



Property Developers Forum Meeting

Agenda

8:30 – 10:00am, 29 November 2018

Priority One Boardroom, 29 Grey Street, Tauranga

| Welcome | | |
|--|--|-------------------------|
| 8:30am | 1. Apologies | Chair |
| 8:35am | 2. Previous minutes and actions from 2 October 2018 (<i>Paper A</i>) - Property Developers Forum submission to the Future Development Strategy and Tauranga Urban Strategy (<i>Paper B</i>) | Chair |
| Key Council and Project Updates | | |
| 8:40am | 3. Update from Western Bay of Plenty District Council | Ché Hedges |
| 8:50am | 4. Tauranga City Council Parking Strategy Update | Mathew Stewart |
| 9:10am | 5. Government Public Housing Programme | Darren Toy/Andrew Plant |
| 9:35am | 6. The Infrastructure Development Code Review Project | Natalie Rooseboom |
| 9:45am | 7. Regional Council activities update | Chair |
| SmartGrowth Partnership Reporting | | |

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| | 8. SmartGrowth Partnership Report – November 2018 | For information |
| General Business & Recommendations To SmartGrowth Leadership Group | | |
| 9:50am | 9. Any other general business. | All |
| 9:55am | 10. Key message to SmartGrowth Leadership Group | All |
| 10.00am | Meeting Close – Next Meeting 2019 meeting dates will be confirmed shortly. | Chair |

Terms of Reference

1. Purpose

The purpose of the Property Development Forum ('the forum') is to draw on existing experience and to positively contribute to the ongoing evolution and success of the SmartGrowth Strategy ('the strategy') as it undergoes its first full review and enters the second decade of its long term 50 year planning horizon. The forum will enable direct property industry participation in the strategy review and subsequent strategy implementation in order to provide vital private 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:

- Land use and urban form, including the RPS and resulting City and District Plan responses.
- Infrastructure planning, funding and implementation.
- Housing affordability.
- Development viability.
- Economic growth.

2. Role

The role of the Property Development Forum ('the forum') is as follows:

a) Review of SmartGrowth Strategy

The forum will have direct input into the following aspects of the strategy review:

- The review project brief.
- The review scope.
- Research identification, scoping and implementation.
- Representation and participation in the various strategy review work streams and associated workshops.
- The Settlement Pattern Review.
- The draft Strategy Review.

b) On-going SmartGrowth Strategy Input

Following the strategy review the Forum will have ongoing input into the strategy implementation including the following specific aspects:

- Providing input and feedback in respect of partner projects relating to strategy actions where such input is sought by the SmartGrowth Strategic (Managers) Group (SSG) projects
- 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.

3. Membership

The Property Development Forum ('the forum') membership consists of representation from the following property industry sectors:

- Property Industry Representative Organisations eg Property Council of New Zealand.
- Landowners / Developers.
- Land Developers and Subdividers.
- Property Developers – Residential and Commercial.
- Property Industry - Management Consultancies.

- Property Industry – Professional Services Consultancies.
- Building Contractors – Residential and Commercial.

4. 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 Property Development Forum meetings.

For consistency, only the members nominated by each individual forum / group shall attend these meetings. These members will be able to report back to their respective forum / groups on the Property Development Forum meetings.

A reciprocal arrangement will also apply allowing the Property Development Forum to appoint a member (alternate can be appointed) to attend and contribute to the Strategic Partner Forum. Meeting minutes and reports for each of the forums will be circulated to the other forums.

5. 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 and Implementation Adviser.

The minutes are also provided to the SmartGrowth Strategic (Managers) Group for information and for actioning of any particular matters.

6. 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. These may be part of a meeting agenda item, or if between meetings, circulated by email to the Forum Chair, for feedback.

7. Meeting Attendance and Presentations

The Independent Chair and Implementation Advisor may attend meetings from time to time, provide written reports, advice and seek input on various matters. There are also a range of presentations on matters of interest to SmartGrowth Leadership Group and to Forum members.

SLG members may also be invited to attend the Forum from time to time.

Property Developers Forum – Membership (PDF)

| Name | Organisation | Name | Organisation |
|---------------------|-----------------------|--------------------------|-------------------------|
| Jeff Fletcher | Bconn/Chair | Jason Rogers | |
| Puhirake Ihaka | CTWF | Jeff Hextall | S&L Consultants |
| Aaron Collier | Aurecon | Jim Lochhead | Carrus Corp |
| Andrew Collins | Harrison Grierson | Lyndon Marshall | |
| Andy Sutton | Tailor | Mangatawa Papamoa Blocks | |
| Annie Hill | Priority One | Mark Apeldoorn | |
| Bill Wasley | Independent Chair | Mark Day | Barrett Homes |
| Belinda Taurau-Hill | Maven | Mark Maystone | Maniaroa |
| Bob Clarkson | Independent Landowner | Maru Tapsell | CTWF |
| Bob Thorne | Thorne Group | Matire Duncan | |
| Brian Goldstone | Goldstones | Matt Allott | Boffa Miskell |
| Brian Gillett | BGT Developments | Michael Kemeys | Veros Property Services |
| Brian Stevenson | Bluehaven | Mike Stott | Lysaght Consultants |
| Carl Salmons | Maven | Murray Beets | |
| Colin Booth | | Nathan Sanderson | Sanderson Group |
| Colin Reeder | | Nathan York | Bluehaven Management |
| Craig Batchelar | Boffa Miskell | Peter Cooney | Classic Builders |
| Craig McGarr | | Petr Koch | Hawridge |
| Darryl Fox | | Richard Coles | Mpad |

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|------------------|--------------------|-------------------------------------|----------------------|
| Dave Macfarlane | Mantra Properties | Roku Mihinui | Te Arawa |
| David Page | Neil Group | Rowesdale | |
| Daryl Edgecombe | | Scott Adams | Carrus Corp |
| David Needham | Harrison Grierson | Shae Crossan | Stratum |
| Duarne Lankshear | | Shane McConnell | G.J Gardner Homes |
| Dwayne Roper | | Simon Maxwell | The Lakes |
| Gary Scholfield | Thomas Consultants | Scott Hamilton | Quayside |
| Graham Clarke | | Steve Short | Independent |
| Grant Cowles | S&L Consultants | Steve Cutfield | Classic Developments |
| Grant Downing | Element IMF | Tauranga Registered Master Builders | |
| Howard Smith | Ngai Tahu Property | Tim McBride | S&L Consultants |
| | | Victoria Kingi | |
| | | | |

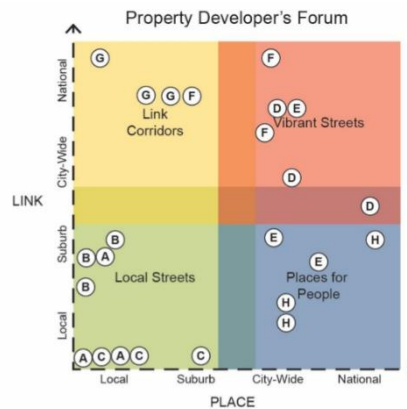
SmartGrowth Property Developers Forum and Infrastructure Development Code Transport chapter update

Harrison Grierson Offices, Spring Street, Tauranga

Tuesday 2 October 2018 8:30-11:00am

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|---------------------------------------|--|
| Forum Members Present | Jeff Fletcher (Chair), Grant Downing (Element IMF), Jeff Hextall (S&L), Nathan York (Bluehaven Management), Puhirake Ihaka (Combined Tangata Whenua Forum), Maru Tapsell (Combined Tangata Whenua Forum), Nathan Sanderson (Sanderson Group), Mike Stott (Lysaght), Michael Kemeys (Veros), Craig Batchelar (Boffa Miskell), Steve Cutfield (Classic Developments), Bryan Sanson (Boffa Miskell) |
| SmartGrowth | Megan Rumble (SmartGrowth Coordinator) |
| Other | Sarah Dove (Harrison Grierson), Sam Coles (Harrison Grierson), Sid Scull (Mott MacDonald), Lucy Godfrey (Mott MacDonald), Lisa Hickling (Calibre Consulting) |
| Partner staff | Ana Hancock (TCC), Greg Bassam (TCC), Andries Cloete (WBOPDC) |
| Apologies | No apologies were received. |
| Previous minutes | The previous 2 August 2018 minutes were accepted by the forum. No matters arising. |
| Tauranga Urban Strategy Update | <p>Ana Hancock from Tauranga City Council presented to the forum on the revised Tauranga Urban Strategy. View Ana's presentation here. Ana noted Michael Tucker last presented the Urban Strategy to the Property Developers Forum in February. The Urban Strategy is going out for consultation this Friday 5 October until 5 November alongside the Future Development Strategy (FDS). Forums and individuals are encouraged to submit.</p> <p>Ana noted 87% growth over the past 10 years has gone into greenfield and there is a need to focus more growth on the existing urban area. The Urban Strategy is about creating great places to live, well-connected centres that provide easy access to amenities and public transport.</p> <p>The group discussed how the FDS is informing the Urban Strategy. Ana noted the FDS scope is about capacity and ensuring there is enough capacity for growth over the next 30 years. The FDS project team had looked to broaden the scope of the FDS but requirements are simply about showing there is enough capacity. The FDS is the sub-regional strategy looking out 30 years and includes Te Puke, Katikati, Waihi Beach. The Urban Strategy is Tauranga focussed and isn't saying we need to stop greenfield growth but rather shift the ratio of greenfield</p> |

| | | |
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| Future Development Strategy Submission | | <p>to growth within our existing urban area. Additionally the principles of the Urban Strategy will look to be applied to new growth areas Tauriko West and Te Tumu.</p> <p>Lisa Hickling from Calibre Consultancy was present. Lisa has been contracted by SmartGrowth to assist the forums with their submission to the Future Development Strategy. All submissions will be presented by a forum member to the SmartGrowth Leadership Group at a workshop on 31 October. Both the Urban Strategy and FDS are going out for consultation from 5 Oct – 5 November. Lisa encouraged the forum to email their views through to her and she will begin crafting the draft PDF submission. It was agreed the forum will meet again in a workshop format to discuss and finalise the submission. Megan to circulate potential dates.</p> |
| | Action | <p>Megan to circulate FDS consultation documents to the forum and potential dates for another meeting to discuss FDS submission. Post note: Dates circulated and meeting arranged for 19 October 8:30am.</p> |
| IDC Transport Chapter Background | | <p>Sarah Dove (HG) introduced the project and provided an overview of work to date. She also provided an overview of the project governance structure, stakeholder engagement process and key deliverable phases and timings.</p> <p>The project team outlined the importance of today’s workshop, and buy-in from the PDF to the process and the outcome.</p> |
| | Action | |
| Place vs. Link Function | | <p>Lucy and Sid (Mott MacDonald) outlined the concepts of Place and Link (see PowerPoint slides attached for reference or view here) and the development of the matrix to determine key typologies. This continues on from development of Design Principles.</p> |
| | Action | |
| Draft street typologies and discussion | | <p>Sam (HG) introduced the draft layout sketches with a view to placing them on the matrix during the breakout sessions.</p> <p>The workshop attendees split into 3 groups to discuss the draft sketch layouts and the Place Link matrix (see attached slides for details). The output was as follows:</p> |



Key general comments:

- 50 year vision – need to be thinking smarter in terms of technologies and setbacks (City Plan) etc, to obtain desired streetscape outcomes.
- Unsure of Place and Link matrix scales in some instances, a little ambiguous.
- Use of 'Vibrant Steets' naming confusing as doesn't mean other streets aren't 'vibrant' – maybe change to 'Main Street', 'City Hub' or similar.

Layout specific key comments:

- A & B – Truck access and turning questioned, no footpath, landscaping queried, good slow design speed, unsure whether Local Road/ROW
- C – Saw this as a rear lane serving density not necessarily vested in TCC – operations discussion around ROWs and rubbish collection

- D – Questioned as made matrix unsure, i.e. a disconnect
- E – Seems similar to D but with different land use on one side
- F, G, H – All groups placed consistently

Key comments in the discussion following the breakout sessions:

- Typology of residential buildings not clear – this influences streetscape and how it is used and helps understand relationships/interactions.
- Using matrix and sketches as a tool, need graphic provision for services, especially if shift in policy required (public/private).
- Some confusion on naming of axis – significance of a street vs its location i.e. a 'People for Places' street type may have a suburb/local Link status but will not be found in a suburb. More detail and explanation needed around matrix.
- Need to demonstrate inter-zone boundary and interface as streets change across their length.
- Parking delineation standards encouraged – will be included in phase 2.
- Front yard discussion as private space (due to reduced/no back yard with density) – complete outcome needs to be looked at – City Plan / covenants etc.
- WBOPDC embarking on a similar process and coming across the following key issues to resolve/determine best outcome:
 - Intersections, vehicle crossings etc.
 - Front yard and set backs
 - Trees – where, how and what

| | | |
|-------------------|---|---|
| | | <ul style="list-style-type: none"> - Amenity in front yards - A change in existing TCC policy is required to enable the proposed services locations - There is currently confusion around whether the current IDC presents minimum or maximum standards, this should be clearly defined within the update - There is a greater need for amenity in the street as section sizes decrease |
| | Action | Project team to address comments in design guide (Nov 2018) |
| Next Steps | | Sarah thanked the group for their time and valuable input today and noted the tool is very much in the development stages. The team will take comments raised today on board. Toward the end of November the draft will be presented to the City Transformation Committee however this work is ongoing. The team will consult again with the PDF most likely through an online forum – this will be for all stakeholders to utilise. In the meantime please address any IDC Transport Update project specific comments to Sarah Dove at Harrison Grierson (s.dove@harrisingrierson.com ; 021 909418). |
| | Action | |
| Agenda #14 | Key message for SmartGrowth Leadership Group | Nothing to note |

Meeting Closed: 11.05am

Next Forum meeting: 8:30am – 10:30am on Thursday 29 November 2018, Priority One Boardroom.

PROPERTY DEVELOPERS FORUM OUTSTANDING ACTIONS LIST

| Action No: | Meeting | Description |
|------------|---------|--|
| 1 | October | Megan to circulate FDS consultation documents to the forum and potential dates for another meeting to discuss FDS submission. Post note: Dates circulated and meeting arranged for 19 October 8:30am. |
| 2 | October | Project team to address comments in design guide (Nov 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 Rangiuuru 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.