

Organisation	Stakeholder feedback	Comment	Action in UFTI report	Topic / Area	How Actioned in Final Reports
Priority One	Support bringing inclusivity, equity and social outcomes into the planning.	Add social equity into the UFTI principles. Note that detail of how to provide is part of structure planning and community placemaking activity not UFTI	UFTI Principles to address social equity	Design Principles	Input toward urban design principles
	Partners must commit to governance and implementation necessary to complete delivery,	The Smartgrowth Joint Spatial Plan that follows on from UFTI will need to put in place an appropriate governance structure to support delivery. UFTI can provide monitoring frameworks to aid governance track progress and make changes along the way.	UFTI to include monitoring framework to support governance	Monitoring Framework	
	Improving equity should be a key objective,	The transport accessibility and housing affordability benefit measures assist in the development of interventions that provide better equity in terms of access and housing by setting expectations/measures - but the broader elements of equity need to be addressed within Smartgrowth Joint Spatial Plan and/or community place based planning.	No change	n/a	n/a
	Strong support for increasing density and amenity around identified transport hubs,	Noted	Take comment into account when considering options	Programme Development	Optimised programme includes increasing density and amenity around transport hubs
	Greater focus on industrial land availability is required,	The final report will need to provide for adequate industrial land for the next 30 years and that provision is made for industrial land to support the longer term population scenario. For the longer term scenario further work post completion of UFTI will be required to fully understand industrial land needs in the context of the upper north island system.	UFTI report will include detail on industrial land for 30 year detailed programme and next steps for longer term scenario	Programme Development	
	Current projected uptake is too low, need more land soon, greater housing choice is the key to affordability (intensification around nodes),	There is an urgent need for new housing supply in both greenfield and intensification of the current Tauranga urban area. Greater housing choice provided by enabling intensification around passenger transit nodes is a key factor in improving housing affordability.	The final programme that is adopted should provide for both greenfield and intensification to occur. This will provide the greatest range of housing choice in the shortest timeframe.	Programme Development	n/a
	Population projections are too low - should be prepared for population of 400k in next 20-30 years,	The Smartgrowth partners have chosen to use population projections at the high end of the NIDEA population forecasts. The 400,000 population is a longer term scenario to help future visioning.	No change	n/a	n/a
	Need to emphasise connectivity to Auckland and Hamilton,	Noted, this is particularly important for freight corridors (rail and road). Potential inter-regional passenger rail services are not part of the scope of the UFTI work (although they would be able to be intergrated into any PT services planning to use the rail corridor.	UFTI to establish corridor functions that identify corridors that are important for inter-regional connectivity and why	Strategic Transport Journeys	Input toward urban design principles

<b>Priority One</b>	Support rapid public transport options (don't get too focussed on mode), support intensification around modes and along corridors,	This comment is taken as support for programmes that support increased intensification around rapid/future mass transit nodes.	The final programme that is adopted should provide for frequent public transport in a mode neutral way (where possible) and support intensification around nodes and along corridors.	Programme Development	n/a
	Fix hewletts road congestion issues asap	Noted, the relevant package will include work on Hewletts Rd to ensure that it performs its strategic function. The precise interventions to be used will be determined by the TSP - and can be expected to be a mix of short term optimisation interventions along with a longer term capacity improvement.	Hewletts Road to be included in relevant package	Delivery Plan	
<b>AA</b>	Broad support for programmes including intensification and increased investment in rapid PT.	This comment is taken as support for programmes that support increased intensification around rapid/future mass transit nodes.	The final programme that is adopted should provide for intensification and increased investment in rapid PT.	Programme Development	n/a
	Expressed concern that road maintenance and improvement investments are not sacrificed to provide PT - need investment in both spheres.	The final report will need to identify a balanced programme that targets investment across all modes to achieve the benefits sought by the region. Maintenance and improvement actions will be an important part of the final programme.	Ensure final programmes are balanced across all modes	Programme Development	
	Presented survey results of 374 members, includes insight into what would cause members to shift modes (competitive travel time to road, cost, choice of routes were all important factors).	This work is really useful for the Mode Shift Plan that will be required to implement UFTI and for thinking about the right mix of projects to inform the final programme.	/	Programme Development	
<b>KGI</b>	Forecasting a 133% increase in labour requirements by 2030, currently 16000 seasonal workers. Most of expansion will be in eastern corridor. Need homes in this corridor for these seasonal workers and transport options to allow them to move around city.	Eastern Corridor programme must consider impacts of seasonal workers Reverse sensitivity principle needs to be included in design principles  Masterplanning is required for the Eastern Corridor to address issues identified in the comments Hewletts Rd package is important to facilitate exports reaching port	Include interventions to assist with housing and transport for seasonal workers in the eastern corridor and Hewletts Rd for access to port.	Delivery Plan	
	Favour rail in the long term but in the interim improved connectivity via PT.	Using the rail corridors for moving people could become feasible in the longer term and support communities between Apata and Paengaroa but requires increased densities and population/jobs to be located along the corridor. The UFTI plan should enable a shift to rail based PT to occur if/when the conditions are right. In the meantime a high frequency road corridor based passenger transport system will be required to support to subregion (and in all scenarios a link toward Tauriko is likely to also be required).	Include high frequency/rapid PT in the final programme but also seek opportunities to enable a shift to rail based PT for the corridor between Apata and Paenagaroa when the circumstances are right.	Programme Development	

<b>KGI</b>	Want a vision that is innovative and that region sticks to	The UFTI project does not provide the vision for the region. That is the role of Smartgrowt. UFTI will provide a recomendated spatial patttern and transport system to support a refreshed vision to be developed via Smartgrowth.	Refer this request to the development of the Smartgrowth Joint Spatial Plan.	Delivery Plan	
	Dont want to repeat reverse sensitivity impacts experienced in Omokoroa and Te Puna because development consented outside of plan.	Reverse sensitivity is an important issue to address at a principle level	A principle that requires consideration of reverse sensitivity will be included in the UFTI principles	Design Principles	Input toward urban design principles
	Worried about water availability out east - need a regional solution,	Agree a regional solution is required to ensure water availability in the eastern corridor for both urban and agricultural uses. This can be be addressed as part of an envisaged "masterplan" to guide future development in the eastern corridor.	A masterplan for the eastern corridor that considers water allocation for both urban and agricultural uses across the entire eastern corridor should be included in the UFTI programmes	Delivery Plan	
	Whilst they support growth in Eastern Corridor dont want it to be located on top of productive soils - leads to need for structure planning out East (Te Tumu may not provide right living choice for seasonal workers?),	It will be difficult to achieve more growth in the eastern corridor without at least some of that growth occurring on productive soils. UFTI is not able to get to that site specific level of detail. More detailed master planning in the eastern corridor that considers the right balance between accomodating growth and protecting productive soils alongside the needs of seasonal workers as well as other residents is required.	A masterplan for the eastern corridor that addresses both the protection of productive soils and the need to accomodate urban growth needs to be included in the UFTI programmes	Delivery Plan	
	Need Hewletts Rd improvements to facillitate access to Port.	Maintaining access to and from the port is important for the Upper North Island supply chain. The key is to identify which corridors are critical for freight travelling to the port and through the Tauranga to the rest of the upper north island or east to the Eastern Bay of Plenty. A range of short and long term solutions will be required along Hewletts Rd to ensure that it continue to fulfill these functions.	Hewletts Road to be included in relevant package	Delivery Plan	
<b>Tauranga Provincial Rural Women New Zealand</b>	Want critical measures/analysis that deliver livable, comfortable communities for diversity in the population (young and aging).	These are important principles that need to be articulated as part of UFTI but delivered via subsequent projects.	UFTI to include principles that support delivery of liveable, comfortable communities that made the needs of a diverse population	Design Principles	
	PT, walking and cycling not likely to be solution for rural communities - need good and safe local connectors and arterials as a basic priority for rural communities. Support early identification and establishment of park and ride areas.	Agreed, the transport system of the Western Bay of Plenty performs a number of differnet functions which must be recognised and provided for in the UFTI recommendations. Early establishment of Park and Rides are one important intervention required to support the function of the network.	The UFTI corridor function recognises the importance of safety on all corridors, including rural. The programmes should identify likely locations of park and ride facilities to support future passenger transport options	Delivery Plan	
	Growing population relies on immigration which is not guaranteed. Population is aging. Need community social infrastructure to be a priority. Wants easily accessible, compact, local shopping and community support service centres (for aging pop.)	Agreed, the demographics of the sub-region are likely to continue to have a mix of aging population and inward migration of people seeking the lifestyle the Western Bay of Plenty has to offer. The urban form and transport system needs to cater for both these groups of people.	UFTI to include principles that recognises need for accessible local service centres should be included	Design Principles	Input toward urban design principles

<b>Tauranga Provincial Rural Women New Zealand</b>	Want UFTI to protect productive rural land for sustainable primary production - not in support of dispersal Landscape character, amenity and ecologically significant places need to be given priority and protected	The productive land of the Western Bay of Plenty subregion is important for the region's ongoing economic wellbeing. Likewise, parts of the region are important for their landscape, amenity and ecological significance. A dispersed settlement pattern would risk damaging these values. Whatever settlement pattern is established must recognise these areas of value and identify them as either no go or go carefully areas for urban development. It will be difficult to protect all areas of productive soils and accomodate projected growth - so a balance will have to be struck when master planning and structure planning future growth areas.	The constraints maps and related principles about no go, go carefully and go areas need to address protection of productive land, landscape character, amenity and ecological places.	Design Principles	Input toward urban design principles
	UFTI needs to consider short term as well as 30 and 50 year timeframes – need urgent action on intensification around existing community centres to provide affordable housing near places of work	As a programme Business Case UFTI is required to include actions for the next ten years as well as the longer term and these actions should address issues such as intensification around existing community centres.	UFTI to include short and long term programmes and provide for intensification around community centres to provide affordable housing choices. .	Programme Development and Delivery Plan	
	Suggest strengthening the capacity of Maori land owners and Trusts to develop solutions during the UFTI process - work together to improve Maori wellbeing and facilitate local employment through reducing commuter and housing pressure.	The UFTI process has highlighted the need for improved engagement with tangata whenua as part of Smartgrowth, especially the maori land owning trusts which determine future land use for maori owned land. A better understanding of the aspirations of these land owners would help inform the long term spatial planning of the sub region.	UFTI to include a package that includes interventions to strengthen capacity of maori land owners and trusts to develop solutions that suit the needs of their whanau, hapu and iwi.	Design Principles Delivery Plan	Input toward urban design principles
	Support rail based direct transit link from the east to west (frequent and reliable) - if currently unaffordable this land should be protected from Katikati to Pongakawa and also from CBD to Tauriko West.	Support for using rail corridor in the future for mass transit is noted. Whilst it may not be affordable now, in the future as population grows and densities increase it is likely that a mass transit system will be necessary. The rail corridor provides a logical corridor for the movement of people from Apata to Paengaroa.	UFTI should include packages that enable a shift to use of the rail corridor for mass transit in the future if it is appropriate to do so.	Design Principles Delivery Plan	

<b>Smart Growth Environmental and Sustainability Forum (E&amp;S)</b>	<p>Sustainability not provided for in the Interim Report Need to change the language used in UFTI to aligns with the 4 well beings - particularly the term "economic prosperity" to be changed to "prosperity" to encompass all 4 well beings.</p>	<p>We disagree that the interim report has not addressed sustainability. Sustainability and the four wellbeings is at the heart of the thinking behind the UFTI report. We have taken an approach that seeks to balance the social, cultural, environmental and economic wellbeings. This is best demonstrated by the flow of logic from the problem statements and expected benefits to the investment objectives. Social and cultural outcomes are considered via measures related to equity of access to opportunity and housing affordability, environmental outcomes are considered via measures related to transport emission reduction and the identification of no go and go carefully areas based on ecological impacts and economic outcomes through consideration of impacts on freight efficiency, housing affordability and access. We do acknowledge that the story telling can be improved and that the key to achieving sustainability outcomes lies mostly in the development principles that are adopted rather than the urban form itself.</p>	<p>The UFTI principals should include principles that relate to the four well beings. These principles should inform development of the Smartgrowth Joint Spatial Plan.</p>	<p>Design Principles and Delivery Plan</p>	<p>Input toward urban design principles</p>
	<p>Investment objectives need to refer to/incorporate key elements of the draft TCC and the WBOPDC environmental strategies - with connect of 10, 30 and 50 year timeframes with regular auditing options Programs outlines in UFTI need to be broken down in order to assess comprehensibility into 0-10yrs, 10-30yrs, 30-50yrs, and in 50/80 years time.</p>	<p>The purpose of the investment objectives has been misunderstood. Their role is simply to provide a simple and efficient means of comparing programme options against the identified benefits. They are not exhaustive lists of all of the outcomes at a level provided by the environmental strategies (or other more detailed strategies for other aspects of the four wellbeings). The relevant aspects of Council adopted strategies are reflected in the benefit statements in the Foundation Report and supporting information. We do agree that the final presentation of the programmes needs to be phased over time. The purpose of the interim report options was to present different programmes to support a final population scenario of 400,000 people living in the Western Bay of Plenty.</p>	<p>The final programme will break down the programmes into 0-3, 3-10, 10-30 and beyond 30 year periods.</p>	<p>Programme Development</p>	<p>Input toward urban design principles</p>
	<p>Under Investment Objectives, replace "The efficiency and effectiveness of the core freight network in the WBOP is improving" with something encompassing all 4 well beings including movement of people and freight.</p>	<p>The movement of people is addressed by the accessibility investment objective. The movement of freight (and functioning of the economy is addressed by the freight investment objective. No change is necessary. As noted before the purpose of the investment objectives has been misunderstood - more important are the benefit statements set out in the Foundation Report and which capture all aspects of the four wellbeings.</p>	<p>No change</p>	<p>n/a</p>	<p>n/a</p>

<b>Smart Growth Environmental and Sustainability Forum (E&amp;S)</b>	Investment Objective under Environmental Sustainability needs to reflect the status of the environment, not just reducing emissions (including qualitative assessments of waterways, biodiversity, green space, waste management practices, air quality and noise protection, together with versatile soil preservation including a regenerative focus on its continuing use).	The purpose of the investment objectives has been misunderstood. Their role is simply to provide a simple and efficient means of comparing programme options. They are not exhaustive lists of all of the outcomes related to sustainability. In the case of the emissions target we determined that the aspect of the environment that would have the biggest impact on the future settlement pattern and transport system was transport emissions. The other environmental factors are captured through the constraints mapping exercise which helps us determine where urbanisation cannot occur (no go) or can only occur provided that the local impacts are avoided, remedied or mitigated (go carefully). These considerations need to be reflected in the UFTI principles.	Include principles that reflect the broad range of environmental outcomes important to the region.	Design Principles	
	The “Inclusive Access” refers to transport rather than accessibility from a social and environmental perspective.	That is correct, this a strategy focused on urban form and transport outcomes - and therefore is more specific with respect to measures that are related to transport access. However, from a transport perspective access to transport choice and the ability to move freely around a city is a critical enabler of those other social and environmental outcomes. Other outcomes need to be addressed by the broader Smartgrowth Strategy Review	The Smartgrowth Joint Spatial Plan process will need to consider the social and environmental aspects of inclusive access alongside the transport access considerations addressed in UFTI.	Delivery Plan	
	The housing affordability measure should refer to median and not just average income, house prices and rents. A broader view of housing is required instead of just using an extrapolation of the current housing typologies. This includes an understanding of reducing by design the ongoing running and maintenance costs, as well as the build and purchase price. Also, a specific direction should be considered that allows for genuinely affordable and innovative ownership models, as well as social housing in new developments.	We agree that simply providing capacity for land to be developed for housing and changing rules in plans to enable greater densities will not be enough to address housing affordability. Many of the matters raised here reflect interventions that could be deployed as part of implementing the housing programme of activities that should form part of the final UFTI optimal programme.	The UFTI principles should consider other aspects of housing affordability than just supply and typology (eg quality, sustainability etc). The UFTI programme can also identify a range of housing interventions that may be able to address these wider considerations.	Programme Development Design Principles	
	Intensification and brownfield development should be favored above greenfield development. Intensification must be incorporated in and around all centres (gravity model), not just downtown Tauranga and the Te Papa peninsula.	A mix of intensification and greenfield development is likely to be required to accommodate anticipated growth in Tauranga. Intensification needs to be enabled across Tauranga's urban area but particularly along the core public transport network and at key nodes.	Consider the role of intensification around all centres in the Tauranga urban area as part of the development of the optimal programme	Programme Development	
	More flexible designs with dwellings, for instance being able to turn a 3 bedroom dwelling into a 1 and 2 bedroom dwellings at a later date without new consent processes. Compact housing should be a normal or preferred choice in all development areas including greenfield sites.	This is a level of detail that sits below UFTI (ie in the content of District Plan Reviews) but will be considered as we pull together the UFTI housing package of activity.	Note for the UFTI housing package of works	Programme Development	

<b>Smart Growth Environmental and Sustainability Forum (E&amp;S)</b>	The Dispersed Growth (Base Case) programme is not considered a viable option, as it is merely a continuation of the status quo. The best solution may be a combination of all three remaining programmes, with the exact combination reflecting the decision whether or not to develop the Northern corridor, Western corridor, or both, along with the Eastern Corridor and existing Tauranga City.	The optimal programme is likely a combination of the other three programmes (not dispersed growth). The UFTI process will use a mixture of feedback from stakeholders, transport and economic modelling and technical analysis to derive a final report	Noted for the final UFTI programme	Programme Development	
	Consider the Eastern corridor lends itself to further development, based around Rangiorua Business Park and horticultural development in the east - less cost to councils that developing both Eastern and Western corridor.	Further development in the eastern corridor to take advantage of existing infrastructure such as the Tauranga Eastern Link and the Rangiorua business park is likely to form part of the final UFTI programme.	Include the eastern corridor in development of the final programme.	Programme Development	
	Suggest broader approach with view of further development of existing Bay of Plenty regional centres e.g. Kawerau, Whakatāne, Opotiki, Rotorua and possibly Katikati. Support the initiative floated by Kawerau District Council for electrification of the railway line between Kawerau and Tauranga (or hydrogen powered trains) and development of passenger rail at the appropriate time. Understanding that this approach doesn't align with the NPSUD but more sustainable in long term.	The connections to the east need to be considered further as part of UFTI. If a settlement is located east of Te Puke at Paengaroa/Rangiorua its connections to Rotorua and the Eastern Bay of Plenty will be equally important for the people living in that settlement.	The final programme should include an eastern package of activity including interventions in Rotorua and the Eastern Bay of Plenty where they are necessary to accommodate the impacts of growth along the corridor (eg Te Ngae Road capacity issues)	Delivery Plan	
	Want to keep existing rail corridor and develop future rail and rapid transit corridors for public ownership regardless of the program selected.	Support for retaining ability to use the rail corridor as an option for future mass transit is noted.	The final UFTI programme should enable a shift to using the rail corridor for mass transit should it become viable in the future.	Programme Development	Input toward urban design principles
	Suggest public transport linked to the costs of private transportation to incentivise its use.	Public transport use is incentivised through numerous levers of which cost is one. Certainly balancing the market by charging for parking in parts of the city would help encourage mode shift.	The UFTI final programme should consider interventions such as cost of parking vs costs of buses to incentivise mode shift.	Programme Development	
	The development of Te Puke and surrounding areas should not include the extensive use of valuable productive land. A map showing land that is not of highly productive value would be useful.	The constraints maps identify land of high productive value as either no go or go carefully depending on the nature of the land. A more detailed master planning exercise for the Eastern Corridor would allow identification of go, go carefully or no go sites in the corridor and consideration of the correct balance in a location specific way between competing values of land.	Include a masterplanning project within the eastern corridor.	Programme Development	n/a
	Expected to see the response to the national policy re Urban Capacity reflected in the draft UFTI Report. UFTI analysis and reporting done to date, has not dealt with housing at the level of detail required by the National Policy Statement.	The National Policy Statement is still evolving. As part of setting the optimal programme a planning assessment has been completed that starts to indicate which programmes perform best against the emerging policy directions for the NPS but a final more detailed analysis will occur via the Smartgrowth Joint Spatial Plan that follows on from UFTI.	Ensure that the final UFTI programme development is aligned with the NPS-UD and allows the Smartgrowth Joint Spatial Plan to complete the more detailed analysis to comply with the final version of the NPS.	Programme Development Delivery Plan	
<b>Smart Growth Housing Affordability Forum</b>					

<b>Smart Growth Housing Affordability Forum</b>	Expected considerable effort to be put into discussing the housing typologies, locations and price points and the local government and other tools to be used to meet current and future, affordable housing needs. Interim Report is lacking in such detail and appears to be formulated almost entirely around transportation planning and business case approval.	UFTI can identify a programme of actions to resolve these questions but it is not in scope to provide this level of detail. They will need to be addressed in the next iteration of SmartGrowth Joint Spatial Plan and the Future Development Strategy. UFTI will set the principles that will guide this work and establish a work programme that should help answer the questions being asked.	Include these factors in the scope of the Housing Intervention Programme	Programme Development and Delivery Plan	
	The projected need for affordable housing both ownership and rental should be clearly defined. The technical report – High Level Spatial Plan does not provide the detail that the national policy statement requires on the housing demand by typology and price point.	The purpose of that report was to assist in allocating population across spatial areas. More work is required to develop spatial information at a level required by the NPS, this will be done via the Future Development Strategy and the revised Smartgrowth Joint Spatial Plan. UFTI will set the principles to guide this work.	Ensure that the final UFTI programme development is aligned with the NPS-UD and allows the Smartgrowth Joint Spatial Plan to complete the more detailed analysis to comply with the final version of the NPS.	Programme Development Delivery Plan	
	The technical report – High Level Spatial Plan needs more detail (required by NPS on the housing demand by typology and price point).	The purpose of that report was to assist in allocating population across spatial areas. More work is required to develop spatial information at a level required by the NPS. The UFTI plan will not get to the level of detail necessary to comply with the NPS - that work will follow once the NPS is finalised and will be delivered as part of either a refreshed FDS or the Smartgrowth Joint Spatial Plan.	Ensure that the final UFTI programme development is aligned with the NPS-UD and allows the Smartgrowth Joint Spatial Plan to complete the more detailed analysis to comply with the final version of the NPS.	Programme Development Delivery Plan	
	The Interim Report contains two flawed assumptions: a. That by releasing more land, house prices will drop and create more affordable housing (solely market driven) b. That intensification (and associated transport node development) will automatically lead to more affordable housing Both of these require incentives and interventions by local and central government to support the private sector to occur.	We agree that the housing affordability is influenced by many more factors than supply and access to transport choice. However these are the most important factors for choosing between different urban form and transport systems. A range of other interventions will be required and these are identified in the recently released housing toolkit report. The final report should identify a package of interventions that address these other matters.	The final report must include a broader package of interventions to address housing affordability	Programme Development Delivery Plan	
	Interim Report should talk about commitment of Councils to implement the housing toolkit (for housing affordability). Opportunity for Council to utilise Housing Action Framework (Smart Growth 2018) - would work well with both the future growth scenario and two urban centres programmes.	Agreed - a package of work to support housing affordability outcomes should be included in the final UFTI programme.	The final UFTI programme should include a broader package of interventions to address housing affordability than just supply side interventions.	Programme Development	

<b>Smart Growth Housing Affordability Forum</b>	Lack of consultation/partnership with Tāngata Whenua however the High Level Spatial Plan Report does mention papakāinga housing.	Tangata whenua are a partner in Smartgrowth. A parallel workstream to collate and confirm past comments from tangata whenua on urban form and transport initiatives has been completed and will be published with the final UFTI report alongside an assessment of UFTI and recommendations from an panel made up of local tangata whenua planning and policy practitioners that has undertaken some engagement on behalf of UFTI through March - May 2020.	Whilst some limited formal engagement has occurred with tangata whenua more will be required via the process to adopt a Joint Spatial Plan for Smartgrowth. The UFTI report will include recommendations from the Iwi expert panel (He Manukura) on the appropriate next steps.	Tangata Whenua Engagment	
	Assessment Criteria: Housing affordability is listed as an investment objective but should be included as a “critical success factor”. The Objective should be more refined with a shorter timeframe of improving affordability by 2025 (not 2070).	The purpose of the investment objective and critical success factors in the Multi Criteria Assessment was to enable an assessment of different land use and transport options for the region. The investment benefits described in the Foundation Report are more relevant for the final report - and must be supported by more refined measures and indicators are required to track progress toward achieving these benefits over shorter timeframes than 50 years.	Introduce more refined measures and indicators related to affordable housing to enable monitoring and review of the strategy.	Monitoring Framework	
	Housing affordability needs to be measured in relation to our local population’s income and housing costs and not in relation to other high growth centres. (Housing affordability Critical Success Factor for the assessment of options is suggested).	This is a good idea that will need to be considered as measures are developed	A measure that is specific to the local population income relative to housing costs will be considered along with other options for the final report.	Monitoring Framework	
	Overall: - Programme 4 is not supported (continuation of status quo) and but any of the other three could work with commitment to mandatory tool kit implementation and incentives. - Consider and accept the social and financial cost of the various local government and other incentives in the anticipated housing tool kit (cost-benefit analysis of the tools) and to include this analysis in the options assessment.	Noted, a comprehensive toolkit needs to be developed as part of UFTI to address housing affordability regardless of which of the three programmes forms the basis for the final optima programme.	The final report should include a broader package of interventions to address housing affordability	Programme Development Delivery Plan	
<b>Smart Growth Strategic Partners Forum</b>	UFTI to be placed within wide spatial plan framework and key input into joint spatial plan. This will better connect UFTI with central government’s wellbeing and joint spatial plans, the NPS on Urban Development Capacity and the Proposed FDS.	Agreed, as per the project terms of reference UFTI is an input into the review of the spatial plan framework for the region and needs to be placed in that context.	Final report needs to make it clear where UFTI sits in the architecture of the system as an input to the Smartgrowth Joint Spatial Plan.	Delivery Plan	
	UFTI framework to be broadened beyond transport to four well-beings.	The joint spatial plan that will be prepared by Smartgrowth after UFTI has finished will address the full four wellbeings. The brief of UFTI is to focus on those directly related to transport and urban form as an input into the Joint Spatial Plan.	A broader four wellbeing framework will be developed for the subregion via the Smartgrowth Joint Spatial Plan	Delivery Plan	

<b>Smart Growth Strategic Partners Forum</b>	Urban form to be considered first and then transport requirements can be planned.	Disagree, the relationship between transport systems and urban forms is not a linear relationship. The two need to be considered together as they have in UFTI	No change required	n/a	n/a
	Placemaking, environmental and social considerations to be included for robust and holistic approach.	Placemaking, environmental and social considerations are critical aspects that need to be considered when urban planning. The level of detail that they form is different for each layer of spatial planning. UFTI can define key principles that need to be addressed by the next layers (eg Master Planning and Structure Planning) but it cant translate those principles into clear actions in a specific place..	Include principles that reflect placemaking, environmental and social considerations.	Design Principles	Input toward urban design principles
	New Chapter suggested that covers outcomes sought, strategic aims, context, and links to other government strategies and plans.	The final report will need to address these matters.	The final report to clearly place UFTI within the spatial planning architecture of the region as a key input to the review of the Smartgrowth Joint Spatial Plan.	Delivery Plan Spatial Plan Framework	
	Investment objectives unclear and inadequate: - Does not consider delivery of social and environmental justice in the long-term e.g. "Economic Prosperity" should be amended to "Prosperity" and include reference to economic, social, environmental and cultural prosperities (4 well beings) - Investment objectives measures need to be redefined e.g. under Economic Prosperity, the current focus on freight needs to be expanded to include people commuting to work, study etc. - Investment Objective "Environmental Sustainability" should also include qualitative assessments of waterways, biodiversity, green space, waste management practices, soil quality, air quality and noise protection.	The purpose of the investment objectives has been misunderstood. Their role is simply to provide a simple and efficient means of comparing programme options. They are not exhaustive lists of all of the outcomes at a level provided by the environmental strategies (or other more detailed strategies for other aspects of the four wellbeings). The relevant aspects of Council adopted strategies are reflected in the benefit statements in the Foundation Report and supporting information. We do agree that the final presentation of the programmes needs to be phased over time. The purpose of the interim report options was to present different programmes to support a final population scenario of 400,000 people living in the Western Bay of Plenty.	Final report to focus on monitoring achievement of the investment benefits set out in the Foundation Report not the investment objectives.	Monitoring Framework	
	Economic development to be considered such as drivers and including all of BOP. e.g forestry, kiwifruit, as a driver for infrastructure/urban planning and we note that the economy includes the whole of the BOP not just Western Bay of Plenty. 	The scope of UFTI is limited to the Western Bay of Plenty but the forum is correct, the economy of the Western Bay of Plenty is inextricably linked to the economy of Rotorua and the Eastern Bay of Plenty. The transport connections to the port and beyond to the upper north island supply chain are critical and need to be recognised within UFTI. Some interventions in the other parts of the region will assist delivery of the UFTI outcomes and should be identified as a separate package of works within the PBC	The strategic function of transport corridors for freight to the port and onward into the upper north island freight supply chain need to be recognised in UFTI and interventions outside of the subregion that support the UFTI outcomes should be identified as part of a package of works.	Strategic Transport Journeys and Programme Development	

<b>Smart Growth Strategic Partners Forum</b>	<p>Urban development along the eastern corridor needs to consider:</p> <ul style="list-style-type: none"> <li>- Reversed sensitivity as a result of rezoning from rural to residential</li> <li>- Infrastructure such as water, transport and land required for housing (most low lying in this area).</li> </ul> <p>All programme options are not sufficiently adequate on their own - also need to manage passenger rail expectations.</p>	<p>These are important considerations for any programme that includes further growth in the East. Part of such a package would need to be a master planning exercise that resolves these issues before more detailed structure planning is completed.</p>	<p>Include masterplanning for the Eastern Corridor., address reverse sensitivity as part of the UFTI principles</p>	<p>Design Principles</p>	<p>Input toward urban design principles</p>
	<p>Overall:</p> <ul style="list-style-type: none"> <li>- Do not support Option 4 (continuation of status quo)</li> <li>- Support the development of hamlets.</li> <li>- Support the principle of Transit Orientated Development (TOD) and principles of programme 3 with the integration of rail enabled growth principles contained in programme 1.</li> <li>- Support opportunities for high intensity in other centres rather than central city only</li> <li>- Want to see greater innovation in use of passenger rail as long term direction shaping urban development going forward.</li> <li>- Urban form to lead transport considerations.</li> </ul>	<p>The attributes described by the submitter are core components of the Connected Urban Villages option. Support for a programme that is based around passenger transport nodes and supported by transit oriented development is noted and needs to be factored into the development of the final programme..</p>	<p>Final programme should be based around passenger transport nodes with principles of transit oriented development built into it.</p>	<p>Design Principles and Programme Development</p>	<p>Input toward urban design principles</p>
<b>Smart Growth Social Sector Forum</b>	<p>Forum could not see how livability and social equity will be achieved.</p>	<p>Livability and social equity are principles that are not determined by transport pattern or urban form alone but require a comprehensive placed based set of responses. The final report needs to set principles that relate to urban form and transport - but the Smartgrowth Joint Spatial Plan will need to pick up the broader wellbeings approach and the other interventions that need to be considered to achieve livability and social equity.</p>	<p>Consider as part of the UFTI principles to the extent that we can but also refer to the Smartgrowth Joint Spatial Plan.</p>	<p>Design Principles</p>	<p>Input toward urban design principles</p>

<b>Smart Growth Social Sector Forum</b>	<p><u>Housing</u>: does not take into account the known and projected housing needs, place-making and the role of transport accessibility in creating livable communities according to future population profile needs. Report needs to identify changes needed to meet known projected housing poverty - are too many assumptions on quality intensification and green field development that rely on market forces. Demand and supply to be identified. How, when and who will meet the Smart Growth/ City social housing crisis now and what mechanisms will UFTI deliver to avoid further exacerbation of housing poverty Forum seeks new partnership arrangements to improve housing outcomes (urgent current and projected future needs).</p>	<p>Agreed, a comprehensive package of interventions that goes beyond transport and urban form is required to address housing affordability issues. UFTI will develop a package of interventions as part of its programme that will identify many of these levers. .</p>	<p>Include a package of housing interventions in the final report</p>	<p>Programme Development</p>	
	<p><u>Transport</u>: Forum seeks a strengthening of the complimentary transport modalities, shared travel and innovation options that enable people to move within their community localities - this will meet accessibility needs while reducing congestion and carbon emissions. UFTI overlooks community transport and assumes a CBD commuter workforce. Forum seeks advanced planning for urban centre community connectivity.</p>	<p>UFTI can establish clear principles that can guide partner thinking as specific place based plans are developed. Community transport is important and needs to be built into planning of the passenger transport network. UFTI has focussed predominantly at the strateic backbone of the public transport network around which such community transport networks should be created.</p>	<p>Planning for local bus routes and initiatives like community transport is important but occurs at the next level of transport planning. By identifying key nodes on the spine of the public transpor network UFTI can help support planning/prioritisation of feeder services to serve those nodes. The UFTI design principles should consider providing further guidance on the importance of ensuring community connectivity to these nodes.</p>	<p>Design Principles and Programme Development</p>	<p>Input toward urban design principles</p>

<b>Smart Growth Social Sector Forum</b>	<p>Scenarios should be evaluated against the following: Sustainability of the land and uses a co-creation process with Maori; Shared prosperity across the four well-beings; Based on the demographic transformation occurring now; Incorporates the (potential) use of Maori land; How the scenarios can efficiently create livable communities; Economic trends; Focus on “first and last kilometre solutions”; Emergent smart technologies; Extent of green ecologies, changes in food production/growing practices and versatile soils; Climate change goals; Social impact assessment of access to urban service centres.</p>	<p>To the extent possible with the evidence and expertise available to UFTI these factors have been considered in the development of the UFTI programme. For instance environmental and soil protection factors were considered via use of the constraints maps, demographics have factored into thinking about future housing demand and transport needs. In terms of emerging technologies the key factor to consider is that the technologies may change but the core strategic transport corridors and their functions will remain the same. As a consequence, rather than attempt to predict the future UFTI has identified functions to be delivered and performance measures to be achieved/monitored so that the implementation of the strategy can be adjusted as circumstances evolve.. The recommended programme will need to be monitored and reviewed, and potentially adjusted over time as circumstances change, the key is identifying the right measures to track and having in place a system via Smartgrowth to monitor progress at an outcomes level..</p>	<p>Consider these factors in the UFTI Monitoring Framework</p>	<p>Monitoring Framework</p>	
	<p>Connected Urban Villages would seem to provide better livable communities and is an extension of how communities are currently evolving.</p>	<p>Noted, although the key transport requirement to support those communities is public transport.</p>	<p>Note this preference when considering the options</p>	<p>Programme Development</p>	
	<p>Use of smaller buses or shuttles within communities to be considered - to address social equity, economic and accessibility issue particularly pertinent for older people, people with prams, those with children and those with mobility issues and also those who don't work conventional workplace hours.</p>	<p>This mechanism is a possible solution for the design of feeder networks to the strategic nodes identified in UFTI - it is a matter that the Regional Council needs to consider in design of the optimal public transport network to support implementation of UFTI</p>	<p>Include consideration of community transport needs in UFTI principles and refer to BOPRC for implementation via planning of the public transport network.</p>	<p>Programme development Design Principles</p>	
	<p>Dispersed Growth (Base) scenario not viable - unsustainable.</p>	<p>Noted</p>	<p>Note this preference when considering the options</p>	<p>Programme Development</p>	
	<p>Would like to see how options will deliver against measured social indicators including defined levels of affordable housing and state housing.</p>	<p>Urban form and transport solutions alone will not deliver against social indicators. The review of Smartgrowth needs to take a wider perspective.</p>	<p>Draft a package of housing interventions for consideration as part of Smartgrowth.</p>	<p>Delivery Plan Housing Toolkit</p>	
	<p>Overall found a response difficult and unable to endorse a programme as the report was not people based, workshops conducted in 2040 futures positions when needs are not being met today, and clear short, medium and long term timeframes and critical priority actions were not evident.</p>	<p>Noted, but the solutions identified today have the potential to preclude future outcomes - hence the need to focus on the longer term direction. By setting that direction it becomes possible to plot a series of actions that are most likely to get you to that destination.</p>	<p>Noted, include clear short, medium and long term interventions to get to the 400,000 population scenario.</p>	<p>Programme Development</p>	

<b>Te Puke Economic Development Group</b>	<p><b>Water:</b> Ensure our water resources are protected for generations to come - quantify investment in water, projects and continued draws from aquifers compromise eastern water resource, question of population growth in central Tauranga due to water needs, agreement on long term access of water needs to happen now.</p>	<p>Access to water will be critical for future growth. A range of alternatives exist including how the water allocation framework is managed, storage options and identifying new water resources. These are issues that need to be resolved in the next level of planning where a long term solution for water issues in each corridor via master planning exercises should occur.</p>	<p>Address access to water in the east as part of a masterplanning exercise before further growth is enabled.</p>	<p>Delivery Plan</p>	
	<p><b>Roading:</b> Provide local government with access to capital to ensure we can improve local roading and services which is critical for the movement of people and export product - roads expanded/maintained to growth of Kiwifruit industry (SH2 Paengaroa to Otamarakau), govt. to consider huge roading costs carefully, better transport for movement of kiwifruit seasonal employees (e.g. light rail or fast bus routes), access to freight to the POT is critical for Tw Puke.</p>	<p>Agreed, access to funding for new infrastructure is going to be critical as the Western Bay of Plenty continues to grow. The UFTI financial case will identify potential sources of additional funding to be explored by the region.</p>	<p>Address funding via the Financial Case</p>	<p>Funding and Investment</p>	
	<p><b>Rangiuru Business Park:</b> Build off ramps from the TEL to the RBP and with that will come development - for access to Rangiuru Business Park and industrial zone.</p>	<p>Noted, this solution will need to form part of any programme that includes Rangiuru</p>	<p>Include in package of interventions.</p>	<p>Delivery Plan</p>	
	<p><b>Housing:</b> Easily enable new housing in our region - have a real need with a real economic driver, we have willing entrepreneurs and we have a good Council who can deliver infrastructure so long as the Government gives them access to capital. More housing needed to meet growing need for people working in Kiwifruit industry. Support for Hamlet developments and continued growth in Te Puki township and larger 20000+ residential area in the Rangiuru area. Keen to get things moving in the east</p>	<p>Noted support for hamlet developments and continued growth in the east subject to finding water resources.</p>	<p>Noted for consideration in development of final programme.</p>	<p>Programme Development Delivery Plan</p>	
<b>Sustainable Business Network</b>	<p>Serious questions need to be asked about population growth centred on Tauranga. The idea that more and more people are crammed into limited spaces needs to be revisited</p>	<p>It is not possible to restrict population growth except by making it less affordable. However experience suggests that people want to live in Tauranga even if it is not affordable. Therefore some sort of planning must be required or the outcome will be a dispersed settlement pattern that is increasingly unpleasant for those who live here now.</p>	<p>No change</p>	<p>n/a</p>	<p>n/a</p>

<b>Sustainable Business Network</b>	Want a sustainable water supply - to be carefully considered in any spatial plans and should become a community conversation, not just a back-room discussion based on clear evidence	Agreed, access to funding for new infrastructure is going to be critical as the Western Bay of Plenty continues to grow. The UFTI financial case will identify potential sources of additional funding to be explored by the region.	Refer to Smartgrowth but include water as an issue to be addressed as part of more specific master planning in each corridor.	Delivery Plan	Input toward urban design principles	
	Strongly support getting Rangiuru Business Park ASAP. Its location near the railway line offers huge potential and need to get key businesses to locate there rather than Tauriko, where the trucks will add to congestion on an already overloaded part of the highway network	Support for Rangiuru noted.		Noted for consideration in development of final programme.	Programme Development	
	Eastern Corridor to get a refreshed spatial plan - final UFTI Report to incorporate plan for the Te Puke-Rangiuru-Paengaroa part of the corridor (Mark, Paul and others) - including fast-tracking hamlet development in the eastern part of the sub-region	Agreed - a master plan for the eastern corridor will be required if further population is to be allocated there.		Address via eastern corridor package of interventions	Delivery Plan	
	Also support thoughtful development of Eastern Corridor in conjunction with passenger rail (or other rapid transit), rather than blindly pursuing the Tauriko-Te Tumu default plan	Noted support for eastern corridor		Noted for consideration in development of final programme.	Programme Development	
	Want to be kept informed on thinking for the Eastern Corridor and to support the feedback from Te Puke EDG	Noted		Noted for consideration in development of final programme.	Programme Development	
<b>Housing Affordability Forum</b>	The Housing Program should be delivered in two timeframes - Immediate (0-3 years) and Ongoing (being 4-8 years)	Agreed, there is urgency	Housing programme has been refined and all actions fall within the immediate category with understanding there may be follow on or ongoing delivery of actions into later timeframes	Programme Development Housing Toolkit		
	Immediate (0-3 years):					
	a) District Plan Changes:	Agreed that the District Plan can pose barriers to social and affordable housing outcomes. UFTI can note many of these items for inclusion into upcoming district plan reviews or plan change, and we note that TCC through PC26 and Te Papa Spatial plan has begun to address some of these comments. Specific detail of changes to District Plans is not within the remit of UFTI to scope.	Consider including a housing affordability programme (addressing both social and affordable housing) in the UFTI report. Within this programme a district plan review and plan change action could be identified, as part of a broader action plan which builds from existing work, that can focus on the type of comments provided regarding the district plan.	Programme Development Housing Toolkit		
	For removal of the need for resource consents for independent dwelling units, secondary independent units, duplex developments and comprehensive housing developments on sites from 1,000-25000m2. This helps remove some of the uncertainty and risk from the multi dwelling /unit projects.					
	For increased yields and intensification by allowing increased density but not at the expense of on-site amenity					
	For development incentives by allowing increased height by 1 metre for loft /third floor development for affordable housing that remains in the affordable pool by way of a Housing Trust or similar - referred to as Covenants in the documentation. Also, offer development incentives where the building complies with universal design principles such as Lifemark accreditation (this is done in TCDC District Plan).					

<b>Housing Affordability Forum</b>	For development incentives by allowing reduced on-site parking for affordable housing that is located within 400 metres of a public transport route, that remains in the affordable pool by way of a Housing Trust or similar - referred to as Covenants in the documentation (transit orientated developments)	Agreed that the District Plan can pose barriers to social and affordable housing outcomes. UFTI can note many of these items for inclusion into upcoming district plan reviews or plan change, and we note that TCC through PC26 and Te Papa Spatial plan has begun to address some of these comments. Specific detail of changes to District Plans is not within the remit of UFTI to scope.	Consider including a housing affordability programme (addressing both social and affordable housing) in the UFTI report. Within this programme a district plan review and plan change action could be identified, as part of a broader action plan which builds from existing work, that can focus on the type of comments provided regarding the district plan.	Programme Development Housing Toolkit	
	For Inclusionary Zoning provisions with the rental and owned homes remain in the affordable pool by way of a Housing Entity as referred to below				
	For greenfield residential subdivisions to provide a proportion of larger lots for comprehensive housing developments rather than dividing entire properties into small 400-600m2 sites for individual houses.				
	In existing residential areas provide development incentives for amalgamation of lots into larger development sites for comprehensive housing				
	Allow more than one dwelling per title				
	Additional permitted activity rules that reflect previous design guidelines				
	Remove wording that refers to 'protection of existing' (eg amenity, character), ensure wording at all levels recognises that these matters are expected to change over time.				
b) Regulatory Changes:	Agreed that financial incentives and disincentives affect affordable housing opportunities and work can be done in this area	Consider an action for a financial strategy for affordable housing to review the range of tools available for Smart Growth partners and identify effective changes	Programme Development Housing Toolkit		
Reduced Development Contributions for affordable housing that remains in the affordable pool by way of a Housing Trust or similar					
Reduced Building consent fees where there is a standard design that is being applied multiple times on a site					
Adopt an uplift /betterment tax, a proportion of which could be used to incentivize affordable housing					
Rates incentives for affordable housing complexes in Housing Trusts with shared equity or rent to buy financial schemes					
C) Joint Venture Projects:	Agreed, there are project opportunities available that can be better advanced with an approach that combines resources between different actors as each has separate strengths and challenges. Each project may require a different type of approach -whether J-V, SDP, a combination, or something else.	Consider an action to enable more collaborative processes between actors that assigns best combined resourcing and best for project delivery framework based on individual project opportunities and needs.	Programme Development Housing Toolkit		
That the Councils immediately work with BayTrust and The Housing Foundation to gain the funding and legal mechanisms to operate a Community based Housing Trust similar in nature to the Queenstown model to facilitate the provision of ownership houses for rent to buy schemes and shared equity schemes AND rental houses administered by a local housing trust.					

<b>Housing Affordability Forum</b>	<p>That the TCC Council work with Accessible Properties and Kainga Ora on the Pukehinahina Regeneration Project in Gate Pa . This should be a top priority using the new 'Specified Development Projects' Provision under the Urban Development Bill and to get all stakeholders to focus on "how can we make this work" to create a liveable community with a range of housing typologies and ownership models This could include Treaty settlement land for intensive one bed units opposite the Public Hospital close to all amenities and health services</p>	<p>Noted that there are a variety of opportunities for projects across the sub-region and that there are different opportunities for agencies to support or lead.</p>			
	<p>That WBOPDC Council continue to pursue the SmartGrowth Pilot Project at Omokoroa as a best practice example of Affordable Housing design and use that as a tool to advocate to the building industry on how to develop sustainable livable housing projects</p>				
	<p>Resource the Papkianga Housing Toolkit program to support Iwi housing initiatives</p>				
	<p>Other Joint Ventures are : Kalinga Ora led project in Katikati , Availability of MHUD land to contribute to a housing programme and Te Puni Kōkiri working with MHUD</p>				
	<p>d) At the same time a significant Greenfields area must be secured by Kainga Ora to work with experienced social housing providers such as Housing Foundation, HLC, APL and local CHPs and TCC or WBoPDC to do a similar mixed development such as Hobsonville. – Inclusionary zoning and/or incentives to developers are essential - UFTI must identify the project leaders and specific targets and timeframes for an agreed number of both affordable homes and especially for public and community provider owned new homes - e.g. 500 of each category - i.e. 1500 within 3 years</p>				
	<p>e) For social housing needs to be met the programs and locations must be defined in this document - Maori housing projects that provide social housing must be identified with Tangata Whenua and the Councils and plans and funding packages and partners developed within this 3 year short term timeframe as some suitable land within the urban area is already zoned for residential e.g. Te Puke and Te Reti as 2 examples - Smiths Farm and the Tauranga Racecourse must also be specifically identified due to their public ownership and therefore the opportunity for good spatial planning</p>	<p>While UFTI can point towards key opportunities, as a long term strategic plan it will not identify specific locations, this would need to be done subsequently by partners</p>	<p>Identify potential opportunities through the discussions of social and housing affordability programmes</p>	<p>Programme Development Housing Toolkit</p>	
<p>f) Combined Focus:</p>					

<b>Housing Affordability Forum</b>	That SmartGrowth within three months complete the detailed Housing Action Framework that they passed in March 2018 and then failed to resource to enable the detail of the actions under the four work streams (Policy/Projects/Capacity and Capability/Advocacy) to be detailed and resourced. We do NOT want yet another academic strategy. We want an action plan that is fully resourced and integrated with the central government, philanthropic and private sector providers.	Noted, much strategy work has already been undertaken by partners and action is preferred over more of the same	Consider how the housing affordability elements of the UFTI programme can be action oriented instead of strategy focused	Programme Development Housing Toolkit	
	Advocate with central government for change in the rental housing regulations to protect long term residency	Noted	Consider advocacy actions	Programme Development Housing Toolkit	
	Advocate with central government and the banking sector for change in the banking rules about profit rates for residential development loans particularly for intensive rental and ownership housing schemes.	Noted	Consider advocacy actions	Programme Development Housing Toolkit	
	Advocate for investment by Quayside into affordable rental housing - not just for social housing provided by Accessible Properties and Kainga Ora but by the private sector and other Housing organisations	Agreed, there are opportunities for philanthropy	Consider including an action to support avenues for greater philanthropic contributions for social housing	Programme Development Housing Toolkit	
	Advocate for affordable housing developments that are supported by Enterprise Angels finance	Noted	Consider as part of discussion related to philanthropic opportunity	Programme Development Housing Toolkit	
	Advocate for changes in the Building Code if necessary to enable more intensive affordable housing to be built	Agreed, the building code regulations affect affordable housing opportunities	Consider an action to help central government understand areas for improvement of the building code	Programme Development Housing Toolkit	
	Advocate to central government for an investigation into the cost of housing construction products	Noted, however UFTI will be unable to influence construction costs	No change		
	Investigate the funding and technical requirements for Council Controlled Organisations (CCO) to develop housing projects	Noted that there is opportunity for CCO to develop housing projects.	Consider role of a CCO as a project delivery option	Programme Development Housing Toolkit	
	Councils actively purchase suitable large residential land holdings that come on the market for the purposes of facilitating with Housing Trusts, government agencies and the private sector to develop affordable (permanently) housing.	Noted, land scarcity has come up as an issue across the board and establishing a pipeline of land supply for projects is something done already	Consider how to a combined approach towards land supply can leverage individual actor assets leading to improved project opportunities	Programme Development Housing Toolkit	

<b>Housing Affordability Forum</b>	g) Kāinga Ora, Accessible Properties Limited (APL), TCC, WBOP, BOPRC each have different opportunities individually than when their assets, operating requirements, and capital resources are pooled and examined as a combined portfolio. Working together in joint initiatives can produce more than as individual programmes. A lead resource should be agreed to manage a working group combining these partners, focused on identifying and agreeing joint initiatives that can be quickly delivered.	Agreed, pooling resources may achieve more than otherwise	This could form consideration for an UFTI action around a collaborative joint portfolio approach towards identifying and delivering projects	Programme Development Housing Toolkit	
	Ongoing (being 4-8 years)				
	Action a CCO-led development	Noted that there is opportunity for CCO to develop housing projects.	Consider role of a CCO as a project delivery option	Programme Development Housing Toolkit	
	Ongoing implementation of SmartGrowth Strategy 2013 Housing Actions and including these in each Council's annual plan and work programme. We note that inspite of these, full advantage was not taken of the Government Housing Accord and SHA enabling provisions over the four years from 2013 where projects could have been undertaken to significantly increase the affordability and range of ownership models if there had been local political commitment	Noted	No action by UFTI, as this should already be something done by councils as part of business as usual		
	Assessment and adoption of local and global best practice for resourcing and leadership structures that facilitate larger scale mixed ownership and typologies housing in several nodes with specific targets, as a specific outcome of this UFTI process. We repeat the merits of the Queenstown model with ongoing protection on the titles of the initial affordability provisions	Noted. Large scale opportunities could be associated with transit oriented development and are likely a long term activity for which planning would need to start early including establishment of a governance/leadership structure	Consider how a joint portfolio approach could support an outcomes oriented leadership structure and establish resourcing requirements	Programme Development Housing Toolkit	
	Focused advocacy with the relevant Housing Ministers to achieve a regional structure such as HLC (2017) Limited (government owned Housing, Land, Community Company) which has the capacity to achieve its target of new builds and redevelopment in Auckland within the agreed Auckland Housing Plan. We note this is achieving 1200 new houses in Northcote area on mainly state owned land, with proposed 400 state houses, 400 Kiwibuild and 400 freehold market houses. In Tauranga's case some brownfields redevelopment will require land purchase by the entity due to the lack of state owned housing that local spatial planning identifies as suitable for intensification	Hobsonville is a difficult parallel to make, as it began with land already owned by the government and the affordable housing elements are still considered to somewhat expensive at their effective price point. Creating a collaborative interagency opinion on the potential for various project opportunities in the sub-region would enable consistent advocacy for resources and support from central government.	Consider how a collaborative interagency function could create a collective opinion on priority opportunities for social and affordable housing in the sub region	Programme Development Housing Toolkit	

<b>Bay of Plenty District Health Board</b>	Make an explicit Commitment to advancing equity	UFTI's scope allows it to address equity in the context of urban form and transport accessibility only. In the context of UFTI equity is explicitly addressed in the assessment of programme options against the effectiveness to deliver affordable housing and access to transport options for people in the subregion. Equity is a factor that can be considered in the principles for urban development that will be defined in the UFTI report	Evaluate programme options against their potential effectiveness in delivering housing affordability and access outcomes. Consider the role of equity in the design principles for UFTI	Design Principles Programme Development	
	Set bold and aspirational investment objectives for topics like a target for proportion of population living within travel thresholds.	The investment objectives were developed for the purpose of evaluating programme options and are not the objectives that will appear in the final UFTI report. In the report we will identify measures and KPIs that will be bold, but tempered by achievability in the next 30 years and longer.	Ensure that KPIs and measures included in the report are aspirational but tempered by achievability.	Measures	
	Revisit the housing affordability investment objective - it could be misread to mean that if a very small number of very high income households could make it look like affordability was improving	The potential issue with the wording of the investment objective is noted. Fortunately the objectives were only developed to guide programme selection. More important for the final report will be the selection of KPIs and measures. This issue will be noted in drafting those.	Note the need for care in defining measures that we don't create perverse outcomes.	Measures	
	Take into account the INtegrated Planning Guide for a healthy, sustainable and resilient future 3.0 published by the Canterbury District Health Board when drafting KPIs	This is a useful resource	Consider this report when defining KPIs	Measures	