partnership was agreed by Cabinet as part of the UGA in early 2018 (see 'Urban Growth Agenda: Proposed approach' (CAB-18-MIN-0244)) and later endorsed by Cabinet in 2019 (see DEV-19-MIN-0112).

from the New Zealand Upgrade Programme), collaboration on the identification of infrastructure costs and funding options for the Auckland Housing Programme (including Mt Roskill, and Mangere), and completion of the joint programme business case for the regeneration of Manukau.

41. Given the Auckland programme is now a year old, it has now been updated for the next 12 months. Officials do not recommend substantive change to workstreams and projects identified in the programme, and a focus is maintained on the priority urban development areas (with a view to leveraging any economic stimulus as a result of the Covid-19 Response and Recovery Fund). The main benefit of the update is to focus on existing tangible issues that will make the biggest difference for Auckland.
42. The joint work programme for the Hamilton-Auckland Corridor does not currently need updating.

Queenstown Lakes: spatial plan due late 2020

43. The first-ever joint spatial plan for the Queenstown Lakes will improve community wellbeing, protect the environment and create a world-class sustainable visitor experience. The spatial plan will mean most future growth occurs in and around the existing urban area, close to new and expanded public transport networks. Areas of high landscape and environmental value that attract visitors and residents to the Queenstown Lakes are protected for future generations.
44. The new spatial plan focuses on the Wakatipu and Upper Clutha areas and has several key elements:
 - 44.1. Growth is consolidated within the existing urban area and avoids areas of Outstanding Natural Landscape and Outstanding Natural Features;
 - 44.2. Avoiding urban development across the character areas of the Wakatipu Basin, Gibbston Valley and Hāwea Flat;
 - 44.3. A focus on intensification through increasing density in the Queenstown Town Centre, Wānaka Town Centre and Frankton and along frequent public transport corridors;
 - 44.4. Establishing a new frequent public transport network in Wakatipu that connects mixed use centres, providing access to jobs, schools and major community facilities (events centre, hospital);
 - 44.5. In the long-term, establishing public transport networks in Wānaka / Upper Clutha and that connect Queenstown-Wanaka and Cromwell; and
 - 44.6. Supporting growth in other settlements if they are connected by public transport and can support local services and community facilities.
45. The Queenstown Lakes is expected to be among the hardest-hit areas of New Zealand from the economic impacts of COVID-19. While the impacts are uncertain, the underlying drivers of demand to live or visit the Queenstown Lakes remain and growth is likely to return in the future. The long-term vision and the direction of the spatial plan will help to guide both short-term decisions about recovery and prioritisation of investments that will support a more managed and sustainable approach to growth when demand returns in the future.

Wellington: initial progress

46. Officials are engaging with partners on the Wellington Regional Growth Framework which is a joint spatial plan for the Wellington-Horowhenua area. Progress has been made on the initial stages of the spatial plan, including the constraints analysis and assessment of growth options. The draft plan will be reported later in 2020 once it is further advanced.

Consultation

47. The urban growth partnerships, joint spatial plans and joint work programmes have been developed by officials from across local and central government, who with local iwi, are represented on various levels of governance and working groups.
48. Central government agencies consulted on this paper include the Ministry of Housing and Urban Development, Ministry of Transport, Waka Kotahi New Zealand Transport Agency, Ministry for the Environment, the Department of Internal Affairs, Kāinga Ora, the Treasury, Department of the Prime Minister and Cabinet, Ministry of Education, Ministry of Business, Innovation and Employment, Te Puni Kōkiri and Kiwi Rail.

Human rights

49. There are no inconsistencies between this proposal and the Human Rights Act 1993.

Proactive Release

50. We intend to proactively release this paper within 30 business days of final decisions being taken by Cabinet.

Recommendations

The Minister for Urban Development recommend that the Committee:

1. **Note** historically there has been a lack of co-ordination between central and local government regarding the future growth of New Zealand's high growth urban centres, and the infrastructure investment required to support this;
2. **Note** urban growth partnerships are being progressed as part of the Government's Urban Growth Agenda (UGA). The partnerships provide a forum for central government, local government and mana whenua to align and integrate housing, land use and infrastructure planning decision making processes and collaborate on the strategic direction for New Zealand's high growth urban areas;
3. **Note** that the Urban Growth Partnerships programme comprises of three core components: an enduring urban growth partnership/governance structure; joint spatial plans outlining how and where the area will grow over 30+ years; and joint work programmes comprising key transformational initiatives;
4. **Note** the progress made on developing draft joint spatial plans for the Hamilton-Waikato metropolitan area, Tauranga-Western Bay of Plenty metropolitan area and Queenstown Lakes area, with drafts now nearing completion for public consultation in late 2020 or early 2021;
5. **Note** work on a Wellington-Horowhenua joint spatial plan is progressing and will be reported to Ministers later in 2020;

6. **Note** the Resource Management Review Panel has recommended regional spatial strategies be prepared, which are based on the joint-spatial plans under the UGA;
7. **Agree** to the Crown joining the existing Smart Growth partnership for Tauranga-Western Bay of Plenty; and invite the Minister for Urban Development and the Minister of Local Government to represent central government on the expanded Smart Growth partnership;
8. **Agree** to the Smart Growth Partnership Agreement and Terms of Reference outlined in Appendix A;
9. **Agree** the joint spatial plans and associated joint urban growth work programmes for Hamilton-Waikato, Tauranga-Western Bay of Plenty and Queenstown Lakes can be finalised by the respective urban growth partnership governance forums after public consultation if the plans remain consistent with the following strategic priorities:
 - 9.1 Identifying areas to be protected from urban development and spatial constraints on development (including hazards) and seeking to avoid or moderate any future urban development in relation to these;
 - 9.2 Ensuring the impacts of climate change are considered and mitigated where possible;
 - 9.3 Identifying strategic infrastructure corridors or sites that may be required over the long term;
 - 9.4 Locating all future development at scale around a new or strengthened rapid and/or frequent public transport network;
 - 9.5 Setting out a range of appropriate future growth opportunities through both urban intensification and expansion that are well-connected by public transport and active modes appropriate for the scale and location of development;
 - 9.6 Supporting “well-functioning urban environments” as defined by the National Policy Statement on Urban Development 2020;
 - 9.7 Providing sufficient capacity over the next 30 years to meet expected demand as defined in the National Policy Statement on Urban Development 2020.
10. **Agree** that if changes are proposed during public consultation to the joint spatial plans and associated joint urban growth work programmes that are inconsistent with the strategic priorities, then the plan will be submitted to Cabinet for consideration;
11. **Note** the Auckland joint work programme has now been updated for the next 12 months; and
12. **Note** the joint work programmes have largely been developed within existing planning, funding and financing frameworks and no central government funding commitments are required.

Authorised for lodgement

Hon Phil Twyford

Minister for Urban Development

IN CONFIDENCE

12

Appendix A: Smart Growth Partnership Agreement and Terms of Reference



SmartGrowth Leadership Group (Joint Committee) Agreement

1. Purpose

This Agreement is made pursuant to Clause 30A, Schedule 7 of the Local Government Act 2002 (“LGA 2002”). The purpose is to provide for a Joint Committee of Tauranga City Council, Western Bay of Plenty District Council, the Bay of Plenty Regional Council, and tāngata whenua¹ to undertake and implement strategic spatial planning across the western Bay of Plenty sub-region² in accordance with the SmartGrowth Strategy, outcomes from the Urban Form and Transport Initiative and the joint spatial plan as agreed between the Crown and the SmartGrowth partners. This joint committee is known as the ‘SmartGrowth Leadership Group’.

The Leadership Group has additional public body representation from the New Zealand Transport Agency (NZTA) through its Director of Regional Relationships and the Bay of Plenty District Health Board (DHB). The NZTA and DHB are non-voting members but have speaking rights.

The SmartGrowth Leadership Group has expanded membership for the Urban Growth Management Partnership and associated programmes to include Central Government.

This Agreement focuses on the Leadership Group, including its membership and delegations. Any additional Memoranda of Understanding that are completed will be in addition, and complementary to, this Agreement.

The joint SmartGrowth Leadership Group has been established to focus on strategic spatial planning, including the four well-beings (social, economic, environmental, cultural), and growth management in the western Bay of Plenty sub-region. This will occur through developing and implementing plans and strategies and recommending these to the SmartGrowth partners, as well as monitoring and undertaking reviews in accordance with the delegations set out in section 4 and the principles set out in the Terms of Reference attached to this Agreement as **Appendix 1**.

The Leadership Group is a formal joint committee pursuant to the Local Government Act 2002 (Clause 30 and 30A, Schedule 7). The Leadership Group will not be discharged at the point of the next election period (in line with Clause 30(7) of Schedule 7, LGA 2002).

¹ This is a reference to western Bay of Plenty sub-region tāngata whenua.

² The ‘sub-region’ refers to the territorial areas of Tauranga City Council and Western Bay of Plenty District Council.

2. Membership

The SmartGrowth Leadership Group is to be comprised of three elected member representatives as appointed by the local authorities, including the Mayors and Regional Council Chairperson, and four tāngata whenua representatives to be nominated by Iwi or through any other agreed mechanism. The SmartGrowth Leadership Group may at its discretion appoint an additional tāngata whenua representative.

In addition, up to three Ministers of the Crown who will have voting capacity, are to be appointed by the Crown. Additional Ministers, if and when relevant and required, can be appointed by the SmartGrowth Leadership Group in a non-voting capacity.

An Independent Chairperson (non-elected member) is to be appointed by the SmartGrowth Leadership Group to chair the Committee. The Independent Chairperson has speaking rights and voting capacity. A Deputy Chairperson is also to be appointed by the SmartGrowth Leadership Group at the beginning of each triennium, from the existing voting membership.

The NZTA is to be represented through its Director of Regional Relationships with speaking rights but in a non-voting capacity. The DHB is also represented on the Leadership Group, by a person to be nominated by the Board with speaking rights but in a non-voting capacity.

The standing membership of the Leadership Group shall be limited to 17 members (including the Independent Chairperson), but with the power to co-opt up to a maximum of three additional non-voting members where required to ensure effective planning and implementation. In accordance with Clause 30A of Schedule 7 to the Local Government Act 2002, the quorum at a meeting of the Leadership Group shall be 9 voting members.

Other representatives of voting and non-voting organisations are permitted to attend meetings of the Leadership Group. Speaking rights of other representatives at Leadership Group meetings (whether in public session or not) shall only be granted with the prior approval of the Chairperson. In respect of SmartGrowth Leadership Group workshops, all members of partner governance groups can attend and participate.

3. Meeting Frequency

Bi-monthly, or as necessary and determined by the Independent Chairperson.

Notification of meetings and the publication of agendas and reports shall be conducted in accordance with the requirements of Part 7 of the Local Government Official Information and Meetings Act 1987 and will be undertaken by the agreed administration authority.

4. Delegations

The SmartGrowth Leadership Group is delegated the following functions in support of its overall purpose:

Co-ordinating Sub-regional Spatial Planning

- Providing sub-regional leadership on spatial planning, growth, infrastructure planning and development, focusing on key issues including the four well-beings³ and the sustainable management of natural resources.
- Undertaking high-level spatial planning and dealing with cross boundary matters.
- Determining as far as practicable consistency between the various Government National Policy Statements
- Overseeing and coordinating National Policy Statement on Urban Development implementation.
- Reviewing and updating the SmartGrowth Settlement Pattern
- Overseeing infrastructure / facilities and the funding necessary to implement the Settlement Pattern.
- Setting overarching sub-regional policy, actions and approaches relevant to the SmartGrowth Strategy.
- Sharing the challenges of implementation and overcoming the barriers moving forward.

Urban Growth Partnership

- Overseeing the development and implementation of a joint spatial plan for the western Bay of Plenty sub-region and associated work streams, including adopting any drafts for public consultation.
- Overseeing, including any reviews and monitoring, a joint urban growth programme.
- Ensuring organisation systems and resources support implementation of the joint spatial plan and any associated urban growth programme.
- Addressing cross-boundary matters within the western Bay of Plenty sub-region, as well as with other neighbouring regions.
- Addressing housing affordability matters.
- Monitoring the implementation of the spatial plan and associated work streams.
- Reviewing and recommending changes to the spatial plan if circumstances change.
- Ensuring alignment with existing council plans, strategies and policies, and with existing evidence.
- Ensuring alignment with initiatives already underway such as the Urban Form and Transport Initiative.
- Facilitating consultation with the partners and the wider community where relevant.

³ The four well-beings refer to cultural, economic, environmental and social matters.

Future Thinking and Advocacy

- Having a united voice where issues require joint advocacy.
- Development and leadership of an agreed sub-regional advocacy programme
- Engagement on intra and inter-regional matters where there are impacts beyond the sub- region, including matters of Upper North Island or national importance.
- Facilitating community understanding and discussions/conversations.
- Facilitating specific consultation with the community on SmartGrowth implementation matters.
- Establishing, maintaining and engaging with the SmartGrowth Partner Forums.
- Communicating and engaging with key stakeholders where a sub-regional level view is required.
- Identifying and resolving any consultation inconsistencies between the SmartGrowth strategies and subsequent public consultation processes of the partner Councils

SmartGrowth Strategy Development, Implementation and Alignment Monitoring

- Overseeing the implementation of the 2013 SmartGrowth Strategy, in particular the strategy actions, and undertaking any reviews or updates to the Strategy, including adopting any drafts for public consultation.
- Ensuring organisation systems and resources support strategy implementation.
- Taking responsibility for progressing those actions specifically allocated to the SmartGrowth Leadership Group in the strategy and making sure implementation does occur.
- Reviewing and recommending adjustments to the strategy if circumstances change.
- Champion integration and implementation through partner strategies, programmes, plans and policy instruments (including the Regional Policy Statement, Regional and District Plans, Long Term Plans (LTPs), Annual Plans, transport plans and triennial agreements) and through partnerships with other sectors such as health, education and business.
- Approving submissions to Local Authorities, Central Government and other agencies on SmartGrowth related matters
- Monitoring of the strategic outcomes and ensuring a joined-up approach to strategy implementation, including monitoring and reporting implementation progress against key milestones
- Overseeing the management of the risks identified in implementation.
- Making specific recommendations to partners on the joined-up thinking needed for resolving issues

Committee Operations

- Selecting and appointing an Independent Chairperson and a Deputy Chairperson.
- Implementing any Memoranda of Agreement or Understanding, as adopted by the Leadership Group.

- Establish protocols and arrangements to ensure that implementation, where necessary, is consistent, collaborative and/or coordinated to achieve optimal outcomes.

Central Government's participation in the SmartGrowth Leadership Group does not constitute endorsement of initiatives in any way, and all financial, policy and other decisions still need to be approved by Central Government.

5. Variation of this Agreement

This agreement may be varied from time to time, but only with the agreement of each of the partners.

Execution

Bay of Plenty Regional Council by:

Chairperson: Doug Leeder

Dated:

Chief Executive: Fiona McTavish

Dated:

Tauranga City Council by:

Mayor: Tenby Powell

Dated:

Chief Executive: Marty Grenfell

Dated:

Western Bay of Plenty District Council by:

Mayor: Garry Webber

Dated:

Chief Executive: Miriam Taris

Dated:

Tāngata Whenua Representative by:

Buddy Mikaere

Dated:

Central Government by:

Dated:

Appendix A2: SmartGrowth Leadership Group Terms of Reference

SmartGrowth Leadership Group (SLG)

Purpose: The purpose of the Joint Committee (SmartGrowth Leadership Group) is to undertake and implement strategic spatial planning across the western Bay of Plenty sub-region⁴ in accordance with the SmartGrowth Strategy, outcomes from the Urban Form and Transport Initiative and the joint spatial plan as agreed between the Crown and the SmartGrowth partners.

The SmartGrowth Leadership Group carries out its purpose in accordance with the delegations set out in the Agreement.

General Principles: The SmartGrowth Leadership Group operates under the following principles:

- Supporting the aim of developing a thriving western Bay of Plenty sub-region that is prosperous, has high levels of sustainable economic growth, supports affordable housing along with a transport system that can support that growth.
- Supporting a four-well-being approach to urban growth and spatial planning which incorporates cultural, economic, environmental and social well-being and builds on the SmartGrowth 'live, learn, work and play' vision.
- Reinforcing an integrated planning approach incorporating land use, all infrastructure and funding.
- Building on existing SmartGrowth work, including the 2013 Strategy, outcomes from Urban Form and Transport Initiative ("UFTI"), and the general SmartGrowth arrangements already in place.
- Adopting a shared evidence base so that all parties are using common data.
- Recognizing and supporting the existing Urban Form and Transport Initiative ("UFTI") which will underpin the development of one joint sub-regional spatial plan.
- Taking account of the Western Bay Transport System Plan findings.
- Acknowledging the benefits of a collaborative approach to urban growth and spatial planning, and to share responsibility for such planning between the parties in consultation with key sector groups and the sub-regional community.
- Supporting the economic and social aspirations of tāngata whenua while protecting cultural identity.
- Sustaining and improving the natural environment.

⁴ The 'sub-region' refers to the territorial areas of Tauranga City council and Western Bay of Plenty District Council.

Monitoring and Review:	<p>The SmartGrowth Leadership Group has responsibility for:</p> <ul style="list-style-type: none"> ▪ Six- monthly monitoring and reporting on implementation of the principles set out in this Terms of Reference. ▪ Monitoring the implementation of any joint urban growth programme developed. ▪ Monitoring and reporting SmartGrowth implementation progress against key milestones. ▪ Reviewing and recommending any changes to the SmartGrowth Strategy if circumstances change.
Membership:	<p>That representation of the SmartGrowth Leadership Group be comprised of:</p> <ul style="list-style-type: none"> ▪ Three elected member representatives as appointed by the contributing authorities, including the Mayors and Regional Council Chairperson - voting ▪ Four representatives to be nominated by tāngata whenua - voting ▪ An Independent Chairperson, to be appointed by the Leadership Group, to chair the Group – voting ▪ Up to three Ministers of the Crown – voting ▪ Additional Ministers, if and when relevant and required - non-voting ▪ One DHB representative – non-voting ▪ One NZTA representative – non-voting <p>That the standing membership of the Leadership Group shall be limited to 17 members (including the Independent Chairperson), but the SmartGrowth Leadership Group has the power to co-opt up to a maximum of three additional non-voting members where required to ensure the effective implementation of any part or parts of the Strategy including the joint (Crown and local partners) spatial plan.</p>
Meeting Frequency:	<p>Quarterly, or as necessary and determined by the Independent Chairperson.</p>