



s 9(2)(a)

Dear s 9(2)(a)

Thank you for your email on 29 September 2022 requesting the following information under the Official Information Act 1982 (the Act):

I would like to request copies of the advice referred to in WPQ 34809 (2022), copied below for convenience.

4 May 2022. Briefing. Urban Growth Agenda Ministers Meeting. M/EB21/22030219.

24 August 2022. Annex G. UGA Tracker. Briefing. Urban Growth Agenda Ministers Meeting. HUD2022-000301.

24 August 2022. Briefing. Urban Growth Agenda Ministers Meeting. HUD2022-000301

On 6 October 2022 your request was transferred to Te Tūāpapa Kura Kāinga – Ministry of Housing and Urban Development (the Ministry) as it was more closely connected to our functions.

These documents are released to you with some information has been withheld under the following sections of the Act:

| Section of Act | Reason to withhold |
|----------------|--|
| 9(2)(a) | To protect the privacy of natural persons. |
| 9(2)(f)(iv) | To maintain the constitutional conventions for the time being which protect the confidentiality of advice tendered by Ministers of the Crown and officials. |
| 9(2)(j) | To enable a Minister of the Crown or any public service agency or organisation holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) |

The documents are detailed in the attached document schedule.

In terms of section 9(1) of the Act, I am satisfied that, in the circumstances, the decision to withhold information under section 9 of the Act is not outweighed by other considerations that render it desirable to make the information available in the public interest.

You have the right to seek an investigation and review of my response by the Ombudsman, in accordance with section 28(3) of the Act. The relevant details can be found on the Ombudsman's website at: www.ombudsman.parliament.nz.

As part of our ongoing commitment to openness and transparency, the Ministry proactively releases information and documents that may be of interest to the public. As such, this response, with your personal details removed, may be published on our website.

Yours sincerely

David Hermans
Chief Advisor, Auckland

Annex 1: Document schedule

| Date | Document | Section of the Act applied |
|----------------|--|-----------------------------------|
| 4 May 2022 | Urban Growth Agenda Ministers' Meeting 11 May 2022 | 9(2)(a) 9(2)(f)(iv) 9(2)(j) |
| 17 August 2022 | Urban Growth Agenda Ministers Meeting 24 August 2022 | 9(2)(a) 9(2)(f)(iv) 9(2)(j) |



Briefing

| Urban Growth Agenda Ministers' Meeting 11 May 2022 | | | |
|--|------------|------------------------|-----------------|
| Date: | 4 May 2022 | Security level: | In Confidence |
| Priority: | Medium | Report number: | M/EB21/22030219 |

| Action sought | | |
|--|--|-------------|
| | Action sought | Deadline |
| Hon Grant Robertson Minister for Infrastructure | Note the contents of this briefing ahead of the Urban Growth Agenda Ministers' meeting on 11 May 2022 | 11 May 2022 |
| Hon Dr Megan Woods Minister of Housing | | |
| Hon David Parker Minister for the Environment | | |
| Hon Nanaia Mahuta Minister for Local Government | | |
| Hon Poto Williams Minister for Building and Construction | | |
| Hon Michael Wood Minister of Transport | | |
| Hon Phil Twyford Associate Minister for the Environment | | |

| Contact for discussion | | | | |
|------------------------|---|---------------|-----------|-------------------------|
| Name | Position | Telephone | | 1 st contact |
| David Hermans | Chief Advisor Auckland, Ministry of Housing and Urban Development | 04 9 953 6419 | s 9(2)(a) | ✓ |
| Lesley Baddon | Director, Urban and Infrastructure, Ministry for the Environment | | s 9(2)(a) | |

| Other agencies consulted |
|--|
| Ministry of Transport, Department of Internal Affairs, The Treasury, Ministry of Business, Innovation and Employment |

Minister's office to complete

- Noted
 - Seen
 - Approved
 - Needs change
 - Not seen by Minister
 - Overtaken by events
 - Declined
 - Referred to (specify)
-

Comments

Date returned to HUD:

Released under the Official Information Act 1982

Briefing

Urban Growth Agenda Ministers' Meeting 11 May 2022

| | | | |
|------------------|---|------------------------|-----------------|
| For: | Hon Grant Robertson, Hon Dr Megan Woods, Hon David Parker, Hon Nanaia Mahuta, Hon Poto Williams, Hon Michael Wood, Hon Phil Twyford | | |
| Date: | 3 May 2022 | Security level: | In Confidence |
| Priority: | Medium | Report number: | M/EB21/22030219 |

Purpose

1. The purpose of this briefing is to inform your discussion at the Urban Growth Agenda Ministers' meeting on 11 May 2022. The meeting will be held at 5pm. The location will be confirmed closer to the meeting date. The main agenda items are:
 - a. Item 1: Infrastructure Funding and Financing (IFF) stage one report back.
 - b. Item 2: Transport-Oriented Development (TOD) report back.
 - c. Item 3: Report back on how the housing affordability shifts have been integrated into the Resource Management (RM) reforms.
 - d. Item 4: UGA tracker update.

Recommended actions

2. It is recommended that you:
 1. **Note** the contents of this briefing ahead of the Urban Growth Agenda (UGA) Ministers' meeting on 11 May 2022 *Noted*
 - And in the meeting itself:
 2. **Note** the actions identified for addressing significant gaps in the infrastructure funding and financing system *Noted*
 3. **Discuss and agree** to IFF principles to shape the next steps for addressing limitations in the IFF system. *Discussed and agreed*
 4. **Agree** to the proposed definition of Transit-Oriented Development (TOD), **noting** that TOD is likely to be appropriate in locations already amenable to rapid transit infrastructure. *Agreed and noted*
 5. **Discuss and identify** the next steps to progress work on TOD, including how TOD could be applied in specific locations in New Zealand. *Noted*
 6. **Note** that officials intend to undertake further work which explores how TOD could work in practice in a fast-growing urban centre. *Discussed and agreed*
 7. **Note** the progress to date on housing affordability in the Resource Management (RM) reforms. *Noted*

- 8. **Discuss and agree** to the UGA having an ongoing oversight role for housing and urban objectives as the RM reforms are implemented. *Discussed and agreed*
- 9. **Note** UGA Tracker and work programme updates (Annexes A and B) *Noted*



David Hermans
Ministry of Housing and Urban Development

4/5/2022



Lesley Baddon
Ministry for the Environment

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Hon Grant Robertson
Minister for Infrastructure

..... / /

Hon Dr Megan Woods
Minister of Housing

..... / /

Hon David Parker
Minister for the Environment

..... / /

Hon Nanaia Mahuta
Minister for Local Government

..... / /

Hon Poto Williams
Minister for Building and Construction

..... / /

Hon Michael Wood
Minister of Transport

..... / /

Hon Phil Twyford
Associate Minister for the Environment

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Urban Growth Agenda (UGA) Ministers' Meeting 11 May 2022

3. The Urban Growth Agenda (UGA) Ministers' meeting is scheduled for Wednesday, 11 May 2022 at 5pm. The location will be confirmed closer to the meeting date.

Actions from the 16 February UGA Ministers' meeting

4. The last UGA Ministers' meeting on 16 February focussed on the Emissions Reduction Plan's (ERP) implications for the Urban Growth Agenda (UGA). In that meeting, Ministers agreed that, subject to Cabinet approval, the UGA should lead proposed work on two actions in the ERP planning and infrastructure chapter:
- Data evidence and tools; and
 - Infrastructure funding and financing (via existing work under the infrastructure funding and financing pillar of the UGA).
5. At this meeting, Ministers also requested further information on a third action for this chapter, focussed on identifying ways to support the private sector to deliver low emissions urban development. Officials briefed UGA Ministers on this action on 8 March, recommending that this work be commenced in 2023 [BRF21/22021238 refers].
6. Five Ministers provided responses to the briefing, with all agreeing to the UGA progressing this work. Comments from Ministers included that it would be desirable to take specific steps sooner, as well as the need to enable mixed-use development. Ministers also noted current challenges facing the development and construction sector.
7. These three actions were included in the planning and infrastructure chapter of the ERP, which was agreed by Cabinet on 2 May.
8. Officials will integrate the actions into the UGA work programme under the System Coherence pillar. Work on data, evidence and tools is scheduled to start in 2022. Work to identify ways to support the private sector to deliver low emissions urban development is scheduled to start 2023.
9. We will provide information on the data, evidence, and tools work in the UGA programme update for your August UGA Ministers' meeting.

Proposed agenda

10. The proposed agenda for the 11 May UGA Ministers' meeting is outlined below:

| Item no. | Item | Time | Action sought |
|----------|--|--------|---|
| 1. | Infrastructure Funding and Financing (IFF) stage one report back | 5pm | Note the actions identified for addressing significant gaps in the infrastructure funding and financing system. Discuss and agree to IFF principles to shape the next steps for addressing limitations in the IFF system. |
| 2. | Transit Oriented Development (TOD) discussion | 5.20pm | Agree to the proposed definition of Transit Oriented Development, noting that TOD is likely to be appropriate in locations already amenable to rapid transit infrastructure. Discuss and identify the next steps to progress work on TOD, including how TOD could be applied in specific locations in New Zealand. |

| | | | |
|----|--|--------|--|
| | | | Note that officials intend to undertake further work which explores how TOD could work in practice in a fast-growing urban centre. |
| 3. | Report back on how the housing affordability shifts have been integrated into the RM reforms. | 5.35pm | Note the progress to date on housing affordability in the RM reforms. Discuss and agree to the UGA having an ongoing oversight role for housing and urban objectives as the RM reforms are implemented. |
| 4. | UGA Tracker Update | 5.50pm | Note the UGA Tracker and work programme updates (Annex A and B) |

Item 1: Infrastructure Funding and Financing (IFF) stage one report back

11. There are a range of government work programmes that are considering infrastructure funding and financing issues, including RM reform, Three Waters reform, the Future for Local Government Review, and the Emissions Reduction Plan.
12. In September 2021, UGA Ministers, as well as the Infrastructure and Urban Development Subgroup of the RM Reform Ministerial Oversight Group, commissioned a project under the Infrastructure Funding, Finance and Delivery pillar of the UGA (“the IFF Project”) [BRF21/22081073 refers]. The purpose of the IFF Project is to refocus and align efforts to address the infrastructure funding, financing and delivery barriers that limit government’s ability to achieve its long-term housing and urban development objectives.
13. In December 2021, officials provided UGA Ministers with a draft problem definition for the IFF Project and Ministers agreed to the terms of reference for the Project [BRF21/22111160 refers]. The IFF Project will be delivered in three stages:
 - a. Stage one – stocktake and early analysis;
 - b. Stage two – options analysis and recommendations; and
 - c. Stage three – implementation.
14. Officials have completed stage one, updating the problem definition, and producing a literature review and stocktake of relevant work already underway across government.

The limitations of the current IFF system make it harder for government to deliver on its housing and urban development objectives

15. **Annex A** provides an updated problem definition for the IFF system. As part of stage one of the project, officials have continued to refine the draft problem definition presented in December. This confirms that certain features of the current IFF system create barriers to government realising its housing and urban development objectives. Current challenges within the IFF system can be grouped under four broad themes:
 - a. risks, responsibilities, and incentives are not well-aligned;
 - b. existing tools do not enable sufficient investment to meet needs;
 - c. investment and delivery approaches lack coherence and consistency; and
 - d. there is insufficient knowledge, capability, and capacity in the sector.
16. These four themes have been used to complete a stocktake of how recent government initiatives will affect system-level IFF issues and significant gaps to be addressed through further work. The stocktake is discussed below.

Government can do more to address the current limitations of the IFF system

- 17. Annex B is a summary stocktake of existing and upcoming infrastructure-related initiatives, as well as areas where more could be done ('gaps') to address system-level IFF issues.
- 18. Government has led various initiatives that address issues in the IFF system. These initiatives are important to address underinvestment in infrastructure, and to improve planning for the infrastructure required to support urban growth. Current initiatives will also have a positive impact on the IFF system, particularly through addressing institutional arrangements and financing constraints for three waters infrastructure. However, these initiatives alone will not resolve some of the critical, underlying problems within the IFF system. For example, the Infrastructure Acceleration Fund will help to address the infrastructure investment deficit but is unlikely to create long-term certainty about roles and responsibilities for funding infrastructure. The summary stocktake in Annex B sets out significant gaps in the IFF system that should be addressed through further work.
- 19. In stage two of the IFF Project, officials will develop advice on options and recommendations to address the gaps and barriers in the IFF system. We have also identified opportunities to address gaps through existing workstreams (Annex B refers). The recommended actions for stage two of the IFF Project are set out in Table 1 below and are also listed in the stocktake in Annex B.

s 9(2)(f)(iv)

| | | |
|------------|------------|------------|
| [REDACTED] | [REDACTED] | [REDACTED] |

| | | |
|---------------|---------------|------------|
| | s 9(2)(f)(iv) | |
| s 9(2)(f)(iv) | | |
| [REDACTED] | [REDACTED] | [REDACTED] |
| [REDACTED] | [REDACTED] | [REDACTED] |
| [REDACTED] | [REDACTED] | [REDACTED] |
| s 9(2)(f)(iv) | | |
| [REDACTED] | [REDACTED] | [REDACTED] |
| [REDACTED] | [REDACTED] | [REDACTED] |

20. Officials have developed a set of principles to guide the development of advice in stage two (options analysis and recommendations), which are outlined in Annex C. Officials are seeking your confirmation that these principles reflect your aspirations for the future IFF system.
21. During stage two of the IFF Project, officials will brief Ministers through two main channels. Where work on addressing gaps in the IFF system is being led by existing workstreams, officials will provide advice to relevant Ministers as a part of those existing workstreams. For new workstreams established under the IFF Project, officials will provide advice on options to UGA Ministers.

22. Officials will provide updates on the overall IFF Project through future UGA Ministers meetings. A final report back on stage two of the IFF Project is due by the end of 2022.

Discussion questions

1. Do you have any observations or feedback on the significant gaps or recommended actions set out in the summary stocktake (Annex B)?
2. Are there any high priority areas for making stronger links between existing workstreams and the significant gaps set out in the summary stocktake (Annex B)?
3. Do the IFF principles (designed to guide development of advice on options) reflect your aspirations for the future IFF system (Annex C)?

Item 2: Transit Oriented Development (TOD)

23. At the last UGA Ministers' meeting, you asked officials to report back with a definition of TOD, as well as opportunities to support it.

Definition of 'Transit Oriented Development' ('TOD')

24. The A3 at **Annex D** sets out the key elements of TOD, including key enabling factors and factors likely to create barriers to effectively implementing TOD.¹ Internationally, TOD is primarily associated with rapid transit and our proposed definition (at para 26) broadly aligns with this approach.
25. We define TOD as: *medium- to high-density, mixed-use, people-centred urban development, which is concentrated within a 10-minute walk of a rapid or frequent public transport station or stop, and which supports other modes of active, low-emissions transport*
26. The key 'ingredients' for successfully implementing TOD are:
- a. *Well-connected transport infrastructure*: residents have access to quick, reliable and high-capacity public transport (either rapid transit or frequent transport). Critically, TOD is located on a frequent, fast, and well-connected public transport corridor.
 - b. *Long-term vision*: delivery plans, partnerships, funding, and governance arrangements and, where appropriate land acquisitions are secured early.
 - c. *Co-located development*: activities are centred around public transport stations. TOD is scaled to the specific location.
 - d. *Densification*: density is greatest within a 10-minute walk of transport and amenities.
 - e. *Mixed land uses and activities*: these are within a 10-minute walk of transport and amenities.
 - f. *Walking and cycling*: TOD prioritises low-emissions modes of transport by making it easier to walk and cycle to amenities.
 - g. *Local amenities and spaces*: TOD should create attractive public spaces and support increased densification with the necessary community amenities.

TOD is not appropriate for every urban centre in New Zealand

27. Implementing TOD would mean supporting development that is concentrated within relative proximity (generally around a 10-minute walk) of a rapid or frequent public transport station or stop. For this reason, TOD is likely to be most appropriate in larger urban centres with either existing investment in, or the capacity to support future investment in, rapid transit infrastructure.

¹ The proposed definition builds on previous work by the TOD cross-agency working group.

28. TOD is likely to be poorly suited to places where it is unviable to invest in rapid transit or frequent public transport services. This includes smaller urban and regional areas and some parts of New Zealand's main centres. For this reason, TOD should not be a prerequisite for every urban development project.
29. To deliver TOD (which includes ensuring the commensurate land-use around transport hubs), central and local government will need to:
- a. invest up-front in lead rapid transit infrastructure, to provide certainty to landowners, councils, and developers; and
 - b. use a combination of outcome-based, land-use planning rules, and government-led urban development interventions (e.g., Specified Development Projects) to facilitate and ensure the desired land-use outcomes.
32. Government can leverage existing projects and investments (for example, Auckland Light Rail) to support TOD in various ways, for example by selecting public transport routes to favour prime redevelopment areas; and prioritising funding for a priority project compared with other transport infrastructure projects.

Government can still support well-designed urban environments, even in the places where TOD would not be appropriate or applicable

33. The core features of TOD tend to support well-functioning urban environments by planning for medium- to high-density development within about a 10-minute walk of public transport and amenities. This is supported by mixed-use development around public transport stations and improved walkability and cycling facilities.
34. TOD is not suitable for every urban centre. However, government can still invest in or facilitate well-functioning urban areas in places less suited to TOD by applying the more scalable 20-minute neighbourhood concept. This includes locations that could be serviced by rapid transit services in the future (such as Kumeu/Huapai) helping ensure land is developed consistent with that future investment.
35. At your December meeting, you noted that 20-minute neighbourhoods could provide a useful conceptual framework to support emissions reductions and liveability alongside housing affordability. This 20-minute neighbourhood concept also overlaps with the outcomes in the GPS-HUD and in the definition of 'well-functioning urban areas' in the NPS-UD.
36. The existence of a rapid transit stop is not necessarily a prerequisite for achieving the Government's environmental, housing, and urban outcomes. Unlike TOD, the 20-minute city approach is adaptable and scalable for various urban and regional locations.
37. Officials intend to undertake further work exploring when and where it is appropriate to pursue TOD outcomes versus the more scalable 20-minute neighbourhood concept. This work could consider locations such as the Te Papa Peninsula in Tauranga.

There are opportunities to integrate TOD into Large Scale Project (LSP) planning

38. There are opportunities to apply TOD to projects within existing Urban Growth Partnerships (UGPs). Government is already exploring options to apply some of the principles of transit-oriented development through the Wellington Regional Growth Fund's 'Let's Get Wellington Moving' initiative. This involves exploring opportunities for TOD along the Mass Rapid Transit corridor including at precincts such as the Wellington Regional Hospital.
39. There are opportunities to apply TOD around existing rapid transit stations in Wellington and Auckland. TOD could also be considered for rapid and frequent public transport corridors already identified for these cities and Christchurch. For example, two of Auckland's Large-Scale Projects (LSPs) are along the Auckland Light Rail corridor, which presents opportunities to align with and leverage wider Government investments to support an integrated approach to redevelopment.

40. As Auckland Light Rail is in the planning phase, work to integrate the LSPs at strategic and delivery levels is ongoing. There may be opportunities to enable TOD via the neighbourhood and infrastructure business cases that Kāinga Ora will be finalising in the next few years.
41. TOD needs to be integrated into the process for planning transport infrastructure, including decisions to invest in rapid transit and frequent transport infrastructure, and planning to connect arterial roads to accommodate public transport lines and cycleways. Government may wish to consider institutional arrangements for leading and delivering TOD to support this process.
42. Public spaces within a TOD must be designed to be walkable, with bike networks connected to stations and safe bike storage facilities provided. These features tend to improve access to, and use of, rapid transit services.

The RM reform process is an opportunity to support both TOD and outcomes consistent with the 20-minute neighbourhood concept

43. The next stages of the RM reform process provide important opportunities to ensure the system supports TOD and 20-minute neighbourhoods. This includes through:
 - a. Regional Spatial Strategies should support TOD by integrating infrastructure and land use decisions (particularly for transport corridors).
 - b. The development of the National Planning Framework (NPF), the first version of which will incorporate the intent of the NPS-UD, will in future iterations provide opportunities to influence changes to the planning system to support mixed land use in the right locations.
44. The UGA will be a key mechanism for coordination and collaboration on TOD, including as it relates to the RM reforms.

Agreed ERP actions could be leveraged to progress TOD in suitable locations

45. Actions in the ERP also align with and support TOD and 20-minute neighbourhoods. These are:²
 - a. better integrating transport planning and land use planning through the RM reforms (Transport Action 1.1);
 - b. identifying ways to incentivise developments that avoid/reduce the need to travel and encourage travel by public transport, walking and cycling (Transport Action 1.2 and Planning and Infrastructure Action 6);
 - c. delivering major public transport service and infrastructure improvements in Auckland, Wellington, and Christchurch (Transport Action 1.2);
 - d. substantially improving infrastructure for walking and cycling (Transport Action 1.2); and
 - e. considering barriers to integrating public transport with active and micro-mobility modes and networks (Transport Action 1.2).

However, the infrastructure funding and financing system remains a significant barrier to pursuing TOD

46. TOD would likely require significant up-front government investment to fund new infrastructure or to upgrade existing infrastructure. The IFF system is currently ill-equipped to support these demands (Item 1 refers). This is exacerbated by the fact that local councils face significant financial constraints given the reliance on development contributions and limited access to debt financing.
47. Considering the potential up-front costs to the government in funding new infrastructure, the opportunity exists to explore ways of incentivising local council and private sector involvement in the provision of infrastructure. These options are being explored through the IFF project. This work aims to reduce costs for the government and ensure councils and the private sector are either

² These actions were taken from the draft ERP, as at 8 April 2022.

s 9(2)(f)(iv)

55. s 9(2)(f)(iv) The built environment will be explicitly recognised in the purpose of the NBA, with further overarching direction provided by outcomes in the NBA. The current policy intent of these outcomes for urban and housing is to promote well-functioning urban and rural areas, including by enabling use and development for housing, business use, and primary production to meet the diverse and changing needs of people and communities, the ongoing and timely provision of infrastructure services, and an urban form and rural areas that promote economic, social, cultural, health, safety, and environmental benefits.

56. The NPF will set outcomes, policies, targets, and limits (or outline a process for setting these in NBA plans), and standards – including for urban development. Work on the first NPF is underway, s 9(2)(f)(iv) Infrastructure has been identified as priority for the first NPF, and this is likely to include standard conditions, to improve the efficiency of infrastructure consenting nationally.

Outstanding decisions will influence how urban and housing outcomes are delivered in the new RM system

s 9(2)(f)(iv)

[Redacted text block]

Select Committee may also identify gaps and issues to be resolved. s 9(2)(f)(iv)

60. The UGA will be a key mechanism for oversight of housing and urban growth objectives as the RM reforms are progressed through the next stages, including providing cross-agency and cross-ministerial co-ordination.

Item 4: UGA Tracker Update

61. This quarter’s UGA Tracker highlights that the Crown has agreed to formally join the Greater Christchurch Partnership, that after years of extraordinary and sustained house price growth prices are now stabilising or decreasing, and that tier 1 councils are now forming plans to implement the Medium Density Residential Standard (MDRS).

62. In April, Cabinet agreed to the Crown formally joining the Whakawhanake Kāinga Committee; an Urban Growth Partnership (UGP) for the Greater Christchurch area [CAB-22-MIN-0117 refers]. The Minister of Housing and Minister for Local Government represent the Crown on the Committee. The partnership is between the Greater Christchurch Partnership, Ngāi Tahu and the Crown.

63. To address existing challenges and position Greater Christchurch effectively for long-term growth the Committee is working together to create a well-functioning urban environment, decarbonise transport, and improve: resilience, housing affordability and accessibility. An initial priority of the partnership is the preparation of a joint spatial plan and Mass Rapid Transport investigation.

64. Across the country, tier 1 councils have begun the process or released plans to implement Medium Density Residential Standards (MDRS) and the National Policy Statement on Urban Development (NPS-UD).
65. The Auckland Light Rail project is progressing well as it now enters the detailed planning phase of implementation. In South Auckland, the Drury Central and Paerata train Station RM Fast Track consenting applications have both been approved.
66. In Wellington, partners are making progress on enabling Māori housing aspirations, with the Raukawa Settlement Trust Ltd receiving funding from HUD's He Taupua Fund to support delivery of a collective housing programme.

Discussion questions

- Do you have any observations or feedback on the May update of the UGA tracker (Annex E)?

Annexes

s 9(2)(f)(iv)

s 9(2)(f)(iv)

69. Annex C – IFF Project – Proposed principles to guide page two
70. Annex D – Transit Oriented Development in Aotearoa New Zealand
71. Annex E – UGA tracker update
72. Annex F – UGA programme update



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Annex C: IFF Project – Proposed principles to guide stage two

Te Tiriti o Waitangi

1. *Give effect to the principles of Te Tiriti o Waitangi* - by the Crown building strong, meaningful, and enduring relationships with Māori to ensure infrastructure meets needs.

Efficiency

2. *Add value through local public goods*—support cities to attract and support large populations, providing benefits to the wider public.
3. *Harness value to create value*—raise revenues through user charges when a facility congests or nonpayers can be excluded, raise revenues through local land taxes (or equivalent) when facilities are local public goods, and use national general taxes to contribute towards national public good and redistribution aims.
4. *Align roles, risks, capabilities, and incentives*— assign roles and allocate tasks to those with most aligned motivations and means and constrain powers as required.
5. *Congruence (taxation with representation)*—those that pay a tax should authorise and benefit from the tax to help prevent misallocating resources.
6. *Flexibility*—cities require administrative systems for development and public good investment that gradually evolve over project lifetimes, and funding and financing tools will evolve and innovate over the longer term.
7. *Durability*—administrative systems need to manage stakeholder conflicts over the life of development projects and support genuine transfers of risk (including preventing bailing out debts).
8. *Support integrity of fiscal and accounting systems*—structures for funding and finance should be transparent, accountable, best practice, and support value for money.
9. *Stability*—processes and criteria for allocating public funding should be stable, predictable, and resistant to ‘rent seeking’.
10. *Pluralistic powers*—public powers should be distributed sufficiently broadly and subjected to constraints.
11. *Manage information problems*—facilitate information disclosure and accountability to prevent moral hazard.

Equity

12. *Address inequity* – consider how the funding and financing of urban infrastructure can be used to address inequities, particularly those that result from general housing unaffordability, deliberate exclusion, or historic neglect.
13. *Provide for intergenerational equity* - every generation should be paying its fair share for assets, reflective of the period over which infrastructure assets deliver services.



Annex D: Transit Oriented Development (TOD) in Aotearoa New Zealand

Transit Oriented Development in Aotearoa New Zealand

Transit Oriented Development (TOD) is:

medium to high density, mixed use, people-centred urban development concentrated within a ten-minute walk* of a rapid or frequent public transport station or stop.

* Ten minutes is an approximate figure for walking, as people walk at different speeds depending on factors such as age, abilities, and what/who they are travelling with. Walking times are affected by factors such as the terrain and street design (e.g. how much priority is given to people travelling by foot vs. vehicles). People often walk further to high quality/frequency services. Transit stops/stations, and the streets around them, need to be safe and accessible for all people, including disabled people.



rapid transit = a frequent, quick, reliable and high-capacity public transport service that operates on a permanent route (road or rail) that is largely separated from other traffic

→ includes bus rapid transit, light rail, light metro, heavy rail

frequent public transport = a service that runs every 15 minutes or less (or every 30 minutes or less for a ferry) on weekdays during peak periods

→ ideally services should also run frequently outside of commuting peaks

SCALE IT

Internationally, TOD is primarily associated with rapid transit (also known as mass transit). In Aotearoa New Zealand, we need to **scale TOD** for a range of different contexts. High density developments are needed around very high capacity and very high frequency rapid transit stations (e.g. around City Rail Link stations in Auckland). Medium-high density developments are needed around other existing and planned rapid transit stops (e.g. rapid bus and light rail stations/stops), in greenfield locations on urban peripheries (e.g. Drury), and in our smaller cities (e.g. around core frequent bus corridors in places like Hamilton and Tauranga).

Ingredients for a successful TOD

| | | Some key success factors | |
|---|---|--|---|
|  | Create the vision | Collaborate and create a shared long-term vision and plan | <ul style="list-style-type: none"> ✓ Masterplan and delivery in place ✓ Funding committed ✓ Partnerships created and on-board ✓ Governance structures in place ✓ Land owned or acquired (if need be) |
|  | Co-locate development | Co-locate key activity centres (e.g. a metro centre) with the station/stop and make the station/stop the focal point Scale TOD to reflect centre type | <ul style="list-style-type: none"> ✓ Land use and transport are integrated ✓ Centre is anchored by the station ✓ Station is a prominent feature ✓ Development aligns with the hierarchy of centres in the spatial plan |
|  | Densify around the station | Density should be highest within a 10-minute walk of a station/stop, becoming less dense on the periphery | <ul style="list-style-type: none"> ✓ Planning enables/encourages appropriate levels of density (e.g. 20,000+ people live within walking distance of a rapid transit station) ✓ High proportion of 6+ story buildings |
|  | Mix land uses and activities | Create a complementary mix of land uses and activities within a 10-minute walk of the station/stop to meet daily needs – e.g. places for living, shopping, learning, open spaces, and community facilities | <ul style="list-style-type: none"> ✓ Range of housing choices/typologies ✓ High proportion of affordable housing ✓ Range of employment opportunities ✓ Good access to schools, health, shops, green/open space, and daily needs |
|  | Make PT well-connected and quick | Locate TOD on a frequent, fast, and well-connected PT corridor Make the station/stop well-integrated with its surroundings | <ul style="list-style-type: none"> ✓ Frequent, reliable, accessible, and affordable PT services ✓ >50 percent of people regularly travel by PT or active modes |
|  | Prioritise walking and cycling | Prioritise access by foot, bike, and micro-mobility around the station/stop Support inclusive and safe access for all ages and abilities | <ul style="list-style-type: none"> ✓ Low private vehicle traffic and low speed limits around stations/stops ✓ Integrated with walking and cycling networks with good provision for bicycle parking ✓ Effective parking management |
|  | Create attractive public spaces | Make the station/stop the focal point Create or modify structures, streets, and buildings to create vibrant public places that are attractive for people living, working, and playing in | <ul style="list-style-type: none"> ✓ Placemaking with communities ✓ High quality station/stop design, integrated with surrounding streets ✓ Green/open spaces ✓ High quality public amenities |

Planning for density

While urban density can be measured in different ways, it generally refers to how many people live within a specific urban area. Density is affected by the number of dwellings per site and the size of each dwelling, which are also affected by factors such as building heights and site coverage. Building height is not a measure of density, but taller buildings can potentially accommodate more people than low-level buildings.

The National Policy Statement on Urban Development (NPS-UD) requires local authorities to enable building heights and urban density in city centres “to realise as much development capacity as possible” and building heights of at least six stories within walking distance of existing and planned rapid transit stops.

What does not create a successful TOD

- ✗ Zoning primarily for single land uses within walking distances of stations, such as only for housing.
- ✗ Failing to make it safe, quick, and easy for people to get to/from stations and nearby places by foot/bike/scooter
- ✗ Providing Park and ride facilities around stations.
- ✗ Locating stations on the margins of existing/planned centres (e.g. directly next to a highway that severs connectivity with surrounding land and buildings).

Key challenges for TOD in Aotearoa New Zealand

- **Land use and transport planning are not well integrated:** resource management reforms will help to address this.
- **Leadership and delivery:** responsibilities for driving TOD are split across development agencies and transport agencies (e.g. local authorities, Waka Kotahi, Kāinga Ora), and the private sector needs to be closely involved.
- **Phasing:** TOD needs to occur over time. In greenfield areas, lead investments are required to establish development and mobility patterns early on. Public transport use can often be low in early stages of development, making it difficult to sustain frequent services (which are needed to boost patronage).
- **Funding:** Public and private developers will only invest in major developments around transit stations/stops when transport infrastructure and services are confirmed and funded. The transport funding system is not well-g geared to fund major rapid transit systems across multiple urban growth partnerships areas.

Key opportunities for TOD in Aotearoa New Zealand

- Incentivising and/or leading mixed-use intensification around existing stations – e.g. around rail stations in the Hutt Valley and Porirua where significant land is owned by Kāinga Ora.
- Converting Park and Ride facilities around existing rapid transit stations to higher-value land uses (e.g. high-density housing, offices, and retail).
- Maximising urban development opportunities for proposed new rapid transit lines in places like Auckland and Wellington, by leveraging the requirements in the NPS-UD for councils to enable higher densities around rapid transit stations/stops.
- Improving walkability and cycle networks around stations/stops, with safe storage for bikes at stations, to increase how many people can access rapid transit services via a short walk or bike/scooter ride.

Annex E: UGA Tracker update

UGA OBJECTIVES & OVERVIEW:

MAY 2022

- Affordable housing:

Giving people more and better options for housing locations and types, to improve housing affordability in urban areas.

- Emissions reductions:

Encouraging, enabling, and incentivising lower emission urban form and construction.

- Liveable and resilient cities:

Making urban areas more accessible and inclusive, and increasing resilience to natural hazards and climate change impacts.

Housing choice is improving nationally, while house purchase prices have stabilised or are decreasing after years of extraordinary and sustained growth. Tier 1 partner councils are now forming intensification plans to implement the MDRS and NPS-UD. In April, the Crown agreed to formally join the Greater Christchurch Partnership. In Auckland, progress continues to be made on the city's significant urban development and transport projects, including an Auckland Housing Programme budget proposal considered by Cabinet, advancing the Auckland Light Rail into the Detailed Planning Phase, the preparation of Draft Programme Business Cases for CRL development precincts, and Drury-Paerata development area strategic acquisition negotiations to enable transit-oriented development.

| UGA PARTNERSHIPS | COMPLETED ✓ | IN PROGRESS ✓ | BARRIERS PRESENT ✗ | SIGNIFICANT CHANGE SINCE PREVIOUS REPORT □ | | | |
|--|------------------------------------|---------------------------------------|-------------------------------------|--|------------------------------|-------------------------------------|-------------------------|
| | Northland-Auckland Corridor | Auckland | Hamilton-Auckland Corridor | Tauranga-Western Bay of Plenty | Wellington-Horowhenua | Greater Christchurch | Queenstown Lakes |
| <i>Lead Ministers</i> | Hon Mahuta Hon Henare (TBC) | Hon Woods Hon Wood Hon Williams | Hon Woods Hon Mahuta Hon Wood | Hon Woods Hon Mahuta | Hon Woods Hon Wood | Hon Woods (TBC) Hon Mahuta (TBC) | Hon Woods Hon Nash |
| Establishment of a Partnership : Regular meetings and engagements at governance, executive and technical all levels | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Appropriate joint spatial plans are in place and given effect to | ✗ | ✗ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Joint work programmes are established and being progressed, including priority development areas | ✓ | ✓ | ✓ | ✓ | ✓ | ✗ | ✓ |

MEASURES ■ IMPROVING ■ NO CHANGE ■ WORSENING 🌿 EMISSIONS IMPLICATIONS # WORST PERFORMING # BETTER PERFORMING

| Quarterly Measures | | National | Northland-Auckland Corridor | Auckland | Hamilton-Auckland Corridor | Tauranga-Western Bay of Plenty | Wellington- Horowhenua | Greater Christchurch | Queenstown Lakes |
|---|---------|----------|-----------------------------|----------|----------------------------|--------------------------------|------------------------|----------------------|------------------|
| Housing Affordability - Rental: Median rent as % of median household income (June 2021) | Current | 33% | 41% | 31% | 33% | 38% | 31% | 29% | 26% |
| | Trend | - | ▲ | ▼ | ▲ | ▲ | - | ▼ | ▼ |
| Housing Affordability - Purchase: Median household income to median house price ratio (March 2022) | Current | x9.1 | X8.5 | X11.7 | X9.2 | x11.2 | X8.9 | x7.4 | X18.8 |
| | Trend | ▼ | - | ▼ | - | - | ▼ | - | ▲ |
| | Current | 9.7 | 7.6 | 12.1 | 10.5 | 9 | 6.9 | 13.6 | 27.3 |

[IN-CONFIDENCE:RELEASE EXTERNAL]

| | | | | | | | | | |
|--|---------|-----|-----|------|-----|-----|------|------|------|
| Land Supply: Number of new annual dwelling consents per 1,000 population, 12 month rolling average (March 2022) | Trend | ▲ | ▲ | ▲ | - | ▼ | ▲ | ▲ | ▲ |
| Housing Choice: Townhouses, apartments, or flats as % of new consents, 12 month rolling average (March 2022) | Current | 46% | 9% | 67% | 35% | 19% | 53% | 38% | 45% |
| | Trend | ▲ | - | ▲ | ▲ | ▲ | ▲ | ▲ | ▲ |
| Public Transport Patronage: # annual Public Transport trips per capita, 12 month rolling average (March 2022) | Current | | | 26.6 | | 9.3 | 52.7 | 13.8 | 16.2 |
| | Trend | | | ▼ | | - | ▼ | ▼ | ▼ |
| Electric Vehicle Uptake: Electric Vehicles per 1,000 population (March 2022) | Current | 6.1 | 1.4 | 8.4 | 2.3 | 1.6 | 6.2 | 6.8 | 4 |
| | Trend | ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | ▲ |

| Annual Measures | | National | Northland-Auckland Corridor | Auckland | Hamilton-Auckland Corridor | Tauranga-Western Bay of Plenty | Wellington- Horowhenua | Greater Christchurch | Queenstown Lakes |
|--|---------|----------|-----------------------------|----------|----------------------------|--------------------------------|------------------------|----------------------|------------------|
| Transport Choice: Mode share of public transport and active transport as % of all trips | Current | 6.5% | 0-1% | 12% | 1% | 2% | 21% | 1-5% | 4% |
| | Trend | ▲ | - | ▲ | ▲ | - | ▲ | ▲ | ▲ |

TRACKER ■ GOOD PROGRESS ■ IN PROGRESS ■ ATTENTION REQUIRED SIGNIFICANT BARRIER OR PROGRESS SINCE PREVIOUS REPORT

| Implementation & Delivery | Northland-Auckland Corridor | Auckland | Hamilton-Auckland Corridor | Tauranga-Western Bay of Plenty | Wellington-Horowhenua | Greater Christchurch | Queenstown Lakes |
|---|---|---|---|--|---|--|---|
| <p>Enablement of priority development areas through application of new and existing funding and financing tools, including:</p> <p><i>Council Rates, Debt limits</i></p> <p><i>PGF – Provincial Growth Fund</i></p> <p><i>HIF – Housing Infrastructure Finance</i></p> | <ul style="list-style-type: none"> NZ UP - funding confirmed for part of South Whangārei package of SH1 and rail improvements – some NZ UP funding for Northland is being reworked by Waka Kotahi IAF application Marsden Ruakākā to increase capacity for wastewater – through to RFP stage No priority development areas | <ul style="list-style-type: none"> HIF - in place for the Northwest (including Westgate) s 9(2)(j) Rescope of the NZUP South Auckland Package to support housing in Drury | <p>s 9(2)(j)</p> <p>key IAF EOI proposals were selected to progress to RFP stage (Rotutuna North, Hamilton Central, Te Awamutu)</p> | <ul style="list-style-type: none"> IFF – analysis progressing for Tauriko West & Tauranga transport network HIF - for Papamoa East Interchange, revised loan agreement going to Waka Kotahi board in May All key IAF EOI proposals were selected to progress to RFP stage, outcomes end of April | <ul style="list-style-type: none"> NZ-UP Projects: <ul style="list-style-type: none"> SH58 safety improvements Melling Interchange Ōtaki to north Levin Rail upgrades north of Wellington Shovel Ready Projects: <ul style="list-style-type: none"> Heretaunga Campus for Innovation and Sport (Upper Hutt) Taraika residential development (Levin) IAF - successful EOIs for the region equates | <ul style="list-style-type: none"> IAF - Christchurch City and Waimakariri District have one proposal each that has progressed to RFP stage | <ul style="list-style-type: none"> The QLDC have approved the progression of a masterplan for the Ladies Mile Priority Development area, will provide for approx. 2500 dwellings. IFF - QLDC has indicated an interest in using IFF for two priority development areas <ul style="list-style-type: none"> Ladies Mile |

| | | | | | | | |
|---|---|--|---|---|--|--|---|
| <p>NZ UP - NZ Upgrade Programme 'Shovel ready' grants</p> <p>IFF – Infrastructure Funding and Financing levy</p> <p>HAF- Housing Acceleration Fund</p> <p>DC – Development Contributions</p> <p>IAF – Infrastructure Acceleration Fund</p> | <p>have been confirmed for the N2A</p> | <ul style="list-style-type: none"> HAF – approved five-year funding to progress Auckland LSPs and a small number of other projects progressed to the IAF RFP stage | | | <p>to over 22,000 dwellings</p> | | <ul style="list-style-type: none"> The Southern Corridor Further analysis of infrastructure costs is required to determine suitability of IFF. |
| <p>Application of new and existing urban development tools, including:</p> <p>SDP – Specified Development Projects</p> <p>RM Fast Track consenting</p> <p>SPP –Streamlined Plan Changes</p> | <ul style="list-style-type: none"> No major application of new tools yet RM Fast Track – Whangārei CBD development project has been referred | <ul style="list-style-type: none"> s 9(2)(f)(iv) The three Drury East fast-track applications are progressing through the EPA process The Drury Central and Paerata Station fast-track applications were approved Several Auckland projects are continuing to be referred to the fast-track process. | <ul style="list-style-type: none"> Rototuna North has been referred to the fast-track consenting process RM Fast Track - Consent application granted for Ohinewai foam factory and rail siding, part of the business park proposal All appeals on the Ohinewai plan change have been resolved | <ul style="list-style-type: none"> s 9(2)(f)(iv) SPP application for Omokoroa stage 3 is being processed by MfE. However, this may progress through the ISPP with the MDRS changes. | <ul style="list-style-type: none"> Let's Get Wellington Moving was launched in Nov 2021 for community feedback. s 9(2)(f)(iv) Plimmerton Farms SPP was approved in 2020 for the development of 2,000 new homes. An SDP is being considered by Porirua City Council, Ngati Toa, Kāinga Ora, the private developers and other Crown agencies for development of the Northern Growth Area establishing Plimmerton Farm as Stage 1 of a larger 900ha development. | <ul style="list-style-type: none"> The fast-track consent applications for the Bellgrove development in Rangiora are processing through the EPA process | <ul style="list-style-type: none"> The Flints Park West project has been referred to the Expert Panel for fast-track consenting. QLCC are concerned fast-track applications for Ladies Mile will compromise the strategic vision of the masterplan, and cause complications for infrastructure funding and delivery. s 9(2)(f)(iv) SPP – Developer submitted application for first stage of Ladies Mile Structure Plan – waiting on decision to refer MfE |
| <p>Implementation of new regulatory tools, including:</p> <p>NPS-UD – National Policy Statement on Urban Development</p> <p>Enabling Housing Supply Act</p> <p>HBA – Housing and Business Land Assessment</p> <p>ISPP – Intensification Streamlined Planning Process</p> | <ul style="list-style-type: none"> Whangārei HBA complete, will need to be updated to show additional capacity provided in the appeals version of their District Plan (KO submissions to this has delivered a 235-315% increase in the number of homes able to be developed on the agency's land) Proposed District Plan notification for Far North District Council expected May 2022. KO plan to submit Kaipara – Draft District Plan due April 2022 - informal feedback | <ul style="list-style-type: none"> Auckland Council has submitted its HBA which shows sufficient feasible capacity, however, additional modelling is highlighting ongoing affordability concerns In April, Auckland Council released consultation material outlining how they plan to implement the NPS-UD and MDRS HUD & MfE are working with Auckland Council to identify appropriate timeframes to complete the intensification streamlined planning process (ISPP) | <ul style="list-style-type: none"> HBA complete showing sufficient feasible land supply but shortage of affordable rental supply Working group driving programme to implement NPS-UD and joint spatial plan – Updated Future Proof Strategy to be finalised in June 2022 'Significant development capacity criteria' has been included in the FP strategy and will be incorporated into the RPS in August 2022 | <ul style="list-style-type: none"> HBA 2021 complete, now being updated to inform JSP/FDS Tauranga Intensification Plan Change 26 replaced by Plan Change 31 using ISPP Process Work has begun on developing changes to the RPS including for the 'significant development capacity criteria' WBOPDC commenced work in Te Puke to introduce the Medium Density Residential | <ul style="list-style-type: none"> Work is underway on aligning the Regional Policy Statement with the WRGF, and NPS-UD/FM. The combined HBA for Wellington metro councils is still underway. Updates on Plan changes: <ul style="list-style-type: none"> Taraika (PC 4) to rezone Taraika Growth Area was notified in November 2020 and hearings on submissions took place in Nov 2021. Hutt City and Kapiti Councils have started | <ul style="list-style-type: none"> CCC has released consultation material outlining how it proposes to implement the NPS-UD intensification policies and MRDS. The work is on track to meet the August notification deadline | <ul style="list-style-type: none"> HBA complete, showing sufficient development capacity, with a shortfall at affordable price-points |

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| | <p>(Proposed District Plan to be notified October 2022. Kāinga Ora to engage on draft</p> <ul style="list-style-type: none"> Far North District Council have engaged with Central Government agencies on Kerikeri-Waipapa Spatial Plan/FDS due to be completed September 2022 – Kāinga Ora and HUD expected to be involved at a number of levels. FNDC are following the NPS-UD process despite not being a tier 2 Council | | <ul style="list-style-type: none"> Hamilton City Council, Waikato District Council and Waipa District Council have begun to prepare intensification planning instruments to implement the MDRS and NPS-UD. They are working together with the aim of having one Panel to hear all three plan changes | <p>Standards (MDRS). Housing needs assessment commenced for Katikati</p> | <p>consultation on how they will implement the MDRS. Upper Hutt's Plan Change 50 is likely to be replaced by the MDRS requirements. Notification of all three plan changes is expected by August 2022.</p> <ul style="list-style-type: none"> Kāpiti Coast District Council have released a draft plan change to incorporate NPS-UD and MDRS changes | | |
| <p>Delivery of key housing programmes, including:</p> <p><i>LFH – Land for Housing</i></p> <p><i>PHO – Progressive Home Ownership</i></p> <p><i>CHP – Community Housing Providers</i></p> <p><i>LSP – Large Scale Projects</i></p> <p><i>KOLP – Kāinga Ora Land Programme</i></p> | <ul style="list-style-type: none"> Whangārei District Council adopted their updated growth strategy and to undertaking spatial in September 2021 plans as part of their 'Placemaking Programme'. Whangārei District Council approval in March 2022 a co-governance arrangement for development of their housing strategy keen to engage with Kāinga Ora on this and their Future Development Strategy Far North District Council is leading the Keirikeri/Waipapa Spatial Plan – will explore Kainga Ora Land Programme Opportunity with Māori CHPs to support housing outcomes. | <ul style="list-style-type: none"> Ongoing expansion of Kāinga Ora and LFH programmes to deliver new housing, including Unitec and the Drury growth area Funding to progress five Kāinga Ora Large Scale Projects. | <ul style="list-style-type: none"> PHO successfully established. LFH in Cambridge West. CHP pipeline being re-developed. Partnership Project being developed for Enderley. | <ul style="list-style-type: none"> PHO established. LFH at Tara Road. MOU between KO and APL. Joint Housing Action Plan actions underway and tracking well. KO / Accessible Properties producing re-development options for Gate Pa Pukehinahina inputting to Cameron Road stage 2 modelling PT corridor. KO Land Programme - 95 Ha in Tauriko West, master planning underway. KO progressing MOU with TCC on Poteriwahi (Parau Farms). | <ul style="list-style-type: none"> Regional Housing Action Plan was adopted by the Leadership Committee and Programme is proceeding with a series of workshops to implement key projects within the Plan. Ongoing expansion of Kāinga Ora and LFH to deliver new housing. Kāinga Ora and partners delivering Porirua Regeneration LSP - \$136m HAF announced on 13 July 2021. | <ul style="list-style-type: none"> Kāinga Ora and CHPs are over-delivering on the PHP targets for 2021-24. | <ul style="list-style-type: none"> Construction of Te Pa Tahuna underway (Land for Housing / KiwiBuild). |
| <p>Enabling Māori housing aspirations and progress delivery</p> | <ul style="list-style-type: none"> Whai Kāinga established, aims to improve Māori housing outcomes in Te Tai Tokerau - All 4 Taitokerau councils, Kāinga Ora, and Waka Kotahi in the working group Kāinga Ora developing partnership agreements with Māori to support and facilitate their housing and urban | <ul style="list-style-type: none"> The LFH programme includes 11 projects that have iwi involvement in the development partnership. The Auckland Plan contains the focus area: <i>Invest in and support Māori to meet their specific housing aspirations</i> | <ul style="list-style-type: none"> Iwi-led revitalisation in the River Communities Priority development area initiative launched with mana whenua for Huntly Rāahui Pōokeka. Kāinga Ora working proactively with Matawhaanui Trust in housing supply in Raahui Pōokeka. Kāinga Ora has supported Waikato Tainui with Hopuhopu | <ul style="list-style-type: none"> Tangata Whenua Spatial Plan in development, 3-year timeframe. Māori housing workshop to be held in June with Combined Tangata Whenua Forum and HUD to discuss potential of new Māori Housing funds and progressing new | <ul style="list-style-type: none"> The regional assessment of Iwi Capacity Building has held initial stakeholder meetings and will report back in May. The Raukawa Settlement Trust Limited received \$130k from the He Taupua Fund for the engagement of contractors and consultants to deliver an Iwi-led | <ul style="list-style-type: none"> Mana whenua are preparing the Kainga Nohoanga Strategy that will articulate their priorities and expectations. This will inform the preparation of the joint-spatial plan and associated actions. The Kainga Nohoanga Strategy will be developed with Ngai Tuahuriri and have | <ul style="list-style-type: none"> Kāi Tahu Property developments in Queenstown: <ul style="list-style-type: none"> Project Manawa Wakatipu High School Site. |

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|---|--|---|--|--|--|---|--|
| | development aspirations. | | development plans and Whai Kāinga Whai Oranga grant application. | papakāinga development | Collective Housing Programme focusing on kaupapa Māori approaches to deliver holistic community housing developments and support solutions tailored to whanau. • HUD, Kāinga Ora, Waka Kotahi, TPK and WRLC have also received a proposal to support an iwi Confederation (Te Atiawa, Ngāti Raukawa and Ngāti Toa) allowing a coordinated response to enabling Māori housing in the Kapiti area. | effect within their takiwa. | |
| Supporting mode shift : Rapid and/or frequent transit networks connect all housing and employment at scale and all facilities of scale | <ul style="list-style-type: none"> Whai Kāinga established N2A corridor planning - now part of Whai Kāinga. All 4 Taitokerau councils, Kāinga Ora, and Waka Kotahi in the working group Work continues to implement Whangarei shared path network with funding secured for paths in Tikipunga and Kamo RPTP adopted end 2021 Improvements beginning to existing bus terminal in Whangarei which improve safety and capacity Kāinga Ora are working with Councils and tangata whenua/ Māori organisations around housing locations and with Māori businesses | <ul style="list-style-type: none"> Crown and AC investing \$4.4 billion in the City Rail Link. Three new rail stations are being delivered to support the Drury-Paerata growth areas, with consent applications granted for two. ALR Board appointments and governance arrangements progressing CRL: Draft Programme Business Case prepared for Maungawhau & Karangahape Precincts. Further work required to finalise, will be informed by AC NPS-UD response and alignment with ALR. Approx. date for completion June 2022. | <ul style="list-style-type: none"> Programme business case for the critical new rapid and frequent public transport network underway, with long list of options completed; due for completion in June 2022 Faster Hamilton to Auckland Rail indicative business case now being updated from interim to full business case. Due for completion 30 June 2022. | <ul style="list-style-type: none"> Lowest PT/active mode share in country requires stronger PT focus in priority development areas.; targets being developed Programme business case for enhanced PT underway but not yet adequately resourced given challenge and opportunity | <ul style="list-style-type: none"> All spatial initiatives include mode shift implications: Let's Get Wellington Moving, Eastern Porirua Regeneration, Lower Hutt, Levin, West-East corridor, Johnsonville, Upper Hutt and Kapiti-Horowhenua Lower Hutt Structure Plan – project plan is being reviewed considering other Lower Hutt projects. NZUP projects – see above | <ul style="list-style-type: none"> Stage 1 of the MRT investigation is on track to be completed by middle the year. The workstream is integrated with the spatial planning process. Transport Plan and Investment Programme is being progressed to identify transport interventions (beyond MRT) needed to support the spatial plan. This includes demand management policies. | <ul style="list-style-type: none"> NZUP + Shovel Ready delivery alliance between QLDC and Waka Kotahi to be established June / July. This will deliver extensive public transport improvements along SH6 and SH6a between the CBD and Frankton. |
| Network infrastructure provision: alignment of Three waters, drainage, energy, and telecommunications networks to enable development | <ul style="list-style-type: none"> Considerable interest in establishment of large solar farms. | <ul style="list-style-type: none"> Growth continuing to place strain on network infrastructure requirements Construction of the Central Interceptor is underway - costing \$1.2 billion | <ul style="list-style-type: none"> Business cases for the critical wastewater solutions completed or well progressed. | <ul style="list-style-type: none"> Potable water supply identified as a possible new constraint to urban growth as two dry summers have highlighted longer term supply risks | <ul style="list-style-type: none"> Priority project for Year 2 is 'Sustainable Water Supply' which is part of the long term 'Three Waters Strategy' for the region | NOTHING TO REPORT | NOTHING TO REPORT |
| Social infrastructure provision: alignment of civic, education and | <ul style="list-style-type: none"> Whai Kāinga workshops placing importance of aligning, social | <ul style="list-style-type: none"> Education, health, and community sectors being | <ul style="list-style-type: none"> Education, health, and community sectors being closely involved | <ul style="list-style-type: none"> Education and health sectors are actively informing urban | <ul style="list-style-type: none"> 'Regional approach to key social infrastructure' is | | <ul style="list-style-type: none"> s 9(2)(j) |

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|--|--|--|--|--|---|---|---|
| health facilities and services to enable development | infrastructure, education, & health to ensure alignment with development. <ul style="list-style-type: none"> • Kāinga Ora is supporting Northtec (Te Pūkenga) in their relocation aspirations to move to Whangarei CBD. | closely involved in urban growth planning <ul style="list-style-type: none"> • New schools in southern Auckland opened as 'lead infrastructure' have greatly supported housing development in priority growth areas | in urban growth planning. | growth options and management, and recent announcement around new school and sites have supported priority growth area progress | proposed to be a Year 4 project for the region | NOTHING TO REPORT | s 9(2)(i) |
| Supporting emissions reduction and increased resilience including addressing climate change impacts | <ul style="list-style-type: none"> • Far North District Council have identified the importance of maintaining the highly fertile land that exists in their territorial area and sustainability/climate change is a key focus of the Keirikeri-Waipapa Spatial Plan. • Whai Kāinga working group meetings have highlighted the importance of climate mitigation and adaption in developing the joint work programme • Northland Regional Council Coastal Hazards maps to be included in Whangārei District Council Plan Change – could affect development potential of some areas. | <ul style="list-style-type: none"> • Auckland Council have approved Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan. Roadmap to achieving 50% reduction in GHG emissions by 2030 and net zero by 2050 | <ul style="list-style-type: none"> • Land use and transport planning working towards lower carbon emissions per capita but low-density and car-based urban form and development culture will be challenging to 'turn around'. | <ul style="list-style-type: none"> • Regional Mode Shift Plan completed • Connected Centres Programme (UFTI) completed, targets emissions reduction through a significant change in urban form and transport system • Tension around implications of residual hazard risks for urban growth options | <ul style="list-style-type: none"> • Project plans have been approved for 'Regional emissions reduction strategy' and 'Regional climate change impacts plan' | <ul style="list-style-type: none"> • Work is underway to measure council's GHG emissions and implement emission reduction programmes – mode shift, PT investment, low emission transport options • Progress is being made on understanding local climatic risks and impacts | <ul style="list-style-type: none"> • Sustainability and working towards zero emission are a key principle of the draft Spatial Plan. Specifically addressed in proposed future transport investments |

ALIGNMENT AND ISSUES

| | | | | | | | |
|---|---|--|--|--|--|--|--|
| Alignment and misalignment of national policies and investment criteria (e.g., NPS-Freshwater) | s 9(2)(iv) <ul style="list-style-type: none"> • It will be increasingly important to consider how the climate change impacts of urban development in the roll-out of plans and priority development areas come together with the NPS-UD and ERP. | | | | | | |
| Specific issues or proposals that are affecting relationships and or effective growth management | s 9(2)(f)(iv) | | | | | | |

Annex F: UGA programme update

| Pillar | R.A.G rating | Progress since last meeting | Next steps/milestones and decisions | Attribution to achieving UGA objectives | Risks |
|---|---|--|--|--|--|
| Infrastructure funding, financing, and delivery | G | <p>Stage one of the inter-agency Infrastructure Funding and Financing Project (IFF Project) is now complete. The report back includes an updated problem definition, summary stocktake of infrastructure-related initiatives and significant gaps, and proposed principles to guide development of advice on options. The report back also identifies actions for work in stage two to address significant gaps in the infrastructure funding and financing system.</p> <p><u>Emissions reduction plan</u></p> <p>Cabinet agreed to the emissions reduction plan on 2 May, which includes an action to address infrastructure funding and financing issues that will be progressed via a number of existing work programmes, including the UGA. UGA Ministers previously agreed for this action to be progressed via the existing UGA workstream on IFF [BRF21/22121202 refers].</p> | <p>Officials will provide advice through existing workstreams (where relevant) and provide an update of the overall IFF Project at future UGA Ministers meetings. Officials will provide an overall report back on stage two (options analysis and recommendations) by the end of 2022.</p> <p>Emissions reductions is already an objective of the UGA, and officials will continue to reflect this in advice on IFF.</p> | <p>Will address ongoing system-level funding and financing constraints that limit the delivery of critical infrastructure needed to meet the objectives of the UGA.</p> | <p>Care will be taken to align with the infrastructure work occurring through the RM reforms.</p> |
| Urban planning | G | <p><u>The Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 and the National Policy Statement on Urban Development</u></p> <p>The Resource Management (Enabling Housing Supply and Other Matters) Amendment Act (the Amendment Act) was passed in December 2021. It aims to rapidly accelerate the supply of housing where the demand for housing is high. Once implemented, three storeys and three dwellings will be permitted by default on most sites in New Zealand's major urban environments. Councils will also have to use a streamlined process to implement these standards and the National Policy Statement on Urban Development (NPS-UD) intensification policies.</p> <p>An independent review of the Council Housing and Business Development Capacity assessments (HBAs) has been completed.</p> <p><u>RM Reform</u></p> <p>The analysis of how the National Policy Statement on Urban Development (NPS-UD) will transition into the new RM system is beginning. Extra resource has recently been recruited to focus on how the urban outcomes in the primary legislation will be achieved as the new system gets developed.</p> | <p>Councils must notify plan changes implementing the medium density residential standards (MDRS) and intensification policies by 20 August 2022.</p> <p>Officials are currently considering options to implement the findings of the HBA review.</p> <p>Decisions on how the NPS-UD transitions into the new system will be part of broader RM reform decision making throughout 2022.</p> <p>Officials also intend to provide urban design guidance to councils to support implementation.</p> | <p>The Amendment Act will help to address some of the issues with housing choice and affordability that Aotearoa New Zealand currently faces in its largest cities.</p> <p>The Amendment Act also supports efforts to reduce emissions in our largest urban areas by increasing the intensification and supply of warm, dry housing in high-demand areas, improving proximity to active and public transport routes, and enabling more efficient use of existing infrastructure.</p> <p>Climate change will be a key consideration in the revised urban design guidance.</p> | <p>Some councils may struggle to prepare draft plans in time for notification in August 2022.</p> <p>Officials have begun to engage with councils in an attempt to address any issues ahead of time.</p> <p>To assist in mitigating this risk Cabinet agreed to provide funding of \$1.25m to support implementation of the Bill.</p> <p>The plans and policies of the ERP and the National Adaptation Plan will not be published until later in the year (May and August, respectively). Councils are seeking clarity from government regarding how to plan for climate change, and enable emission reductions, in their draft plans while simultaneously delivering on other key objectives, such as housing supply. To help mitigate this risk, officials are working with councils to support the implementation of the NPS-UD, of which emissions reduction is a key objective.</p> <p>Once the ERP is published, interim solutions may be needed to deliver emissions reductions prior to comprehensive system reform, e.g., via Urban Growth Partnerships or the introduction of development incentives (as proposed in the ERP).</p> |
| Urban growth partnerships | <i>Progress provided in Annex A – Tracker</i> | | | | |
| Transport | G | No new updates | | | |
| System coherence | G | See previous discussion on the Emissions Reduction Plan (IFF pillar). | <u>ERP data, evidence, and tools</u> | | |

Officials will begin work to develop a nationally consistent tool or set of tools to quantify the lifetime emissions impact of regional and neighbourhood scale land use planning, urban development, and infrastructure choices, including the operational and embodied emissions in the infrastructure, transport, and energy sectors. This would build on and bring together existing work in these areas.

ERP – identifying ways to support the private sector

Officials will begin scoping this work to commence in 2023, beginning with engagement. Ideally, this will leverage off private sector engagement opportunities planned for other ERP actions, for instance actions under the Building and Construction chapter.

Understanding the emissions impacts of development and infrastructure investment decisions will be critical to ensuring the UGA meets its emissions reduction objective. Quantification of emissions impacts will enable decision-makers to better understand where land use and infrastructure decisions involve trade-offs or win-wins between emission reduction and affordability objectives

This work supports the emissions reductions objective through supporting the private sector to produce low-emissions developments.

Following the development of these tools, officials will recommend how to apply them in regulatory and non-regulatory decisions.

They will also be used to assess the alignment of existing planning and urban development policies and programmes (including the National Policy Statement on Urban Development (NPS-UD) and urban growth partnerships) with emission reduction targets.

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Briefing

| URBAN GROWTH AGENDA MINISTERS MEETING 24 AUGUST 2022 | | | |
|--|----------------|-----------------|----------------|
| Date | 17 August 2022 | Security level | In Confidence |
| Priority | Medium | Tracking number | HUD2022-000301 |

| ACTION SOUGHT FROM MINISTERS | |
|---|---|
| Hon Grant Robertson Minister for Infrastructure | <p>Note the contents of this briefing ahead of the Urban Growth Agenda Ministers' meeting on 24 August 2022.</p> |
| Hon Dr Megan Woods Minister of Housing, Minister for Building and Construction | |
| Hon David Parker Minister for the Environment | |
| Hon Nanaia Mahuta Minister for Local Government | |
| Hon Michael Wood Minister of Transport | |
| Hon Phil Twyford Associate Minister for the Environment | |

| CONTACT FOR DISCUSSION | | | |
|------------------------|--|-----------|-------------|
| Name | Position | Telephone | 1st contact |
| David Hermans | Chief Advisor Auckland, Ministry of Housing and Urban Development | s 9(2)(a) | ✓ |
| Lesley Baddon | Director, Urban and Infrastructure, Ministry for the Environment | s 9(2)(a) | |

| OTHER AGENCIES CONSULTED |
|--|
| Ministry of Transport, Department of Internal Affairs, The Treasury, Ministry of Business Innovation and Employment, Kāinga Ora. |



| MINISTER'S OFFICE TO COMPLETE | |
|--|----------|
| <input type="checkbox"/> Noted <input type="checkbox"/> Seen <input type="checkbox"/> See Minister's notes <input type="checkbox"/> Needs change <input type="checkbox"/> Overtaken by events <input type="checkbox"/> Declined <input type="checkbox"/> Referred to (specify) _____ | Comments |
| DATE RETURNED TO HUD: CLICK HERE TO ENTER A DATE. | |

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Briefing

| URBAN GROWTH AGENDA MINISTERS MEETING 24 AUGUST 2022 | | | |
|--|--|------------------------|----------------|
| Ministers receiving | Hon Grant Robertson, Hon Dr Megan Woods, Hon David Parker, Hon Nanaia Mahuta, Hon Michael Wood, Hon Phil Twyford | | |
| Date | 17 August 2022 | Security level | In Confidence |
| Priority | Medium | Tracking number | HUD2022-000301 |

| PURPOSE |
|---|
| <p>1. The purpose of this briefing is to inform your discussion at the Urban Growth Agenda Ministers' meeting on 24 August 2022. The main agenda items are:</p> <ul style="list-style-type: none"> • Item 1: Urban planning (Resource Management Reforms progress) (MfE); • Item 2: Urban design guidelines (MfE); • Item 3: Infrastructure Funding and Financing System (IFFS) Project: update on options (HUD/TSY/DIA); and • Item 4: UGA Tracker update (HUD). |

| RECOMMENDED ACTIONS |
|---|
| <p>2. It is recommended that you:</p> <p>a. Note the contents of this briefing ahead of the Urban Growth Agenda Ministers' meeting on 24 August 2022. Noted</p> <p>3. And in the meeting:</p> <p>b. Discuss and agree to the core responsibilities of the UGA governance apparatus (at both Ministerial and officials' levels) with respect to the RM reforms' implementation. Note that this role will include: Discussed and agreed</p> <ul style="list-style-type: none"> • Testing, and providing feedback on, the ongoing policy development of both the National Policy Framework and Regional Spatial Strategies. • Ensuring that the reforms deliver on the objective of "better enabling development within natural environmental limits", to support housing supply and well-functioning urban areas. <p>c. Discuss and agree to the UGA having an ongoing oversight role in the development of urban design guidelines. Discussed and agreed</p> <p>d. Note the next step in progressing the urban design guidelines involves MfE (working closely with UGA agencies) leading targeted Noted</p> |



engagement with local government, the development sector, Māori/iwi and urban design professionals.

e. **Discuss and agree** to officials progressing the proposed areas for further work on the Infrastructure Funding and Financing System Project.

Discussed and agreed

f. **Note** the UGA Tracker and work programme updates (**Annexes F and G**)

Noted

Ministry of Housing and Urban Development
David Hermans
Chief Advisor, Auckland
..... / /

Ministry for the Environment
Lesley Baddon
Director, Urban and Infrastructure Policy
..... / /

Hon Grant Robertson
Minister for Infrastructure
..... / /

Hon Dr Megan Woods
Minister of Housing
..... / /

Hon David Parker
Minister for the Environment
..... / /

Hon Nanaia Mahuta
Minister for Local Government
..... / /

Hon Michael Wood
Minister of Transport
..... / /

Hon Phil Twyford
Associate Minister for the Environment
..... / /



MEETING DETAILS

4. The Urban Growth Agenda (UGA) Ministers' meeting is scheduled for 24 August 2022, at 5:00PM-6:00PM in 7.4 EW.
5. Updates on actions from the 11 May UGA Ministers' meeting are attached as **Annex A**.

PROPOSED AGENDA

6. The proposed agenda for the 24 August meeting is below.

| ITEM | TIME |
|--|--------|
| 1. Urban planning (Resource Management Reforms progress) (MfE) | 5:00PM |
| 2. Urban design guidelines (MfE) | 5:20PM |
| 3. Infrastructure Funding and Financing System (IFFS) Project: update and further work (HUD/TSY/DIA) | 5:35PM |
| 4. UGA Tracker update (standing item) | 5:55PM |

ITEM 1: URBAN PLANNING (RESOURCE MANAGEMENT REFORMS' PROGRESS AND URBAN DESIGN PAPER)

Resource Management reforms (status update)

7. The Resource Management (RM) reform programme is now well advanced, with the *Natural and Built Environments Act* (NBA) and *Spatial Planning Act* (SPA) due to be introduced to Parliament later this year.
8. The Ministerial Oversight Group (MOG) is resolving any outstanding policy issues before the NBA and SPA Bills are finalised. This could include adjusting or rescinding some of the previous (primarily minor, technical) MOG decisions, or making additional decisions to address any gaps in the Bills.
9. Passing legislation for the NBA and SPA in this term of government will require the bills to be introduced to the House no later than October this year. MfE has prepared a Cabinet paper for consideration in August. The paper seeks Cabinet's agreement to:

s 9(2)(f)(iv)

10. An indicative timeline for introducing and passing the legislation is below:

s 9(2)(f)(iv)



s 9(2)(f)(iv)

11. While it is already well underway, implementation (including transition to the new system) presents potential delivery challenges at various stages:

- a. Development of the National Planning Framework (NPF), and limits and targets (led by central government with input from local government and Treaty partners).

s 9(2)(f)(iv)

- d. Assessing how the system is being implemented, including any impacts across housing, climate change and fresh water.

12. An indicative implementation timeframe (following enactment of the NBA and SPA) is below. This excludes any potential judicial review or appeal processes.

- a. First NPF to be operative by the end of 2024.

s 9(2)(f)(iv)

The UGA governance apparatus has a role in testing – and influencing – policy options as the RM reforms are implemented

13. UGA Ministers should be actively involved in the implementation of the new RM system because the reform programme will play an important role in furthering the UGA’s core objectives (affordable housing; emissions reduction; and liveable and resilient cities). The RM reforms are particularly relevant to the UGA’s second pillar (urban planning) and fifth pillar (system coherence).

14. All five objectives are important to UGA Ministers, but in particular, UGA Ministers have a role in improving alignment across the system by guiding reforms to “better enable development within natural environmental limits” to support housing supply and well-functioning urban areas.

15. The next stages of the reform programme include the development of the first NPF and processes and preparation of the RSSs. UGA Ministers can play a significant role in the development of the NPF. UGA Ministers should engage in the development of the RSSs (for example, as Urban Growth Partnerships (UGPs) transition to RSSs).



16. Ministers Parker and Twyford have requested that MfE officials prepare a briefing (BRF-1828 RM Reform 219) on progress towards supporting housing affordability in the new RM System (see **Annex B**).

DISCUSSION QUESTIONS

- | | |
|----|---|
| 1. | What are your views on UGA's role as the RM reforms are implemented, particularly with regard to aligning the UGA and RM Reform objectives? |
| 2. | What is your feedback on Annex B ('Update on Supporting Housing Affordability in the New RM System' briefing)? |

ITEM 2: URBAN DESIGN GUIDELINES

Urban design guidelines will support urban development under the new Resource Management system

17. The Minister for the Environment Hon David Parker has delegated responsibility for portfolio matters relating to urban policy (primarily as they relate to the RM reforms) to the Associate Minister for the Environment, Hon Phil Twyford. This includes a work programme to develop guidelines on urban design.
18. These guidelines aim to support urban development in the future RM system by:
- articulating what good urban design practice is throughout the system; and
 - providing decision-makers with clear guidance on what constitutes quality outcomes for built environments.

19. s 9(2)(f)(iv)

The guidelines are intended to sit alongside the first National Planning Framework (NPF) and will seek to influence the first Natural and Built Environment Plans. The guidelines will outline expectations for development in our urban environments s 9(2)(f)(iv)

UGA Ministers' role in overseeing the urban design guidelines' development

20. While Minister Twyford is leading this work programme as part of his role in support of RM Reform, UGA Ministers could provide input and oversee the development of urban design guidelines, given that they land across the scope of all of the UGA Ministers' portfolios. UGA Ministers could provide input into the scope, problem definition, options development and testing for the urban design work programme against implications for government priority programmes on housing and urban development (both regulatory and non-regulatory).

UGA agencies gave feedback on the scope of the urban design guidelines

21. On Monday 1 August and Tuesday 9 August 2022, MfE officials held workshops with officials from UGA agencies and the Ministry of Health to seek feedback on a proposed definition, problem/opportunity statement and scope for work on urban design guidelines. Agencies generally agreed in the value of a national approach to urban design in time for the first National and Built Environments Act plans. Key feedback from the UGA agency workshops is included in **Annex C**.



22. MfE officials are keen to maintain a cross agency approach to improving capability in urban design.

Timeline for developing the urban design guidelines

23. To develop a guidance document in time to support the first NPF, MfE officials have proposed the following high-level timeline:

| | |
|---------------|------------|
| s 9(2)(f)(iv) | [Redacted] |
| [Redacted] | [Redacted] |

Next steps

- 24. MfE is seeking to clarify the nature of Ministers’ – and agencies’ – involvement in the development of the urban design guidelines.
- 25. MfE will incorporate UGA agencies’ feedback from its workshop (**Annex C** refers) into material to support MfE’s engagement with local government staff, development sector, Māori/iwi and urban design professionals.
- 26. MfE will work with Minister Twyford to confirm a detailed timeline with a view to completing the urban design guidelines s 9(2)(f)(v) [Redacted]

DISCUSSION QUESTIONS

- 1 Are there any links between the urban design guidelines and aspects of the UGA work programme that you think are particularly important?

ITEM 3: INFRASTRUCTURE FUNDING AND FINANCING SYSTEM PROJECT

- 27. This item provides an update on how existing agency workstreams will address key infrastructure funding and financing issues, and further work to develop additional policy options.
- 28. We recommend UGA Ministers discuss and provide feedback on the proposed areas for further work outlined in this briefing. Annex D provides an overview on the IFFS Project for discussion by UGA Ministers.

In May 2022, UGA Ministers noted a set of actions to address significant gaps in the infrastructure funding and financing system

- 29. In May 2022, officials provided a stocktake of the government’s existing infrastructure-related initiatives and the most significant gaps in the infrastructure funding and financing system [M/EB21/22030219 refers]. UGA Ministers noted a set of actions for officials to



address the identified gaps. Since May 2022, officials have been identifying how existing agency workstreams and additional options could address identified gaps.

30. In the same month Te Waihangā released Rautaki Hanganga o Aotearoa – the New Zealand Infrastructure Strategy 2022-2052. Treasury is preparing the government response. The Strategy provides a broad range of recommendations for various aspects of infrastructure, including planning, consenting and delivery. In general, the Strategy's recommendations about infrastructure funding and financing are being advanced through existing agency workstreams. The IFFS Project has identified the potential for further changes that are additional to the recommendations in the Strategy.
31. Officials are scheduled to provide recommendations for any additional policy changes to UGA Ministers by the end of 2022.

Officials have identified specific aspects of the infrastructure funding and financing system that additional policy options should target.

32. The current system creates challenges for aligning funding contributions with the beneficiaries of infrastructure. This creates a reliance on funding contributors who have limited incentives to provide sufficient investment for infrastructure that supports urban development.
33. Te Waihangā has estimated that if we attempt to build our way out of current and future infrastructure challenges, it will cost around 9.6% of GDP over a 30-year period. This is equivalent to \$31 billion per year and almost double what we currently spend.¹
34. Officials have built on the May 2022 problem definition to identify specific issues to target through existing agency workstreams and any additional policy options developed through the IFFS Project. These issues are:
- Issue #1: Urban development benefits are not consistently factored into funding and financing decisions.
 - Issue #2: The design and use of funding and financing tools can lead to misalignment between funding contributions and those that benefit or cause the need for infrastructure to serve growth.
 - Issue #3: Central government's role in supporting urban development is unclear, and yet it is a major investor in local infrastructure and public services to support urban growth. There are opportunities to improve the process for identifying and agreeing investments.
 - Issue #4: Where a project is funded from multiple funding sources, there can be challenges coordinating between different funding processes.

UGA Ministers should provide feedback on the eight areas for further work that officials have identified

35. Officials have identified eight areas for further work under the IFFS Project, which address the key issues identified and complement existing agency workstreams. **Annex D** sets out the relationship between the key issues for infrastructure funding and financing, existing agency workstreams, and areas for further work.
36. Officials will provide recommendations for any additional policy changes related to further work areas 1 to 6 (listed in the table below) to UGA Ministers by the end of the year.

¹ Te Waihangā New Zealand Infrastructure Commission "Rautaki Hanganga o Aotearoa New Zealand Infrastructure Strategy" 2022, p31.

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s 9(2)(f)(iv)

UGA Ministers should note the assessment criteria officials will use for developing recommendations on additional policy changes

38. In May 2022, UGA Ministers noted a set of principles to guide officials work on developing options under the IFFS Project [M/EB21/22030219 refers]. Officials have refined these principles into a set of assessment criteria that will be used for developing recommendations on additional policy changes in the next phase of work, outlined in **Annex D**. The assessment criteria reflect a principled approach to how the infrastructure funding and financing system should be designed, as well as practical considerations.

Next steps

39. Officials will incorporate feedback from this meeting, and:

- Provide input on analysis and advice for existing agency workstreams that impact the infrastructure funding and financing system. This input will focus on opportunities for existing workstreams to address key issues for infrastructure funding and financing, as well as coherence across the infrastructure funding and financing system.
- Provide advice to UGA Ministers by the end of 2022 covering the eight areas for further work outlined in this briefing, which complement existing agency workstreams. This advice will include recommendations for any additional policy changes and a proposed way forward for other work areas (e.g. where there is a dependency on the Future for Local Government Review).

DISCUSSION QUESTIONS

1. Are there particular links with existing agency workstreams that officials should focus on when developing advice on additional policy changes?
2. Do you have any feedback on the areas for further work identified by officials?
3. Do you have any feedback on the assessment criteria that will be used for developing recommendations on additional policy changes in the next phase of work?

ITEM 4: UGA TRACKER

40. **Annex G** outlines updates to the UGA tracker. Key highlights relate to the Northland to Auckland Corridor, and Auckland Light Rail.

Northland to Auckland Corridor

41. Ministers agreed in 2020 for central Government officials to work with Council officials to investigate an Urban Growth Partnership for the Northland to Auckland transport corridor



to focus on spatial planning and growth management in Te Tai Tokerau. Following a year and a half of investigation, agencies (HUD, Kāinga Ora and Waka Kotahi) and councils have agreed not to continue working towards a formal Urban Growth Partnership. At this stage, there are higher priority issues in Te Tai Tokerau, particularly housing supply and quality that are being addressed through the existing Whai Kāinga place-based partnership.

42. We will focus instead on supporting councils with Future Development Strategies, other planning and housing projects and Kāinga Ora and Waka Kotahi projects. This will provide a good foundation for working together on implementing resource management reforms.

Auckland Light Rail

43. Auckland Council is proposing to defer implementation of MDRS and NPS-UD within the Auckland Light Rail (ALR) Corridor by 'carving out' the corridor from the IPI and revisiting this once route alignment and station locations are known (expected to be mid 2023). Officials from HUD and MfE are continuing to work with Auckland Council on this matter.

DISCUSSION QUESTIONS

- | | |
|---|---|
| 1 | Do you have any observations or feedback on the August update of the UGA tracker? |
|---|---|

ANNEXES

- Annex A – Actions from the 11 May UGA Ministers' meeting
- Annex B – BRF-1828 RM Reform 219 - Update on supporting housing affordability in the new Resource Management system
- Annex C – Key feedback from the UGA agency workshop on urban design
- Annex D – Infrastructure Funding and Financing System Project overview
- Annex E – Infrastructure Funding and Financing System Project assessment criteria
- Annex F – UGA Tracker update
- Annex G – UGA programme update

Annex A: Actions from the 11 May UGA Ministers' meeting

| ACTIONS FROM THE 11 MAY UGA MINISTERS' MEETING | |
|--|---|
| <p>IFFS Project: Report back (HUD/Treasury/DIA) on the Infrastructure Funding and Financing System (IFFS) project plan stage two findings.</p> | <p>The report back and proposed areas for further work is included in this briefing as agenda item 3.</p> |
| <p>Resource Management Reforms: MfE to progress its case studies which test the cumulative impact of the new resource management system for housing and urban growth.</p> | <p>An information pack to support Ministers comprising products and key messages on the new system will be provided to MOG Ministers in early September. This pack will include recent speeches and draft speeches, system diagrams and infographics, summaries of scenarios (formerly referred to as case studies) illustrating how the system is expected to play out in practice and a summary of progress against the reform objectives.</p> |
| <p>Transit-Oriented Development (TOD): MOT to progress case studies on how TOD could be applied in a fast-growing urban centre in Aotearoa New Zealand.</p> | <p>In collaboration with Waka Kotahi, Kāinga Ora, and HUD, MoT is developing a case study on how TOD could be applied in Tauranga. As an example of a fast-growing urban centre, UGA Ministers identified Tauranga as a potential location for such a case study. The case study will identify the opportunities for, and potential barriers to, applying TOD in a fast-growing urban centre in New Zealand. It will also identify practical strategies for how government and/or the private sector could address these issues. The case study will inform the development of recommended actions for UGA Ministers at their November meeting.</p> |
| <p>UGA Tracker: For the August UGA Ministers' meeting, HUD is to provide advice on the potential to measure land supply based on building opportunities rather than consents.</p> | <p>In reference to Minister Parker's request for a building opportunities metric, the most relevant information would be contained in the local authorities HBAs. However, these reports are updated tri-annually, and therefore cannot be tracked alongside the quarterly tracker. In the interim, HUD is working with the Treasury and the Reserve Bank to develop improved metrics of land supply to understand the expected impact of reforms underway and planned. The current focus is developing clearer understanding of effective land supply, the various material contributors, and the impact of different constraints. Work will also consider how to incorporate previous critiques of efficiency indicators (i.e. rural urban differentials) to improve use in future decision making.</p> |

Annex B: BRF-1828 RM Reform 219 - Update on supporting housing affordability in the new Resource Management system

| | | | |
|-----------------|----------------|----------------------|------------|
| Date Submitted: | 10 August 2022 | Tracking #: BRF-1828 | |
| Security Level | In-Confidence | MfE Priority: | Non-Urgent |

| | Action sought: | Response by: |
|---|---|----------------|
| To Hon David Parker Minister for the Environment | Agree to the recommendations in this briefing. Forward this briefing to Urban Growth Agenda ministers prior to the 24 th August meeting, for discussion at the meeting. | 19 August 2022 |
| To Hon Phil Twyford Associate Minister for the Environment | Agree to the recommendations in this briefing. | 19 August 2022 |

| | |
|--------------------------------------|---|
| Actions for Minister's Office Staff | Forward this briefing to the Urban Growth Agenda Ministers as soon as practicable prior to the 24 th August UGA Ministers meeting. Return the signed report to MfE. |
| Number of appendices and attachments | Nil |
| 0 | |

Ministry for the Environment contacts

| Position | Name | Cell phone | 1 st contact |
|---------------------|------------------|------------|-------------------------|
| Principal Author | Lucy Groenhart | | |
| Responsible Manager | Linley Wilkinson | | |
| Director | Lesley Baddon | s 9(2)(a) | ✓ |

BRF-1828 RM Reform 219 - Update on supporting housing affordability in the new Resource Management system

Purpose

1. This briefing provides an update on three components of supporting housing affordability in the new resource management (RM) system. This responds to a request from Ministers Parker and Twyford at a whiteboard meeting with Ministry for the Environment (Ministry) officials on 5th May 2022, and earlier direction from the s 9(2)(f) (iv) [REDACTED]
2. [REDACTED]
3. For each of these areas the briefing summarises why the focus area has been raised as an issue for consideration, RM reform decisions to date and the agreed next steps, including timing.

Background

4. s 9(2)(f)(iv) [REDACTED]
5. Supporting housing affordability is central to the RM reform objective of better enabling development within natural environmental limits. The primary legislation is now well advanced with the process underway for introducing the Natural and Built Environments Act (NBA) and Spatial Planning Act (SPA) to Parliament in s 9(2)(f) (iv) [REDACTED]
6. Work has also started to set up the transition and implementation programme ahead of the legislation coming into force. This includes the development of the National Planning Framework (NPF) and working with selected regions to develop model Regional Spatial Strategies (RSS) and Natural and Built Environments plans (NBA plans).
7. Work programmes in the next phases of RM reform and outside RM reform will contribute to the three areas identified above. These include actions in the *Emissions Reduction Plan* (ERP), Infrastructure Funding and Financing work being progressed under the UGA, and the Government's response to the recommendations in *Rautaki Hanganga o Aotearoa New Zealand Infrastructure Strategy* (the Infrastructure Strategy). This response is led by Treasury and will be tabled by the Minister of Finance in September 2022. These programmes are noted below where they have relevance to each of the three areas.

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s 9(2)(f)(iv)

[REDACTED]

Risks and mitigations

- 14. This briefing note provides a summary of existing decisions. There are no risks associated with the proposals in this briefing note other than those which have been raised in the substantive advice supporting previous decisions.

Treaty analysis

- 15. Treaty Impact Analysis has been undertaken for all advice provided to the Ministerial Oversight Group which have been summarised in this briefing.

Legal issues

- 16. This briefing note provides a summary of existing decisions. There are no legal issues associated with the proposals in this briefing note other than those which have been raised in the substantive advice supporting previous decisions.

Financial, regulatory and legislative implications

- 17. There are no financial, regulatory and legislative implications associated with the proposals in this briefing note other than those which have been raised in the substantive advice supporting previous decisions.

s 9(2)(f)
(iv)

[REDACTED]

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Recommendations

19. We recommend that you:

- a. **Agree** to forward the paper to UGA Ministers for discussion at the UGA Ministers meeting on 24th August.

Yes/No

Signature



Lesley Baddon – Director Urban and Infrastructure
Ministry for the Environment

Hon David Parker
Minister for the Environment

Date

Hon Phil Twyford
Associate Minister for the Environment

Date

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Annex C: Feedback from UGA agencies' urban design workshop

On Monday 1 August and Tuesday 9 August 2022, MfE officials held workshops with UGA agencies and the Ministry of Health to seek feedback on a proposed definition, problem/opportunity statement and scope for work on urban design guidelines.

Key feedback from these workshops included:

1. Urban design can be a process and an outcome – it will be important to determine the role of the guidelines in this regard.
2. Determine if a clear definition of urban design is useful or if the guidelines can have greater impact by influencing decisions relating to both disciplines.
3. Provide a clear rationale for why central government intervention is appropriate and why leaving urban design considerations to local decision-making is insufficient
4. Identify gaps in direction on what constitutes good urban design and what it means to achieve well-functioning urban environments, ensure barriers to quality urban design are understood (planning culture, investment, nature of community participation)
5. Ensure a focus on achieving equity, there is a key role for central government as a Treaty partner and to speak to diverse perspectives
6. Scope the guidance to address key design issues with clear standards, we need to recognise financial and time constraints and ensure that key design issues are prioritised
7. Urban environments are constantly subject to change and guidance needs to accommodate this and avoid perpetuation status quo bias.

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Annex D: Infrastructure Funding and Financing System Project Overview

Project overview of key issues and areas for further work

Discussion questions

| | Are there particular links with existing agency workstreams that officials should focus on when developing advice on additional policy changes? | s 9(2)(f)(iv) |
|--|--|---------------|
| Key issues | Links with existing agency workstreams | |
| <p>Urban development benefits are not consistently factored into infrastructure funding and financing decisions</p> | <p>Mega-projects, Auckland Light Rail, and the Housing Technical Working Group are considering how to factor urban development benefits into their workstreams.</p> | |
| <p>The design and use of funding and financing tools can lead to misalignment between funding contributions and those that benefit or cause the need for infrastructure to serve growth.</p> | <p>IFF Act implementation – expected to play a critical role in facilitating funding contributions from landowners and overcoming council funding and financing constraints. HUD will consider options to overcome affordability constraints for annual levies, where a higher levy would be consistent with significant land value uplift.</p> <p>Three Waters Reform – will provide greater flexibility for developers to fund three waters infrastructure through infrastructure growth charges.</p> <p>Auckland Light Rail – will inform any wider approach to value capture for future projects.</p> <p>Ministry of Transport Infrastructure Funding and Financing Toolkit – will provide guidance on the use of transport infrastructure funding and financing tools.</p> <p>Future for Local Government Review – may provide recommendations on local government infrastructure funding and financing tools.</p> <p>Resource Management Reform – Resource Management Reform will consider the role of Financial Contributions and other economic instruments as suggested in the Randerson Review</p> | |
| <p>Central government's role in supporting urban development is unclear. There are opportunities to improve the process for identifying and agreeing investments.</p> | <p>The Land Transport Revenue Review – will provide greater certainty about the scale of available funding for transport projects that support urban development. This will inform the approach to how government provides funding for urban development outcomes.</p> <p>The Future for Local Government Review – may provide recommendations on local government infrastructure funding and financing tools.</p> | |
| <p>Where a project is funded from multiple funding sources, there can be challenges coordinating between different funding processes.</p> | <p>The Land Transport Revenue Review - will provide greater certainty about the scale of available funding for transport projects that support urban development. This will affect how parties interact with the National Land Transport Plan process as part of securing funding for infrastructure that supports urban growth.</p> | |

Annex E: Infrastructure Funding and Financing System Project assessment criteria

| Assessment Criteria | |
|--|---|
| Discussion questions | |
| Do you have any feedback on the assessment criteria that will be used for developing recommendations on additional policy changes in the next phase of work? | |
| Criteria | Explanation |
| Meeting government objectives | <ul style="list-style-type: none"> Does the proposed option support the Urban Growth Agenda to achieve its overarching objectives of livable cities, affordable housing, and emissions reductions? |
| <u>Te Tiriti o Waitangi</u> | <ul style="list-style-type: none"> Does the proposed option align with the Crown's responsibilities under <u>Te Tiriti o Waitangi</u>? |
| Revenue adequacy and value for money | <ul style="list-style-type: none"> Does the proposed option provide a sufficient and stable source of revenue to fulfil its intended aims? Does the proposed option support investments in infrastructure that provide positive value for money? |
| Beneficiary pays | <ul style="list-style-type: none"> Does the proposed option seek funding from beneficiaries in proportion to the benefits they receive? Including individual, regional and national beneficiaries? |
| Equity and affordability | <ul style="list-style-type: none"> Does the proposed option provide for horizontal equity, vertical equity and intergenerational equity? Is the proposed option affordable for those who are being asked to pay? As part of this assessment there will need to be consideration of how it will affect different groups, including low-income households, Māori, and Pacific peoples |
| Practical considerations | <ul style="list-style-type: none"> Is the proposed option easy to implement and operate? Does the proposed option provide for transparency around its function and operation, and facilitate sharing of information? Does the proposed option have a mechanism to ensure representation and to hold decision makers to account? Does the proposed option fill a gap in the current funding toolkit or address a current weakness in the existing system to support a coherent infrastructure funding and financing system? Has an appropriate entity been identified to implement and/or administer the proposed option, and have roles, risks, responsibilities and incentives of the administering entity been identified and aligned? Does the proposed option have sufficient durability to endure as a funding or financing mechanism long-term and sufficient flexibility to be used in a range of circumstances and be adapted for different needs of different communities? |

Annex F: UGA Programme Update

| Pillar | R.A.G rating | Progress since last meeting | Next steps/milestones and decisions | Attribution to achieving UGA objectives | Risks |
|---|--------------|--|---|---|---|
| Infrastructure funding, financing, and delivery | G | <p><u>Infrastructure Funding and Financing Project System (IFFS Project)</u></p> <p>Stage two of the IFFS Project is now complete. The report back included in this briefing provides an update on how existing agency workstreams will address key infrastructure funding and financing issues, and proposes eight areas of further work for the next stage of the Project.</p> | <p>Officials will provide advice to UGA Ministers by the end of 2022 covering the eight areas for further work outlined in this briefing, which complement existing agency workstreams.</p> | <p>Will address ongoing system-level funding and financing constraints that limit the delivery of critical infrastructure needed to meet the objectives of the UGA.</p> | <p>Misalignment with other relevant workstreams.</p> <p>To mitigate this risk officials are engaging with other relevant workstreams to ensure coherence across agencies' advice on the infrastructure funding and financing system</p> |
| | | <p><u>Emissions reduction plan</u></p> <p>Cabinet agreed to the emissions reduction plan on 2 May, which includes an action to address infrastructure funding and financing issues that will be progressed via a number of existing work programmes, including the UGA. UGA Ministers previously agreed for this action to be progressed via the existing UGA workstream on IFF [BRF21/22121202 refers].</p> | <p>Emissions reductions is already an objective of the UGA, and officials will continue to reflect this in advice on IFF.</p> | | |
| Urban planning | G | <p><u>The Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 (the Amendment Act) and the National Policy Statement on Urban Development (NPS-UD)</u></p> <p>The Amendment Act was passed in December 2021. It aims to rapidly</p> | <p>Councils must notify plan changes implementing the medium density residential standards (MDRS) and</p> | <p>The Amendment Act will help to address some of the issues with housing choice and affordability that Aotearoa New Zealand currently</p> | <p>Some councils may struggle to prepare draft plans in time for notification in August 2022.</p> <p>Officials have begun to engage with councils in an attempt to address any issues ahead of time. To assist in</p> |

| Pillar | R.A.G rating | Progress since last meeting | Next steps/milestones and decisions | Attribution to achieving UGA objectives | Risks |
|--------|--------------|---|--|--|--|
| | | <p>accelerate the supply of housing where the demand for housing is high. Once implemented, three storeys and three dwellings will be permitted by default on most sites in New Zealand's major urban environments. Councils will also have to use a streamlined process to implement these standards and the NPS-UD intensification policies.</p> <p>An independent review of the Council Housing and Business Development Capacity assessments (HBAs) has been completed.</p> | <p>intensification policies by 20 August 2022.</p> <p>Officials are currently considering options to implement the findings of the HBA review.</p> | <p>faces in its largest cities.</p> <p>The Amendment Act also supports efforts to reduce emissions in our largest urban areas by increasing the intensification and supply of warm, dry housing in high-demand areas, improving proximity to active and public transport routes, and enabling more efficient use of existing infrastructure.</p> | <p>mitigating this risk Cabinet agreed to provide funding of \$1.25m to support implementation of the Bill.</p> <p>Councils are seeking clarity from government regarding how to plan for climate change, and enable emission reductions, in their draft plans while simultaneously delivering on other key objectives, such as housing supply. To help mitigate this risk, officials are working with councils to support the implementation of the NPS-UD, of which emissions reduction is a key objective.</p> <p>Interim solutions may be needed to deliver emissions reductions prior to comprehensive system reform, e.g., via Urban Growth Partnerships or the introduction of development incentives (as proposed in the ERP).</p> |
| | | <p><u>RM Reform</u></p> <p>The analysis of how the National Policy Statement on Urban Development (NPS-UD) will transition into the new RM system is beginning. Extra resource has</p> | <p>Decisions on how the NPS-UD transitions into the new system will be part of broader RM reform decision</p> | <p>Climate change will be a key consideration in the revised urban design guidance.</p> | |

| Pillar | R.A.G rating | Progress since last meeting | Next steps/milestones and decisions | Attribution to achieving UGA objectives | Risks |
|---------------------------|---|--|--|---|---|
| | | recently been recruited to focus on how the urban outcomes in the primary legislation will be achieved as the new system gets developed. | making throughout 2022. Officials also intend to provide urban design guidance to councils to support implementation. | | |
| Urban growth partnerships | Progress provided in Annex D – UGA Tracker | | | | |
| Transport | G | <p>The transport chapter of the Emissions Reduction Plan includes these actions that are highly relevant to the UGA:</p> <ul style="list-style-type: none"> Assess spatial plans to understand emissions implications and key risks and opportunities for reducing emissions (Action 10.1.1) Set sub-national Vehicle Kilometres Travelled (VKT) reduction targets for Aotearoa New Zealand's major urban areas (Tier 1 and 27) by the end of 2022 (Action 10.1.2) <p>44. Establish a high threshold for new investment to expand roads, including, new highway projects, if the expansion is inconsistent with emissions-reduction objectives (Action 10.1.4)</p> <p>Cross-agency work is underway to deliver on these actions.</p> <ul style="list-style-type: none"> Waka Kotahi NZ Transport Agency is leading the transport emissions assessments of spatial plans, in | <p>The initial transport emissions assessments of spatial plans will be completed by the end of 2022. We will advise UGA Ministers of the findings from these assessments when they are available.</p> <p>Further work is underway to finalise the sub-national VKT reduction targets. A paper with the recommended targets will go to Cabinet before the end of 2022.</p> | <p>Aligned with the objectives to reduce emissions and to create more liveable and resilient urban areas.</p> | <p>Some councils are concerned about the potential implications of assessing the transport emissions impacts of existing spatial plans, as well as the implications of VKT reduction targets for these plans. This is because significant work has been invested in developing and approving the current plans. On the other hand, there is also strong support to reduce emissions.</p> <p>Officials are aware of these concerns and are engaging openly and sensitively with councils through this process.</p> |

| Pillar | R.A.G rating | Progress since last meeting | Next steps/milestones and decisions | Attribution to achieving UGA objectives | Risks |
|------------------|--------------|--|--|--|---|
| | | <p>collaboration with HUD, MoT, and Kāinga Ora.</p> <ul style="list-style-type: none"> MoT has developed draft sub-national VKT reduction targets, and engaged with local government on the implications of these targets. <p>MoT has started work to establish an appropriate threshold for considering future road expansion projects, as part of developing the next Government Policy Statement on Land Transport. MoT has met with officials from HUD and Kāinga Ora to ensure that this threshold takes into account the need to deliver more housing in appropriate areas.</p> | <p>MoT will continue to work with other agencies to develop the proposed threshold to apply when considering future proposed road expansion projects.</p> | | |
| System coherence | G | <p><u>Emission Reduction Plan</u> – see previous discussion under the IFF pillar.</p> | <p><u>ERP data, evidence, and tools</u></p> <p>Officials will begin work to develop a nationally consistent tool or set of tools to quantify the lifetime emissions impact of regional and neighbourhood scale land use planning, urban development, and infrastructure choices, including the operational and embodied emissions in the infrastructure, transport, and energy sectors. This would</p> | <p>Understanding the emissions impacts of development and infrastructure investment decisions will be critical to ensuring the UGA meets its emissions reduction objective. Quantification of emissions impacts will enable decision-makers to better understand where land use and infrastructure decisions involve</p> | <p>Following the development of these tools, officials will recommend how to apply them in regulatory and non-regulatory decisions.</p> <p>They will also be used to assess the alignment of existing planning and urban development policies and programmes (including the National Policy Statement on Urban Development (NPS-UD) and urban growth partnerships) with emission reduction targets.</p> |

| Pillar | R.A.G rating | Progress since last meeting | Next steps/milestones and decisions | Attribution to achieving UGA objectives | Risks |
|--------|--------------|---|---|---|-------|
| | | | <p>build on and bring together existing work in these areas.</p> <p><u>ERP – identifying ways to support the private sector</u> Officials will begin scoping this work to commence in 2023, beginning with engagement. Ideally, this will leverage off private sector engagement opportunities planned for other ERP actions, for instance actions under the Building and Construction chapter.</p> | <p>trade-offs or win-wins between emission reduction and affordability objectives</p> <p>This work supports the emissions reductions objective through supporting the private sector to produce low-emissions developments.</p> | |
| | | <p><u>National Adaptation Plan (NAP)</u></p> <p>Cabinet agreed to the National Adaptation Plan on 1 August, which includes a range of actions to improve the resilience of urban development and infrastructure. The UGA has been identified a supporting work programme, with implications for all five pillars.</p> | <p>Officials will report back to UGA Ministers by the end of 2022 outlining the relevant actions and steps needed to ensure alignment.</p> | <p>Aligned with the objectives to create more liveable and resilient urban areas.</p> | |

UGA OBJECTIVES & OVERVIEW:

AUGUST 2022

– **Affordable housing:**

Giving people more and better options for housing locations and types, to improve housing affordability in urban areas.

– **Emissions reductions:**

Encouraging, enabling, and incentivising lower emission urban form and construction.

– **Liveable and resilient cities:**

Making urban areas more accessible and inclusive, and increasing resilience to natural hazards and climate change impacts.

National house purchase prices have stabilised or are decreasing after years of extraordinary and sustained growth. Tier 1 partner councils have formed intensification plans to implement the MDRS and NPS-UD, and new Future Development Strategies are in train where relevant. A formal partnership for the Northland – Auckland corridor is no longer being pursued. Auckland council have deferred further intensification of the Auckland Light Rail corridor.

UGA PARTNERSHIPS



COMPLETED



IN PROGRESS



BARRIERS PRESENT



SIGNIFICANT CHANGE SINCE PREVIOUS REPORT

| | Northland-Auckland Corridor | Auckland | Hamilton-Auckland Corridor | Tauranga-Western Bay of Plenty | Wellington-Horowhenua | Greater Christchurch | Queenstown Lakes |
|--|--------------------------------|---------------------------------------|-------------------------------------|--------------------------------|-----------------------|-------------------------|-----------------------|
| Lead Ministers | Hon Mahuta Hon Henare (TBC) | Hon Woods Hon Wood Hon Williams | Hon Woods Hon Mahuta Hon Wood | Hon Woods Hon Mahuta | Hon Woods Hon Wood | Hon Woods Hon Mahuta | Hon Woods Hon Nash |
| Establishment of a Partnership : Regular meetings and engagements at governance, executive and technical all levels | X | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Appropriate joint spatial plans are in place and given effect to | X | X | ✓ | ✓ | ✓ | ✓ | ✓ |
| Joint work programmes are established and being progressed, including priority development areas | X | ✓ | ✓ | ✓ | ✓ | X | ✓ |

MEASURES



IMPROVING



NO CHANGE



WORSENING



EMISSIONS IMPLICATIONS



WORST PERFORMING



BETTER PERFORMING

| Quarterly Measures | National | Northland-Auckland Corridor | Auckland | Hamilton-Auckland Corridor | Tauranga-Western Bay of Plenty | Wellington-Horowhenua | Greater Christchurch | Queenstown Lakes |
|---|----------|-----------------------------|----------|----------------------------|--------------------------------|-----------------------|----------------------|------------------|
| Housing Affordability - Rental: Median rent as % of median household income (June 2021) | 37% | 47% | 33% | 36% | 38% | 35% | 33% | 32% |
| | - | ▲ | ▲ | - | - | ▲ | ▲ | ▲ |
| Housing Affordability - Purchase: Median household income to median house price ratio (July 2022) | X8.29 | X7.22 | X10.8 | X8.31 | X9.9 | X7.7 | X6.9 | X15.9 |
| | ▼ | ▼ | ▼ | ▼ | ▼ | ▼ | ▼ | ▼ |
| Dwelling Consents: Number of new annual dwelling consents per 1,000 population, 12 month rolling average (June 2022) | 9.9 | 7.3 | 12.6 | 11.1 | 8.4 | 7.3 | 14 | 27.3 |
| | ▲ | ▲ | ▲ | - | ▼ | ▲ | ▲ | - |
| Housing Choice: Townhouses, apartments, or flats as % of new consents, 12 month rolling average (June 2022) | 58% | 12% | 63% | 29% | 21% | 34% | 38% | 32% |
| | ▲ | ▲ | - | ▼ | ▲ | ▼ | - | ▼ |
| Public Transport Patronage: # annual Public Transport trips per capita, 12 month rolling average (June 2022) | | | 24 | | 5.8 | 44.4 | 18.3 | 16.2 |
| | | | ▼ | | ▼ | ▼ | ▲ | ▼ |
| Electric Vehicle Uptake: Electric Vehicles per 1,000 population (March 2022) | 6.1 | 1.4 | 9.6 | 2.3 | 1.6 | 7.3 | 8.5 | 4 |
| | ▲ | - | ▲ | - | - | ▲ | ▲ | - |

| Annual Measures | National | Northland-Auckland Corridor | Auckland | Hamilton-Auckland Corridor | Tauranga-Western Bay of Plenty | Wellington-Horowhenua | Greater Christchurch | Queenstown Lakes |
|--|----------|-----------------------------|----------|----------------------------|--------------------------------|-----------------------|----------------------|------------------|
| Transport Choice: Mode share of public transport and active transport as % of all trips | 6.5% | 0-1% | 12% | 1% | 2% | 21% | 1-5% | 4% |
| | ▲ | - | ▲ | - | - | ▲ | - | ▲ |

TRACKER

■ GOOD PROGRESS
 ■ IN PROGRESS
 ■ ATTENTION REQUIRED
 SIGNIFICANT BARRIER OR PROGRESS SINCE PREVIOUS REPORT

| Implementation & Delivery | Northland-Auckland Corridor | Auckland | Hamilton-Metro | Tauranga-Western Bay of Plenty | Wellington-Horowhenua | Greater Christchurch | Queenstown Lakes |
|---|---|--|---|---|---|---|---|
| <p>Enablement of priority development areas through application of new and existing funding and financing tools, including:</p> <p><i>Council Rates, Debt limits</i> <i>PGF – Provincial Growth Fund</i> <i>HIF – Housing Infrastructure Finance</i> <i>NZ UP - NZ Upgrade Programme</i> <i>'Shovel ready' grants</i> <i>IFF – Infrastructure Funding and Financing levy</i> <i>HAF- Housing Acceleration Fund</i> <i>DC – Development Contributions</i> <i>IAF – Infrastructure Acceleration Fund</i></p> | <ul style="list-style-type: none"> NZ UP - funding confirmed for safety improvements South Whangārei package (SH1 and rail spur line to the port) s 9(2)(j) | <ul style="list-style-type: none"> HIF in place for the Northwest (including Westgate) NZUP - South Auckland Package to support housing in Drury being rescoped. HAF – funding in place to progress Kāinga Ora Large Scale Projects. Neighbourhood business cases being prepared for approval to progress development in Roskill, Māngere, Tamaki s 9(2)(j) | <ul style="list-style-type: none"> s 9(2)(j) | <ul style="list-style-type: none"> s 9(2)(j) HIF- revised loan agreement for Papamoa East Interchange subject to Waka Kotahi board/ministerial approval in August IAF – Omokoroa Structure plan area stage 3 announced. Te Papa Intensification and Taur ko West have progressed to the negotiation stage. | <ul style="list-style-type: none"> NZ UP - good progress, with SH58 stage 2a expected to be complete in the new construction season, detailed business case being finalised for ōtaki to North of Levin. RiverLink/ Melling preparing to start procurement Shovel Ready - Heretaunga Campus for Innovation and Sport (Upper Hutt) - \$30m, Taraika residential development (Levin) - \$25m IAF – Keneperu landing (\$6.1m) announced in December 2021. Riverlink, Trentham Racecourse, Ōtaki housing, Johnsonville City Centre, Camrose (Ngāi Toa) have progressed to the negotiation stage. | <ul style="list-style-type: none"> Plan to identify Priority Development Areas will be completed in August/September s 9(2)(j) | <ul style="list-style-type: none"> The QLDC have approved the progression of a masterplan for the Ladies Mile Priority Development area, will provide for approx. 2500 dwellings. IFF - QLDC has indicated an interest in using IFF for two priority development areas <ul style="list-style-type: none"> o Ladies Mile o The Southern Corridor Further analysis of infrastructure costs is required to determine suitability of IFF. |
| <p>Application of new and existing urban development tools, including:</p> <p><i>SDP – Specified Development Projects</i> <i>RM Fast Track consenting</i> <i>SPP – Streamlined Plan Changes</i></p> | <ul style="list-style-type: none"> No major application of new tools yet RM Fast Track for 24-unit papakianga development in Kaitaia (Late 2021) and Otawere water infrastructure approved Late 2021) RM Fast Track awaiting lodgement for Oruku Landing (a whangarei cbd project) | <ul style="list-style-type: none"> s 9(2)(f)(iv) Several Auckland projects are continuing to be referred to the fast-track process (e.g. Kēpa Road Apartments; Fleet Street Apartments; Whenuapai Green and Business park, Wellsford North). Federal Street residences has been approved through the fast-track process and reported on in the media Auckland Council has withdrawn Plan Change 5 in the Northwest due to a lack of funding for infrastructure KiwiRail have lodged NOR for the Drury West trains station s 9(2)(f)(i) | <ul style="list-style-type: none"> Rototuna North application was granted on 27 July through the fast-track consenting process RM Fast Track - Consent application granted for Ohinewai foam factory and rail siding, part of the business park proposal The Ohinewai plan change is operative | <ul style="list-style-type: none"> s 9(2)(f)(iv) SPP application for Omokoroa stage 3 withdrawn by WBOPDC. Now progressing through the ISPP with the MDRS changes. | <ul style="list-style-type: none"> s 9(2)(f)(iv) Plimmerton Farms SPP was approved in 2020 for the development of 2,000 new homes s 9(2)(f)(iv) Fast-track consent for Eastern Porirua infrastructure under consideration through the fast-track consent process The Johnsonville Town Centre consent application referred to the fast-track consent process. | <ul style="list-style-type: none"> The Bellgrove and Faringdon Southwest and East project has been approved through the fast-track consenting process. The Faringdon Oval Project application has been referred but not lodged with the EPA vet. s 9(2)(f)(iv) Kāinga Ora have offered to assist the programme team to consider what tools could be used to implement the Spatial Plan. | <ul style="list-style-type: none"> The Flints Park West project has been referred to the Expert Panel for fast-track consenting. QLDC are concerned the three fast-track applications for Ladies Mile will compromise the strategic vision of the masterplan, and cause complications for infrastructure funding and delivery. Minister Parker has decided to refer the Glenpanel, Ladies Mile application to the fast-track consent process. SPP – QLDC have decided to apply to the minister of Environment to use SPP to rezone the planning provisions or ladies Mile |

| | | | | | | | |
|---|---|--|---|---|--|---|--|
| | | s 9(2)(f)(iv) | | | | | |
| <p>Implementation of new regulatory tools, including:</p> <p><i>NPS-UD – National Policy Statement on Urban Development</i> <i>Enabling Housing Supply Act</i> <i>MDRS – Medium Density Residential Standards</i> <i>HBA – Housing and Business Land Assessment</i> <i>ISPP – Intensification Streamlined Planning Process</i></p> | <ul style="list-style-type: none"> • Kaipara – Draft District Plan due April 2022 - informal feedback (Proposed District Plan to be notified October 2022. Kāinga Ora to engage on draft) • Far North District Council have begun the Kerikeri-Waipapa Spatial Plan due to be completed mid 2023 – Kāinga Ora, Waka Kotahi and HUD expected to be involved at several levels • Waka Kotahi have also funded a Programme Business Case and Transport Model for Kerikeri • FNDC are following the NPS-UD process despite not yet determining if it is a tier 3 Council | <ul style="list-style-type: none"> • On 4 August, Auckland Council's Planning Committee: <ul style="list-style-type: none"> ○ approved (for public notification on 19 August) the Councils Intensification; Planning Instrument (IPI) and variations to existing Council and private plan changes. ○ endorsed additional qualifying matters and policy positions to be included in the IPI; ○ approved the strategic direction to guide development of a draft Future Development Strategy. ○ Deferred further intensification in the ALR corridor by 'carving out' the ALR corridor from the IPI, and revisit this once the ALR route and stations locations are known | <ul style="list-style-type: none"> • Working group driving programme to implement NPS-UD and joint spatial plan – Updated Future Proof Strategy to be finalised in June 2022 • "Significant development capacity criteria" has been included in the FP strategy and will be incorporated into the RPS in August 2022 • Hamilton City Council, Waikato District Council and Waipā District Council will notify their intensification plan changes that implement the MDRS and NPS-UD, by 20 August. They are working together with the aim of having one Panel to hear all three plan changes | <ul style="list-style-type: none"> • Work ongoing to update the JSP/FDS • TCC and WBOPDC on track to implement the MDRS and NPS-UD up-zoning requirements. Both are set for notification on 20 August, including Omokoroa stage 3 • Tauranga Intensification Plan Change 26 replaced by Plan Change 33 using ISPP Process • Work has begun on developing changes to the RPS including for the "significant development capacity criteria" | <ul style="list-style-type: none"> • Work is underway on aligning the Regional Policy Statement with the WRGF, and NPS-UD and FDS. • Update on plan changes <ul style="list-style-type: none"> ○ Taraika (PC 4) to rezone Taraika Growth Area has now been notified. ○ WCC notified its plan change to implement the NPS-UD and MDRS on 18 July, PCC notified on 11 August. ○ UHCC and HCC will notify their plan changes on 18 August, KCDC will notify on 20 August | <ul style="list-style-type: none"> • Work ongoing to develop the joint spatial plan which will meet the FDS requirements. • SDC and WDC are on track to notify their Intensification Plan Changes by the legislative deadline of 20 August. • Due to staff illness, CCC is delaying notification of its Intensification Plan Change until 24 September. | <ul style="list-style-type: none"> • QLDC have commenced work to implement Policy 5 and increase density within parts of Queenstown, Frankton, Kelvin Heights, Wanaka, Lake Hawea. Consultation with Iwi will take place in August prior to seeking Council endorsement in September. |
| <p>Delivery of key housing programmes, including:</p> <p><i>LFH – Land for Housing</i> <i>PHO – Progressive Home Ownership</i> <i>CHP – Community Housing Providers</i> <i>LSP – Large Scale Projects</i> <i>KOLP – Kāinga Ora Land Programme</i></p> | <ul style="list-style-type: none"> • Whangarei District Council adopted their updated growth strategy and to undertake spatial in September 2021 plans as part of their 'Placemaking Programme' • Whangārei District Council co-governance arrangement for their housing strategy is progressing with draft strategy being presented to council at the end of the year • Engagement with Kāinga Ora on Keirikeri/Waipapa Spatial Plan – will explore KOLP Opportunity • Also working with the Māori CHPs to support housing outcomes | <ul style="list-style-type: none"> • Ongoing expansion of Kāinga Ora and LFH programmes to deliver new housing, including Unitec and the Drury growth area (still work in progress) • KOLP – Strategic land acquisition assessment along the ALR corridor initiated. • LSPs: negotiated draft MoU with Auckland Council to support delivery of LSPs. | <ul style="list-style-type: none"> • PHO successfully established • LFH in Cambridge West • CHP pipeline being re-developed • Partnership Project being developed for Enderley | <ul style="list-style-type: none"> • LFH at Tara Road, development plan expected in September • Joint Housing Action Plan actions underway and tracking well • KO / Accessible Properties producing re-development options for Gate Pa Pukehina inputting to Cameron Road stage 2 modelling PT corridor • KO Land Programme - 95 Ha in Tauriko West, master planning underway • KO progressing MOU with TCC on Poteriwahi (Parau Farms) • 42 units for elderly and disabled in Bethlehem opened by TCHT | <ul style="list-style-type: none"> • Regional Housing Action Plan (RHAP) was adopted by the Leadership Committee in March 2022 – this involves a RHAP Implementation Group, chaired by HUD. • Ongoing expansion of Kāinga Ora and LFH to deliver new housing. • Kāinga Ora and partners delivering Porirua Regeneration LSP - \$136m HAF announced on 13 July 2021. | <ul style="list-style-type: none"> • Kāinga Ora and CHPs are over-delivering on the PHP targets for 2021-24 • s 9(2)(j) | <ul style="list-style-type: none"> • Construction of Te Pa Tahuna underway (Land for Housing / KiwiBuild) • s 9(2)(j) |
| <p>Enabling Māori housing aspirations and progress delivery</p> | <ul style="list-style-type: none"> • Whai Kāinga established, aims to improve Māori housing outcomes in Te Tai Tokerau - All 4 Taitokerau councils, Kāinga Ora, and Waka Kotahi in the working group • Kāinga Ora developing partnership agreements with Māori to support and facilitate their housing and urban development aspirations. | <ul style="list-style-type: none"> • The Auckland Plan contains the focus area: <i>Invest in and support Māori to meet their specific housing aspirations.</i> • The LFH programme includes 11 projects in partnership with iwi in Auckland and have completed 6 projects delivering 662 homes, contracted 6 developments currently delivering 1400 home and is working actively on 4 additional sites. | <ul style="list-style-type: none"> • Iwi led revitalisation in the River Communities • Priority development area initiative launched with mana whenua for Huntly Rāahui Pōokeka. • Kāinga Ora working proactively with Matawhānui Trust in housing supply in Raahui Pōokeka. • Kāinga Ora has supported Waikato Tainui with Hopuhopu development plans and Whai Kāinga Whai Oranga grant application. | <ul style="list-style-type: none"> • Tangata Whenua Spatial Plan in development, 3-year timeframe. • Māori housing workshop held with Combined Tangata Whenua Forum and HUD to discuss potential of new Māori Housing funds and progressing new papakāinga development | <ul style="list-style-type: none"> • The regional Iwi capacity and capability building project has now resulted in two factsheets on Secondments and Reciprocal Work Placements. Pilots of these opportunities will be undertaken with a central government, a local government, and a private sector organisation. • The Raukawa Settlement Trust Limited received \$130k | <ul style="list-style-type: none"> • The Ngā Kaupapa Report commissioned by mana whenua to inform the development of the spatial plan has been adopted by the Committee. • A detailed work plan to strengthen the partnership with mana whenua is being developed. Local partners are helping to resource its implementation. • Work has begun on the Kainga Nohoanga | <p>NOTHING TO REPORT</p> |

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| | | | | | <p>from the He Taupua Fund for the engagement of contractors and consultants to deliver an Iwi-Led Collective Housing Programme focusing on kaupapa Māori approaches to deliver holistic community housing developments and support solutions tailored to whanau</p> <ul style="list-style-type: none"> • HUD, Kāinga Ora, Waka Kotahi, TPK and WRLC have also received a proposal to support an iwi Confederation (Te Atiawa, Ngāti Raukawa and Ngāti Toa) allowing a coordinated response to enabling Māori housing in the Kapiti area | <p>Strategy which is a core component of the work plan. This will articulate mana whenua priorities and expectation for the sub-region.</p> <ul style="list-style-type: none"> • The Kāinga Nohoanga Strategy will be developed with Ngai Tuahuriri and have effect within their takiwa | |
| <p>Supporting mode shift: Rapid and/or frequent transit networks connect all housing and employment at scale and all facilities of scale</p> | <ul style="list-style-type: none"> • Whangarei District Council has allocated funding for the Kamo bus lane as part of the 2021-24 LTP and Northland Regional Council has planned for increased frequency. Council has completed a Point of Entry application for a Single Stage Business Case with Waka Kotahi proposed to be completed by 2024 Rose Street upgrade complete providing additional capacity & enables more frequent services • Contractor appointed to upgrade tourist bus facilities at the Town Basin. Works began at the end of July – complete by April 2023 • Work continues to implement Whangarei shared path network with funding secured for paths in Tikipunga and Kamo • RPTP adopted end 2021 • Improvements beginning to existing bus terminal in Whangarei which improve safety and capacity • Kāinga Ora are working with Councils and tangata whenua/ Māori organisations around housing locations and with Māori businesses | <ul style="list-style-type: none"> • At the end of May 2022, KiwiRail and AT submitted to the NZGB proposed station names. The names have been gifted by Mana Whenua and are Maketuu (Drury Central), Ngaakooroa (Drury West), and Paeraataa (Paerata). • Kiwirail has lodged the notices of requirement for the Drury West station and Drury West interchange with Auckland Council (they have not been notified yet). • One Private plan change for Drury that was declined by the independent hearing panel is now partially operative after an agreement was reached between the developer and the Council on the appeal. • Public consultation for the North-West Bus Station is currently underway. • Crown and AC investing \$4.4 billion in the City Rail Link. • CRL: Draft Programme Business Case prepared for Maungawhau & Karangahape Development Precincts continues to be progressed • ALR: creation of Schedule 2 Company (Crown Entities Act) for delivery of detailed planning phase - Draft Cabinet Paper consultation underway • DBC process is underway • Additional Waitemata Harbour Connection IBC process has begun | <ul style="list-style-type: none"> • Programme business case for the critical new rapid and frequent public transport network and the Hamilton B king and Micromobility programme have been completed and approved by Future Proof partners. Both are proceeding to Waka Kotahi Board in September for endorsement. • Faster Hamilton to Auckland Rail indicative business case now being updated from interim to full business case. Due for completion September 2022. • MOT have held initial workshop to set VKT reduction sub-national target for Hamilton and Waikato sub-region | <ul style="list-style-type: none"> • Lowest PT/active mode share in country requires stronger PT focus in priority development areas.; targets being developed • Transport System Plan and Cameron Road multi-modal upgrade progressing • Three priority business cases progressing from Transport System Plan to realise UFTI – Cameron Road stage 2, 15th Ave Turret Road, Hewletts Road sub – area • Priority Public transport infrastructure and services business case commenced • Cameron Road State 1 construction continues • MOT have held initial workshop to set VKT reduction sub-national target for Tauranga Western Bay of plenty sub-region | <ul style="list-style-type: none"> • All 8 spatial initiatives in Growth Strategy support mode shift • LGWM – preferred option announced on June 29 – light rail to Island Bay, new PT tunnel and upgrades to walking, cycling, Basin reserve. • LGWM - Work commenced on detailed business case. Urban development Steering Group established to inform approach to urban intensification • Waterloo Station TOD – work commence on concept. Steering Group established | <ul style="list-style-type: none"> • The MRT and spatial planning processes have been fully integrated. • Stage 1 of the MRT Indicative Business Case is complete, with a preferred route identified within the boundaries of CCC. Stage 2/3 which will explore expanding the network to the districts is on track to be completed by December 2022. • Transport Plan and Investment Programme is being progressed to identify transport interventions (beyond MRT) needed to support the spatial plan. This includes demand management policies. | <ul style="list-style-type: none"> • NZUP + Shovel Ready – delivery alliance between QLDC and Waka Kotahi to has been established This will deliver extensive public transport improvements along SH6 and SH6a between the CBD and Frankton. |
| <p>Network infrastructure provision: alignment of Three waters, drainage, energy, and telecommunications networks to enable development</p> | <ul style="list-style-type: none"> • Considerable interest in establishment of large solar farms. <p>Work is beginning on the Activity Management Plans / Infrastructure Strategy to support the 2024-34 Long Term Plans</p> | <ul style="list-style-type: none"> • Significant investment on network and neighbourhood infrastructure across LSPs | <ul style="list-style-type: none"> • Business cases for the critical wastewater solutions completed or well progressed. | <ul style="list-style-type: none"> • Potable water supply identified as a possible new constraint to urban growth as two dry summers have highlighted longer term supply risks | <ul style="list-style-type: none"> • Priority project for Year 2 is 'Sustainable Water Supply' which is part of the long term 'Three Waters Strategy' for the region. • HAF funding in place for water infrastructure in Eastern Porirua. | <ul style="list-style-type: none"> • Infrastructure providers are yet to be engaged on the development of the spatial plan. This is scheduled to occur in Q4. | <ul style="list-style-type: none"> • Anecdotal evidence to suggest electricity supply/resilience could become an issue to enable the Ladies Mile development to be |

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| | | | | | | | achieved without significant investment. |
| Social infrastructure provision: alignment of civic, education and health facilities and services to enable development | <ul style="list-style-type: none"> Whai Kāinga workshops placing importance of aligning, social infrastructure, education, & health to ensure alignment with development. Kāinga Ora is supporting Northtec (Te Pūkenga) in their relocation aspirations to move to Whangarei CBD. | <ul style="list-style-type: none"> Education, health, and community sectors being closely involved in urban growth planning: <ul style="list-style-type: none"> MOE is continuing with spatial planning and network assessment to confirm how many schools will be needed across Drury (East and West), Health NZ is keen to explore land opportunities with other Crown parties. Ngākōroa School is now open for students in Drury. Drury West Secondary School is to be open in 2026. | <ul style="list-style-type: none"> Education, health, and community sectors being closely involved in urban growth planning. | <ul style="list-style-type: none"> Education and health sectors are actively informing urban growth options and management, and recent announcement around new school and sites have supported priority growth area progress | <ul style="list-style-type: none"> 'Regional approach to key social infrastructure' is proposed to be a Year 4 project for the region. | <ul style="list-style-type: none"> Education and health sectors are involved in the development of the spatial plan. | <ul style="list-style-type: none"> s 9(2)(j) |
| Supporting emissions reduction and increased resilience including addressing climate change impacts | <ul style="list-style-type: none"> Te Tai Tokerau Councils have established a Climate Change Adaptation joint committee and approved a regional adaptation strategy Waka Kotahi have provided input for transport resilience Whai Kāinga working group meetings have highlighted the importance of climate mitigation and adaption in developing the joint work programme Northland Regional Council Coastal Hazards maps to be included in Whangārei District Council Plan Change – could affect development potential of some areas. | <ul style="list-style-type: none"> In July 2022, Auckland Council has formally adopted the Annual Budget 2022/23, locking in a bold billion-dollar package to combat the climate crisis, providing for continued high levels of investment in essential services and infrastructure in Auckland, and reaffirming the council's commitment to delivering value for money, including a saving target of \$90 million over the coming 12 months. MOT have consulted with Council on the draft regional light vehicle VKT regional target | <ul style="list-style-type: none"> Land use and transport planning working towards lower carbon emissions per capita through the Hamilton Waikato Metro Spatial Plan and integrated Transport Programme MOT have held initial workshop to set VKT reduction sub-national target for Tauranga Western Bay of plenty sub-region | <ul style="list-style-type: none"> Regional Mode Shift Plan completed MOT have held initial workshop to set VKT reduction sub-national target for Tauranga Western Bay of plenty sub-region Connected Centres Programme (UFTI) completed, includes emissions and VKT increases, upcoming Future Development Strategy will seek to address Emissions Reduction Plan targets. Tension around implications of residual hazard risks for urban growth options | <ul style="list-style-type: none"> Draft Regional Emissions Reduction Strategy – stage 1 Report underway Regional Climate Change Impact Assessment is being progressed with a series of stakeholder workshops from Aug-Oct. | <ul style="list-style-type: none"> The urban form direction that will inform the development of the full spatial plan is aligned with the Governments emission reduction and adaptation policy direction. Work is underway to measure council's GHG emissions and implement emission reduction programmes – mode shift, PT investment, low emission transport options Progress is being made on understanding local climatic risks and impacts | <ul style="list-style-type: none"> Sustainability and working towards zero emission are a key principle of the draft Spatial Plan. Specifically addressed in proposed future transport investments |

ALIGNMENT AND ISSUES

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| Alignment and misalignment of national policies and investment criteria (e.g. NPS-Freshwater) | s 9(2)(f)(iv) |
| Specific issues or proposals that are affecting relationships and or effective growth management | |

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| | | s 9(2)(f)(iv) | | | | | |
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