

URBAN GROWTH PARTNERSHIPS

Kaipara District Council, 5 August 2020

A. Background

1. The national Urban Growth Agenda (UGA)
2. The national Urban Growth Partnership programme
3. The 3P (Partnership-Plan-Programme) approach

B. Northland-Auckland Corridor: possible options and relevant examples

4. Growth Management Partnership
5. Joint Spatial Planning – *building on existing spatial planning*
6. Joint Urban Growth Programme

Background

1. The Government's Urban Growth Agenda

Designed to create the conditions for the market to respond to growth, bring down the high cost of urban land to improve housing affordability and support thriving communities.

To increase **protection** of what we value most

To **improve access** to jobs, study, recreation - and create opportunities for businesses to grow

To **increase housing choice and affordability** (relative to incomes) of renting and buying

To **improve the resilience** of communities to natural hazards and changes in technology

The five pillars of work:

Infrastructure
funding and
financing

Urban
planning

Legislative
reform

Transport
pricing

Urban growth
partnerships
incl. **Spatial
Planning**

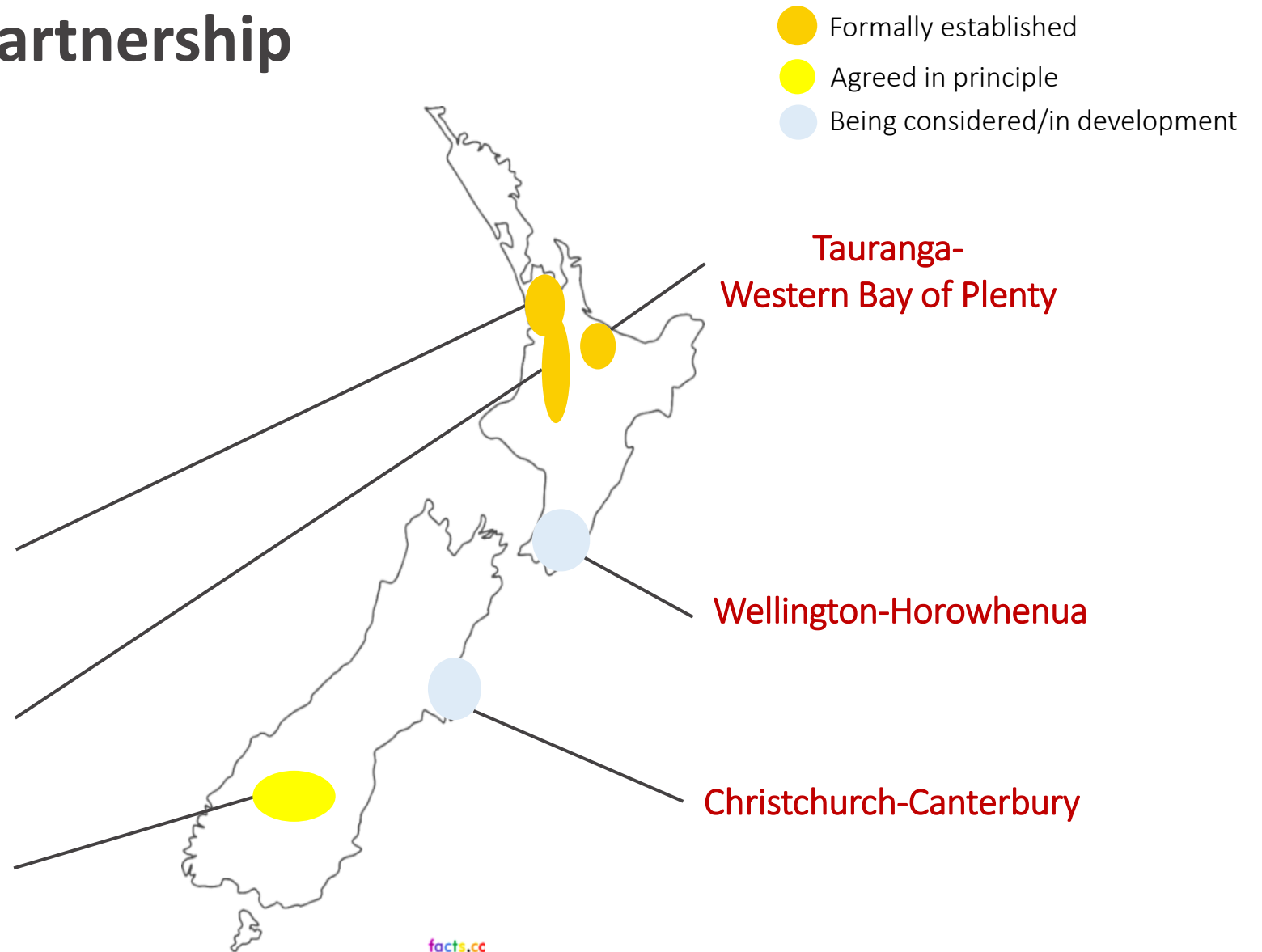
2. The Urban Growth Partnership programme

We are initially focusing on partnering with the six larger regions that are experiencing significant growth pressures and who want to work alongside central government in helping address the challenges and opportunities from that growth.

Auckland
(Crown, Auckland Council)

Hamilton-Auckland Corridor
(Crown, Iwi, Waipa District, Hamilton City, Waikato District, Auckland Council, Franklin Local Board, Waikato Regional Council)

Queenstown Lakes-Central Otago



3. The approach

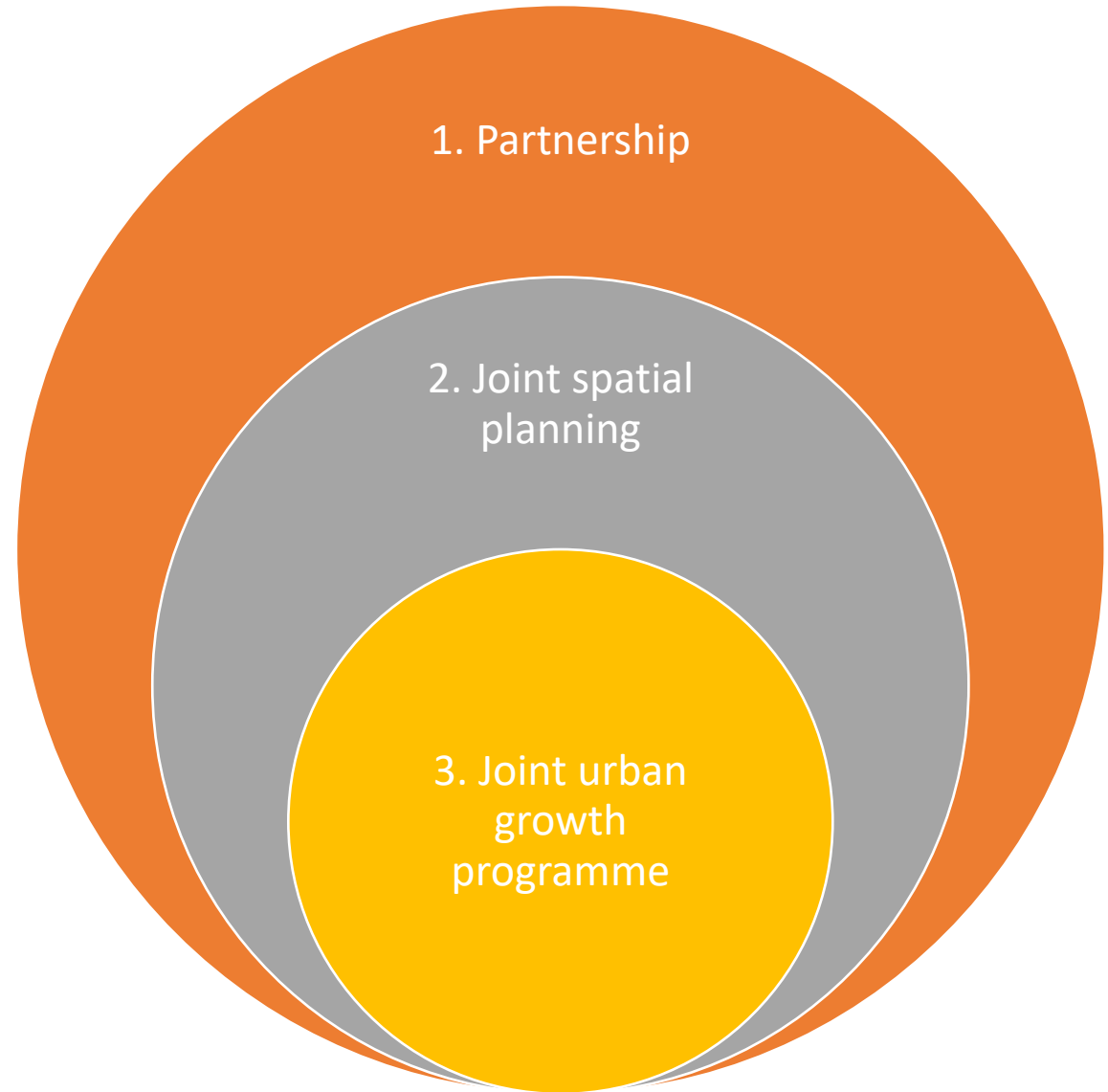
The three-part structure

Each partnership has three core components:

1. The enduring growth management **partnership** which develops plans and programmes and also respond to issues and opportunities as they arise
2. A joint spatial **plan** - signed off by all - which outlines how and where the region will grow over 50+ years
3. A “rolling” 30-year **programme** of key short medium and long-term transformational initiatives that are not BAU - and require new ways of working together

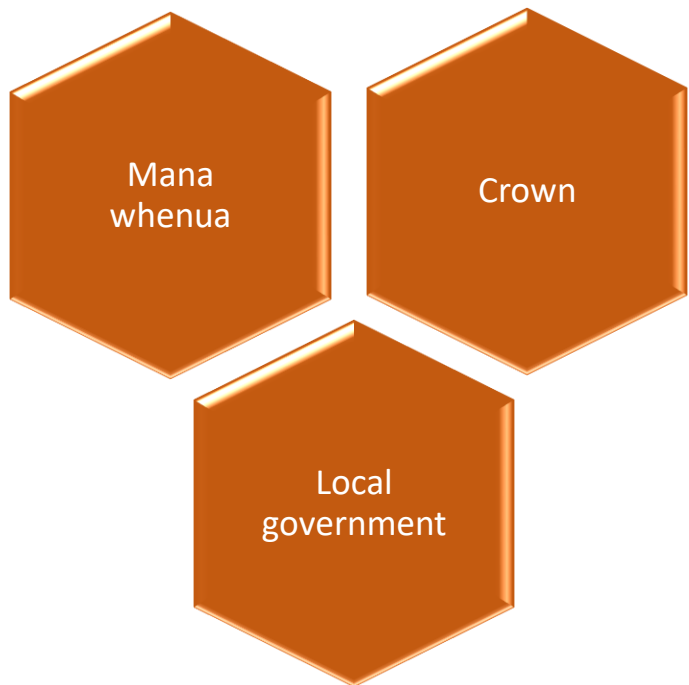


Options for going forward

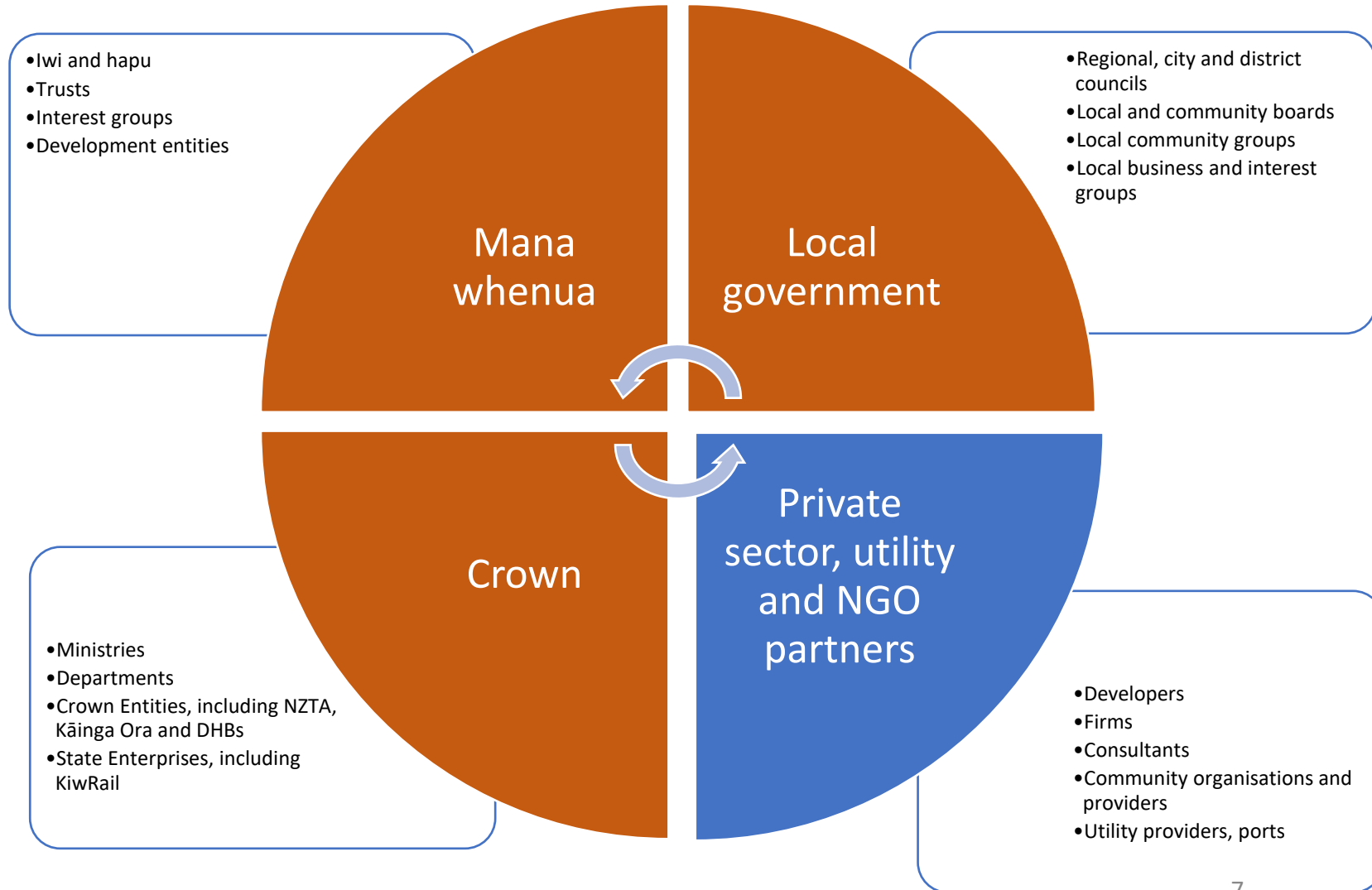


4. Growth Management Partnership

The national approach



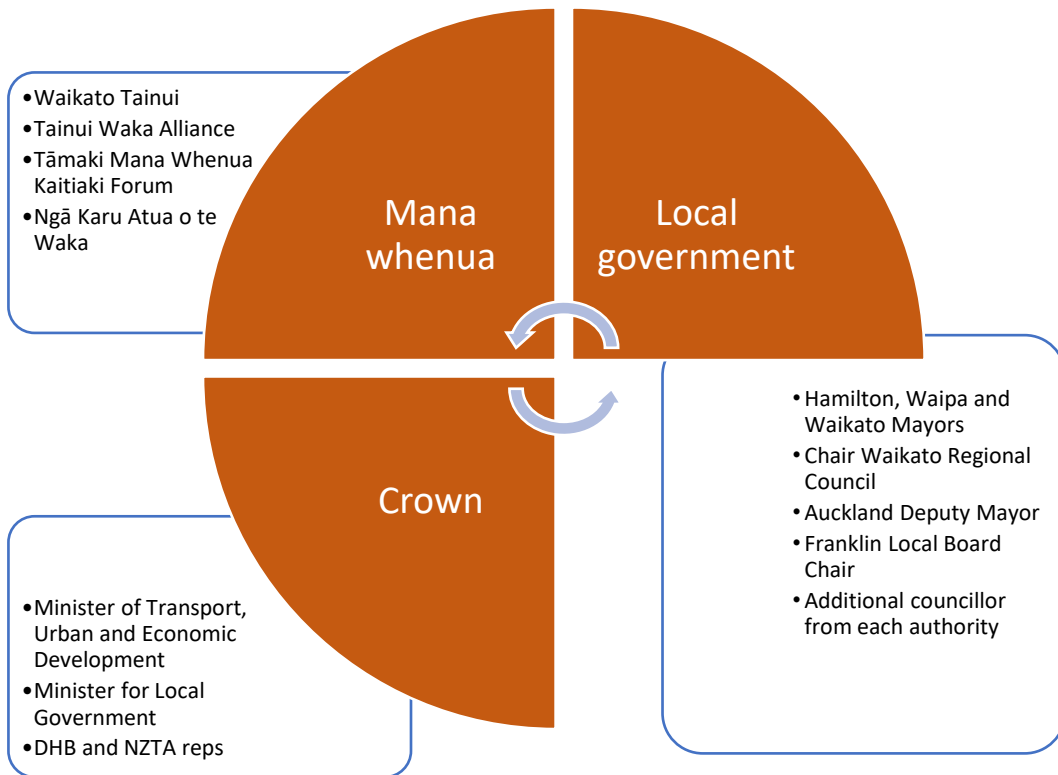
Ministerial expectation of the core structure of each partnership



4. Growth Management Partnership

Relevant example

Hamilton-Auckland Corridor



Practical implications of the Crown formally joining a possible new partnership (building on NZTA and other engagement to date)...

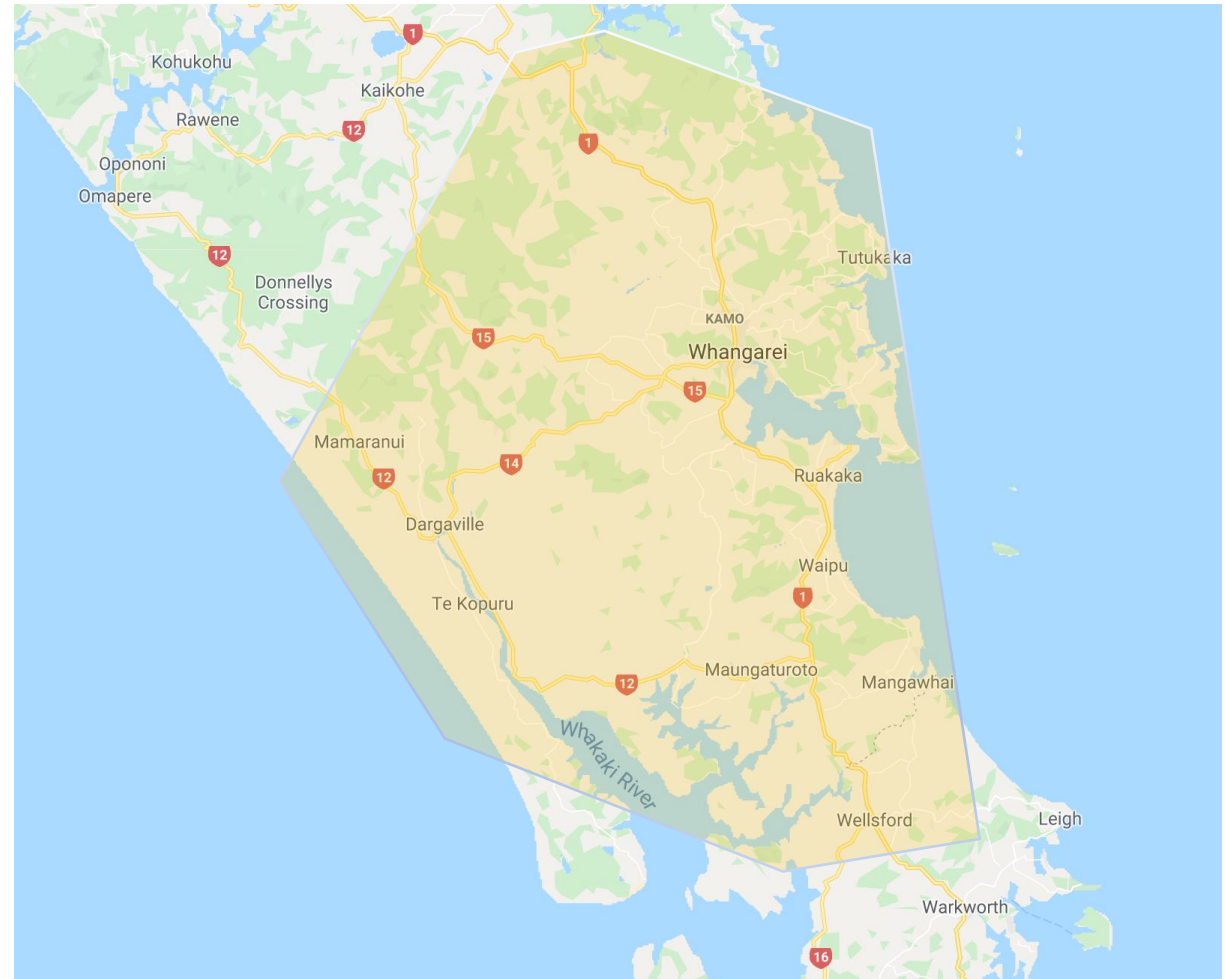
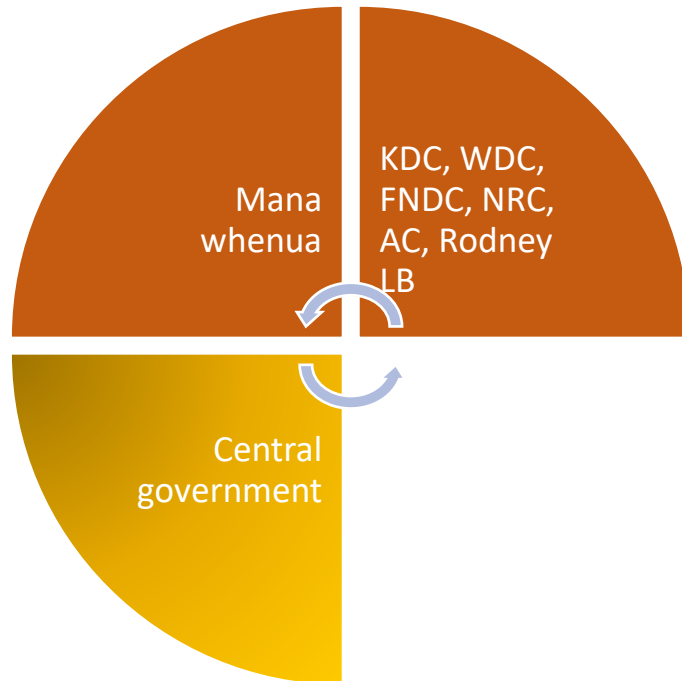
1. The Crown would contribute to relevant admin costs
2. Ministerial participation in governance meetings
3. Central government officials participating in the regular executive and technical meetings - with the core group likely to be drawn from NZTA, HUD, Kāinga Ora, Treasury, MoT and DIA [TBC]
4. Central government agencies contributing staff and budget resources to agreed joint initiatives.

(Its not about \$ in the furst instance)

4. Growth Management Partnership

The Northland-Auckland Corridor option?

Who could be involved?



5. Joint Spatial Plan

The emerging national approach

What is the current context & performance?

1. Context, Challenges & Opportunities

- Existing context, including urban form and quality
- Key growth management challenges and opportunities
- The need for a spatial plan and the NPS UD requirements

Why continue to grow and develop?

2. The Desired Future State

- The assumed growth scenario
- Desired outcomes, objectives and KPIs

Where to successfully grow and develop?

3. The Spatial Plan

The five core elements, with work-in-progress examples of each shown on the following slides:

- Areas to protect in perpetuity (wāhi toitū)
- Public transport, active mode, road and rail freight networks
- Blue-green, transport and infrastructure corridors
- Future urban areas
- Centres and other key locations

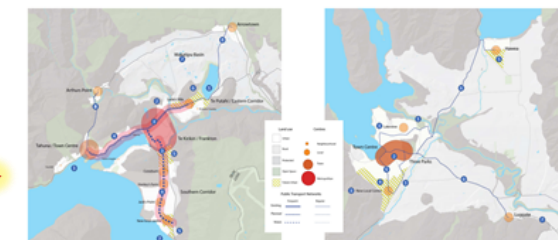
How to successfully grow and develop?

4. The Urban Growth Implementation Programme

- Growth management **principles** e.g. quality place making
- Priority initiatives** including priority development areas; transport and mode shift; land use policy and planning; funding and financing tools; housing; utility, environmental and social infrastructure and services; and urban growth-related economic development



✓ Summaries of Parts 1 & 2 were provided to UGA Ministers at April 2020 meeting

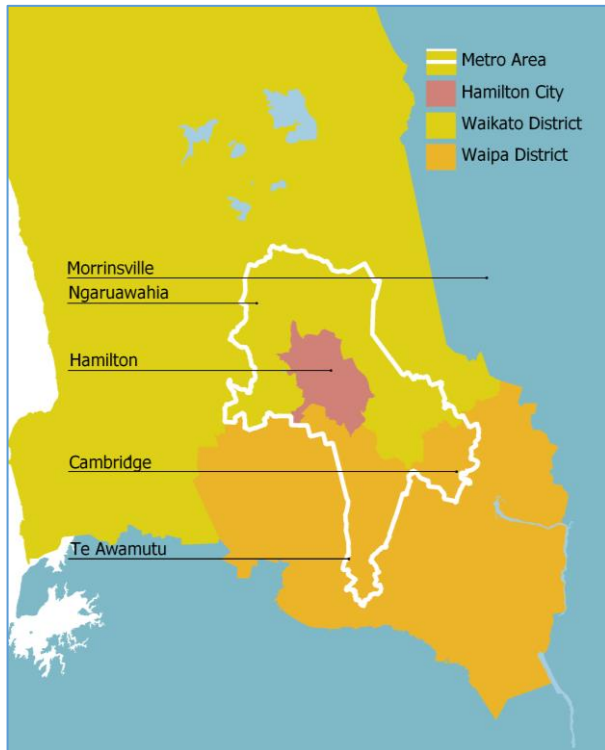


Summaries to be provided to the June 2020 UGA Ministers meeting



Summaries to be provided to the June 2020 UGA Ministers meeting

Hamilton- Waikato Metropolitan Area



newzealand.govt.nz

The new **metropolitan spatial plan** is a revision of the existing non-statutory 30-year Future Proof integrated land use and transport strategy for this metropolitan sub-region. It applies the new UGA framework and longer term (30+ years) outlook and draws on other key documents like RLTP and Waikato Plan. This is the first spatial plan for this area that is jointly developed with the Crown (other than NZTA and the DHB) and builds on well-established Future Proof planning alliances between the four councils and iwi.

URBAN GROWTH CONTEXT

Size (hectares)	76,515
Population (2018)	212,949
% Māori	23.69%
% 65+	11.75%
Median age	32.2
GDP/capita (2018)	\$64,059
Deprivation index (10 highest)	6.1
Median dwelling price (2019)	\$542,000
Population growth (average last 5 years)	2.44%
Population growth (average last 20 years)	1.84%

GROWTH MANAGEMENT PERFORMANCE

Housing affordability	Mean dwelling price / Mean household income...	5.2
Housing choice	% 1 and 2-bedroom dwellings...	22%
Transport choice	Public transport's share of trips (2014-18)...	1%
Access to opportunities	Estimated % of HH <30 mins travel to work or study...	70%
Climate change	Transport's estimated share of CO2 emissions...	53%

The Plan will show how a possible future population of **500,000** can be **successfully** accommodated...

... which is slightly more than **double** the current population. If the metro area keeps growing at the average of the last 20 years, then this scenario could become reality in around **45-50 years**.

SPATIAL PLAN OBJECTIVES

- To improve housing affordability, underpinned by affordable urban land**
- To improve choices for the location and type of housing
- To improve access to employment, education and services**
- To assist emission reductions and build climate resilience
- To enable quality-built environments, while avoiding unnecessary urban sprawl.**

KEY CHALLENGES

SET BY THE PARTNERSHIP FOR THE SPATIAL PLAN TO ADDRESS

The metro area is the third least affordable housing market in NZ and infrastructure is limiting future land supply capacity

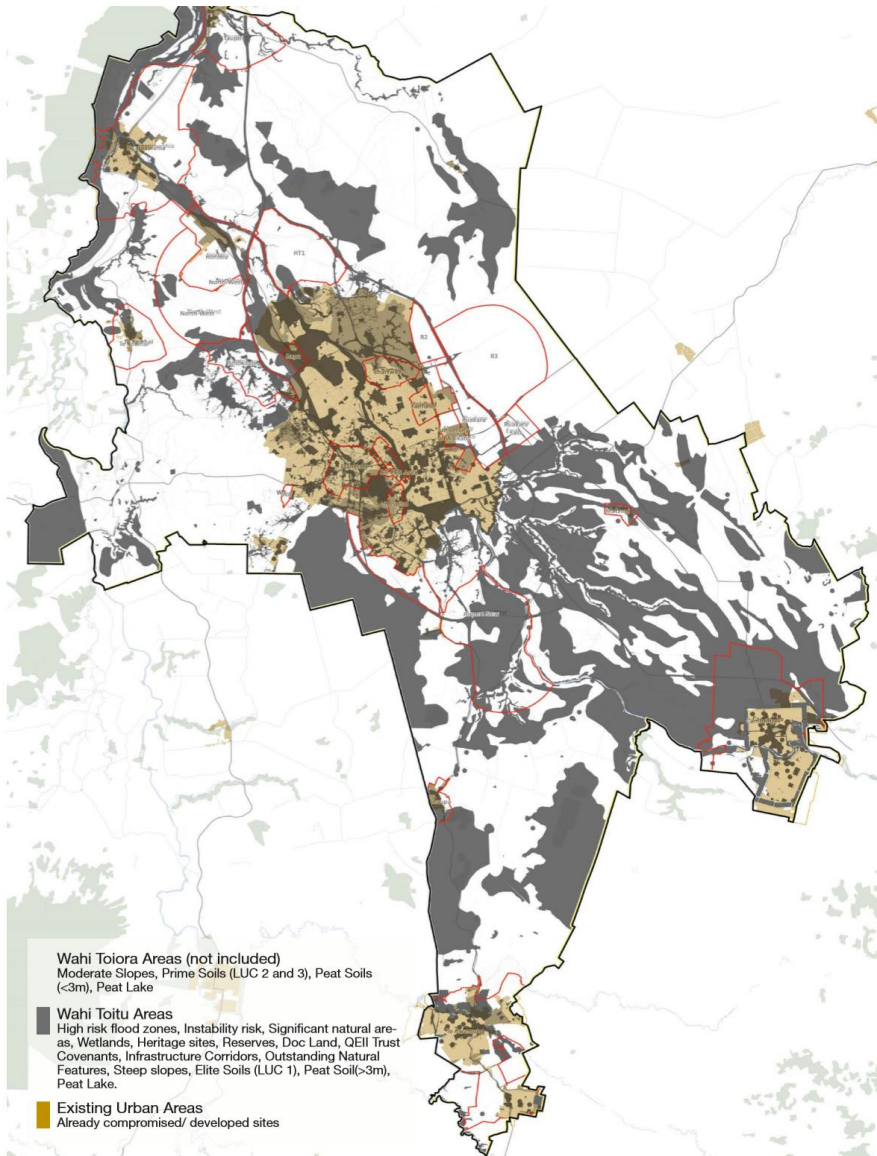
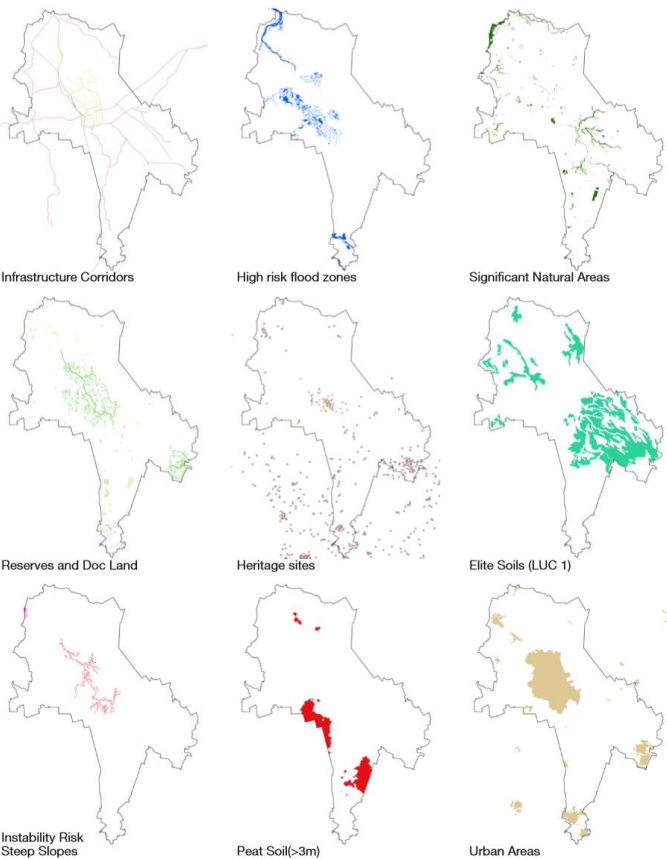
The transport system is not performing as it needs to be with NZ's highest private vehicle dependency and poor safety outcomes for cyclists and pedestrians

The economy is underperforming with lagging GDP per capita growth, high income disparities and low labour productivity levels

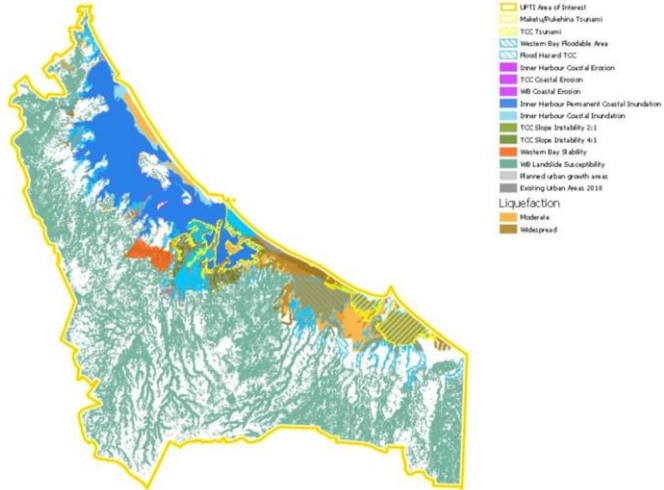
The Waikato River is significantly degraded and valued ecological resources are being depleted.

To ensure we protect what we value most each plan rigorously identifies spatial constraints and hazards and seeks to avoid or moderate any future development in relation to these

EXAMPLE:
Hamilton-Waikato metropolitan area
Constraints and hazards maps (refer examples below) are overlaid to define the *wāhi toitū* or ‘no go’ areas (refer to the map on the right) that will be signalled for long term protection from urban development



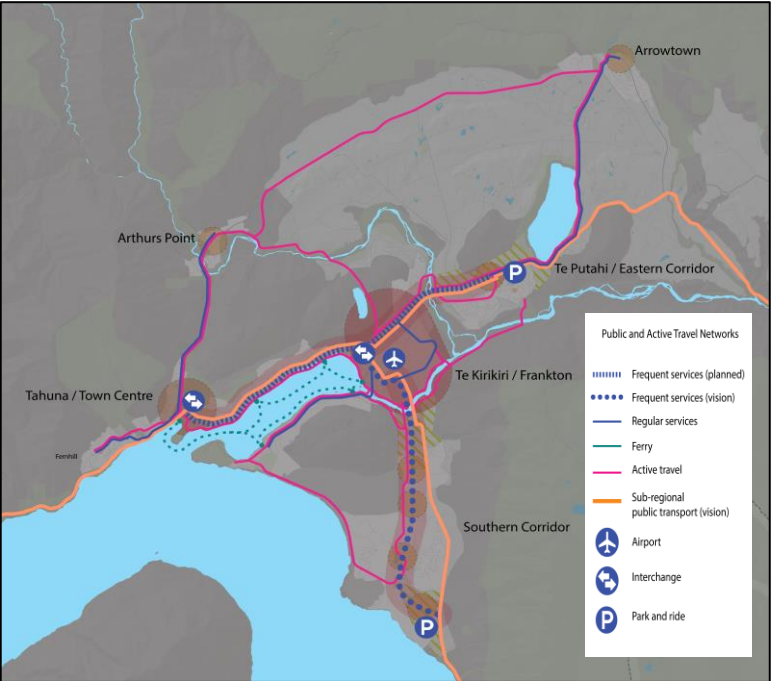
EXAMPLE:
Tauranga-Western Bay metro area
As in Hamilton-Waikato, GIS analysis was used to define constraints and higher risk areas; below is an example of the key natural hazard assessment



To achieve the required transformational change each plan has at its core a new or strengthened transport networks

EXAMPLE:
Queenstown Lakes area

A proposed new frequent public transport ‘spine’ will connect the key current and future planned urban areas

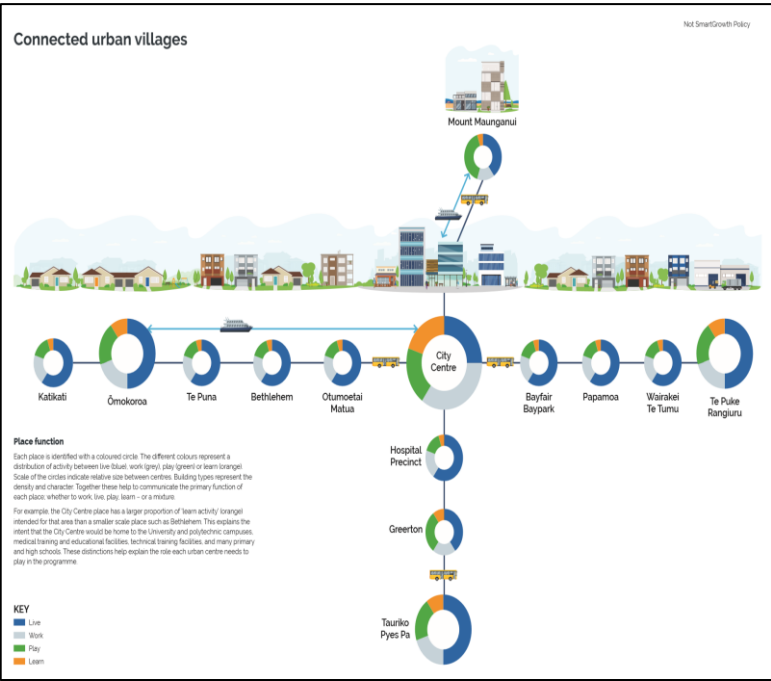


KEY PRINCIPLE: Transit-orientated development only

In the four emerging spatial plans future employment and housing at scale - and key tertiary facilities and other high trip generating activities - are located on significantly enhanced rapid and/or frequent public transport ‘spines’.

EXAMPLE:
Tauranga-Western Bay metro area

A proposed new X-shaped frequent public transport network will connect all major existing and planned future growth areas

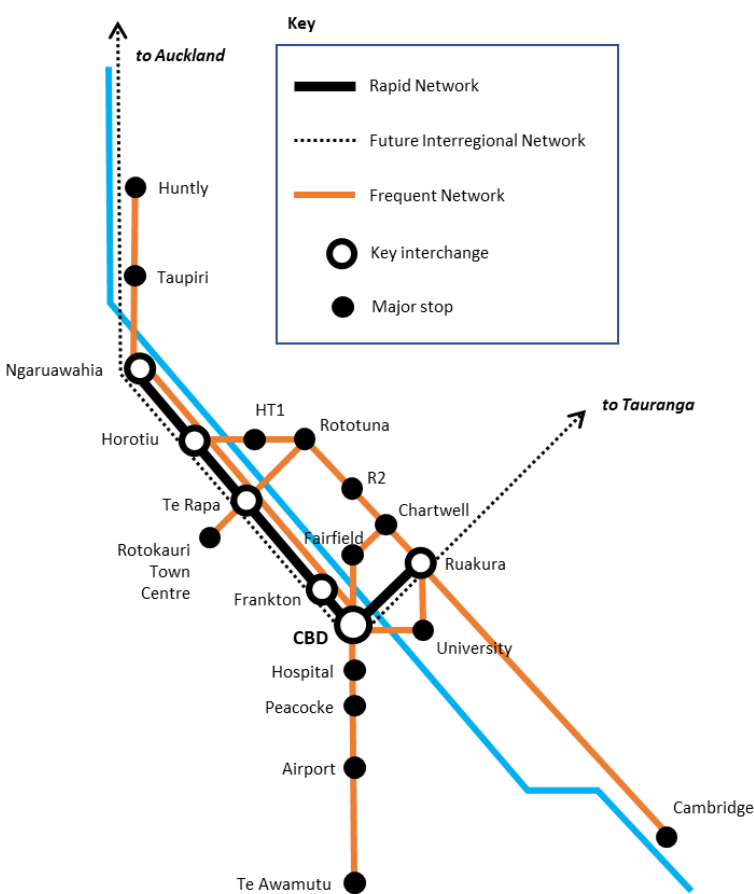


KEY PRINCIPLE: Fully integrated networks

In each area the proposed public transport networks are supplemented and fully integrated with the strategic active mode, roading and rail freight networks (where present).

EXAMPLE:
Hamilton-Waikato metro area

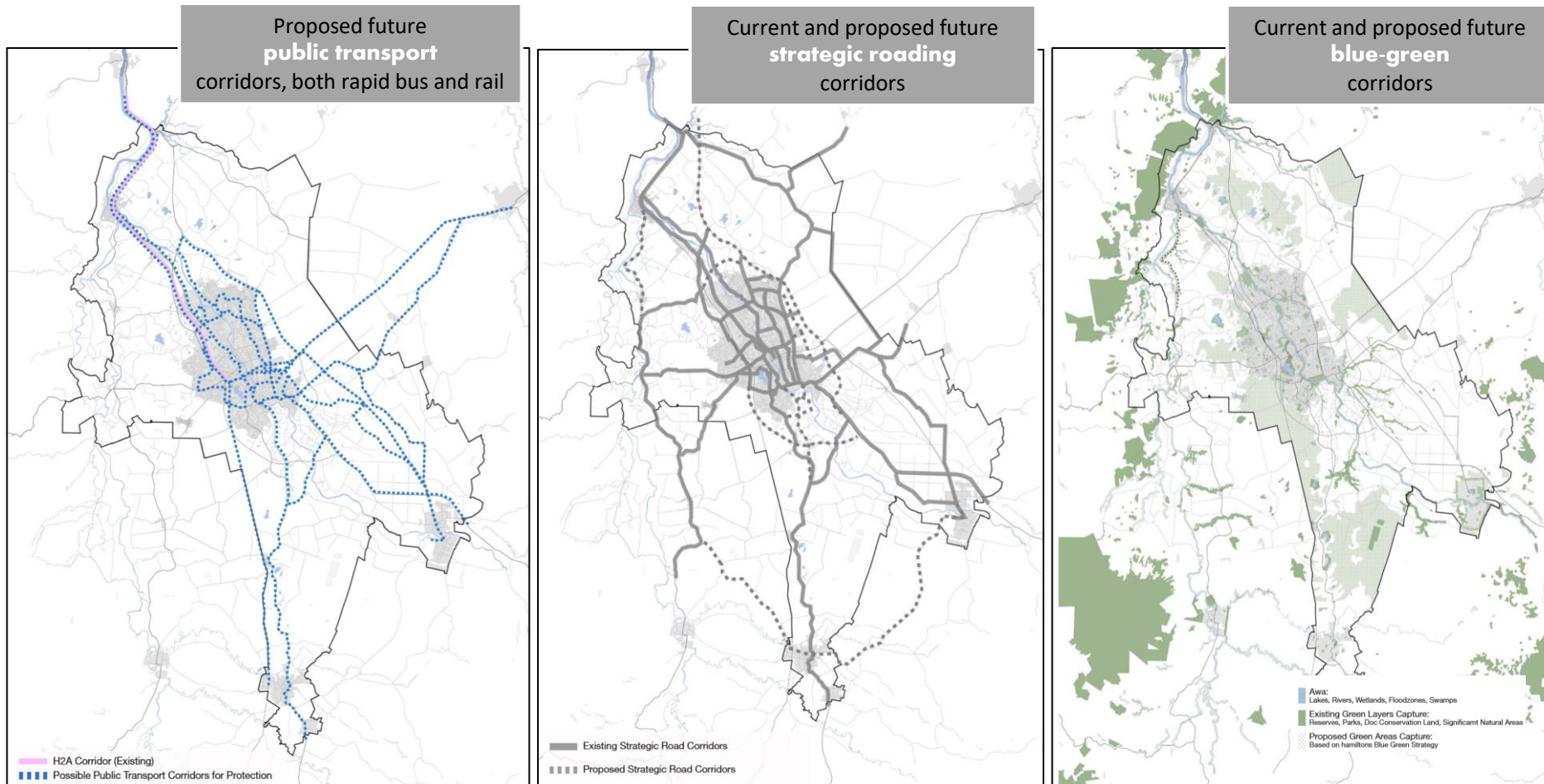
An extensive proposed new rapid and frequent public transport network will connect all current centres and planned future urban growth areas



To successfully grow *well-structured and cost-effective areas* each plan identifies and seeks to protect the critical transport and blue-green corridors that may be required over the long term

EXAMPLES:

Hamilton-Waikato Metropolitan area



KEY PRINCIPLE:

Take a (very) long view - and protect it

The need to identify and protect future urban transport and green corridors that are likely - or might be - required over the long term is a key lesson from our urban planning history.

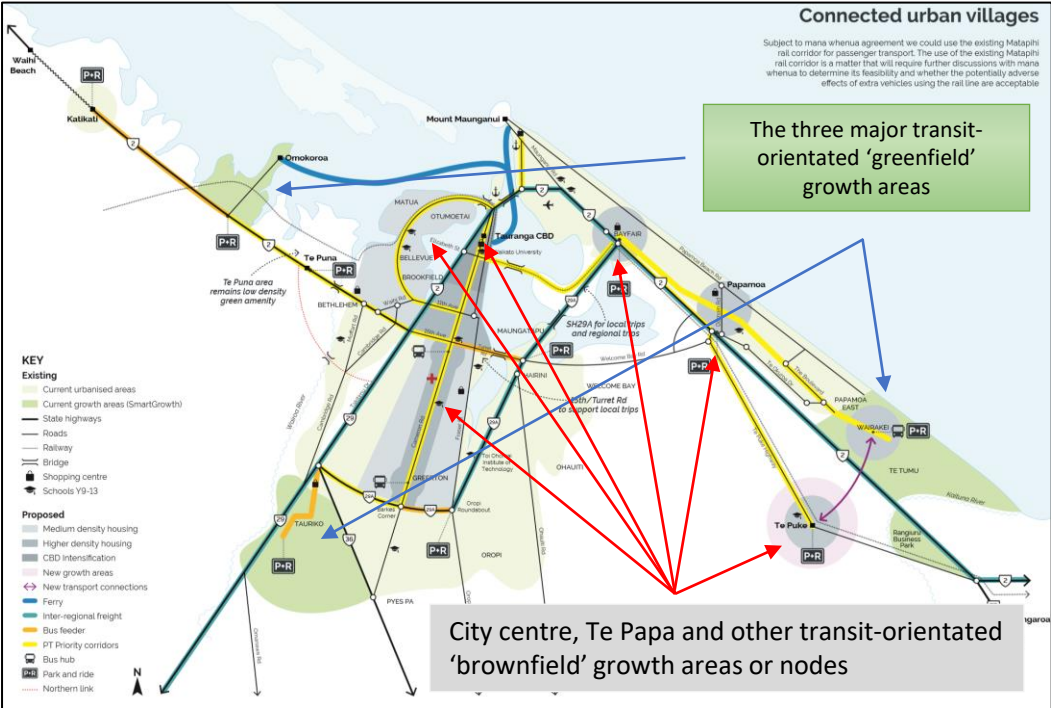
COMMON CHALLENGE:

Protecting corridors and sites that may be required in the longer term

Under current legislation and funding requirements the protection of corridors and sites that may be required to successfully guide and support urban development in the future remains a slow, cumbersome and expensive undertaking. More agile and cost-effective options will be explored to ensure that longer term options are not forfeited.

To enable *competitive land markets* each plan sets out a range of appropriate future growth opportunities through both urban intensification and expansion

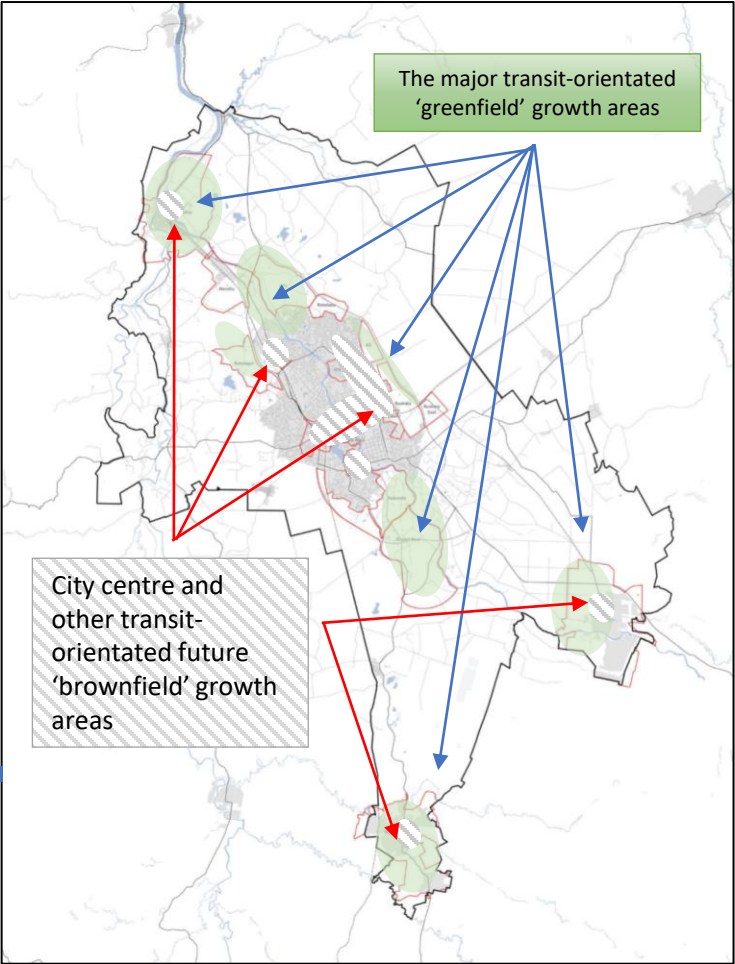
EXAMPLE: Tauranga-Western Bay Metropolitan area



The Tauranga-Western Bay metro plan will set out where and how a possible future population of **400,000** could be successfully accommodated, which at the average growth rate of the last 20 years would be in around 30-35 years.

The Hamilton-Waikato metro plan will set out where and how a possible future population of **500,000** could be successfully accommodated, which at the average growth rate of the last 20 years would be in 45-50 years.

EXAMPLE: Hamilton-Waikato Metropolitan area



KEY PRINCIPLE: OFFERING A WIDE RANGE OF HOUSING AND BUSINESS CHOICES IS CRITICAL

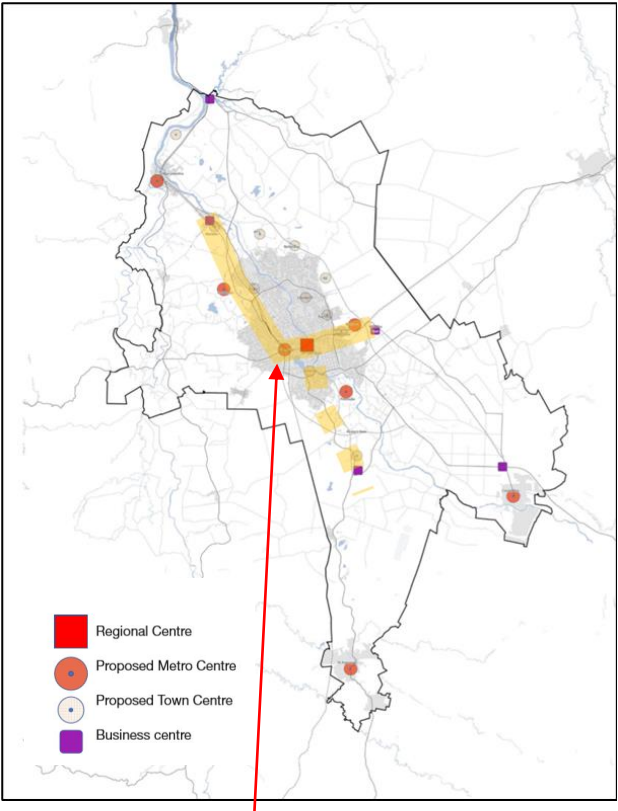
Each spatial plan identifies a wide range of housing and commercial development opportunities, both in terms of location and type.

Each of the proposed future growth areas is transit-orientated and 'master planned' to ensure high urban design and environmental standards, including highly connected communities. The proposed 'greenfield' opportunities are typically mixed-used neighbourhoods with compact centres.

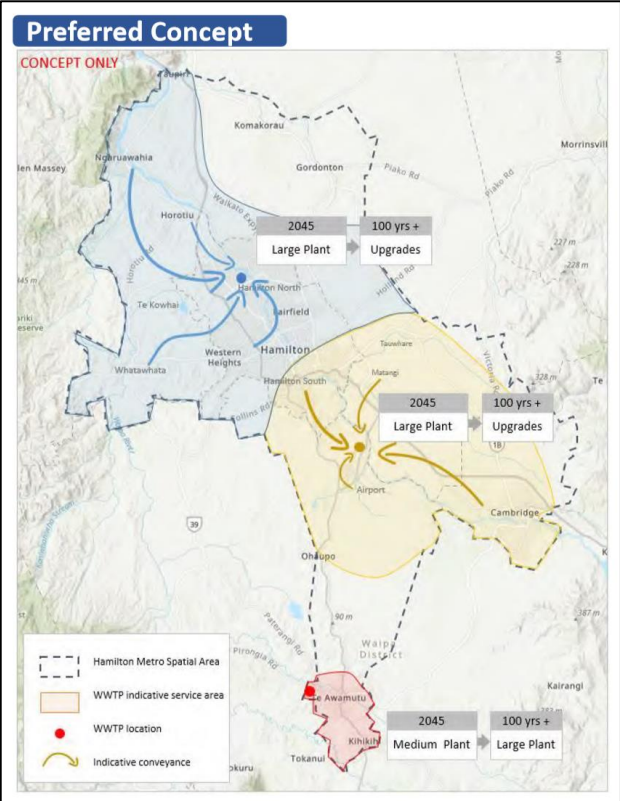
To create competitive land markets, these planned-for growth opportunities will be enabled at the required pace and scale through lead investment in priority areas, or by allowing the private sector to provide the required infrastructure through alternative funding and financing tools, if and where appropriate.

To successfully manage future growth at the required pace and scale each plan is underpinned by a proposed programme of key lead and enabling initiatives including economic development

EXAMPLES:
Hamilton-Waikato Metropolitan area



In addition to **key centres**, the plan identifies and promotes a core metropolitan **economic corridor** that ties the three ports together and aims to intensify employment, business and tertiary activities along the proposed rapid transit 'spine'.



One of the critical enablers for future growth is **improved and additional wastewater treatment capacity**. A strategic case for a preferred option has been completed to both inform urban growth option evaluation and business case development.

EXAMPLE:
Tauranga-Western Bay metro area



KEY

- Live
- Work
- Play
- Learn

The plan sets out the core functions of each centre, as shown here for the Mt Manganui-Tauriko corridor. In addition to advanced business services the City Centre is the envisaged 'home' for the region's tertiary educational, recreation and cultural facilities - as well as a sizeable residential population.

KEY PRINCIPLE:
DRAW ALL THE SPATIAL 'KEY MOVES' TOGETHER

The plans spatially integrate all planned or envisaged the large-scale housing, business land, transport, open space and tertiary (or large trip-generating) facility developments.

SHARED PURPOSE:
SUCCESSFULLY 'GIVING EFFECT' TO SPATIAL PLANS

Successful implementation of each plan will typically require strong partnerships, regulatory changes, 'lead' transport investments and mode shift plans, three waters capacity improvements, economic development initiatives and new funding and delivery models, including incentives such as IFF.

These are all key elements of the respective urban growth programmes that will be presented at the June UGA Ministers meeting.

6. Joint Urban Growth Programmes

The emerging national approach

The existing Auckland, Tauranga-Western Bay and the Hamilton-Auckland Corridor urban growth partnerships are progressing joint transport, land use and associated infrastructure initiatives that were signed off by Cabinet, Councils and iwi.

These joint programmes are not a replacement for the LTPs, RTP etc. but instead a rolling 'executive summary' of key **transformative** urban growth initiatives that are...

1. Critical to give effect to the spatial plan
2. Particularly complex and/or challenging i.e. not BAU
3. Not possible for any partner to deliver on their own

Core elements	Possible inclusions
Priority development areas	Key housing and utility infrastructure initiatives
Key transport initiatives	Urban growth-related environmental & blue-green initiatives
Land use planning & financing initiatives	Urban growth-related jobs and skills initiatives

6. Joint Urban Growth Programmes

Examples to date

Auckland Joint Housing & Urban Growth Programme



Hamilton-Auckland Corridor Programme

